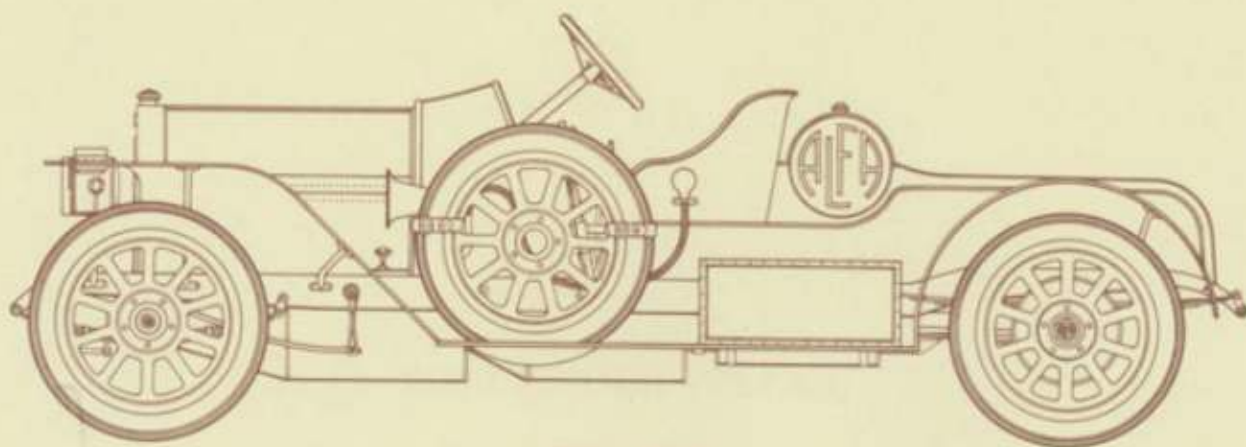


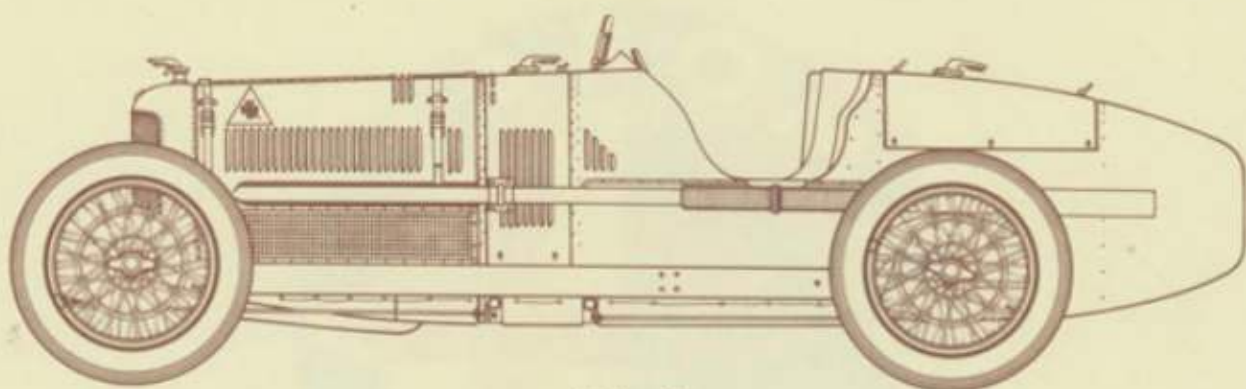


BEFORE YOU DRIVE THE ALFA ROMEO SPIDER VELOCE 2000

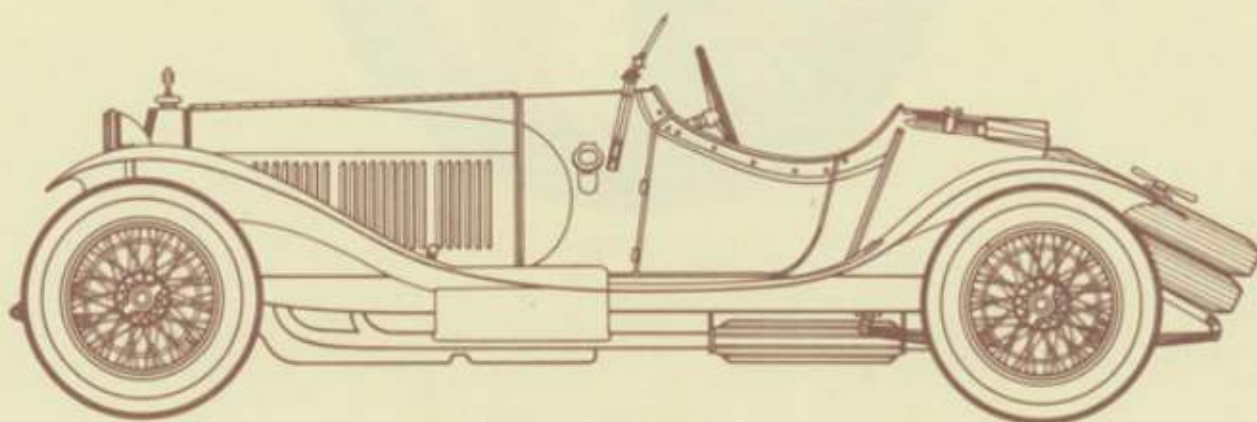




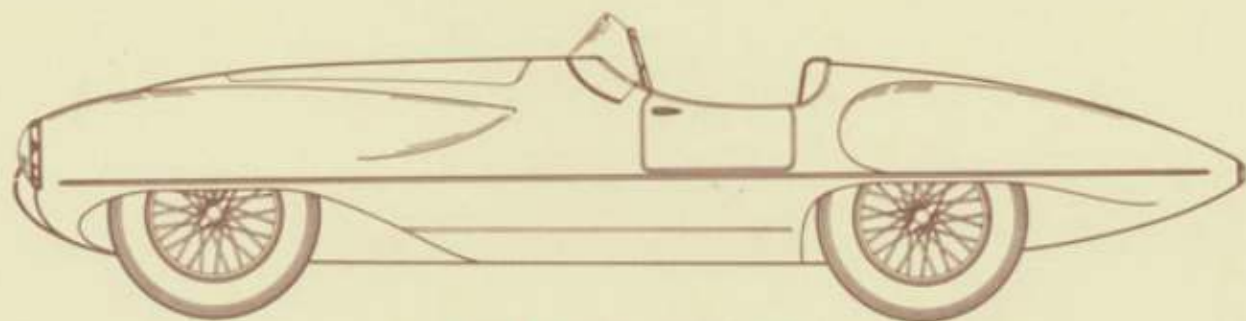
1911 - 24 HP



1924 - P2



1930 - 6C 1750 Gran Sport



1952 - Disco Volante 2000

2000 SPIDER VELOCE



Alfa Romeo:
The race-bred sports car

Since automobiles were invented, those who love and appreciate them have looked to competition, to racing, as the ultimate measure of performance. In its almost 70 years of car making, Alfa Romeo has always welcomed that challenge. Testifying to its success are 561 Alfa Romeo victories and four World Championships. High-performance engineering is an Alfa Romeo trademark.

But the 2000 Spider Veloce goes beyond mere performance. The clarity of its aerodynamic styling sets it apart from other sports cars. Every line is studied for both air flow and elegance. The result is a refreshingly refined statement of purposeful design.

Born on the race track and refined on the boulevard, the 2000 Spider Veloce is Alfa Romeo's sports car for today and tomorrow.

2000 Spider Veloce:

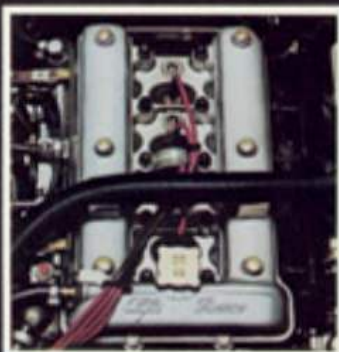


2000 Spider Veloce:

Its Pininfarina styling is uncluttered, distinctive, and uncommonly elegant. Yet it is only one of the uncompromising qualities that make the 2000 Spider Veloce a true sports car.

The all-aluminum double-overhead-camshaft engine—refined since 1924 in grueling racing competition—is the heart of every Alfa Romeo. Few Grand Prix cars have ever been built around anything else. It is the most sophisticated engine today: light in weight, efficient, and long-lived.

Disc brakes—equally impressive—are provided on all four wheels.



They are engineered for precise control, and are equipped with a special valve in the hydraulic circuit that assures proper braking balance at all four wheels. The result? Alfa's brakes are among the best performing in their class. That may be one reason why Alfa Romeo outsells its German competitors even in Germany—and many other European countries.

Alfa Romeo matched the 2000 Spider Veloce's engine and braking system to an independent front suspension system, coil springing, and a fully-synchronized fuel-saving 5-speed transmission to give a sports car that becomes an instrument of the driver's will.



It's from the cockpit that this mastery of the machine takes place.

Speedometer and tachometer are right before you, and all instruments and controls—including two rarely found today, a hand throttle and resettable trip odometer—are positioned strategically to be easily reached.

A crafted wood-grain steering wheel and unique console-mounted automatic cigarette lighter are standard.

The reclining bucket seats adjust for leg length, rake, and headrest height. To help reduce driver fatigue, the seats are anatomically engineered and patented for corrected riding position.

Control comes standard with the 2000 Spider Veloce's 5-speed transmission. Fully synchronized for smooth shifting, each gear ratio covers a scientifically programmed speed range that provides a steady progression to higher speeds. Fourth gear is



direct drive, and fifth is an over-drive gear for maintaining high fuel economy on the highway. Alfa's rugged mechanical fuel-injection system—the same kind used in competition cars—is further evidence of the advanced engineering that is built into every Alfa Romeo.

The attention to detail given the driving components is also apparent in the 2000 Spider Veloce's snug-fitting top. It may be raised or lowered from the driver's seat. The wheels are sculptured cast alloy. An under-the-hood light actuates automatically for service when the lights are on. The carpeted trunk has a spacious 10 cubic feet of luggage space.

Precision, comfort and excellence are hallmarks of the 2000 Spider Veloce.



The cockpit of the 2000 Spider Veloce plays strongly on the senses. It elicits an emotional response, an intensity of total driver control, that is inspired by the Italian masters of automobile design. The 2000 Spider Veloce was built to embody that emotion. Its cockpit is simultaneously luxurious and functional. Both driver and passenger are submerged in contoured anatomically-designed seats, capped with rack-and-pinion-operated headrests.

All the interior appointments you see are standard equipment. In fact, there are no options on the 2000 Spider Veloce interior. Alfa Romeo engineers believe that a high-performance sports car should be equipped with all the driving conveniences, at no additional cost.

The instrumentation is exceptionally complete. For greater legibility, the auxiliary instruments on the center console are angled toward the driver. All are chrome finished, and are soft-lit from the rear for maximum driver visibility. Safety is integral to the design

of the 2000 Spider Veloce. The entire instrument panel is finished in nonreflective energy absorbing material. The wood-grain steering wheel is deeply dished. Beneath the sound-insulated passenger compartment are invisible but equally vital safety devices: A short steering column extends to a steering box mounted on the firewall. This provides protection against frontal impact. Front and rear body sections are of special construction, designed to absorb the energy of an impact by deforming at a controlled rate. From the cockpit you control the extraordinarily wide torque range of the renowned all-aluminum Alfa Romeo twin-cam engine. Its uncompromising design is a direct descendant of the engines that have powered victorious Alfa Romeo racing cars since 1924. From 1972 cc of double-overhead-camshaft mechanical perfection, it delivers fully 90 percent of maximum

rated torque at any speed between 2200 and 5300 rpm. Its output is .93 brake horsepower per cubic inch of displacement—testimony to its astonishing efficiency. At seventy miles an hour, the engine uses only half its power. It will run all day at 5000 rpm without strain.

Here are some important features of the 2000 Spider Veloce's remarkable engine:

†† Hemispherical combustion chambers, with centrally-located spark plugs, aid rapid flame propagation and clean, complete combustion.

†† Twin overhead camshafts, chain driven, act directly on the valves. This eliminates friction and power losses caused by intervening mechanical parts like pushrods and rocker arms in ordinary cars, and is a key reason for the engine's smooth performance, economical operation and long life. All modern Grand Prix cars employ this type of engine design.

†† Easily-removable cylinder liners, in direct contact with the

coolant, extend piston and ring life by keeping the cylinder bores circular at all temperatures. The pistons themselves, like the engine block and cylinder heads, are light-weight, heat-dissipating aluminum alloy.

†† Sodium-filled exhaust valves run at temperatures 400 degrees cooler than conventional solid valves. Result: improved reliability and longer life.

†† Five main bearings distribute crankshaft loads evenly, and eight separate counterweights effectively suppress engine vibration.

†† A tuned exhaust manifold improves efficiency, for higher power and torque with reduced emissions.

†† Oil is cooled when it is circulated through special passages in the costly finned oil pan, made of die-cast aluminum. Its design also resists oil starvation in long, fast turns.

†† Sealed cooling system is of 'closed circuit' design. An expansion tank makes it maintenance-free and unaffected by evaporation. There's no need to

remove the radiator cap to check the coolant level: a glance at the translucent tank is all that's necessary.

Some sports-type cars boast 'racing-type' suspensions. The Spider Veloce running gear is a racing suspension, identical in design to that competition-proven on the victorious Alfa Romeo GTA. **Road Test** magazine

described its performance this way: 'In a hard corner the Alfa's race-proven suspension demonstrates what sports cars are all about: Traditional Alfa Romeo roadholding and maneuverability must be considered safety devices in the Spider Veloce, as important to confident performance driving as its outstanding brakes. Driver control remains complete, over washboard roads, on wet pavement, and through the tightest, toughest turns.'

The 2000 Spider Veloce rides on the technically advanced chassis and suspension created for the winning Alfa Romeo GTA racing car. Up front are transverse wishbones with coil springs and

telescopic shock absorbers, plus a stabilizer bar. At the live rear axle are telescopic shocks inside coil springs, twin longitudinal locating arms, a transverse reaction device, and a second stabilizer bar. It's a combination that holds the Spider foursquare on the road through hard and fast turns.

Disc brakes on all four wheels stop the Spider from high speeds in astoundingly short distances. These massive brakes provide nearly 400 square inches of swept area. Just as important: Alfa Romeo brakes provide controlled stops in a straight line from speed, on any surface, without wheel-hop, swerving, or fading. The system is power-assisted and of redundant design: either front or rear brakes can independently stop the car if one of the two systems should fail. (A third system operates the handbrake through drums on the rear wheels.) An automatic pressure modulator separates braking effort between the front and rear systems, helping prevent rear-wheel lockup on wet pavement or when braking sharply.



Specifications: The system

The 2000 Spider Veloce has power to spare where it counts: at the driving wheels. Torque comes in early, and stays strong right up to high engine speed with no flat spots.

Raw power alone, of course, is not the true measure of a sports car. Total performance is what makes a great sports car a delight unlike any other: engine, gearbox, suspension, brakes and steering work in such perfect balance that the car becomes an instrument of the driver's will. As one test driver put it, 'this is one car which really likes to be bent around a fast corner.'

Like all fine sports cars, the 2000 Spider Veloce must be driven to be appreciated. Only a test-drive can truly describe its beguiling qualities.

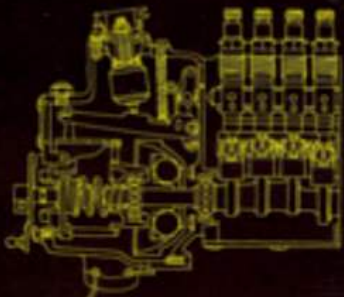
Typical professional test driver reaction: 'One of the smoothest operating gearboxes we have ever encountered.' Costly molybdenum-coated synchronizing rings, numerous friction-fighting ball and needle bearings, and a heat-dissipating aluminum housing all contribute to racing-brand reliability.



Engine: 4 cylinders in line, aluminum-alloy head and block. Overhead valves in 80-degree vee, operated directly by dual chain-driven overhead camshafts acting on oil-bathed followers. Five main bearings. Torsional crank-shaft vibration damper. Sodium-cooled exhaust valves. Bore: 84 mm. Stroke: 88.5 mm. Cylinder capacity: 1972 cc. Compression ratio: 9.0:1. Maximum torque: 110 pound-feet @ 3500 rpm. Top speed 115 mph.



Fuel system: Direct port-type mechanical fuel injection, adapted from that used in the 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 supply filtered air directly to four separate throttles. Fuel capacity: 12 gallons. Runs on unleaded fuel.

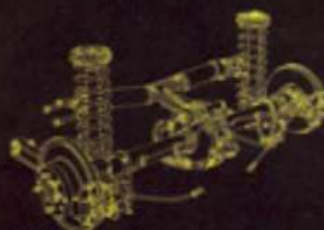


Electrical system: 12 volt, 35 amp alternator. 60 ampere-hour battery. Golden Lodge spark plugs. **Lubrication:** Gear-type oil pump. Quick-change spin-on filter with bypass. Aluminum oil sump with cooling fins.

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-action diaphragm spring.



Gearbox: Manually operated with console-mounted shift lever, five 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. **Rear axle:** Anchored to body structure by two trailing arms and upper torque reaction T-member. Transverse anchorage fitted with rubber bushes on frame and axle. Limited-slip differential.



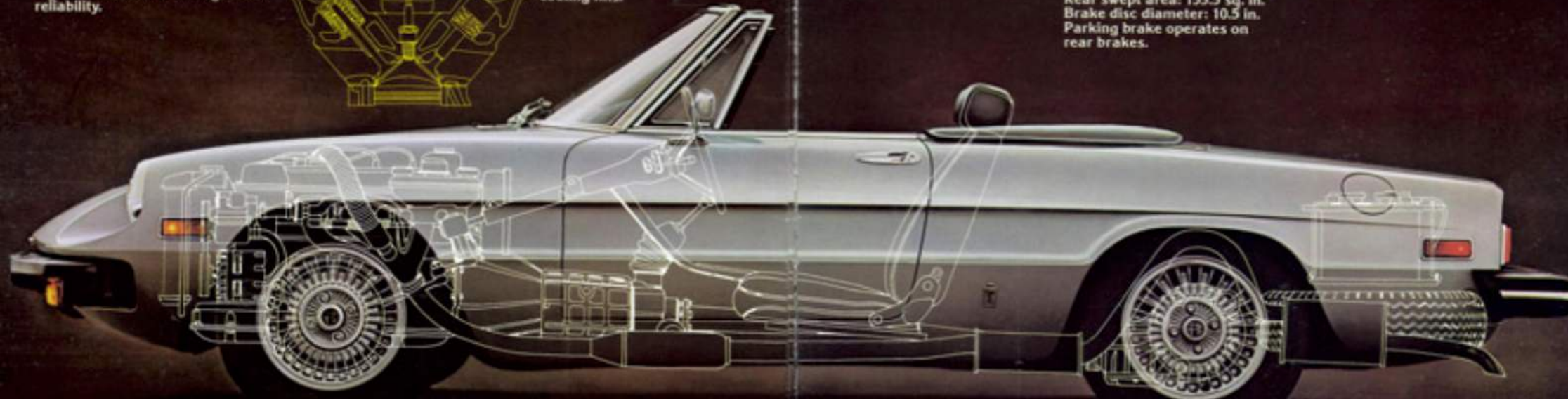
Rear suspension: Coil springs and coaxially mounted telescopic hydraulic double acting shock absorbers. Transverse anti-roll bar.



Front suspension: Independent front suspension by parallel wishbones. Coil springs and telescopic hydraulic double-acting shock absorbers. Anti-roll bar. **Braking system:** Power 4-wheel disc brakes with dual safety circuits. Anti-lock pressure regulator for rear brakes. Front swept area: 187.3 sq. in. Rear swept area: 155.5 sq. in. Brake disc diameter: 10.5 in. Parking brake operates on rear brakes.

Steering: Recirculating ball or worm and roller. **Tires:** 165 HR 14 belted radials on 5 1/2-inch-wide cast alloy wheels.

Dimensions: Wheelbase: 88.6 inches. Overall length: 168.8 inches. Width: 64.1 inches. Height: 48.8 inches. Front track: 52.1 inches. Rear track: 50.1 inches. Weight: 2,550 pounds. Turning radius: 34.5 feet. Trunk capacity: 10 cubic feet. **Standard equipment:** Alfa Romeo fuel injection. Five-speed gearbox. Four-wheel power disc brakes. Cast alloy wheels. Tachometer. Hand throttle. Trip odometer. Fuel gauge warning light. Oil pressure gauge. Brake fluid level warning light. Automatic cigarette lighter. Heater with two-speed blower and indicator light. Windshield washer. Wood-grain steering wheel. Reclining front bucket seats. Tool kit. Carpeted trunk. Under-hood and trunk lights. Belted radial tires. **Optional equipment:** Metallic paint.



The Alfa Romeo legacy

The story of Alfa Romeo began in Milan, in 1909 when the first models were built by a new Italian car maker: Società Anonima Lombarda Fabbrica Automobili, or A.L.F.A. In 1915, the Italian engineer and industrialist, Nicola Romeo, acquired the company. The automotive marque of Alfa Romeo was born. Alfas have been racing since 1911. In 1923 the world-famous Alfa Romeo racing symbol—the four-leaf clover—was introduced.



The name Alfa Romeo began to build an extraordinary record of victories in world competition. The first supercharged Alfa Romeo Grand Prix car, the double-overhead-camshaft straight-eight P2 of 1924, won the first race in which it was entered, with an average speed

of 98 mph. In 1925 the P2 won the French Grand Prix and the new G.P. World Championship. Alfa Romeos went on to win 18 international races in the next six years. More glory years for Alfa Romeo followed in the 1930's. In 1931 the immortal 8C2300 model was introduced, a supercharged 2.3-liter straight-eight designed by Vittorio Jano. In its Spider form as a sports car, and



Monza trim as a Grand Prix car, it added new victories to the Alfa Romeo total. The 8C2300 and its successors were the stars of sports car racing in their day. They won the LeMans 24-hour race four times in succession, starting in 1931, and beginning in 1932, they won the gruelling Mille Miglia, over a thousand miles of Italian roadways, an incredible

seven times in a row. In all, Alfa Romeo compiled eleven Mille Miglia victories. First raced in 1932, the immortal Type B model, also known as the P3, scored many wins in Grand Prix competition in the hands of such drivers as Tazio Nuvolari, Guy Moll and Louis Chiron. It

was succeeded by a new eight-cylinder model in 1935, and by a V-12 of 4 liters with which Nuvolari won the Vanderbilt Cup race at New York's Roosevelt Field in 1936. In the shops of the team that was preparing the Alfa Romeo entries, the Scuderia Ferrari, a

new smaller single-seater Alfa was completed in 1938. This was the Type 158, or 'Alfetta,' with a 1-1/2-liter supercharged straight-eight engine. In a manner that had become an Alfa Romeo tradition it won its first race at Leghorn, Italy. Developing 195 bhp at 7500 rpm, the Type 158 starred in other events for smaller racing cars before World War II. After the war, Alfa wheeled out its 158's again, and continued winning. It fielded four cars in the 1946 Geneva Grand Prix, all with a two-stage supercharger. Nino Farina piloted his Type 158 to victory. In the year's final races, the 158 won easily at Turin and Milan with Varzi and Trossi the victors.

Development of the engine continued, and in 1947 a larger primary compressor for the supercharger was installed. By now, the engine (called the 158/47) was producing 310 bhp at 7500 rpm. Results were quickly evident as Wimille won the Swiss Grand Prix and the European Grand Prix at Spa. Varzi won the Bari race, and Trossi was

victor in the Italian grand Prix. Alfa Romeo now concentrated on the extensive development of the Tipo 158/47 engine under Orazio Satta, another legendary figure in Alfa engineering history. Under his guidance, engine power rose to 350 hp at 8400 rpm in 1949, and in 1950 and 1951 the Alfa Romeo Tipo 158 and 159 won successive World Championships. These were golden years for Alfa. Led by Nino Farina and Juan Fangio, the 158 entered eleven Grand Prix races in 1950 and won them all: Silverstone, Monaco, Berne, Spa, Rheims,



Geneva, Silverstone again, San Remo, Pescara, Bari, Monza. At Monza, Farina was crowned World Champion. In 1951, as the racing world looked on in awe and the competitors in dismay, Alfa Romeo made it two years in a row. Now the Type 159, the car went

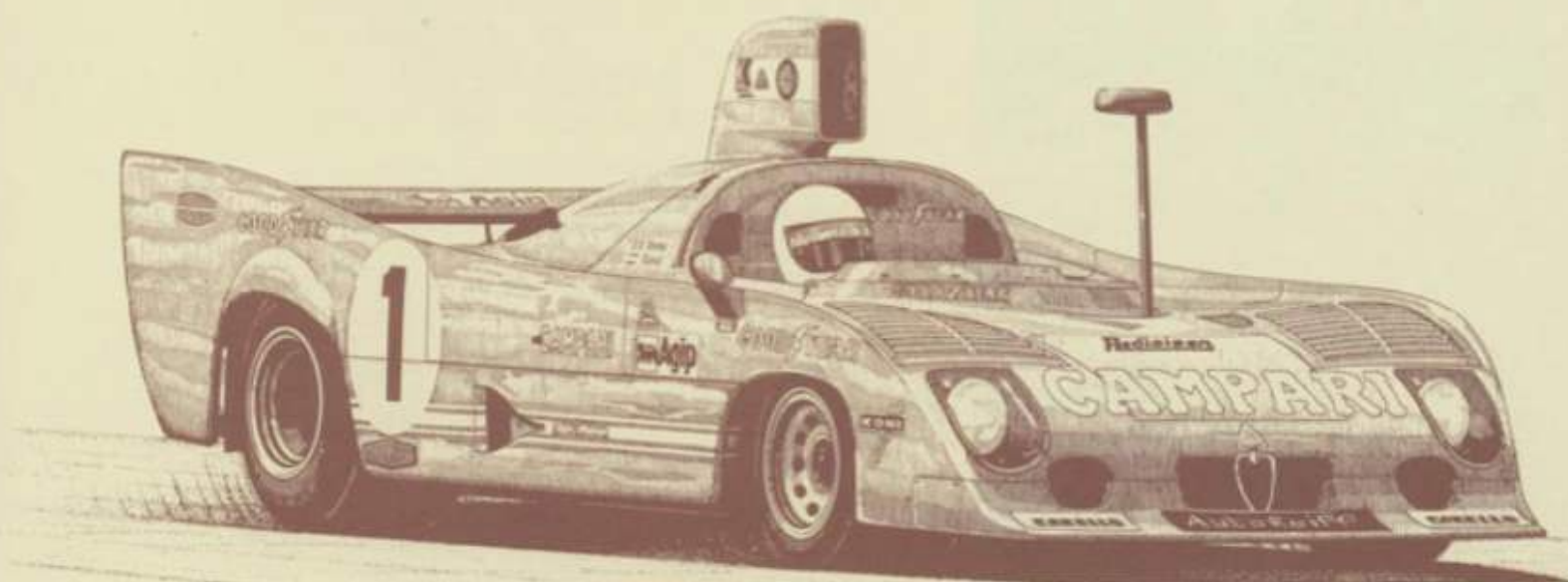
faster, cornered faster and stopped faster. The engine produced 424 bhp at 9300 rpm—then fantastic performance from only 1470 cc. There followed the same near-monotonous chain of victories. This year there was a difference: it was Juan Fangio who won the title.

Sports car racing continued to feel the sting of Alfa Romeo's performance. Alfas won more than a dozen Sports Car Club of America Championships in their class, including the Trans-Am Championship, in 1966. And in 1967 Alfa Romeo introduced a new mid-engined sports-racing model, the V-8 Type 33. In 1971 this won three major sport car races, including the Targa Florio. And a twelve-cylinder model developed from it, the Type 33tt12, became the World Champion of Makes in 1975—just 50 years after Alfa's first racing championship. In the veins of every production Alfa Romeo runs the rich, red blood of these magnificent racing cars.



Alfa Romeo

FIVE TIMES WORLD CHAMPION



Tipo 33tt12

ADDITIONAL FEATURES

1. Optional Leather seats and panels
2. Deep Pile nylon twist carpeting
3. Color coordinated convertible top and cover
4. New wood-grained shift knob
5. AM-FM Stereo Cassette Radio
6. Optional Pininfarina hardtop
7. Unified engine family for all 50-States with these Improvements:
 - 121.5 lb. ft. torque
 - Engine calibrated for unleaded fuel
 - Dual exhaust manifold
 - Dual point ignition distributor and load sensitive switching system to prevent knock
 - Exhaust temperature monitor

See EPA/FEA fuel economy values on window label.

Alfa Romeo

Alfa Romeo Inc.,
Headquarters and Eastern Division
250 Sylvan Avenue
Englewood Cliffs, New Jersey 07632
Alfa Romeo Inc., Western Division
215 Douglas Street South
El Segundo, California 90245

Alfa Romeo reserves the right to change or modify equipment or specifications at any time without prior notice. Details, descriptions and illustrations are for information purposes only, as products shown may vary for any reason, including constructional requirements.