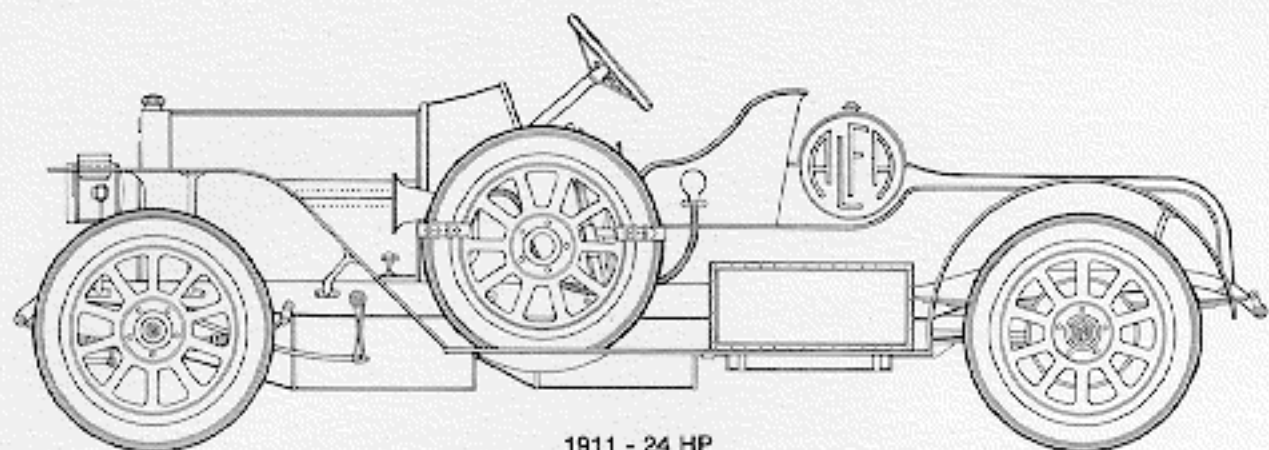


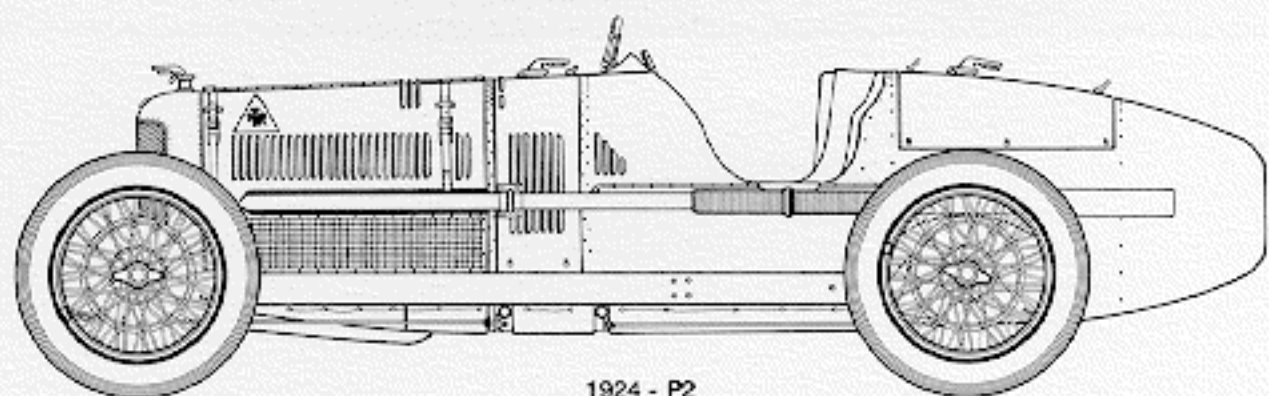


# Alfa Romeo 2000

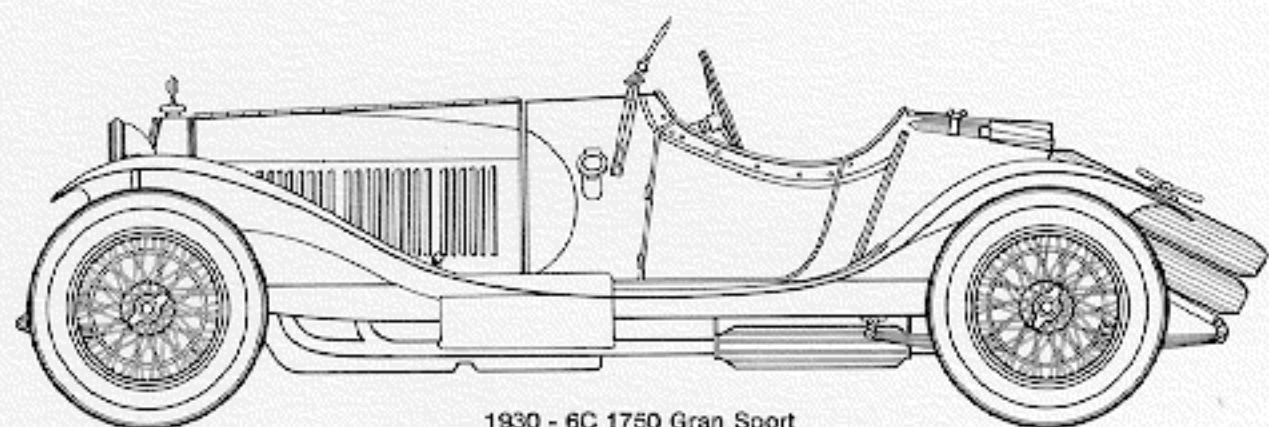




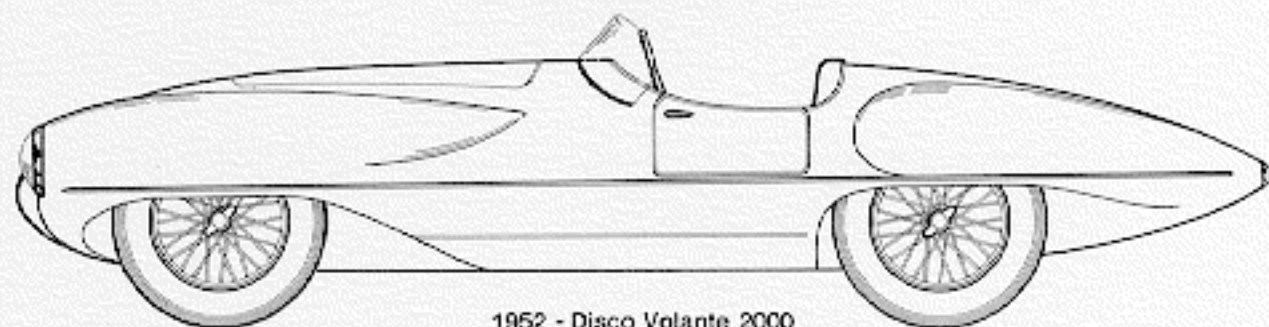
1911 - 24 HP



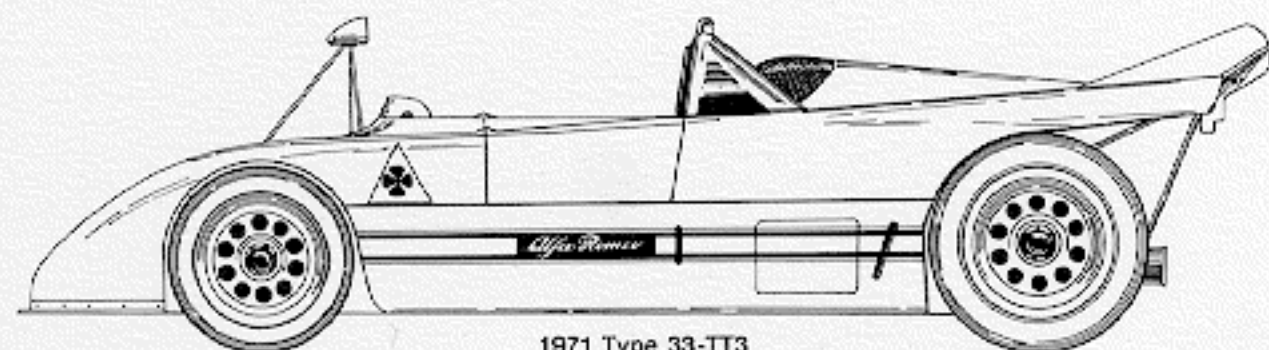
1924 - P2



1930 - 6C 1750 Gran Sport



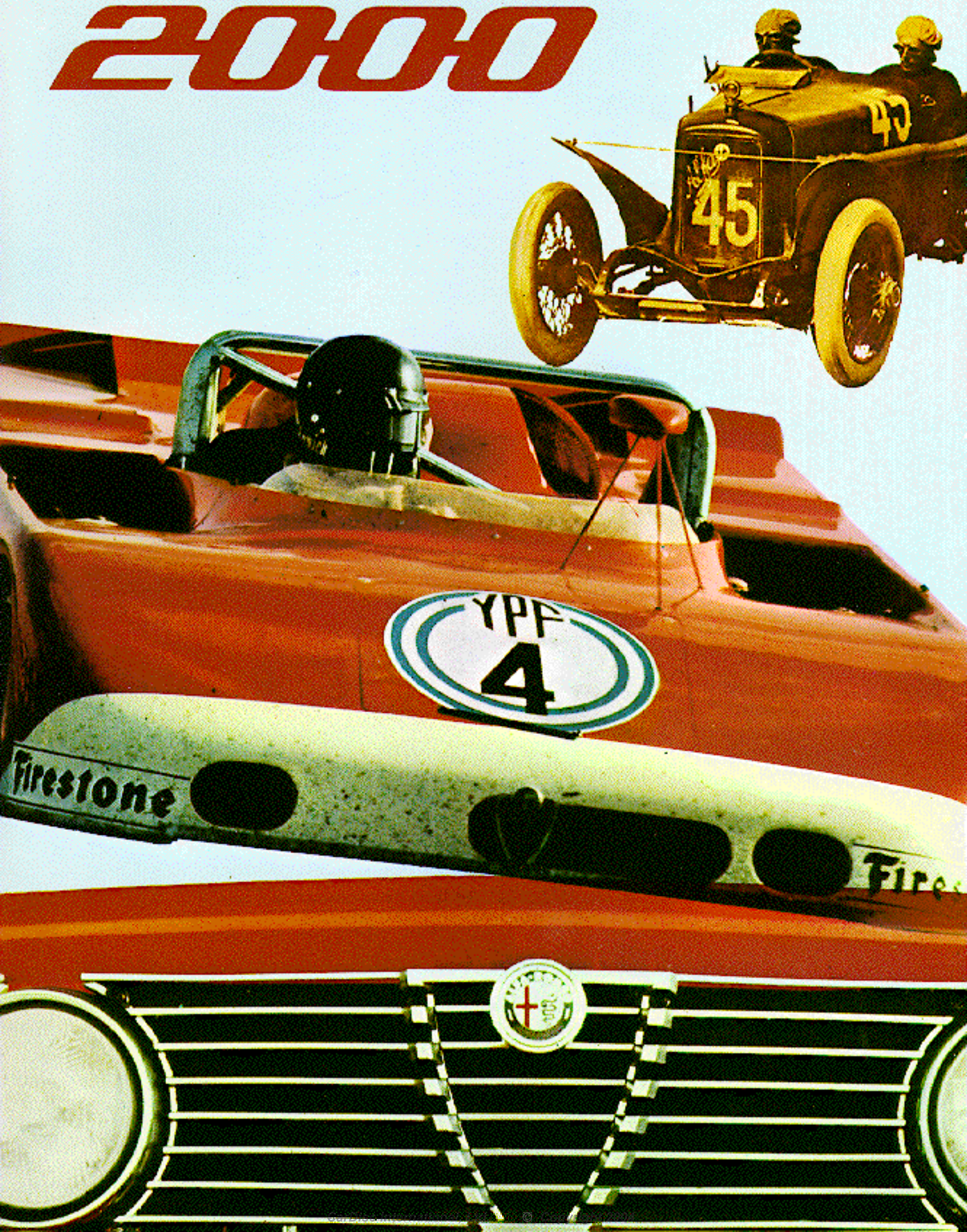
1952 - Disco Volante 2000



1971 Type 33-TT3



# 2000





Every Alfa is born on the race track. Nuvolari helped build the Alfa Romeo 2000. So did Juan Manuel Fangio. And Clemente Blondetti. 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.

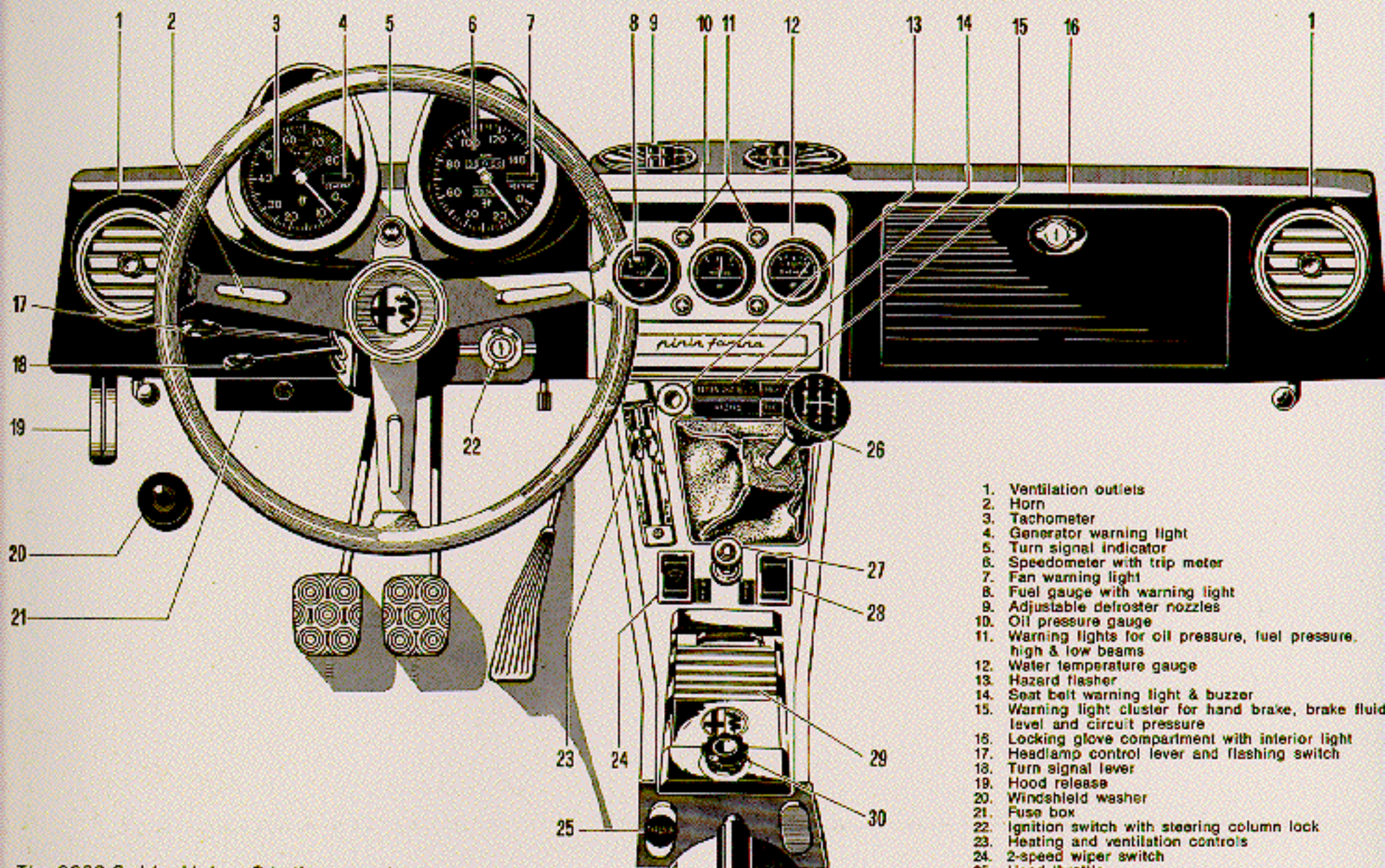




Great racing Alfas mean  
great road Alfas.

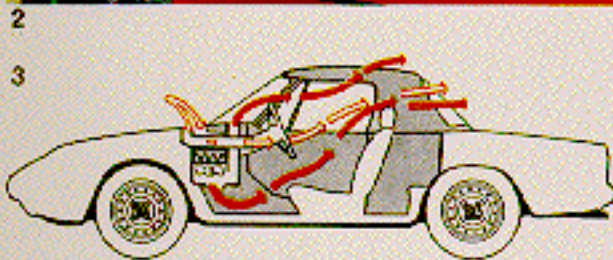




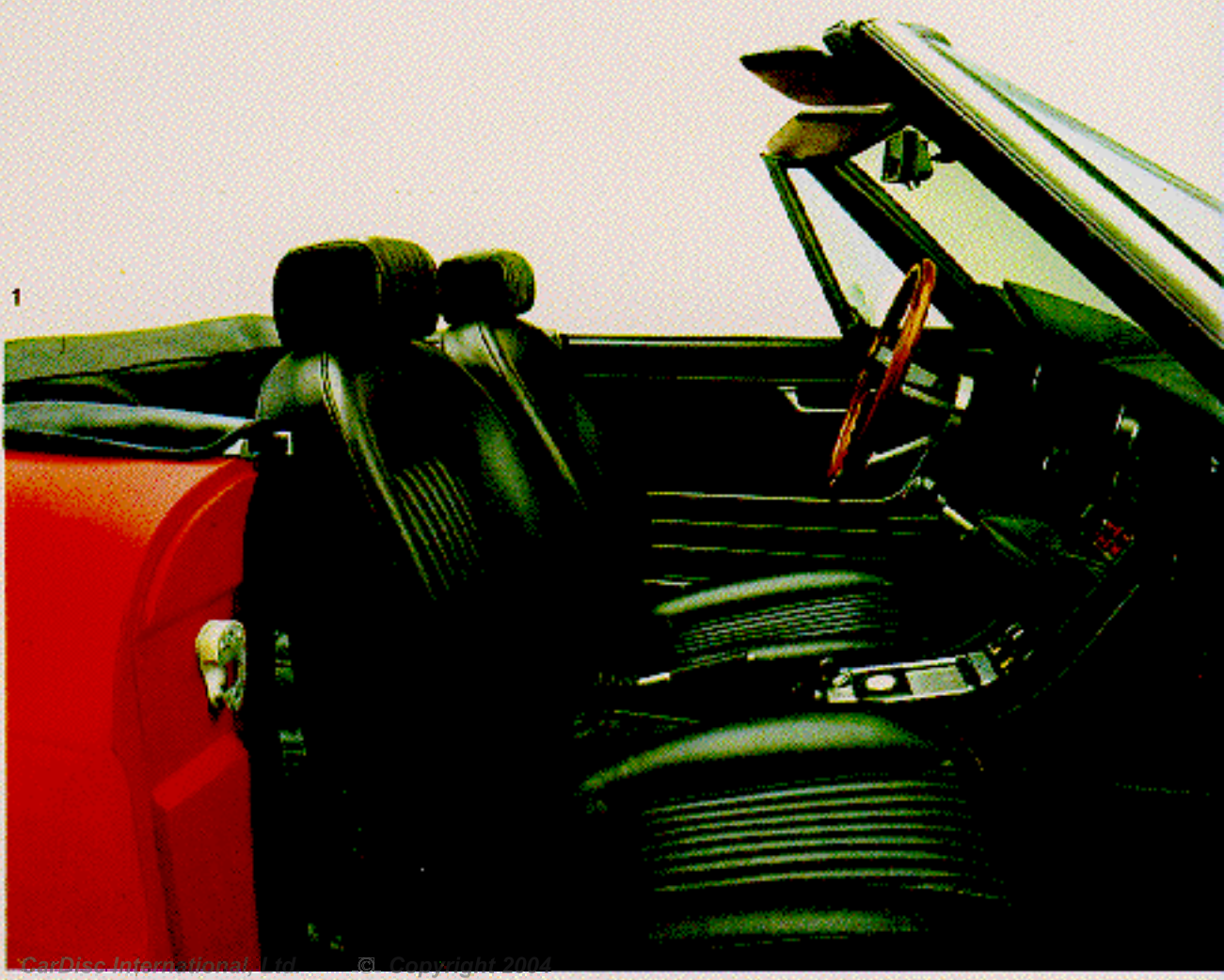


1. Ventilation outlets
2. Horn
3. Tachometer
4. Generator warning light
5. Turn signal indicator
6. Speedometer with trip meter
7. Fan warning light
8. Fuel gauge with warning light
9. Adjustable defroster nozzles
10. Oil pressure gauge
11. Warning lights for oil pressure, fuel pressure, high & low beams
12. Water temperature gauge
13. Hazard flasher
14. Seat belt warning light & buzzer
15. Warning light cluster for hand brake, brake fluid level and circuit pressure
16. Locking glove compartment with interior light
17. Headlamp control lever and flashing switch
18. Turn signal lever
19. Hood release
20. Windshield washer
21. Fuse box
22. Ignition switch with steering column lock
23. Heating and ventilation controls
24. 2-speed wiper switch
25. Hand throttle
26. Hand throttle warning light
27. Dashboard lighting control
28. 2-speed fan
29. Ashtray
30. Automatic cigarette lighter

The 2000 Spider Veloce<sup>®</sup> 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 nacelles 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.

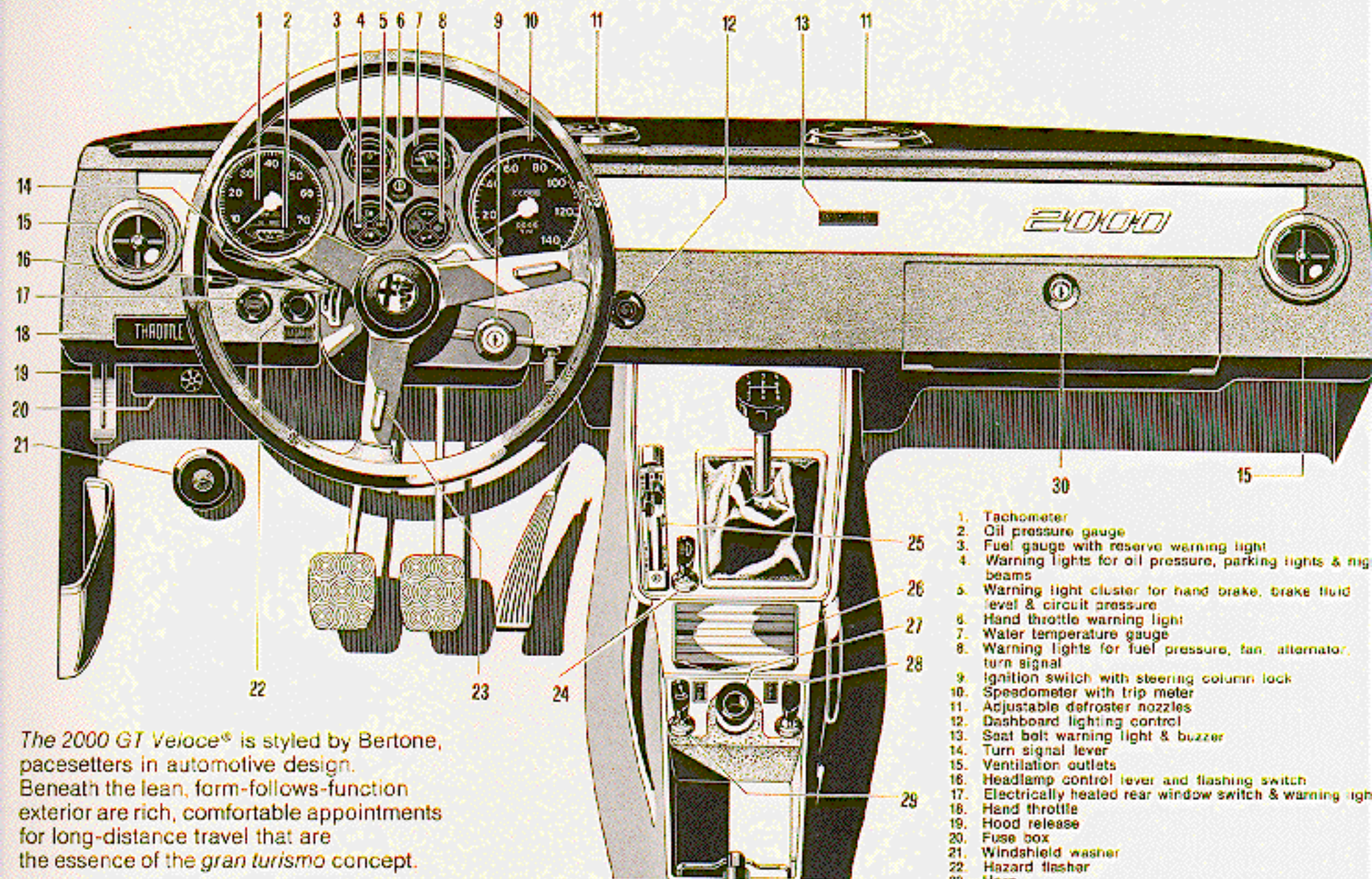




Alfa Romeo 2000  
Spider Veloce



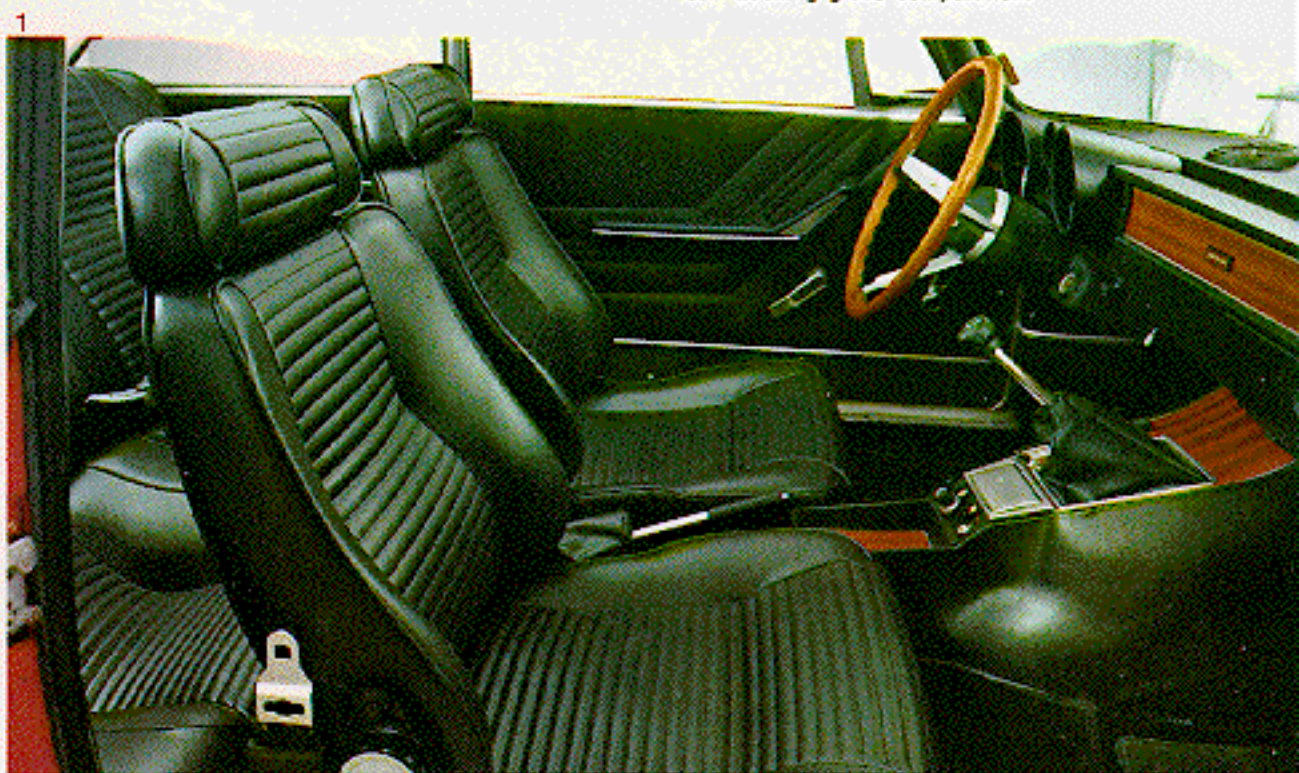




1. Tachometer
2. Oil pressure gauge
3. Fuel gauge with reserve warning light
4. Warning lights for oil pressure, parking lights & night beams
5. Warning light cluster for hand brake, brake fluid level & circuit pressure
6. Hand throttle warning light
7. Water temperature gauge
8. Warning lights for fuel pressure, fan, alternator, turn signal
9. Ignition switch with steering column lock
10. Speedometer with trip meter
11. Adjustable defroster nozzles
12. Dashboard lighting control
13. Seat belt warning light & buzzer
14. Turn signal lever
15. Ventilation outlets
16. Headlamp control lever and flashing switch
17. Electrically heated rear window switch & warning light
18. Hand throttle
19. Hood release
20. Fuse box
21. Windshield washer
22. Hazard flasher
23. Horn
24. Fog lamps switch
25. Heating & ventilation controls
26. Ashtray
27. Automatic cigarette lighter
28. 2-speed fan switch
29. 2-speed wiper switch
30. Locking glove compartment

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.
3. Electrically-heated rear window eliminates frosting-up in cold weather. It's standard equipment on the 2000 GT Veloce.
4. Efficient air distribution system boasts individual adjustment for each passenger's comfort. Four separate outlets direct flow of air.

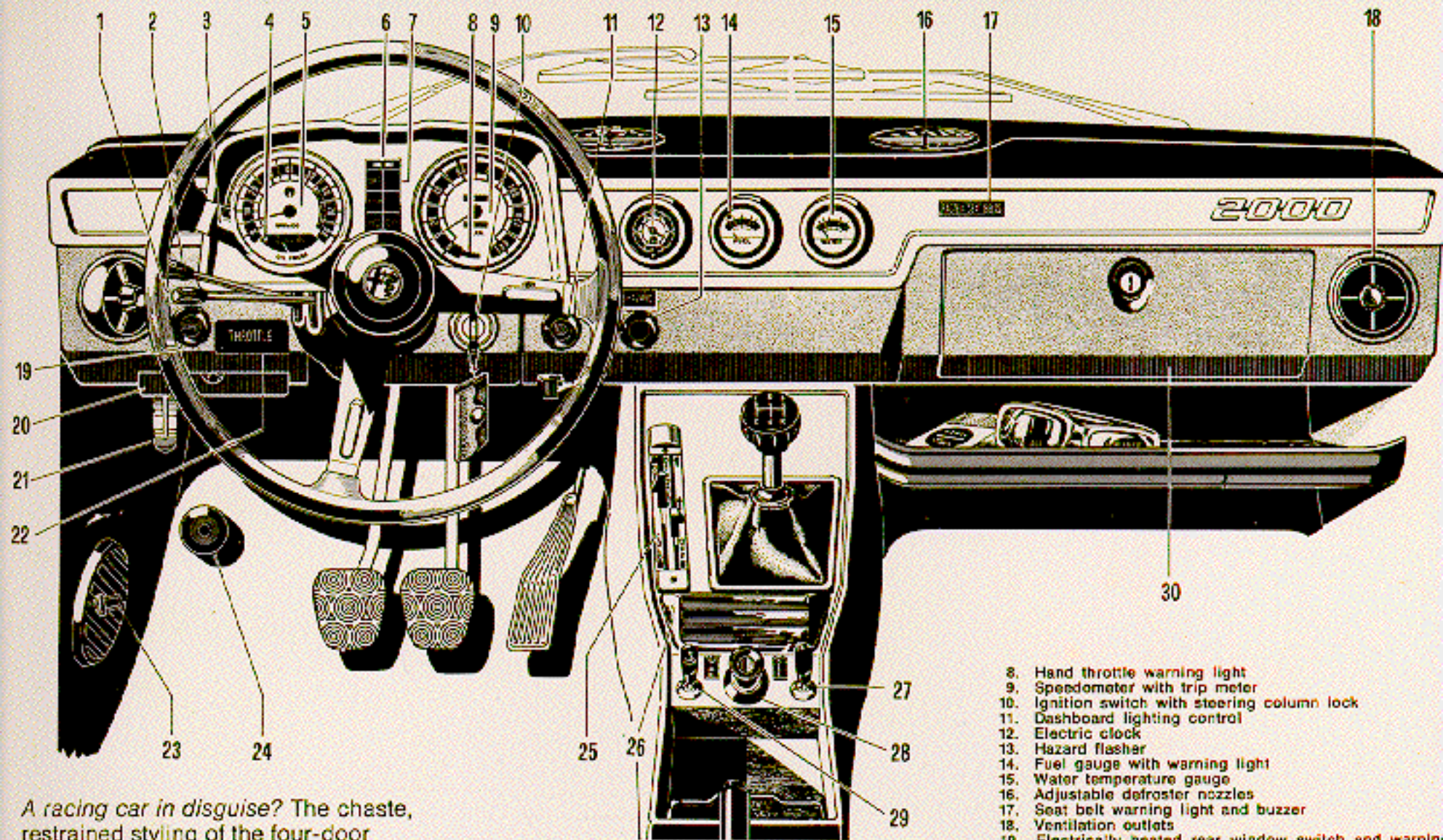




Alfa Romeo 2000  
GT Veloce







*A racing car in disguise?* The chaste, 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 crowned 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 rest conceals extra glove box, folds completely away into seat back.

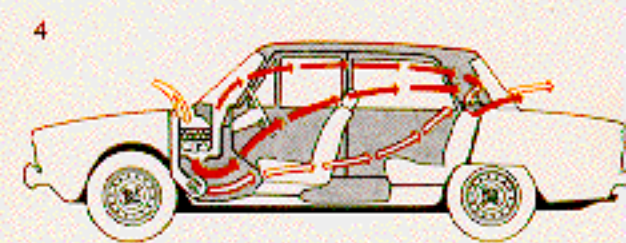
2. **Trunk capacity** is surprisingly large for a sedan with a 101-inch wheelbase. Plenty of room for the whole family's traveling gear.

3. **Electrically-heated rear window** assures rear visibility in cold weather. It's standard equipment on the 2000 Berlina.

4. **Six different outlets, 2-speed blower** direct ventilation in pattern that can be adjusted for each passenger's comfort.

- 1. Directional signal lever
- 2. Headlamp control lever & flashing switch
- 3. Horn
- 4. Oil pressure gauge with warning light
- 5. Tachometer
- 6. Warning lights for turn signal indicator, fan, generator, fuel pressure, parking lights & high beams
- 7. Warning light cluster for handbrake, brake fluid level and circuit pressure

- 8. Hand throttle warning light
- 9. Speedometer with trip meter
- 10. Ignition switch with steering column lock
- 11. Dashboard lighting control
- 12. Electric clock
- 13. Hazard flasher
- 14. Fuel gauge with warning light
- 15. Water temperature gauge
- 16. Adjustable defroster nozzles
- 17. Seat belt warning light and buzzer
- 18. Ventilation outlets
- 19. Electrically heated rear window switch and warning light
- 20. Fuse box
- 21. Hood release
- 22. Hand throttle
- 23. Ventilation outlet
- 24. Windshield washer
- 25. Heater & ventilation controls
- 26. Ashtray
- 27. 2-speed fan switch
- 28. Automatic cigarette lighter
- 29. 2-speed wiper switch
- 30. Locking glove compartment



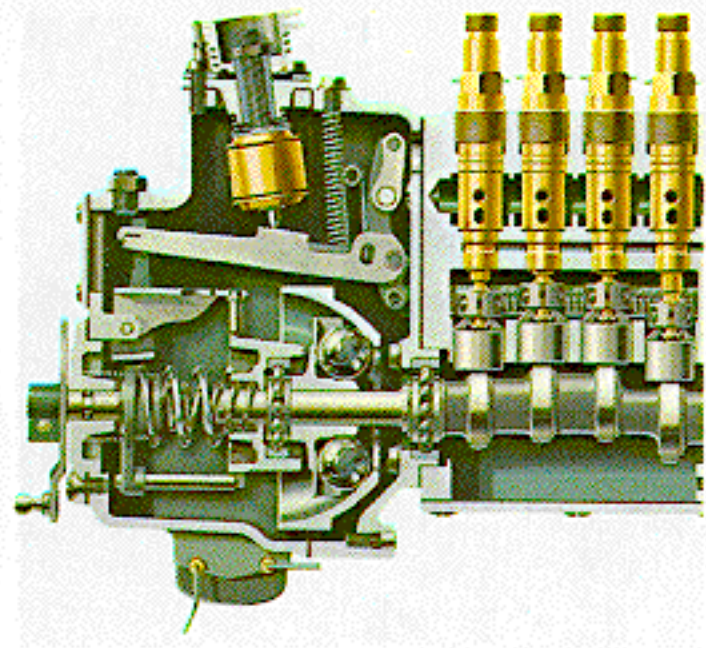


Alfa Romeo  
2000 Berlina

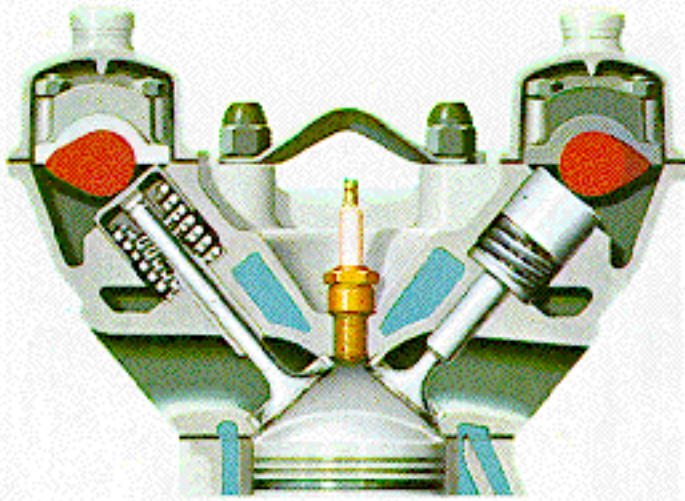




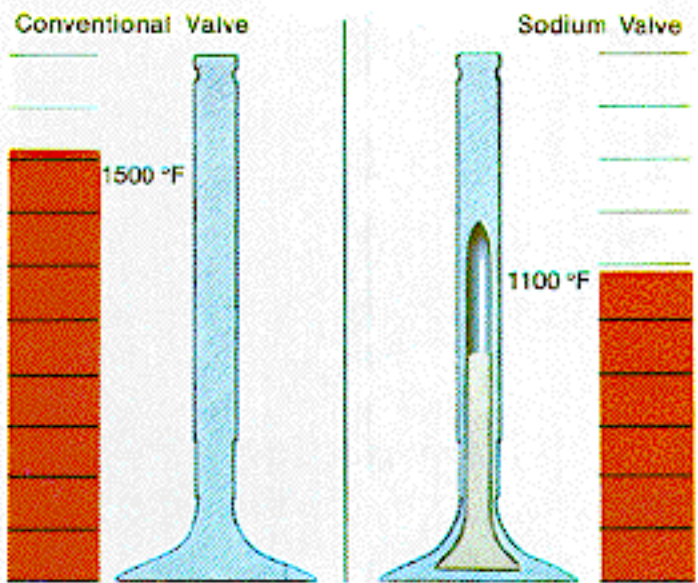
The willing heart of each Alfa 2000 — Spider Veloce, GT Veloce and Berlina — is the famous Alfa Romeo double overhead camshaft engine, refined since 1923 in racing competition. Engineers acknowledge this costly-to-build mechanism as the most desirable of all designs for internal combustion engines. No 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.



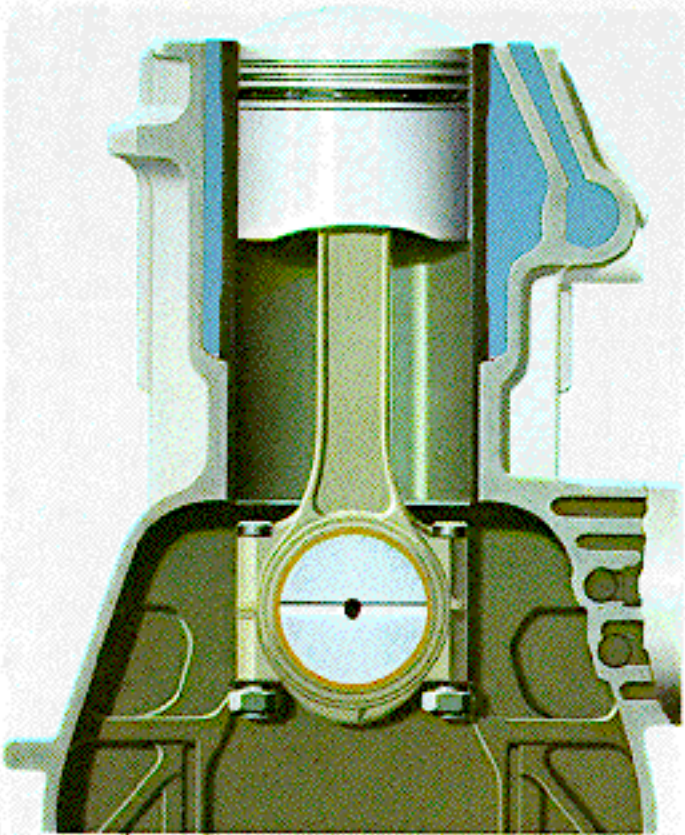
**Direct-port Spica fuel injection**, derived from the system on the Alfa Romeo Type 33 racing car, utilizes individual plungers for each cylinder, driven by a crankshaft and connecting rods for precision fuel metering. A barometric pressure sensor in the control unit automatically corrects fuel mixture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



**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.



**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.

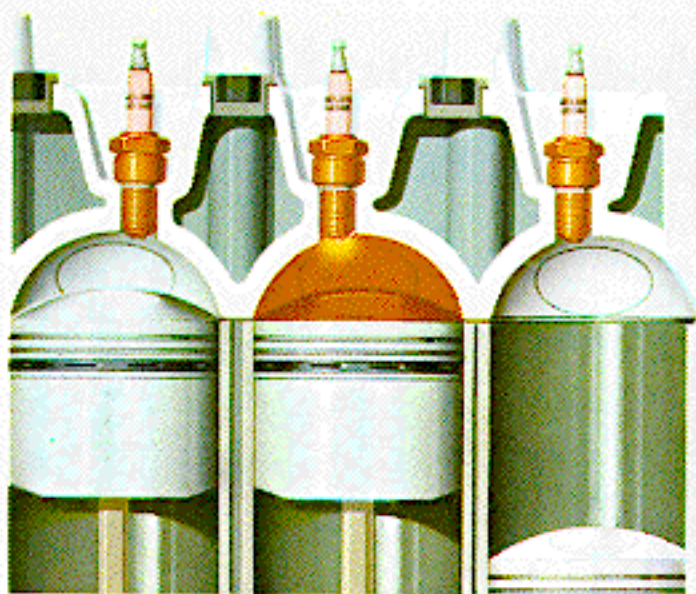


**Easily-removable cylinder liners**, in direct contact with coolant, reduce risk of damage through overheating. Pistons themselves, like engine block and cylinder heads, are lightweight, heat-dissipating aluminum alloy.

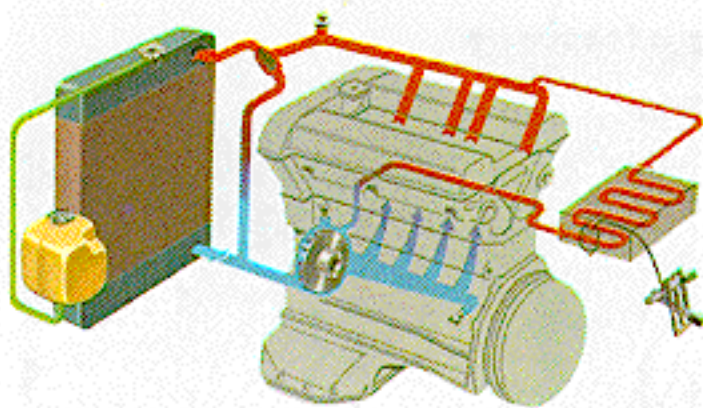


**Five main bearings** distribute crankshaft loads evenly, a necessity at racing torque levels. Eight separate counterweights effectively eliminate engine vibration.

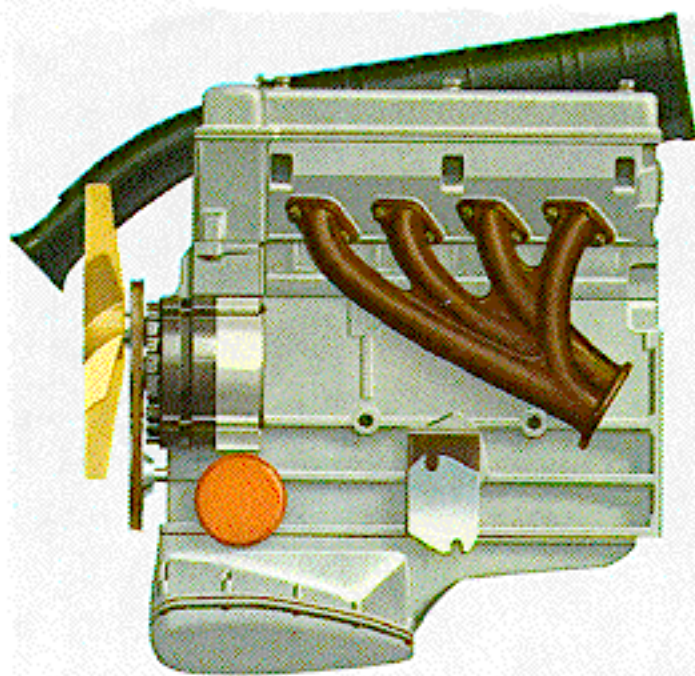




**Hemispherical combustion chambers** with centrally located spark plugs assure correct flame propagation and complete combustion.

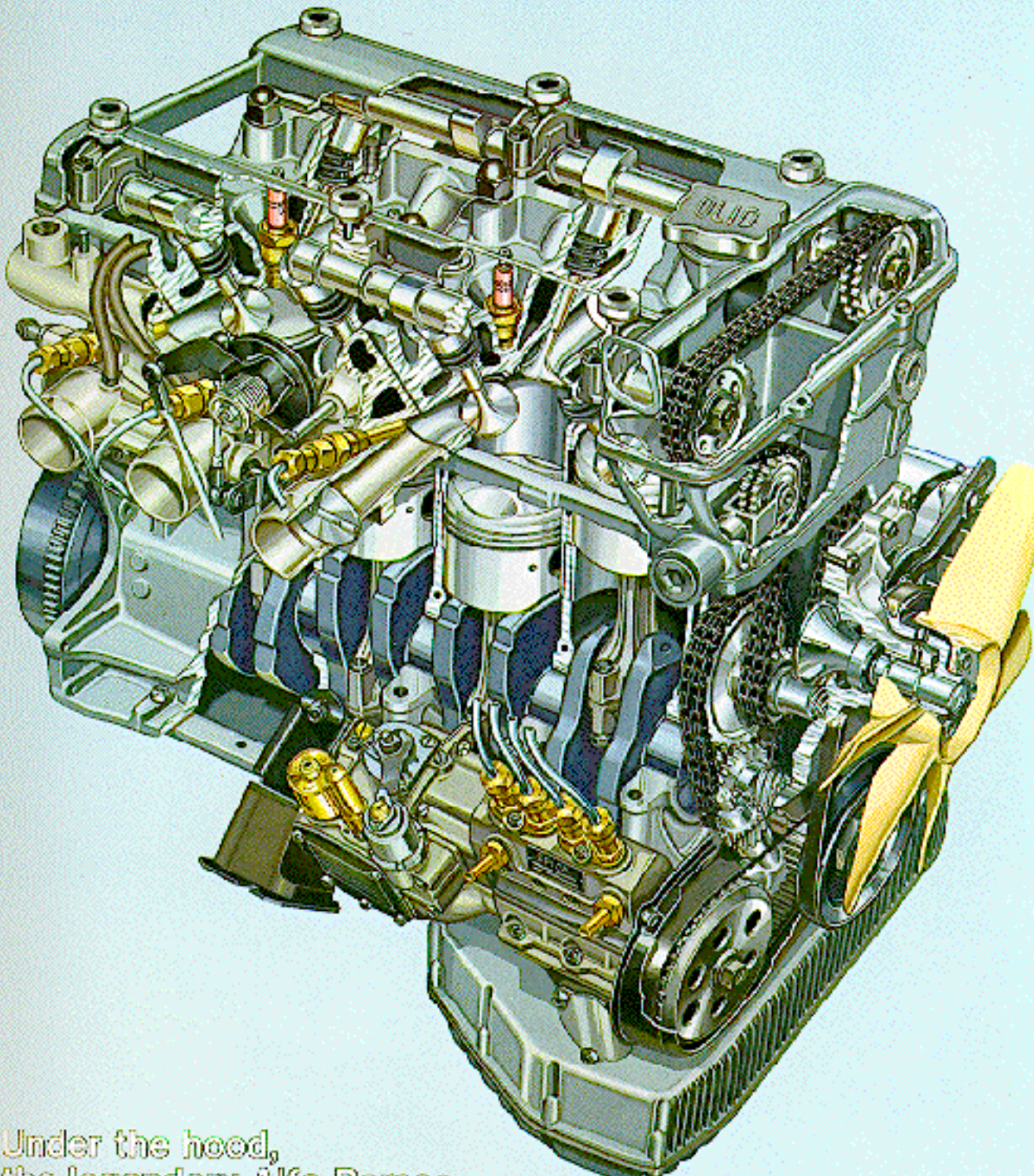


**Sealed cooling system** is «closed circuit.» Expansion tank makes it a «no maintenance» installation unaffected by evaporation.



**4 air ram tubes**, behind dual oversize 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's handling a 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 loafs, with plenty of reserve power available for acceleration.

**2. Standing 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.).

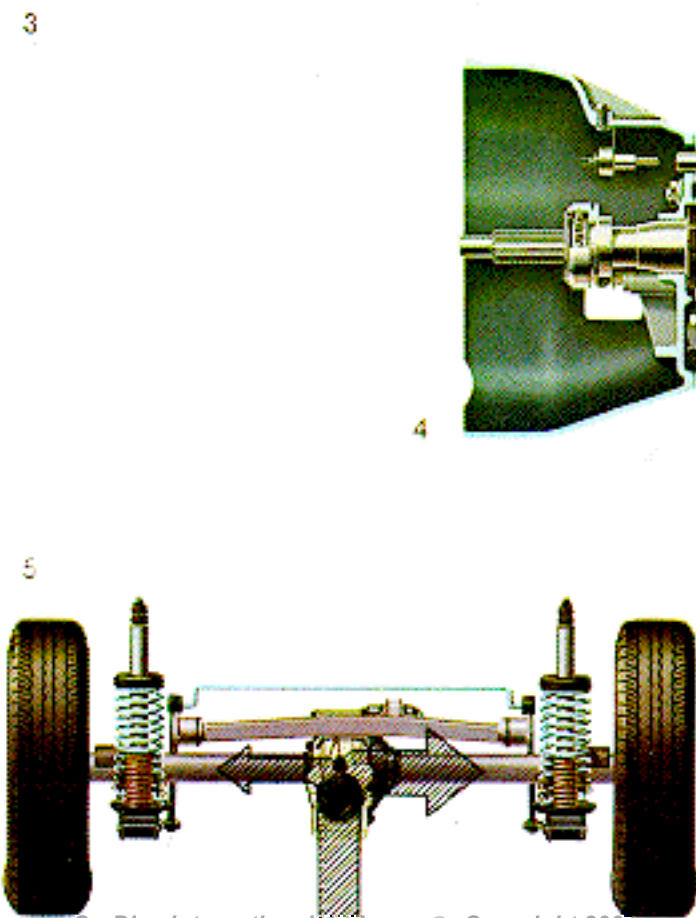
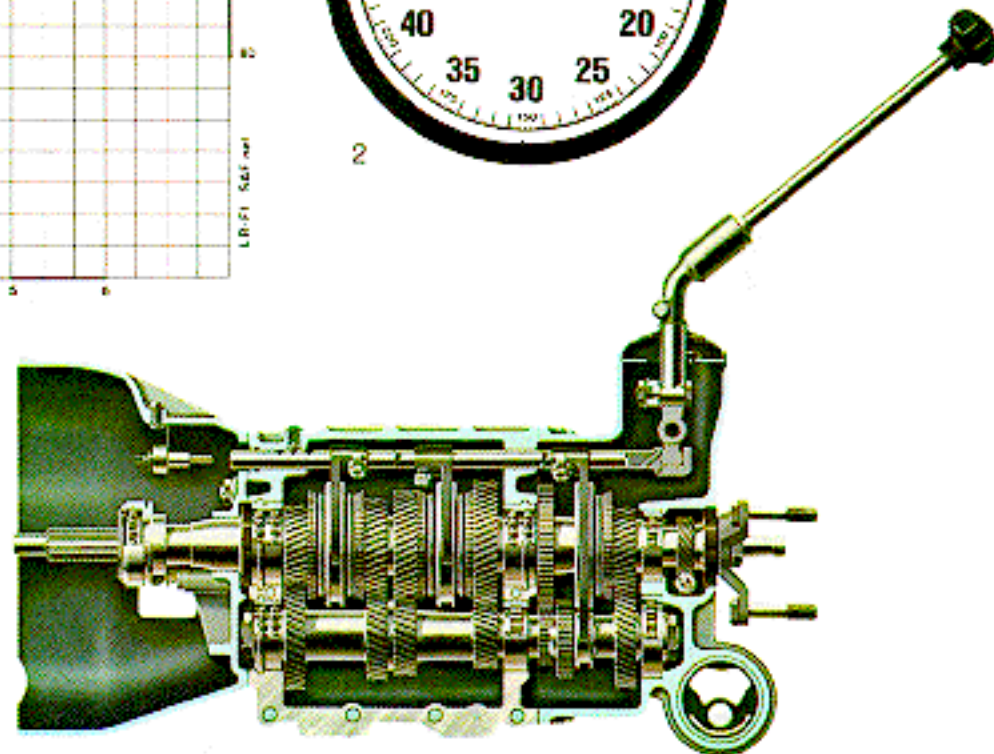
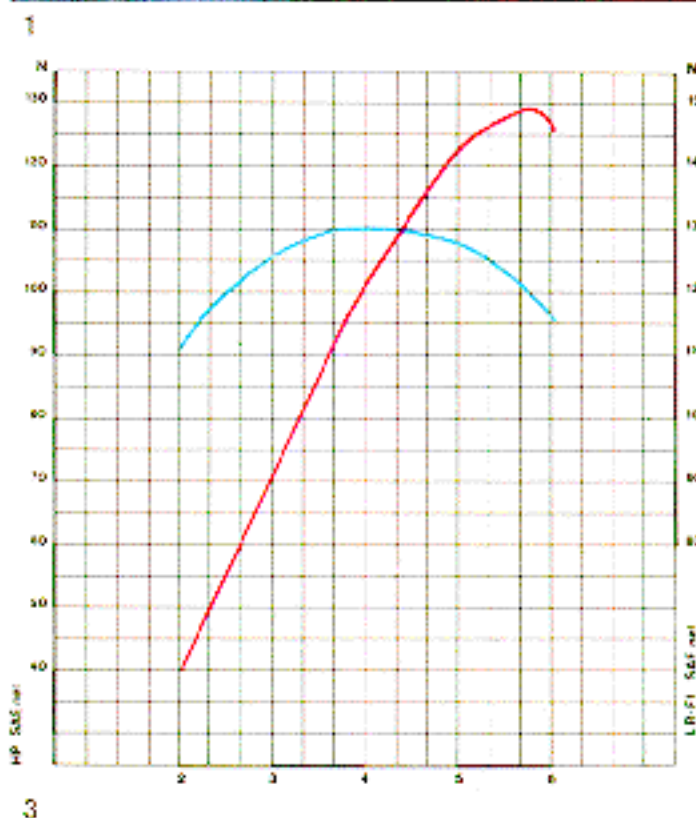
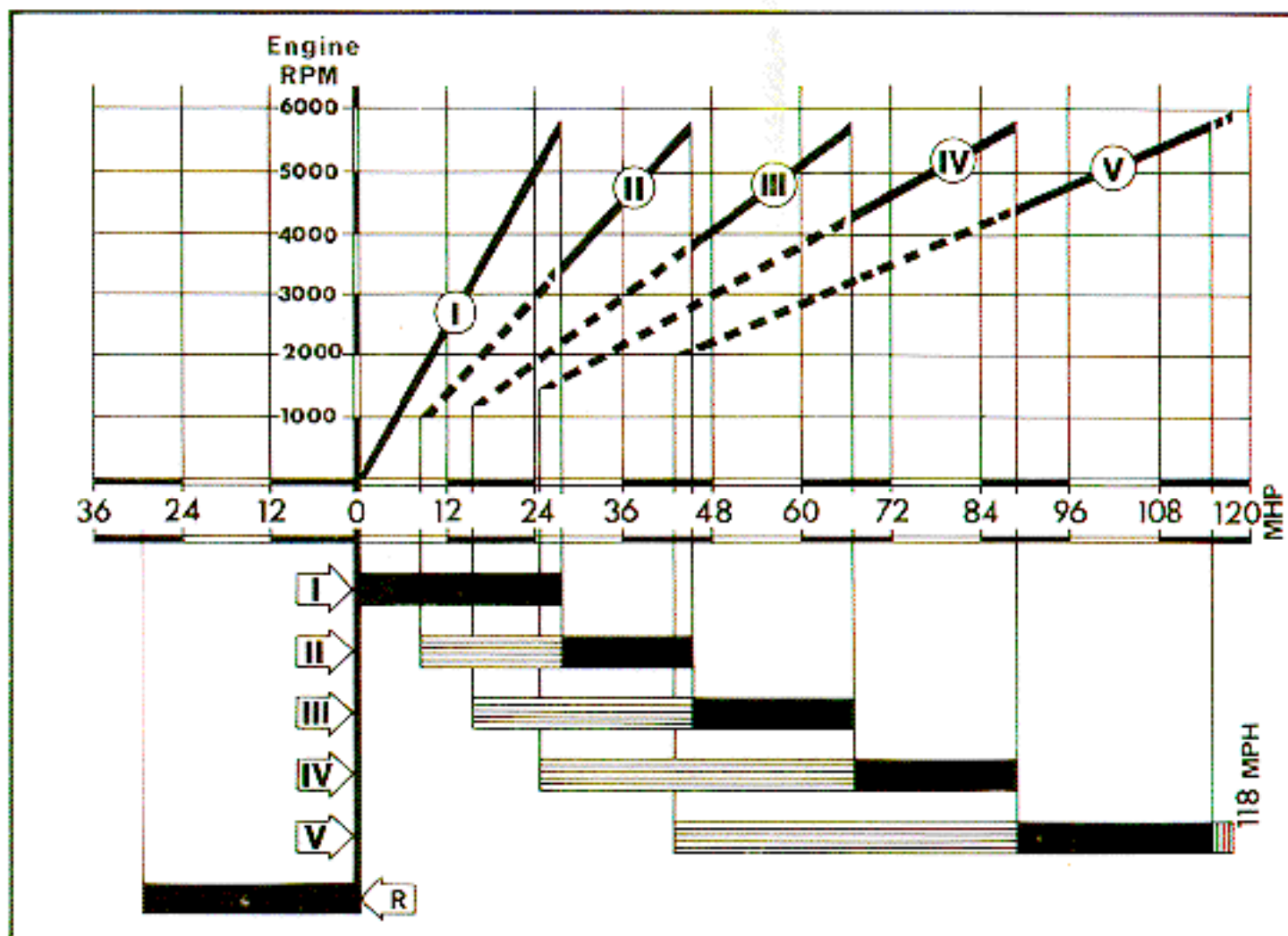
**3. The essence of Alfa response.** Plotting the 2000's engine power in relation to engine revolutions (red line) results in a virtually straight line — no «flat spots» at any speed. Blue line shows continuous availability of maximum torque — all the engine's torque is on tap in any gear. Peak SAE torque of 130 foot-pounds is reached at about 3700 rpm. At 5800 rpm it is still 119 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.

New 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.



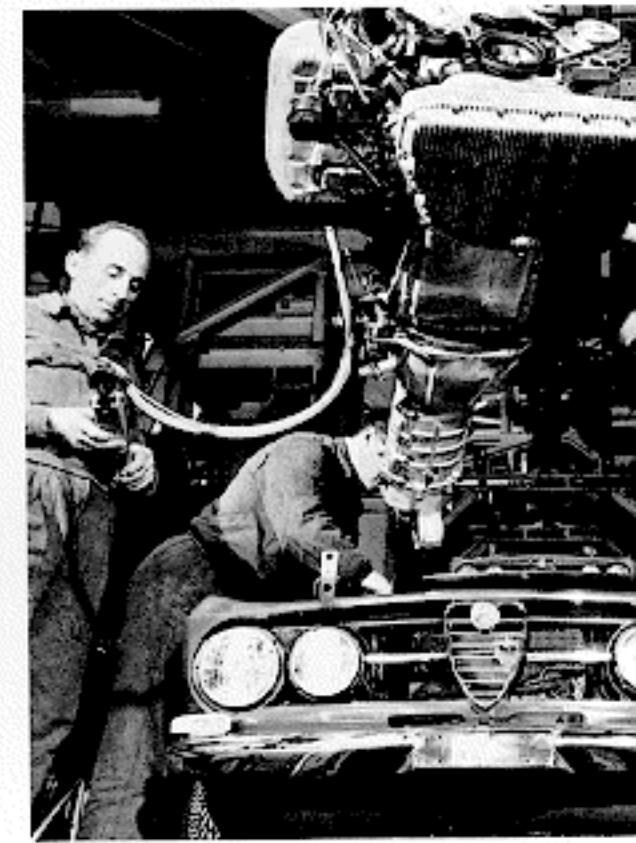
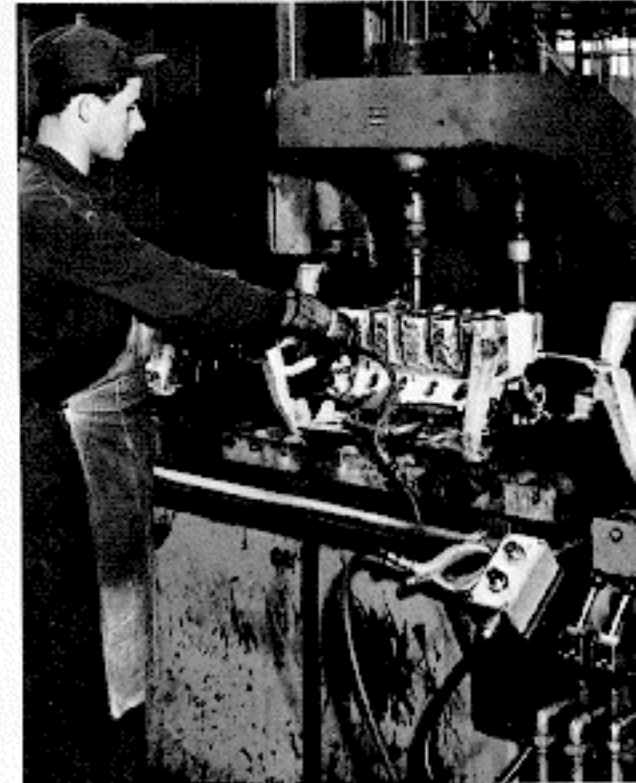
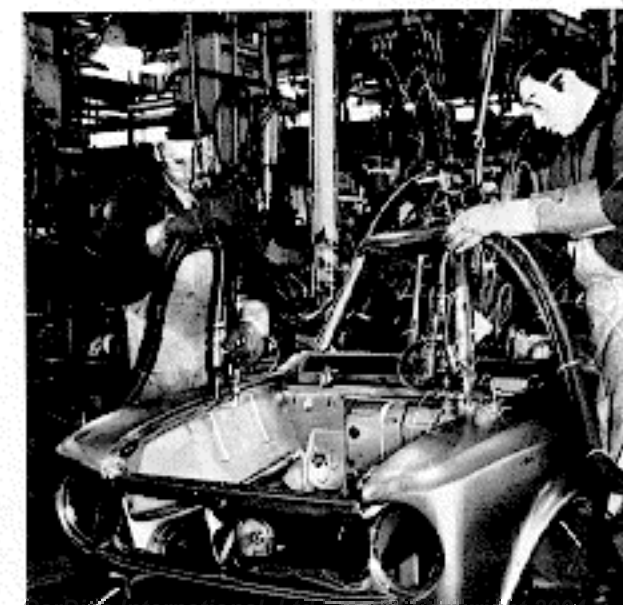
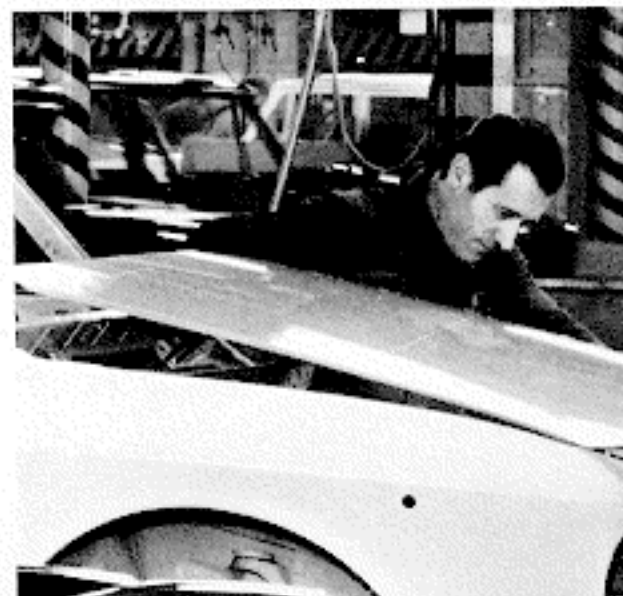
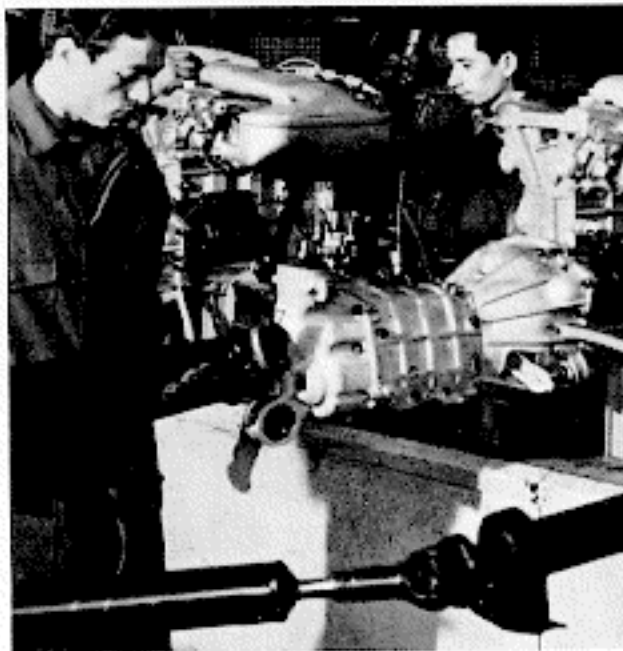


Flawless performance  
grows out of  
flawless engineering.





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.

2. Machines do not assemble Alfa Romeo engines. Men do. By hand.

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	9.0

Gear ratios	Gearbox
1st	3.30
2nd	1.99
3rd	1.35
4th	1.00
5th	.79

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.

**Front Suspension:** Independent front wheel 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.

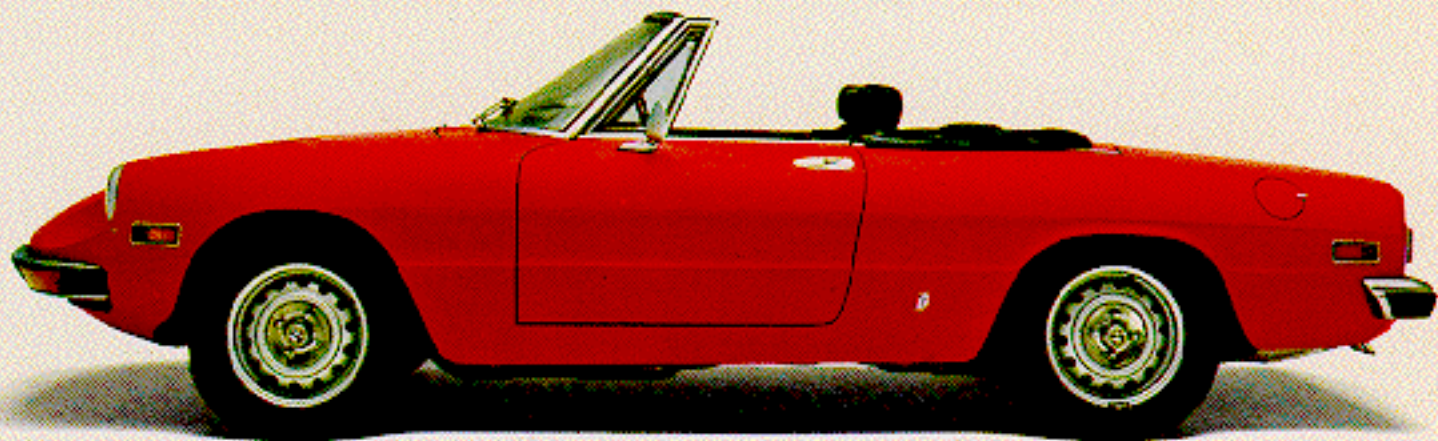
**Steering:** Recirculating ball or worm and roller.

**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
- 5-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)



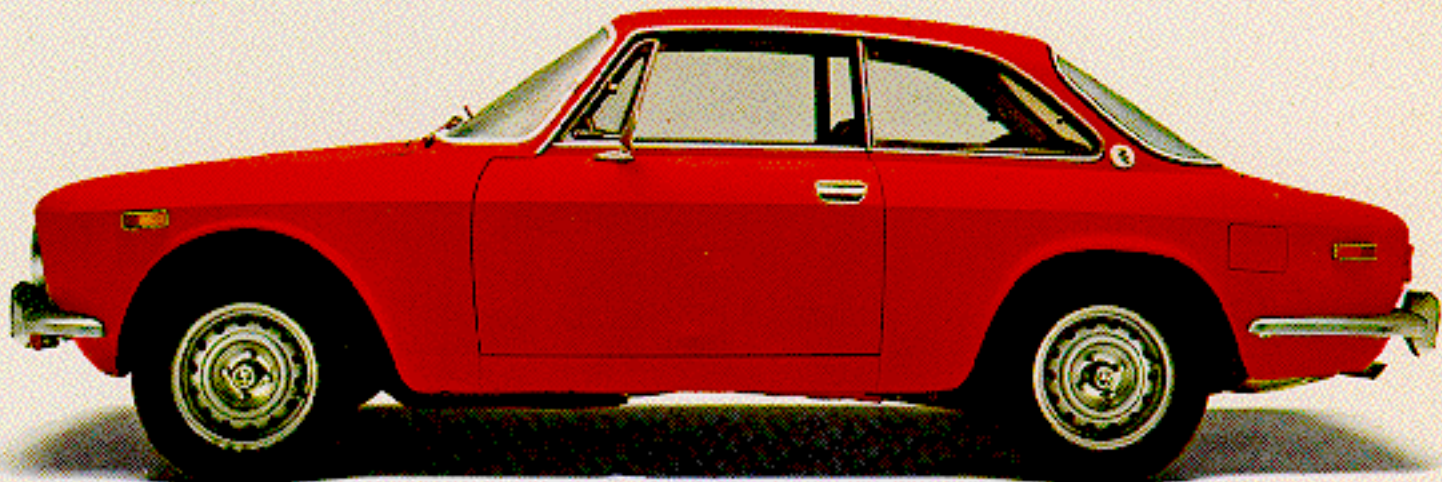


## 2000 Spider Veloce®

Beneath elegant new Kamm-tail styling by Pininfarina nestles 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.

Wheelbase	88 <sup>5</sup> / <sub>8</sub> in.
Front track	52 <sup>1</sup> / <sub>2</sub> in.
Rear track	50 <sup>1</sup> / <sub>2</sub> in.
Overall length	161 <sup>1</sup> / <sub>2</sub> in.
Overall width	64 <sup>3</sup> / <sub>8</sub> in.
Overall height	50 <sup>1</sup> / <sub>4</sub> in.
Curb weight	2292 lbs.





## 2000 GT Veloce®

Outstanding styling by Bertone, outstanding performance by Alfa Romeo. Result: a true *gran turismo* car offering race-refined performance, handling and safety in a richly appointed, classically styled coupe. Top speed: 118 mph.

Wheelbase	92 $\frac{1}{2}$ in.
Front track	52 $\frac{1}{2}$ in.
Rear track	50 $\frac{1}{8}$ in.
Overall length	161 in.
Overall width	62 $\frac{1}{4}$ in.
Overall height	51 $\frac{3}{4}$ in.
Curb weight	2292 lbs.



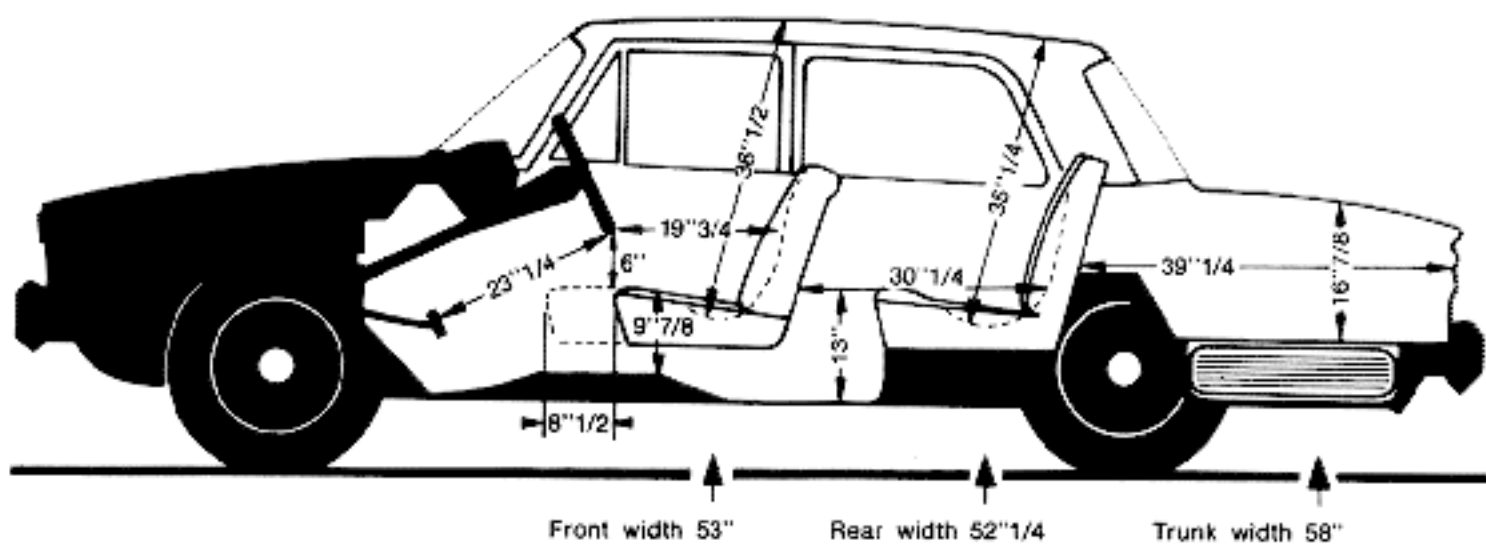
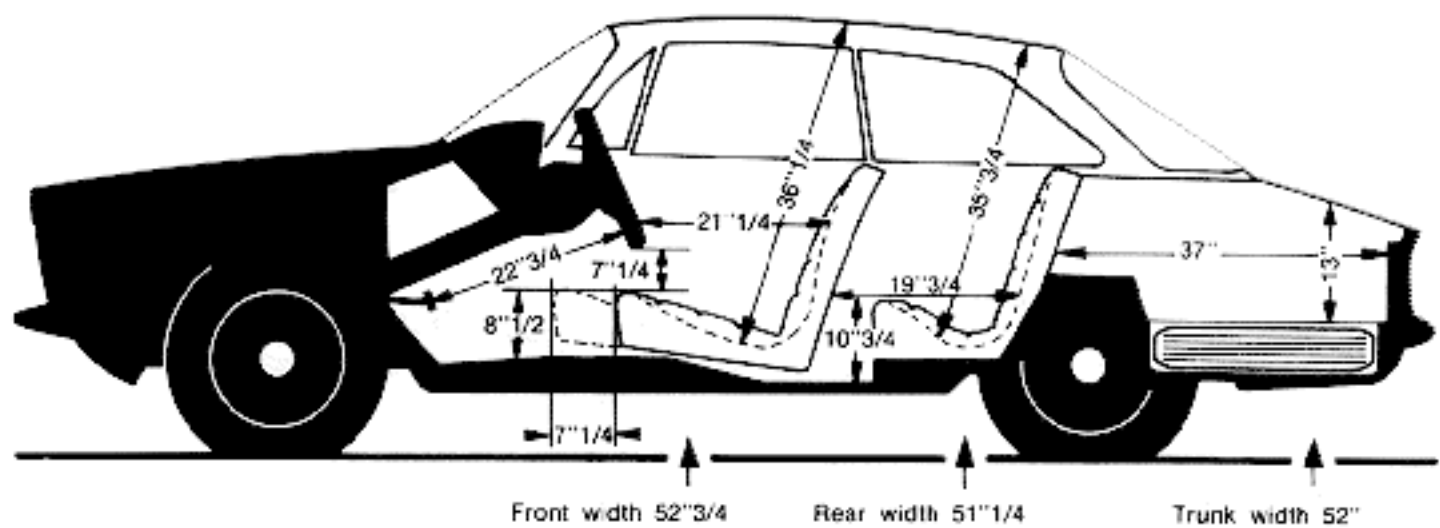
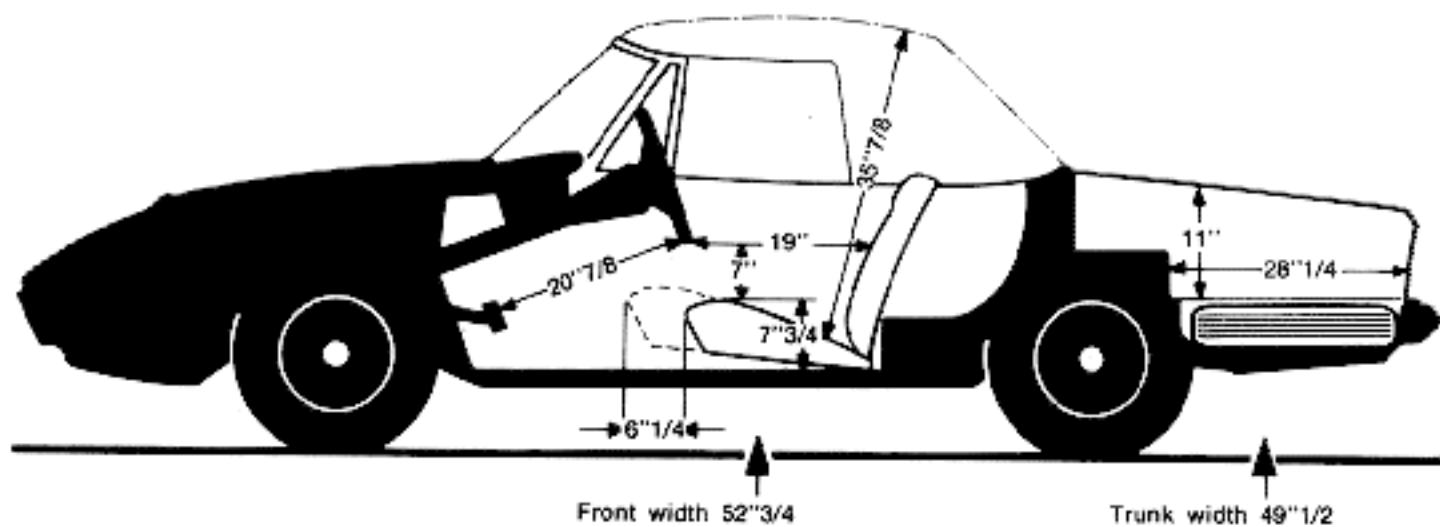


## 2000 Berlina

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.

Wheelbase	101 <sup>3</sup> / <sub>8</sub> in.
Front track	52 <sup>1</sup> / <sub>8</sub> in.
Rear track	50 <sup>1</sup> / <sub>8</sub> in.
Overall length	172 <sup>3</sup> / <sub>8</sub> in.
Overall width	61 <sup>1</sup> / <sub>2</sub> in.
Overall height	56 <sup>3</sup> / <sub>8</sub> in.
Curb weight	2442 lbs.







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Alfa Romeo