Alfa Romeo
2000
Every Alfa is born on the race track. Nuvolari helped build the Alfa Romeo 2000. So did Juan Manuel Fangio. And Clemente Biondetti. And the Ascaris. Alfas have been racing since 1911, with the world's most respected drivers at the wheel. Fifty-eight firsts in Grand Prix racing, eleven *Mille Miglia* triumphs and three world championships are among the thousands of important victories recorded over the years.

Winning is traditional with Alfa Romeo. So is building race-proved engineering into Alfas destined for the road. While many auto manufacturers claim impressive competition records, none pretends to equal Alfa Romeo in the continuing interchange of engineering practice between racing and production.

The Alfa Romeo 2000 series is the latest expression of this sixty-year tradition: three true sports cars offering any driving enthusiast race-refined handling, performance and safety at reasonable cost.

You are invited to select from the three highly individual cars described on the following pages the Alfa Romeo 2000 which best suits your personal needs.

*Above:* Type 33/3 Alfa at speed during 1971 Watkins Glen World Manufacturer's Championship race. This 3-liter Alfa bested 5- and 7-liter cars to win the 6-hour endurance test.

*Right:* Alfa drivers Andrea de Adamich and Ronnie Peterson in the winner's circle after the race.
Great racing Alfas mean great road Alfas.
The 2000 Spider Veloce® is the purest of sports car designs: a fast, elegant open roadster, impeccably styled in contemporary yet timeless fashion by the master designer Pininfarina.

1. Anatomically designed reclining bucket seats cradle driver and passenger in luxurious comfort even on long trips. Twin niches raise speedometer and tachometer into driver's line of sight, gearshift is comfortably at hand, instruments on central console are angled inward and upward. Most fittings are costly stainless steel to withstand exposure to the elements.

2. Trim but rugged convertible top goes up in seconds. One hand is all that's required to quickly raise or lower this unusually well-engineered and soundproof top.

3. Unique, multi-channel air distribution can be adjusted for each passenger's comfort. System has 6 different outlets and 2-speed blower.
The 2000 GT Veloce® is styled by Bertone, pacesetters in automotive design. Beneath the lean, form-follows-function exterior are rich, comfortable appointments for long-distance travel that are the essence of the gran turismo concept.

1. GT Veloce bucket seats are contoured in tough Texalfa, provide firm support even in fast turns. Gearshift, operating instruments are finished in stainless steel, set in fine-grained real mahogany. Driver visibility is excellent all around.

2. Skillful design makes the 2000 GTV a compact but surprisingly roomy car for its 92.5 inch wheel-base. Capacious trunk easily holds grand touring luggage for two.


4. Efficient air distribution system boasts individual adjustment for each passenger's comfort. Four separate outlets direct flow of air.
A racing car in disguise? The cheste, restrained styling of the four-door Alfa Romeo 2000 Berlina belies performance to match the 2000 Spider or GTV in virtually every respect. Unusually graceful proportions mark the classic Bertone styling of this true family sports sedan.

1. 2000 Berlina appointments suggest a much more costly automobile. Reclining, individually adjustable front seats are crowded by full width, rack-and-pinion operated headrests. No need to grope for anything: gearshift and all operating instruments are right at hand. Beneath the Texalfa upholstery; a thick, sound-absorbent pad enveloping the entire passenger compartment. Visibility is virtually unobstructed in all directions. Rear arm rests conceal extra glove box, folds completely away into seat back.

2. Trunk capacity is surprisingly large for a sedan with a 101-inch wheelbase. Plenty of room for the whole family's traveling gear.


4. Six different outlets, 2-speed blower direct ventilation in pattern that can be adjusted for each passenger's comfort.
The willing heart of each Alfa 2000 — Spider Veloce, GT Veloce, and Berlina — is the famous Alfa Romeo double overhead camshaft engine, refined since 1923 in racing competition. Engineers acknowledge this costly-to-build mechanism as the most desirable of all designs for internal combustion engines. No great Grand Prix car of any marque has ever been built around anything else. Output of the all-aluminum 4-cylinder version powering the 2000 series is 129 net horsepower.

Twin overhead camshafts, chain-driven, act directly on the valves, eliminate friction and power losses caused by intervening mechanical parts like pushrods and rocker arms in ordinary engines.

Direct-port Spica fuel injection, derived from the system on the Alfa Romeo Type 33 racing car, utilizes individual plungers for each cylinder, driven by a camshaft and connecting rods for precision fuel metering. A barometric pressure sensor in the control unit automatically corrects fuel mixture for changes in altitude. Another sophisticated control device cuts off fuel when the engine is decelerating, reducing unnecessary exhaust emissions.

Conventional Valve

Sodium Valve

1500°F

1100°F

Exclusive sodium-filled exhaust valves run at temperatures more than 400 degrees cooler than conventional solid valves. Result: sharply improved reliability, longer life, lower emissions.

Easily-removable cylinder liners, in direct contact with coolant, reduce risk of damage through overheating. Pistons themselves, like engine block and cylinder heads, are lightweight, heat-dissipating aluminum alloy.

Five main bearings distribute crankshaft loads evenly, a necessity at racing torque levels. Eight separate counterweights effectively eliminate engine vibration.
Hemispherical combustion chambers with centrally located spark plugs assure correct flame propagation and complete combustion.

Sealed cooling system is "closed circuit." Expansion tank makes it a "no maintenance" installation unaffected by evaporation.

4 air ram tubes, behind dual oversized filters, force air to 4 individual throttles. A costly refinement reserved by most manufacturers strictly for racing cars, just another item of standard equipment on every Alfa Romeo 2000.
Under the hood, the legendary Alfa Romeo D.O.H.C. engine
The designers of the Alfa Romeo 2000 have matched the latest edition of the Alfa DOHC engine with gearbox, suspension, steering and brakes in the perfect balance that makes this great sports car a handling delight unlike any other. Result: a car that is a never-failing instrument of the driver’s will.

1. **Five speeds forward.** Each gear ratio covers a carefully programmed sector of the speed range, providing an even progression to higher speeds. Fourth gear is direct drive. Fifth is a performance driving gear, for maintaining high road speeds while the engine loads, with plenty of reserve power available for acceleration.

2. **Steady 1/4 mile**
Alfa torque and an impressive power-to-weight ratio mean exhilarating sprint characteristics for the 2000: the standing quarter mile in 16.9 seconds (e.t).

3. **The essence of Alfa response.** Plotting the 2000’s engine power in relation to engine revolutions (red line) results in a virtually straight line — no «flat spots» at any speed. Blue line shows continuous availability of maximum power — all the engine’s torque is on tap in any gear. Peak SAE torque of 130 foot-pounds is reached at about 3700 rpm. At 5800 rpm it is still 118 foot-pounds.

4. **«One of the smoothest operating gearboxes we have ever encountered» is a typical professional test driver’s reaction.** Costly molybdenum synchronizing rings, numerous friction-fighting ball and needle bearings, heat-dissipating aluminum housing all contribute to racing brand reliability.

5. **Racing car suspension.** The Alfa 2000 rides on the advanced chassis and suspension created for the Alfa Romeo GT/Am. Up front: inclined transverse wishbones with coil springs outside telescopic shock absorbers, plus a stabilizer bar. At the live rear axle: telescopic shocks inside coil springs, twin longitudinal locating arms, a transverse reaction device and a second stabilizer bar.

   Now limited slip-differential is another refinement available on the 2000 Alfa Romeo. Conventional differentials deliver power equally to both wheels, resulting in reduced power when it’s needed most — when one wheel loses traction. The limited-slip differential senses the loss of adhesion, automatically transfers power to the wheel with the better grip on the road. Driver benefits: better control on wet pavement, ice or snow, fast curves. However outfitted every Alfa 2000 holds the road through hard turns less agile sports cars dare not attempt.

6. **Disc brakes at all 4 wheels** stop the car from high speeds in astoundingly short distances. These massive brakes provide nearly 400 square inches of swept area. Just as important: Alfa brakes assure controlled stops in a straight line, on any surface. No wheel-hop, no swerving, no fading. The system is power-assisted and of redundant design: either front or rear brakes can independently stop the car. An automatic pressure modulator separates braking effort between front and rear systems, helps prevent rear wheel lockup on wet pavement or when braking sharply.
Flawless performance grows out of flawless engineering.
The Alfa Romeo 2000 that will become your prized possession has not been «assembled» in the traditional sense. Each Alfa is more «brought to life» than put together, by men who believe that only perfection is adequate. Every mechanical component of every Alfa engine is tested before use. No spot-checking. Every completed Alfa 2000 is subjected to virtually every road and driving condition on a test track. No exceptions.

1. The engine in your Alfa Romeo 2000 is intended to be as mechanically perfect and reliable as that in a racing car. To assure it, money-saving spot-checking is banned. Every part of every Alfa engine, large or small, is tested before mounting.


3. After assembly comes a 45 to 90 minute dynamometer test. Thirty-two separate inspections are made here, before the engine is ever released for mounting in a chassis.

4. Passenger compartment is designed and built as a separate, rigid unit, meticulously welded together.

5. Twenty-minute chassis dynamometer test measures dynamic performance of all systems.

6. Body and trim get careful attention, too. Precision automatic equipment applies primer, undercoating and final finish. Then the keenest instruments of all — human eyes and fingertips — check for flaws too small for machines to detect.

7. Before you receive your new Alfa, the dealer performs a two-hour pre-delivery inspection. Two free inspections after sale require seven hours of a skilled mechanic's labor, assure that performance remains up to high Alfa standards.
Built to meet demands you may never make.
2000 Series Specifications

Cylinders 4 in line
Bore 84 mm.
Stroke 88.5 mm.
Cylinder capacity 1962 cc.
Compression ratio 0.9

Gear ratios

<table>
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<tr>
<th>Gear</th>
<th>Ratios</th>
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<tbody>
<tr>
<td>1st</td>
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<td>5th</td>
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Tires 165 HR 14 on 5 1/2" wide wheels
Electrical system 12 volts
Fuel capacity (Berlina & GT Veloce) 14 gallons
(Spider Veloce) 13.4 gallons

Carburetion: Alfa Romeo-Spica fuel injection.
Valve Timing: V-overhead valves operated by dual overhead camshafts. Sodium-cooled exhaust valves.

Clutch: Hydraulically operated.
Gearbox: 5 fully synchronized forward speeds and reverse.

Ignition: Golden Lodge spark plugs.

Electrical System: 12 volt, 35 ampere alternator; 60 Ah battery.


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.

Steering: Recirculating ball or worm and roller.

Brakes: Power-assisted 4-wheel disc brakes with safety dual circuits and pressure modulator on rear brakes. Hand brake operates via separate drums on rear wheels.

STANDARD EQUIPMENT

—Alfa Romeo fuel injection
—4-wheel power disc brakes
—4-forward speed gearbox
—Texalfa upholstery
—Reclining front seats
—Hand throttle
—Tachometer
—Trip meter
—Fuel gauge with warning light
—Oil pressure gauge with warning light
—Automatic cigarette lighter
—Heater with 2-speed blower and warning light
—Windshield washer
—Brake fluid level warning light
—Hand brake warning light
—Brake modulator
—Sealed cooling system
—Tool kit
—60 Ah battery
—Fully carpeted trunk
—Under-hood and trunk lights
—Parking lamp warning light
—Fog lamps (GT Veloce only)
—Electric clock (Berlina only)
—Mahogany dashboard paneling (Berlina & GT Veloce only)
—Electrically heated rear window (Berlina & GT Veloce only)
—Wood steering wheel (Spider Veloce & GT Veloce only)
# 2000 Spider Veloce®

Beneath elegant new Kamm-tail styling by Pininfarina nests the legendary, race-refined Alfa D.O.H.C. Plus gearbox, suspension, brakes and steering producing handling, road-holding and cornering capabilities to satisfy the most demanding performance enthusiast. Top speed: 118 mph.

<table>
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<td>Wheelbase</td>
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<td>Front track</td>
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<td>Rear track</td>
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<td>Overall length</td>
<td>161 1/2 in.</td>
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<td>Overall width</td>
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<td>Overall height</td>
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<td>Curb weight</td>
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2000 GT Veloce®


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<tr>
<td>Wheelbase</td>
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**2000 Berlina**

Performance so unexpected in a family car that many enthusiasts consider it "a racing car in disguise." Bertone styling. Rigid-unit body construction. Same D.O.H.C. engine, transmission, brakes and running gear as every other Alfa—in a spacious and comfortable four door car. Top speed: 112 mph.

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