



Alfa Romeo *2000* GT Veloce / Spider Veloce

Alfa Romeo take part — and always have done — in hundreds of races every year, and every race confirms the high quality of the company's vehicles.

Both the 2000 (Berlina, GTV and Spider) and the GT/Am, whose

structure and style are identical to the GTV, have competed highly successfully over the last few years in both road and circuit events. The following is a list of some of their victories.

1970

4 Ore di Monza (Hezemans)
Austria Trophäe Touring cars up to 2000 cc (Hezemans)
G P Budapest (Hezemans)
G P Brno (Hezemans)
Tourist Trophy, Silverstone Touring cars up to 2000 cc (Hezemans)
6 Hr Nürburgring (De Adamich/Picchi)
24 Hr Francorchamps Touring cars up to 2000 cc (Pinto/Berger)
Zandvoort Trophy (Picchi)
4 Hr Jarama (Hezemans)
Erzherzog Johann Pokal Touring cars (Krammer)
Premio della Stiria Touring cars (Krammer)
Hill-climb Stainz Touring cars (Krammer)
Coupes de Belgique Zolder gr. 2 (Franck)
Hill-climb Tros Marets (Berger)
G P Paris gr. 1-2-3 (Larrousse)
Rallye de Lorraine gr. 1-2-3 (Barailler/Flavigny)
Circuit de Dijon gr. 1-2-3 (Larrousse)
Circuit P. Ricard gr. 1-2 (Barailler)
Ronde Cevenole gr. 1-2-3 (Barailler)
Tour de France gr. 2 (Pianta/Aleman)
Critérium des Cevennes gr. 2 (Consten/Todt)
Int. Adac - 300 Km Nürburgring gr. 2 up to 2000 cc (Schultze)
Int. Adac Eggbergrennen gr. 2 cl. up to 2000 cc (Schueler)
Adac-Spessart-Bergrennen gr. 2 cl. up to 2000 cc and Touring cars (Schüler)
Adac-Flugplatzrennen Neuhausen gr. 1-2 cl. up to 2000 cc (Weizinger)
Int. DMV Rhein Pokal Rennen Hockenheim gr. 2 cl. up to 2000 cc (Hessel)
Flugplatzrennen Schwenningen gr. 2 (Weizinger)
Adac-Slalom « Rot-Weiss Köln » gr. 2 cl. up to 2000 cc (Deussen)
Rhein Pokal Rennen Hockenheim gr. 2 cl. up to 2000 cc (Hessel)
Hill-climb Camerigerberg-Limburgo gr. 2 (Hezemans)
1000 Miles Interlagos-S. Paulo (Diniz/Diniz)

1971

Rallye International Neiges et Glace Touring cars gr. 2 cl. from 1600 to 2000 cc (Balas)
4 Ore di Monza (Hezemans)
Hill-climb Galapagar gr. 2 (Barrios)
Coupe d'Albi du Printemps gr. 2 and cl. up to 2000 cc (Mauries)
12 Hr Interlagos (Diniz/Diniz)
Easter Races Zandvoort cl. up to 2000 cc (Chiotakis)
Coppa del Nogarò gr. 2 (Mauries)
300 Km Nürburgring gr. 2 cl. up to 2000 cc (Hessel)
Coppa A.C. Verona gr. 2 cl. 2000 cc (Colzani)
Hill-climb Frankenwald (Isert)
Coppa Piemonte A.C. Torino gr. 2 cl. 2000 cc (Zanetti)
Coupes de Spa gr. 2 cl. up to 2000 cc (Franck)
Bassano-Montegrappa Touring cars spec. cl. 2000 cc (Finotto)
G P Brno II div. (Hezemans)
Rallye International Feminin Paris-S. Raphael gr. 2 (Vallet/Rodt)
Nagrada Zagreba 71 (Strek)

Vittorio Veneto-Cansiglio gr. 2 cl. up to 2000 cc (Finotto)
Coppa Sila gr. 2 cl. 2000 cc (Zanetti)
Tolmezzo-Verzegnis gr. 2 cl. 2000 cc (« Petain »)
Trofeo Autosprint (Zeccoli)
10.a Coppa Altipiano di Asiago Touring cars spec. cl. 2000 cc (« Petain »)
Gedaechtnisrennen J. Rindt gr. 2 up to 2000 cc (Ertl)
Corsa al Colle della Maddalena gr. 2 cl. 2000 cc (Finotto)
Sarnana-Sassotetto gr. 2 cl. up to 2000 cc (Finotto)
Trofeo Petrolio Español gr. 2 (Barrios)
Salzburg gr. 2 cl. up to 2000 cc (Krammer)
Hill-climb Behamberg Touring cars gr. 2 (Krammer)
Hill-climb Alpl Touring cars gr. 2 (Krammer)
Salzburgring (Krammer)

1972

Touring cars Championship of El Salvador (Jamsal)
Belgian Ladies' Championship (Christine Beckers)
Rally international Bayonne-Côte Basque gr. 1 (Debussy Donnefoy)
Saloon Car Championship of South Africa (Chatz)
Coppa Carri (« Pal Joe »)
Rampa da Pena (De Souza)
Race at Vila do Conde (Sa Nogueira)
Greece - Hill-climb of Voula (Moschous)
Ronde Cevenole (Lepoutre)
Hill-climb of La Maddalena gr. 1 cl. 2000 (Squassina); gr. 2 cl. 2000 (Daveri)
Bressanone-S. Andrea gr. 1 cl. 2000 (Selvatici); gr. 2 cl. 2000 (Pittini)
200 Miles at Norisring gr. 2 cl. 2000 (Isert)
Touring cars race at Zeltweg gr. 2 cl. 2000 (Derflinger)
24 Hr Francorchamps II div. (Ballot Lena/Lagniez) and Coupe du Roi
Flugplatzrennen Innsbruck gr. 1 cl. 2000 (Koenig)
Internat. Rundstreckenrennen Ulm gr. 2 cl. 2000 (Isert)
Donnybrooke circuit at Brainerd U.S.A. cl. U-2 under 2 litres (Kwech)
Hill-climb Monte Pellegrino gr. 1 cl. 2000 (Jemma)
Flugplatzrennen Niederstetten gr. 2 cl. 2000 (Isert)
Coppa Sila gr. 1 cl. 2000 (Jemma)
Trofeo Scarfiotti Sarnano-Sassotetto gr. 1 cl. 2000 (Stefanelli)
TVE Jarama Trophy gr. 1 (Sa Nogueira)
Grand Prix de Chimay gr. 1 cl. 2000 (Bertinchamps)
Mobil Economy Run Trophy (Legrand/Escande)
1000 Km Rennen Nürburgring gr. 2 cl. 2000 (Weizinger/Gleich/Hessel)
Castrol Championship gr. 1 (Clark)
Monthery - Coupes de l'U.S.A. - touring cars (Barrios)
Penang Grand Prix (Poon)
Rally del Monte Bianco gr. 1 (Lagniez/Terry)
Rallye Paris-Raphael gr. 1 (Vallet-Benot)
Critérium Alpin gr. 1 (Andruet/Michel Petit)
Greece - Circuit of Tatoi (Moschous)
France - Coupe Printemps Albi gr. 2 (Barrios)
Grand Prix of Vienna gr. 2 (Marko)
Grand Prix Jarama Opening (Barrios)
Rallye Lyon - Charbonnières - Stuttgart Solitude gr. 1-2-3-4 (Larrousse/Dreyfus)



performance
and power
bred from the
racing GT Am.

2000

GT Veloce and Spider Veloce:

The new 2000 GT Veloce and Spider Veloce have a remarkable background, they are the outcome of the GT/Am, 1970 champion of Europe and embody all the experience of the 1750's. They are even more powerful than the 1750's and have the latest equipment for safety and comfort. They are most outstanding cars especially when compared with others in their class.





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127 GT Veloce





ALFA ROMEO Spider Veloce

2000

GT Veloce and Spider Veloce:

Performance:

The new 2000 GT Veloce and Spider spell power.

Here is the most important technical data:

- Maximum power: 150 HP (SAE) at 5,500 revolutions.
- Specific power: 76.4 HP (SAE) per litre.
- Power/weight ratio: only 6.9 kg per HP (SAE) (147 bhp per ton).
- Maximum speed: over 195 kph (121 mph).
- 1 km from standing start: 30.6 secs.

Everyone can make their own comparisons with the same data for all the other cars of the same cylinder capacity and they can even include vehicles of greater engine size.

Such a comparison reveals that the Alfa Romeo 2000's enjoy a very definite and undeniable superiority, one which becomes even greater if one takes into consideration the price of the cars.

Engine:

A characteristic of the new 2000's is very high results of torque and power, results which are obtained by means of certain choices in the design which are typical of Alfa Romeo:

Twin camshafts, with V overhead valves, acting through oil bathcups. The twin-camshaft system, though more expensive to manufacture, ensures higher efficiency of valve operation, with the guaranteed optimal working conditions;

The hemispherical combustion chambers with centrally located sparking plug ensure faster flame propagation and more efficient combustion;

There are two twin choke carburettors, providing the correct fuel supply at all engine speeds;

The sodium cooled exhaust valves, derived from Alfa Romeo's aeronautical experience, are designed to maintain correct temperature within close tolerance, an important advantage especially in the severe conditions of motorway driving;

The design of the inlet and exhaust manifolds ensures complete and instantaneous charging and discharging of the combustion chamber.

Safety:

The new 2000 sports cars are the most powerful of their kind.

But is there any relationship between power and safety? Is it true that one travels with greater safety when one has a 150 HP engine? In fact, when one talks of ships or aeroplanes, there is a tendency to confuse power with dimensions, whereas, when one thinks of motorcars, power is normally identified with speed.

In an Alfa Romeo, however, there is another, absolutely inimitable way of expressing the power of the vehicle, and that is the ability of the car to produce at any moment lightning acceleration whilst at the same time providing the necessary mechanical structure to match such acceleration as well as the instruments to denote it. From this is derived not only the driver's « sense of security », so important a constituent part of one's peace of mind in the face of modern road hazards, but also the

best technical means of dealing with these very hazards.

Acceleration:

From as low as 3,500 r.p.m. the new 2000's are ready to give maximum acceleration: a maximum torque of 21.1 kgm (SAE) (152.6 lbs ft). Here is the key to all the marvellous power of these cars which are the first to leap forward when the traffic-lights turn green, if that is what you want, but which, above all, are the first to show a clean pair of heels to the others on the road.

The 2000's never let you down.

In practice, those 152.6 lbs ft of torque are rarely used in their entirety, for the very good reason that only half that amount of power is necessary to keep up a steady 70 mph. But the other half is always there, in reserve, ready to be called upon in any emergency.

Structure:

Another aspect of the Alfa Romeo power-security relationship is to be found in the structure of the car. In the 2000's nothing is taken to excess, by which we mean that nothing is made bigger or heavier than is necessary. Everything is worked out exactly, keeping in mind the maximum performance of the engine.

And wherever safety-margins are required — for example, in the case of the suspension and the brakes — these margins are bigger than is necessary for even the maximum performance of the vehicles.

At the same time weight is well distributed and this, along with the aerodynamic lines, contributes towards guaranteeing maximum stability.

The tyres are 165 HR 14's, suited to the highest performances; maximum grip is assured by using the classical lightened rear axle with which the GT/Am 2000 is also equipped.

An important introduction in these cars is the limited slip differential which is identical to the one used in the Alfa Romeo Montreal.

As long as the two driven wheels grip the road equally securely, this mechanism works in exactly the same way as the traditional differential. But if one wheel happens to be situated where its grip is diminished, for one reason or another (water, bends, ice, gravel), then the differential removes some of the power from that wheel and transfers it, to increase the normal amount of power, by as much as 25% to the wheel that is gripping the road better. The result is that the car benefits from an increase of power, which is also an advantage for road-holding. The brake-system consists of two independent hydraulic circuits, one for the front wheels and one for the rear wheels. The master cylinder, with vacuum operated servo, is composed of two distinct coaxial elements which feed the two circuits separately. A braking power regulator is fitted on the rear wheel circuit which balances the braking-action of the front and rear wheels according to the intensity of the braking and thereby prevents the rear wheels locking.

The large dimensions of the discs and the self-ventilating prevent any fading of braking-intensity caused by prolonged or violent use.

The principal advantages that derive from this kind of brake system are: maximum assurity of operation, minimal braking pressure, rapid deceleration and the ability of using gradual brake pressure.

Preventive and Protective Safety:

The new 2000's get their high degree of safety not only from acceleration but also from their road-holding and brakes, as well as from specific study and experience which reveal themselves in:

The degree of control that the driver exercises over the car and the cars' agility necessary in moments of rapid decision;

The large degree of visibility, both horizontally and vertically;

The careful positioning of the driver's seat

and the various instruments;

The long-range lighting system with halogen gas head-lamps.

To these must be added the way in which the car reduces the results of accidents: the structure of the bodywork has been designed to protect the passenger compartment leaving the front and rear parts of the body to bear the brunt of any collision.

The steering-wheel is dished and steering-box has been installed farther back to protect it in case of a head-on collision; there is no protruding part to cause passengers or driver injury either inside or outside and the upholstery has been padded to exclude such possibilities; provisions have been made for the installation of safety belts and headrests for the front seats (headrests incorporated into the seat in the 2000 GT Veloce).

2000 GT Veloce





Comfort:

To increase passenger comfort without losing the sporting fascination of this car is one of the most remarkable achievements of the 2000 GT Veloce.

The 2000 GT Veloce is completely stable, i.e. it does not sway or roll, either when travelling along the straight or round bends.

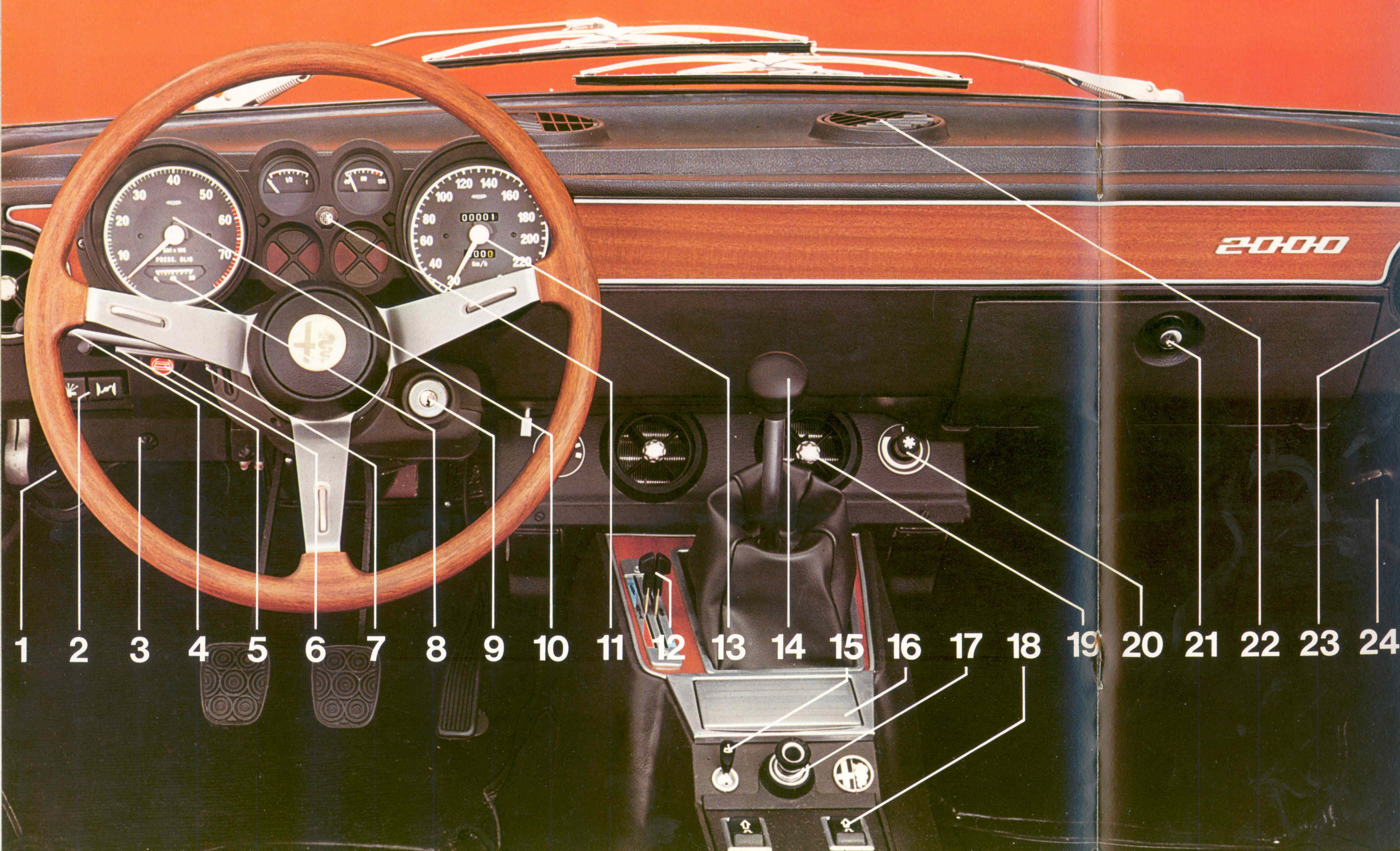
The suspension has been thoroughly studied to give a comfortable ride. It is also extremely quiet.

The driver's position is a true cock-pit enclosed between seat, floor and dash-board: all the controls and instruments are within reach and easily read even at speeds of 195 km/h (121 m.p.h.).

The wooden steering wheel incorporates the horn controls and lights and indicator controls are on the column.

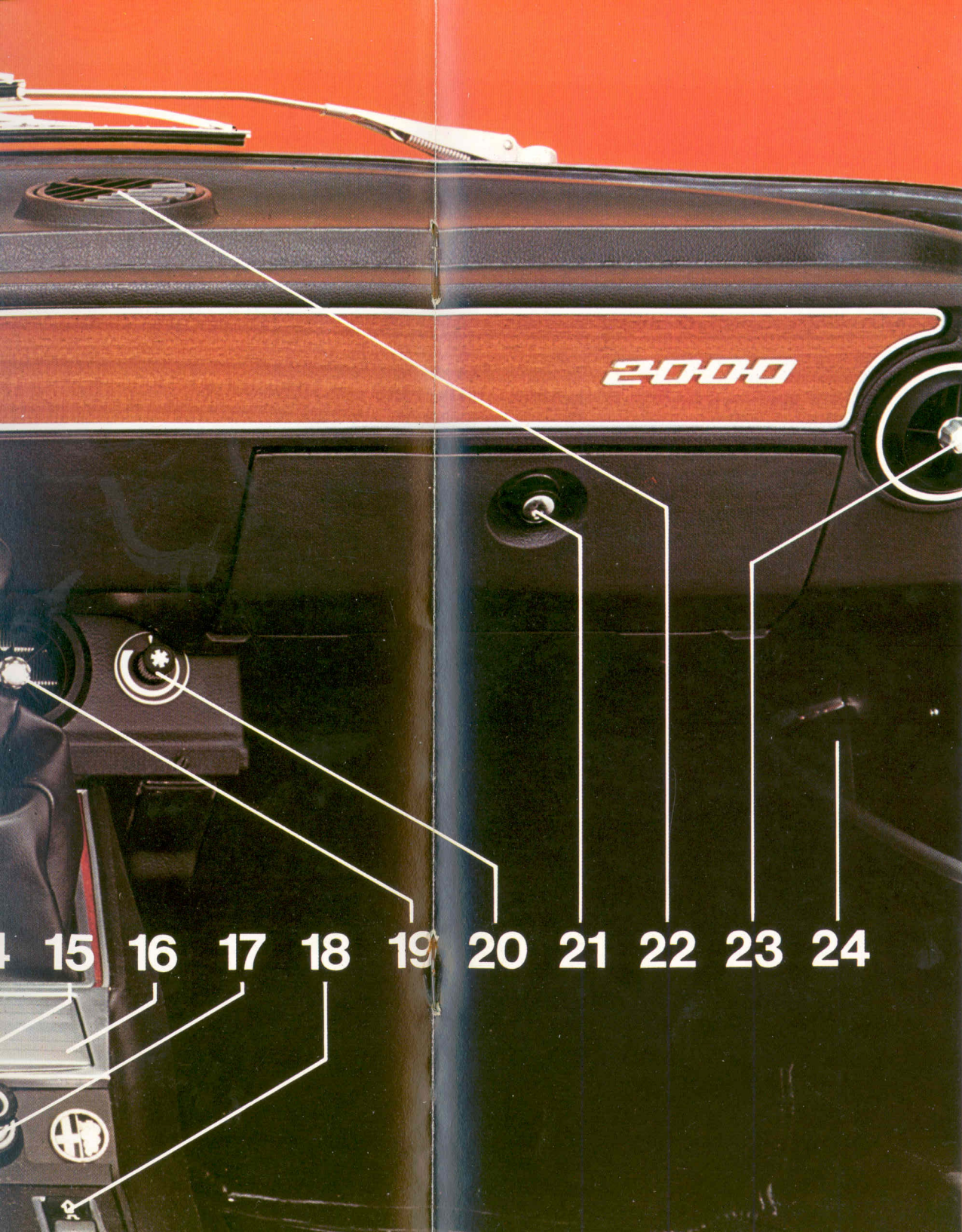
The bucket style seats are fully adjustable. As to their comfort, one should remember that they gained the highest recommendations in a scientific study carried out by two English researchers, Cyriaks and Watkin, who tested the seats of many cars for their response to





2000

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anatomical requirements. Behind, the back seat is shaped to take two passengers. Such a high travelling comfort is naturally enhanced by a two-speed heating and ventilating system and by a large boot.

- 1) Windscreen washers/wipers
- 2) Choke and hand throttle
- 3) Fuse box
- 4) Exterior lights and flasher control
- 5) Direction indicators control
- 6) Heated rear window switch and warning light
- 7) Instrument lights switch
- 8) Oil pressure gauge
- 9) Ignition switch and steering lock
- 10) Rev counter
- 11) Petrol gauge and warning light. Minimum oil pressure warning light. Side lights warning light. Warning light for handbrake and brake fluid low level. Main beam warning light. Direction indicators warning light. Choke warning light. Booster fan warning light. Alternator warning light. Water temperature gauge
- 12) Heating, ventilation and demisting controls
- 13) Speedometer. Mileometer (total and trip)
- 14) Gear-lever
- 15) Two-speed windscreen wiper switch
- 16) Ashtray
- 17) Automatic cigarette-lighter
- 18) Electrically operated window controls (optional)
- 19) Air-conditioning outlets (optional)
- 20) Air-conditioning regulator
- 21) Lockable glove compartment
- 22) Windscreen demisting outlets
- 23) Fresh-air ventilation outlets
- 24) Pocket for possessions

2000 Spider Veloce

The 2000 Spider Veloce is designed by Pininfarina and is a marvellous combination of esthetics and functionality.

Its comfort is in keeping with its high performance.

Its main merit is due to the stability of the car, both on the straight and in bends and then to the style of seats, which are truly capable of making even the longest of journeys as pleasant as a short trip. Their absorption and flexibility is just right, with rigorous anatomical adherence. The seats are fully adjustable and reclining so as to ensure an ideal driving position for fast motoring. Both can have headrests incorporated into the seat and behind are two moulded seats.

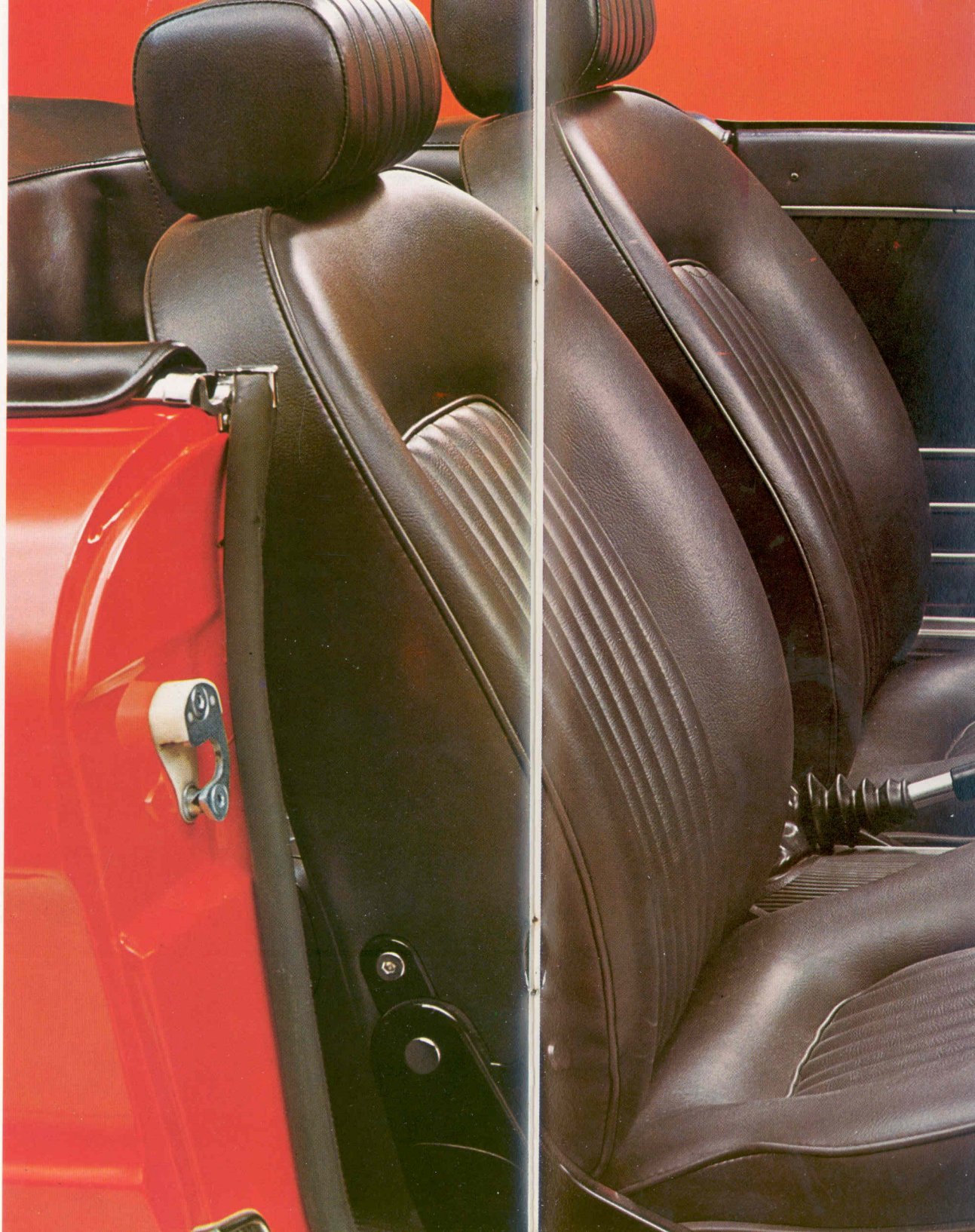
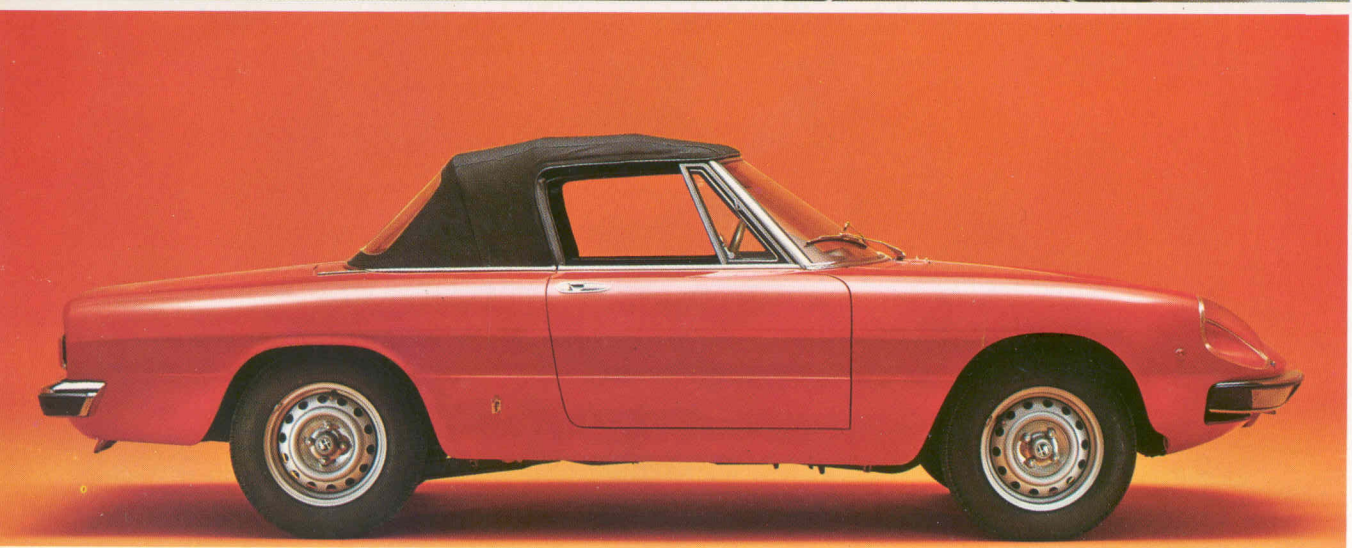
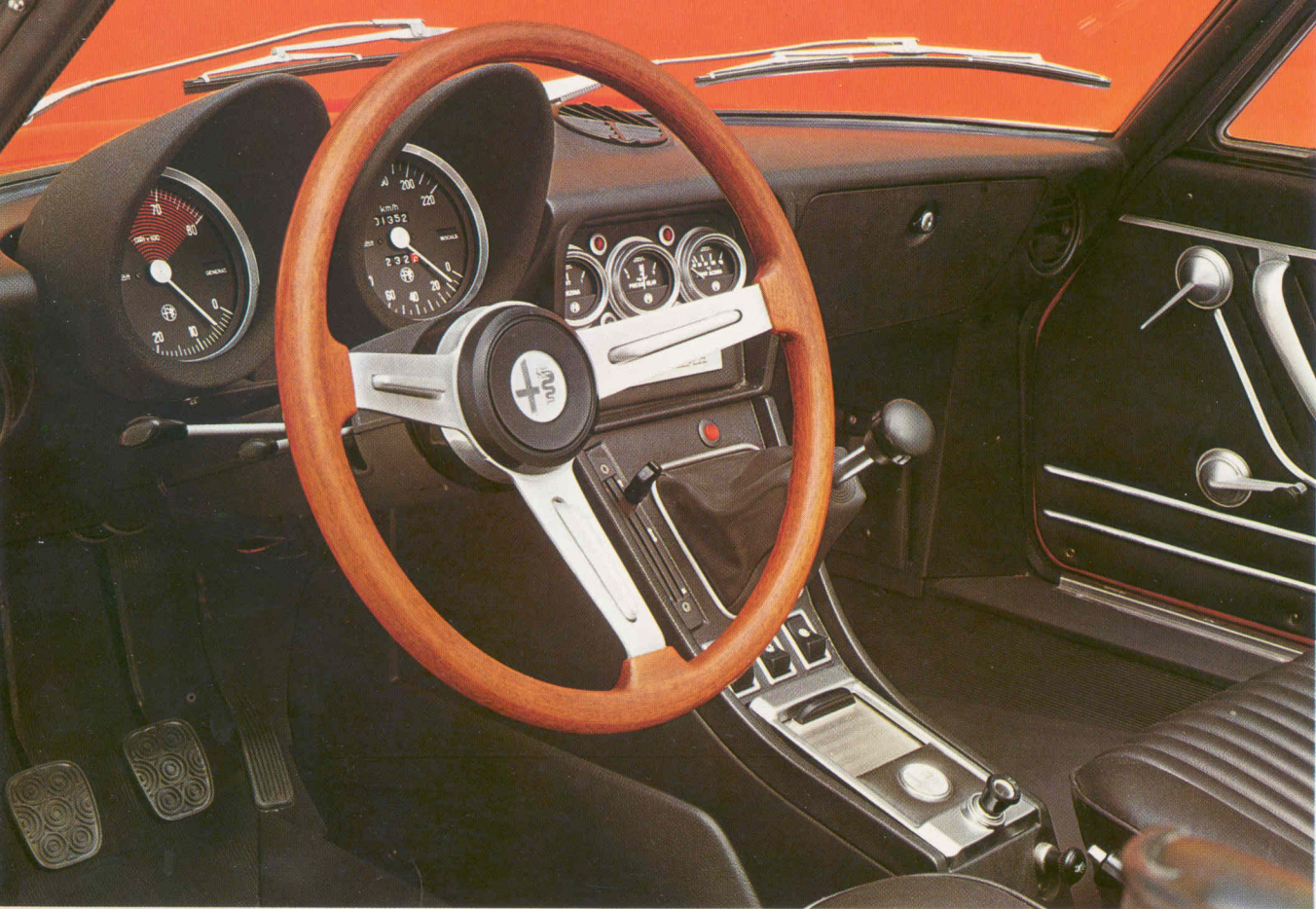
As for the instrumentation and finish, it is exactly what one would expect from a luxury car and from a first-class body builder.

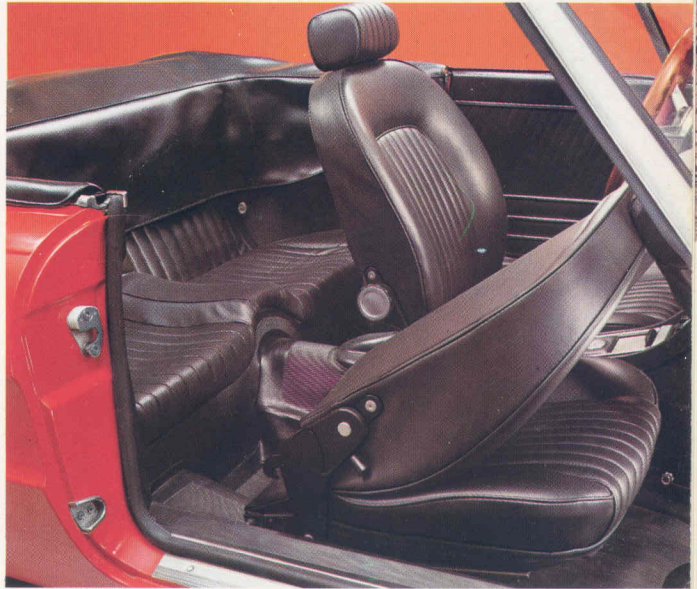
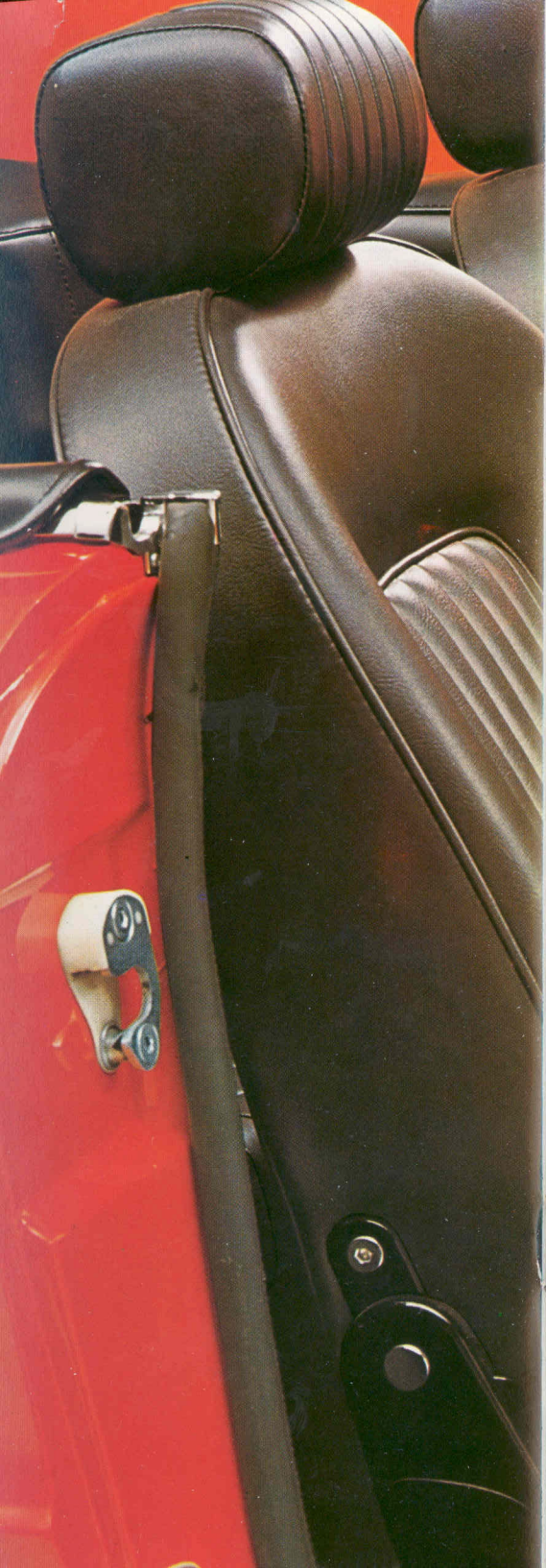
Especially elegant is the design of the dashboard and the steering wheel. The boot is able to contain the luggage which other sport-car owners have to leave behind.

Finally, for a car which is a friend of fresh air and sunshine, it is particularly important to be protected against rain and cold. For the first, the soft hood is perfect, and it is raised in one simple movement. For cold weather, a specially designed hard top transforms the Spider into a coupe which is as elegant as the open version.





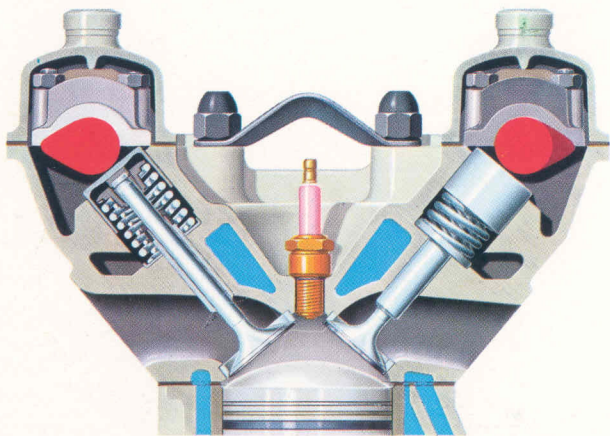




Alfa Romeo engineering means safety

Alfa Romeo can boast of many advantages over the motor industry in the rest of the world. Speed, acceleration, roadholding, braking: these are features that are found in every Alfa Romeo car, and in addition, low fuel consumption, silent running and comfort.

All this at normal motorway speeds, or rather at motorway speeds that are normal to Alfa Romeo's. These are features which, by getting the maximum efficiency from the vehicle and giving the maximum tranquillity to the driver, give an unparalleled degree of road safety.

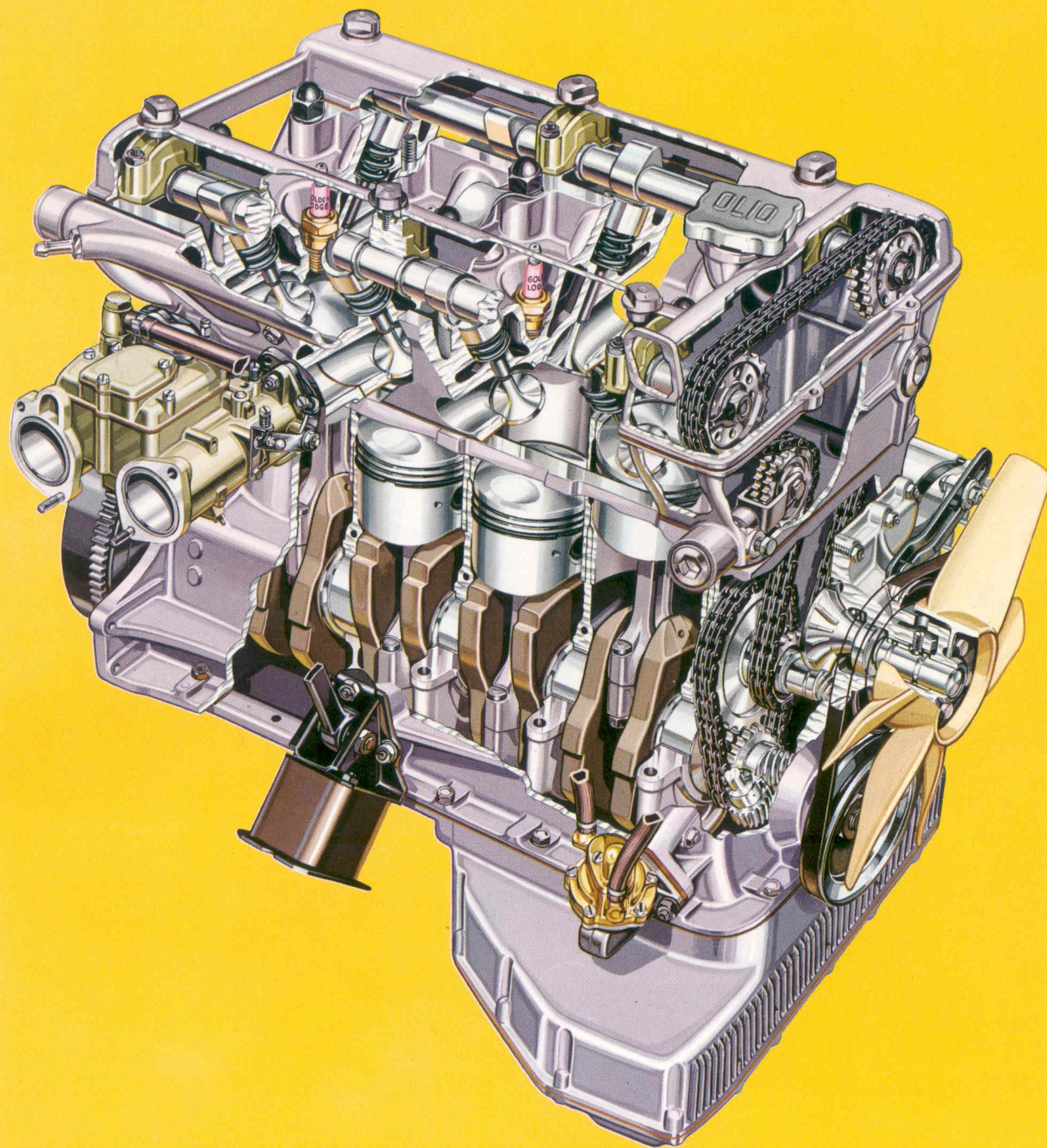


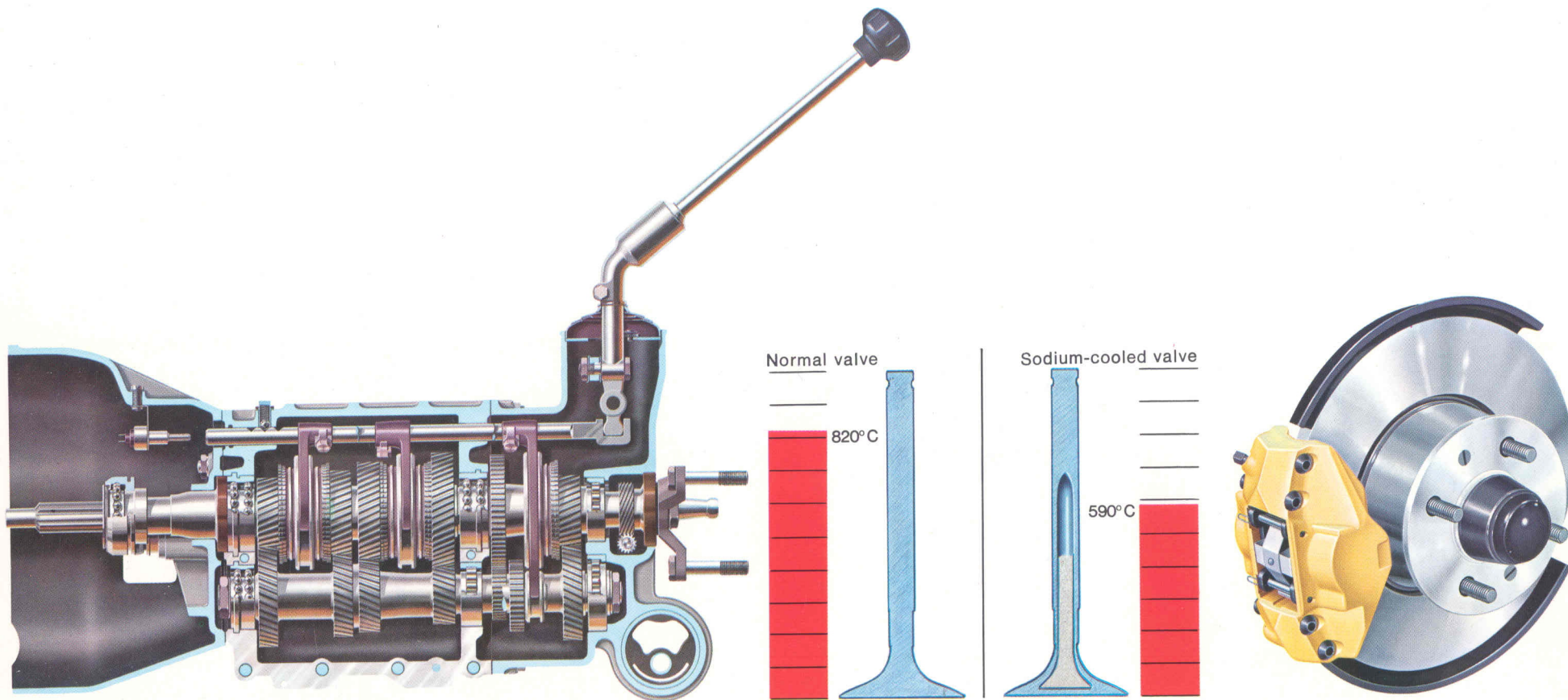
An Alfa Romeo is safer, even at high speeds

An Alfa Romeo uses only half its power to provide speeds of 70-80 m.p.h. There is still plenty of power left for extra acceleration, even in fifth gear.

In comparative handling performance tests, the road holding of the Alfa Romeo has been proved supreme. It is a shining example of balance, calibration, weight-distribution and controlled suspension which has been achieved through 60 years of testing and racing experience.

The braking power of an Alfa Romeo never deteriorates, no matter how violently, long or repeatedly the brakes are applied. This is due to the actual structure of the disc brake system, which is robust to protect them against deformity due to their main enemy: heat. In addition to this they are larger than usual and have a braking power regulator for the rear wheels.





An Alfa Romeo gives more power from the same cylinder capacity

The Alfa Romeo engine has a 9:1 compression ratio. This is not exceptionally high, so the engine will last longer, in fact this ratio is no higher than most modern engines, but in conjunction with this, the engine gives a much higher power output for the following reasons: The inlet manifold is designed to give a smooth gas flow. So, the mixture is drawn into the cylinder instantaneously, completely filling the area.

The valves are operated directly by two camshafts without intervening mechanical components such as push-rods and rocker-arms, etc., which detract from the precision and continuity of the operation.

Similarly, ignition is instantaneous and the combustion total, because of the hemispherical combustion chambers with centrally positioned spark plugs.

Careful attention has also been paid to the exhaust system and to the design of the exhaust manifold. Complete and instantaneous filling of the cylinder area, total combustion and rapid exhaust relief: these are the reasons why an Alfa Romeo engine has more power per c.c.

This complete and waste-free combustion is, also, the reasons for the well-known fuel economy of all Alfa Romeos. The power of an Alfa Romeo engine is not, however, concentrated above 4,500 r.p.m.

It is evenly balanced and distributed over the whole range of engine speeds, and it is backed up by a 5-speed gearbox with carefully spaced ratios.

Therefore, not only is an Alfa Romeo capable of reaching very high speeds, but it is capable of reaching them extremely quickly. It can accelerate away first at traffic lights and overtake easily and without risk.

The 5th gear is another special Alfa Romeo feature, because it is not an 'added' gear like an overdrive.

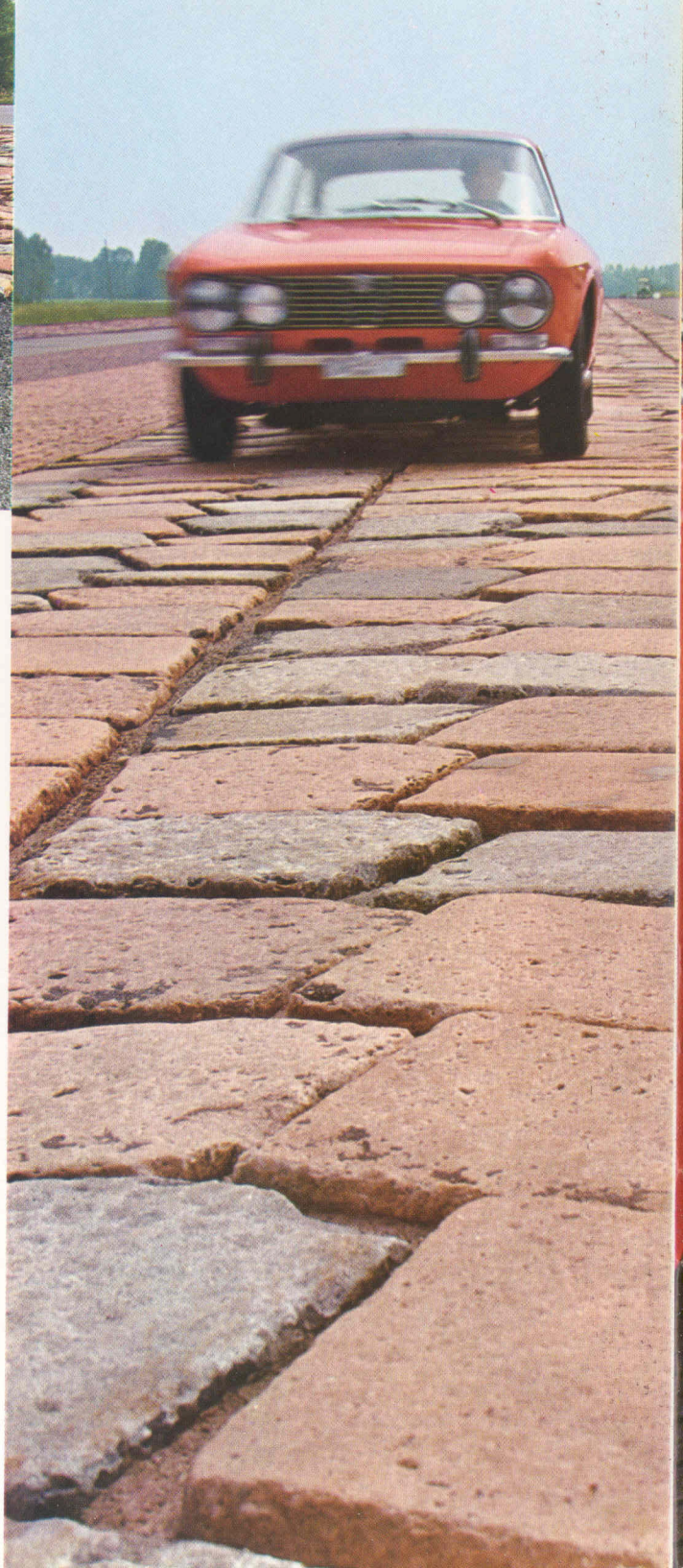
Naturally it can save fuel on motorway cruising: but it is above all a proper gear with real acceleration powers, designed for modern motoring requirements where acceleration is needed even at high motorway speeds.

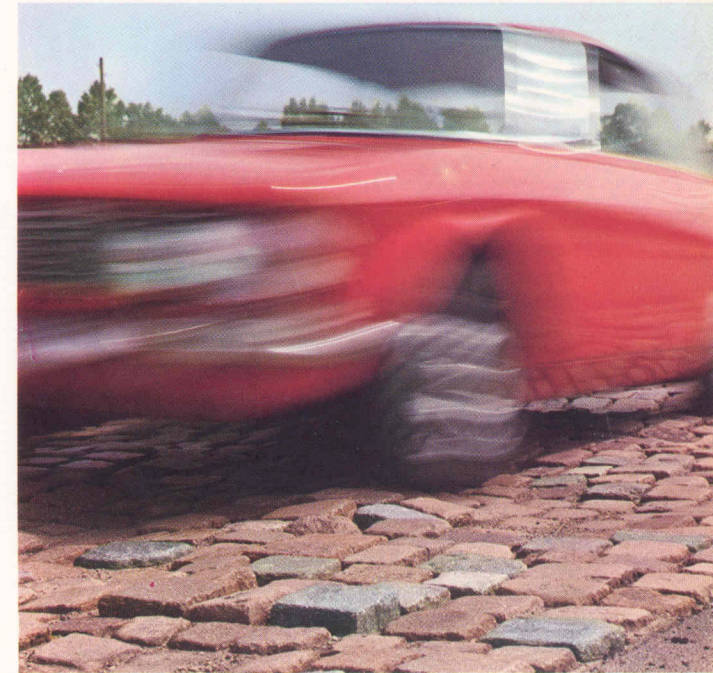
An Alfa Romeo lasts longer, despite its higher performance

The maximum speed of an Alfa Romeo engine is between 5,500 and 6,000 r.p.m. and the engine is under no strain even at these speeds. It allows the car to be run at top speed over great distances. It must also be borne in mind, that an Alfa Romeo can reach very high cruising speeds at only 4,000/4,500 r.p.m.

For smooth, vibration free high speed running the crankshaft is supported on 5 bearings instead of the usual 3. Finally, the only way to get the maximum power out of an engine, at all times, is to keep it 'cool'. Therefore:

- Alfa Romeo engines rapidly dissipate heat because the block, cylinder head and sump are made not of cast-iron but of light alloy;
- The cylinder liners are in direct contact with water circulating in the cooling system;
- The cylinder valves are sodium cooled to keep them at relatively low temperatures.





At Balocco, Alfa Romeo have their specially equipped test track.

There are winding roads, flooded areas and, of course, a highspeed track which extends for nearly 4 miles. This section includes straights and bends which are faithful reproductions of the most exacting ones from famous motor-racing circuits (Monza, Zandvoort, etc.). Thousands of tests take place here at

varied speeds and under strenuous conditions. We test car bodies, shock-absorbers, suspensions, gear boxes and brakes, in fact all parts of our cars.

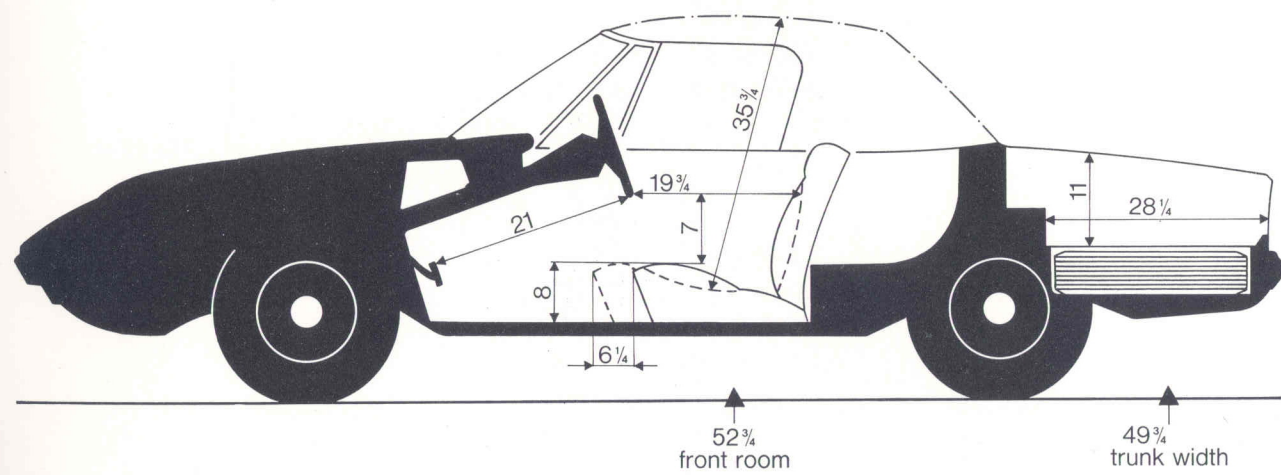
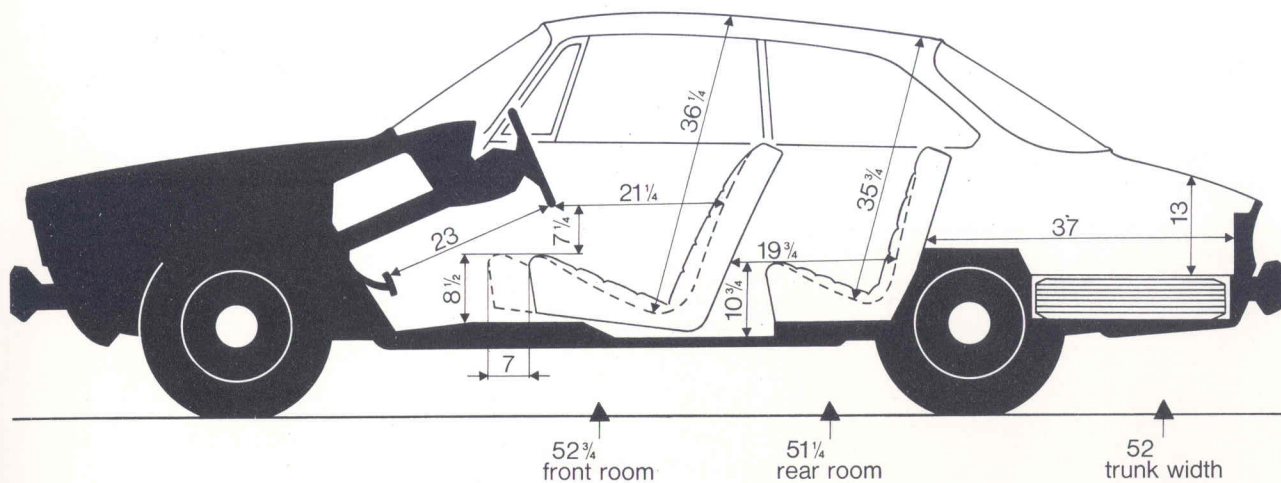
The Alfa Romeo 2000 GT Veloce and Spider Veloce were born on the track, but it is at Balocco that they have undergone those improvements which make them ideal cars, silent and comfortable for long trips.

Cylinders	four in line
Bore and stroke, mm	84 x 88,5
Cylinder capacity cc	1962
Power at 5500 rpm BHP (SAE rating)	150
Max. torque at 3500 rpm kgm (SAE)	21.1 (152.6 lbs. ft.)
Wheelbase mm	2350 (92.7 ins.)
Track, front mm	1324 (52.1 ins.)
Track, rear mm	1274 (50.1 ins.)
Overall length mm	4100 (161.4 ins.)
Overall width mm	1580 (62.2 ins.)
Overall height mm	1315 (51.8 ins.)
Kerb weight kg	1040 (2288 lbs.)
Maximum speed kph	over 195 (121 mph)
One km. from standing start secs	30.6
Tyres	165 HR 14
No. of seats	4
Electrical installation V. a/h	12/50
Tank capacity ltrs	53 (11.6 Imp. galls.)

***2000* GT Veloce**

***2000* Spider Veloce**

Cylinders	four in line
Bore and stroke, mm	84 x 88,5
Cylinder capacity cc	1962
Power at 5500 rpm BHP (SAE rating)	150
Max. torque at 3500 rpm kgm (SAE)	21.1 (152.6 lbs. ft.)
Wheelbase mm	2250 (88.6 ins.)
Track, front mm	1324 (52.1 ins.)
Track, rear mm	1274 (50.1 ins.)
Overall length mm	4120 (162.24 ins.)
Overall width mm	1630 (64.2 ins.)
Overall height mm	1290 (50.8 ins.)
Kerb weight kg	1040 (2288 lbs.)
Maximum speed kph	over 195 (121 mph.)
One km. from standing start secs	30.6
Tyres	165 HR 14
No. of seats	2+2
Electrical installation V. a/h	12/50
Tank capacity ltrs	51 (11.2 Imp. galls.)



Carburetion: two horizontal twin-choke carburetors.

Valve timing: V-Overhead valves directly operated by two overhead camshafts acting through oil bath cups. Sodium-cooled valves.

Electrical system: alternator 420 Watt.

Clutch: single dry-plate with progressive engagement diaphragm springs; hydraulically operated.

Gearbox: five synchromesh gears and reverse; floormounted gear shift lever.

Front suspension: independent front wheel suspension secured to the frame by inclined transverse-A-arm; 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-A-bracket for transverse anchorage, all with rubber bushes on the frame and axle.

Final drive: hypoid type. Ratio 4.1:1; limited slip differential.

Steering: re-circulating ball or worm and roller; dished steering wheel.

Brakes: 4 discs, dual system, brake regulator to rear brakes; vacuum-operated servo. Handbrake independent of main system, operating on internal drums.

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