

 ***ALFA ROMEO***
1750 GT VELOCE

The name, Alfa Romeo GT Veloce, is synonymous all over the world with elegance and pace.


Its performance – 118 mph, standing km in 32 secs – suggests a car built for racing but in fact these are the striking features of a car whose strength, safety and comfort make it particularly easy to handle in town and ideal for family outings at the week-end.


*Proud wearer
of the
Quadrifoglio crest*


A G.T. sports car Different cars suit different drivers: the GT Veloce is strictly for the young in heart. Full of life and energy, it responds eagerly to its driver's enthusiastic touch. Apart from the racetrack there are not many places where its power is fully extended; but the GT Veloce is not a racing car.


Its great qualities of pace, manoeuvrability, safety and braking power are combined with the comfort, seating, finish and luggage space of an elegant GT at the price, consumption and running costs of a series production car. This is what has established Alfa Romeo's worldwide reputation in recent years: the unique engineering knowhow that takes improvements tested to the limit in racing cars and builds them into the precise, tight specification of a family car.

Alfa Romeo power = safety There are many cars today capable of very high top speeds - but keeping up these speeds for any length of time is a different matter. More difficult still is providing both the means to reach such speeds and the necessary safety and comfort that cannot and must not suffer in the process.


 An effortless 118 mph: **its 132 BHP, SAE see to that:**

 immense strength: **chassis and suspension are identical in design with those of the triumphant Alfa Romeo GTA racing car**


 perfect stability and road-holding: **low centre of gravity, front and rear suspensions with anti-roll bars and wide 165 mm section tyres**

 the same, safe, swift, progressive braking action at all speeds - **the combined result of**

large area, servo-assisted disc brakes and the braking power regulator on the rear wheels


 excellent visibility day and night - **because of the very large window area and the powerful dual headlights**


 ideal driving position design and instrument lay-out to **assist concentration**

 skilfully designed interior, dimensioned and cushioned so that **passengers are always rested and relaxed.**

These are the reasons why the GT Veloce is one of the few cars for which high speed can be a normal accomplishment - not an occasional achievement. In the GT Veloce, speed is just a matter of a touch on the accelerator pedal.

In a car capable of such high speed, quietness itself becomes a safety factor and the GT Veloce is new in this, too:

 the passenger compartment is insulated with a 1in. thickness of laminated, sound-deadening material

 all openings in the floor for the driving controls are sealed and every source of vibration eliminated


 the gearbox mounting and engine/gearbox assembly are designed to minimise vibration


 the clutch is hydraulically operated.


Protective safety in the GT Veloce The basic protective safety of an Alfa lies in its non-uniform construction, in which the central


passenger area is built with maximum rigidity to protect the occupant whilst the boot and engine compartment have a progressive collapsible structure.

In addition every device that progress in safety engineering has discovered - particularly those resulting from racing experience - has been built into the car:

 no projections inside - just padded cushioning

 set-back gearbox and shortened steering column

 dished steering wheel

 body-contoured seating. The front passenger seat has a built in head rest.



That the Alfa Romeo 1750 GTV is a high performance sports car is beyond argument. But what about comfort?

The 1750 is new in this respect too; a ten-minute ride, or better, a day's journey will soon show how true this is.

First, the 1750 GT Veloce is a **stable** car betraying not the slightest sway on either straights or bends. Next, the seats are specially designed and upholstered for long-distance comfort. Lastly, the car is quiet inside. The

distinctive roar that has thrilled generations of Alfa Romeo enthusiasts is still there — but only for the on-looker or the driver who's just been overtaken! One of the most remarkable features of the 1750 GT Veloce is this increased passenger comfort obtained without having to forego any of the fascination and appeal of the sports car.

The driving position has always been a preoccupation of Alfa Romeo design engineers and that in the 1750 is new; a sort of cockpit framed by seat, fascia and central console, all the controls being easily operated and the instruments easily read even at speeds of more than 100 mph. Speedometer, tachometer and oil gauge are straight in front of the driver's eyes and the other instruments (water temperature gauge, oil pressure gauge and heating and ventilation controls) are mounted on the centre console. Cigar lighter and ashtray are within easy reach.

The horn controls are slotted in the three spokes of the wooden steering wheel.

Wrap-around seats have deep ventilation channels and are infinitely variable within the adjustment range — not in fixed steps.

When righted after allowing passengers into the rear seats they lock into position automatically. The front passenger seat has a built-in headrest adjustable for height.

The bench seat in the back is luxuriously shaped and accommodates two passengers in perfect comfort. The interior trim includes Texalfa, moquette, stainless steel and mahogany.

To add to this high standard of travelling comfort there is a heating and ventilation system which incorporates a two speed fan and luggage accommodation to take all you need for long-distance touring.





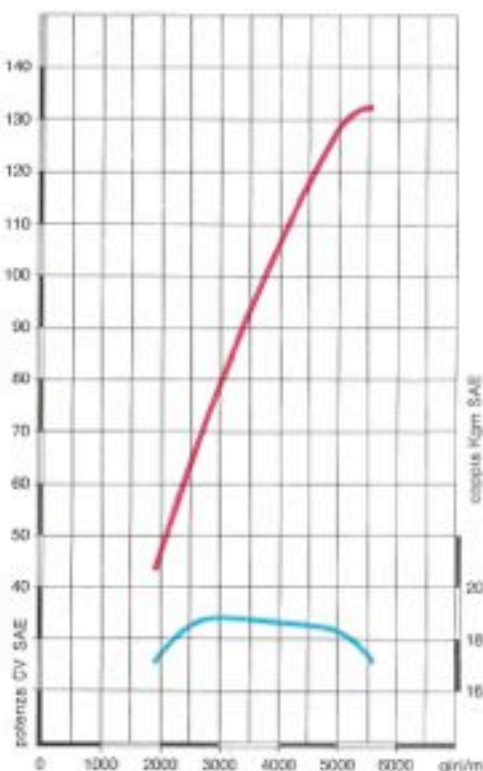
Performance

Top Speed. The 1750 GT Veloce does 118 mph - a new high for 1800 cc saloons.

It can keep up this figure effortlessly at a maximum engine speed of 5500 rpm.

Some idea of the car's performance can be gained from the fact that more than half its power — a reserve guaranteeing long life and a great safety factor in itself — is still unused at 90 mph. Most of today's cars can reach this speed but not without some effect on mpg, car life and above all driving safety.

Acceleration. Sports cars have always excelled in this but nowadays it is an essential factor in car handling



The red line shows engine power in relation to rpm and its high point is maximum power: 132 BHP - SAE. The line is practically straight, in other words the GT Veloce has no weak spots at any engine speed.

The blue line shows the engine revs at which maximum power is developed: from just over 2000 to 5300 rpm for the GT Veloce.

Other cars have a «moment» of maximum acceleration — the 1750 GT Veloce has a continuous characteristic that starts practically at the kerbside and extends right through to top speed.

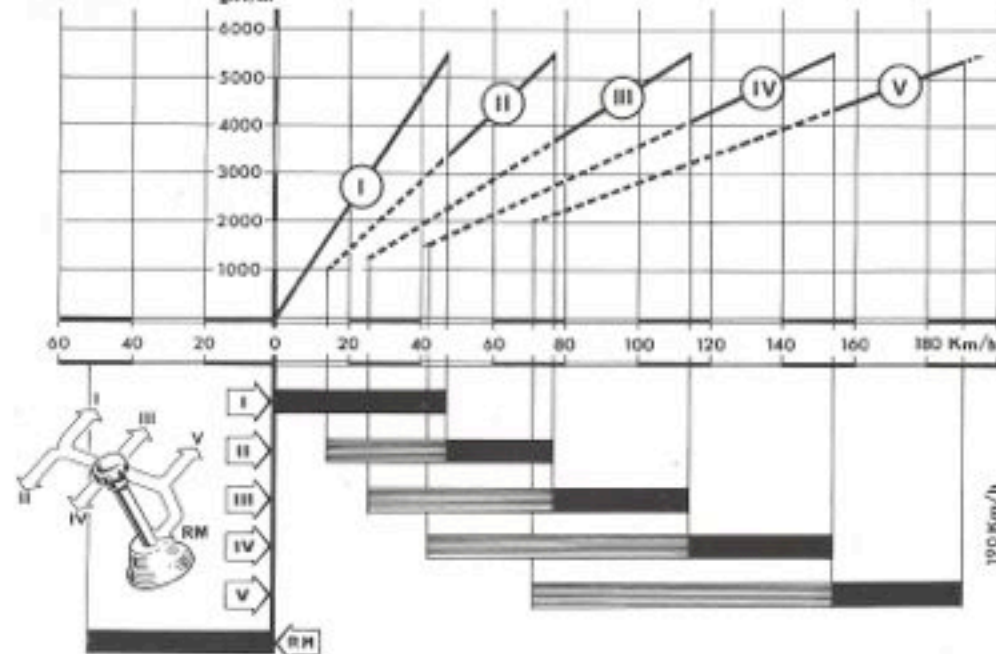
In practice this means you can accelerate in the GT Veloce at any revs or speed in the certainty that the engine will respond instantly every time.

and driving safety.

High engine torque and power output and a very favourable power to weight ratio put the 1750 GT Veloce in an acceleration class of its own. Typically Alfa Romeo are its «sprint» characteristics: it does a standing kilometre in 32 secs. This and the car's high speed are among the best there are for cars of this cc range.

Flexibility. High performance engines rarely go hand in hand with great flexibility. But the 137.4 ft-lbs SAE-peak torque of the 1750 GT Veloce comes in at only 3000 rpm and over 90% is available right through from 2000 rpm to maximum engine speed.

5-speed gearbox. The 5-speed gearbox sets the seal on the 1750 GT's smooth easy drive. Each ratio covers a carefully selected sector of the speed range providing an even progression through the gears. The 5th gear, a special Alfa Romeo feature designed for performance driving,



leaves the engine's flexibility intact. This 5th gear is not an «overdrive» tacked on to the speed range; it means there are 4 instead of 3 gears before «top» giving the best possible use of the engine's power at the various speeds.

Stability. The 1750 GT Veloce's great stability is mainly a consequence of its overall design which distributes the weight evenly over the entire length of the body; the centre of gravity is low and aerodynamic styling helps road-holding. Further features are the new anti-roll bar at the rear and the wide-section tyres for better grip at high speed even on wet roads.

Braking. The servo-assisted brakes have a total effective braking area of 396.8 sq.inches fully able to cope with the power of the 1750 GT. The safe, progressive braking is due partly to the special anti-fade cooling



1/4 mile standing start: 17'' 5



1 km standing start: 32''



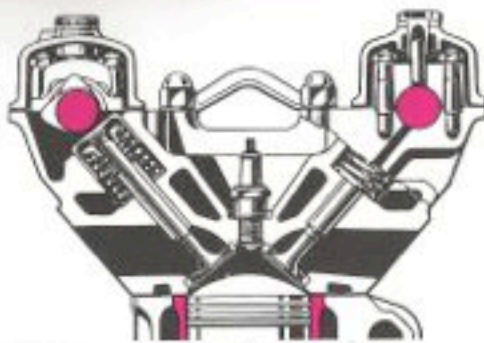
1/4 mile from 40 km/h in 4th gear: 18'' 3



1 km from 40 km/h in 4th gear: 33'' 3

and partly to controlled braking force distribution; the front discs have about 40% more effective braking area than the rear and apart from this a braking power regulator operates on the rear. This automatically controls the effective braking effort in relation to the amount of force applied — an added safeguard when braking sharply or in the wet.

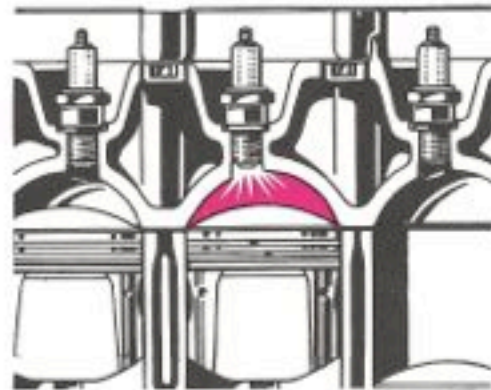
Engine. The power unit in the 1750 GT Veloce is a 4 in-line engine designed on classic Alfa Romeo lines, with all the improvements developed through vast Alfa racing experience. Technically, it is a high thermodynamic efficiency engine of exceptional ruggedness and strength.



Efficiency. The efficiency of the engine is mainly due to the distribution and fuel intake system.

Twin overhead camshafts act directly on the valves without any intervening parts (no pushrods, rocker arms, etc.).

Whilst costing that little extra the twin camshaft system improves the precision of valve operation and maintains a better engine function.



The shape of the hemispherical combustion chambers and the central plug position ensure faster flame propagation and more complete combustion.

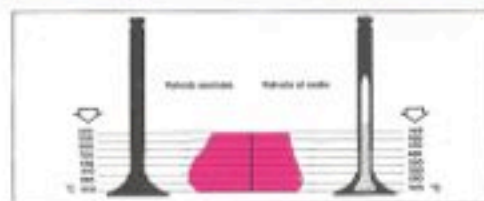
The inlet and exhaust manifolds and valves have been carefully dimensioned to charge and scavenge the combustion chamber in the best possible conditions and to give a torque figure close to the maximum throughout the normal speed range of the engine.

Two twin-choke carburetors — one choke per cylinder — ensure the best possible fuel feed at all speeds.

Strength. Every possible engineering device has been used to produce a car with an extended expectation of life.

Cylinder block, head and oil sump are light alloy but the engine which is not only very light in weight, quickly dissipates its own heat.

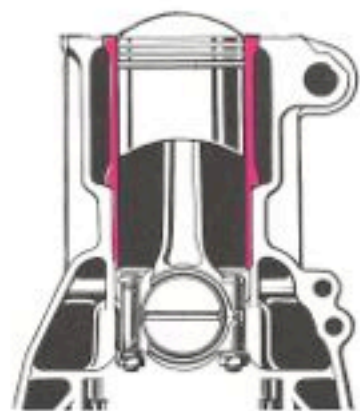
The closed-circuit cooling system has a visible - level expansion tank easily inspected after a spell of particularly hard driving without the need to take off the radiator cap.



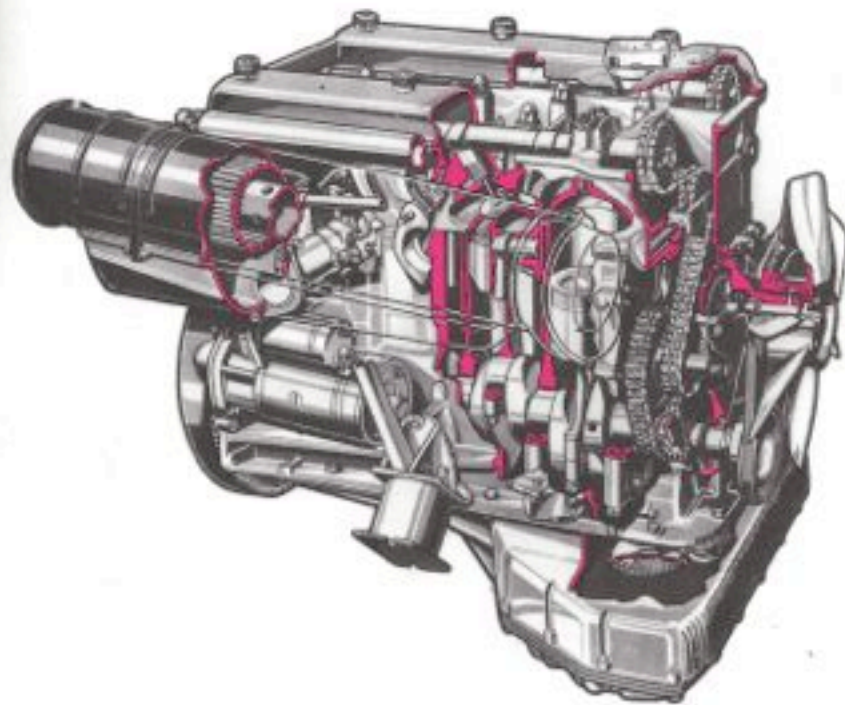
Sodium cooled exhaust valves, based on aircraft practice, maintain their temperature within very close limits, a considerable advantage particularly in motorway driving conditions.



The crankshaft is carried on five main bearings over which the forces are more evenly distributed. Continuous high rpm figures are thus possible without imposing any undue stress on the crankshaft which, therefore, lasts very much longer.



The cylinder liners are in direct contact with water for better cooling and reduced risk of engine damage from overheating. They are easily removeable for repair or overhaul.



Wooden, dished, safety steering wheel with horn controls set in spokes.

Dashboard in natural wood with space for radio and instruments angled for instant viewing.

Two speed windscreen wipers.

Five gears fully synchronised with molybdenum synchro rings.

Bonnet hinged at front for safety.

Sealed cooling system, containing anti-freeze, with transparent expansion chamber for ease of maintenance.

Powerful large headlamps for a perfect visibility at top speeds.

Engine block cast in light alloy, hemispherical combustion chambers, twin overhead camshaft, sodium-cooled valves, 5 bearing crankshaft.

Separate exhaust pipes specially designed to eliminate resonance.

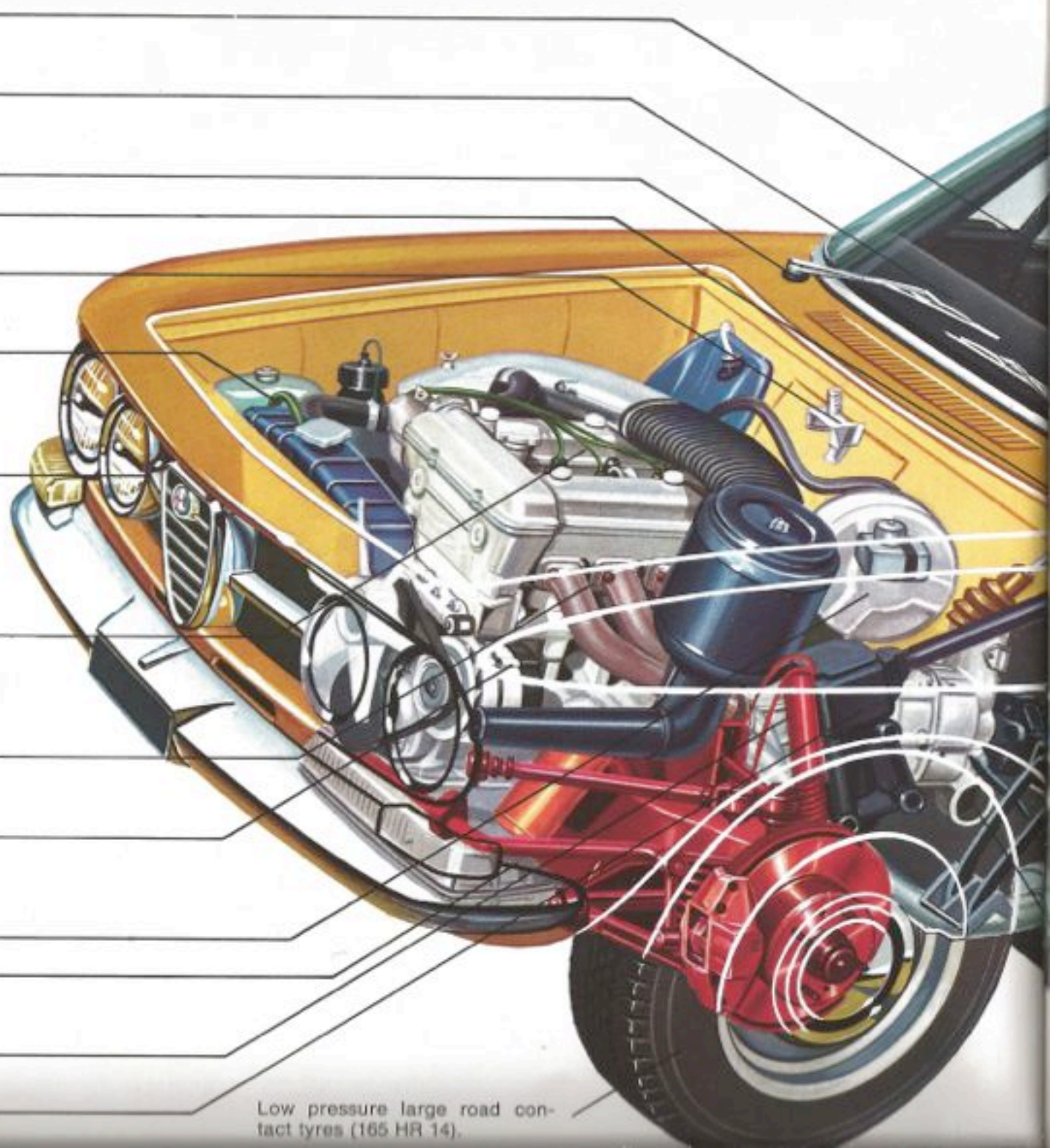
Alternator. It recharges the battery at low engine speed. It improves cold starting.

Servo-operated brakes.

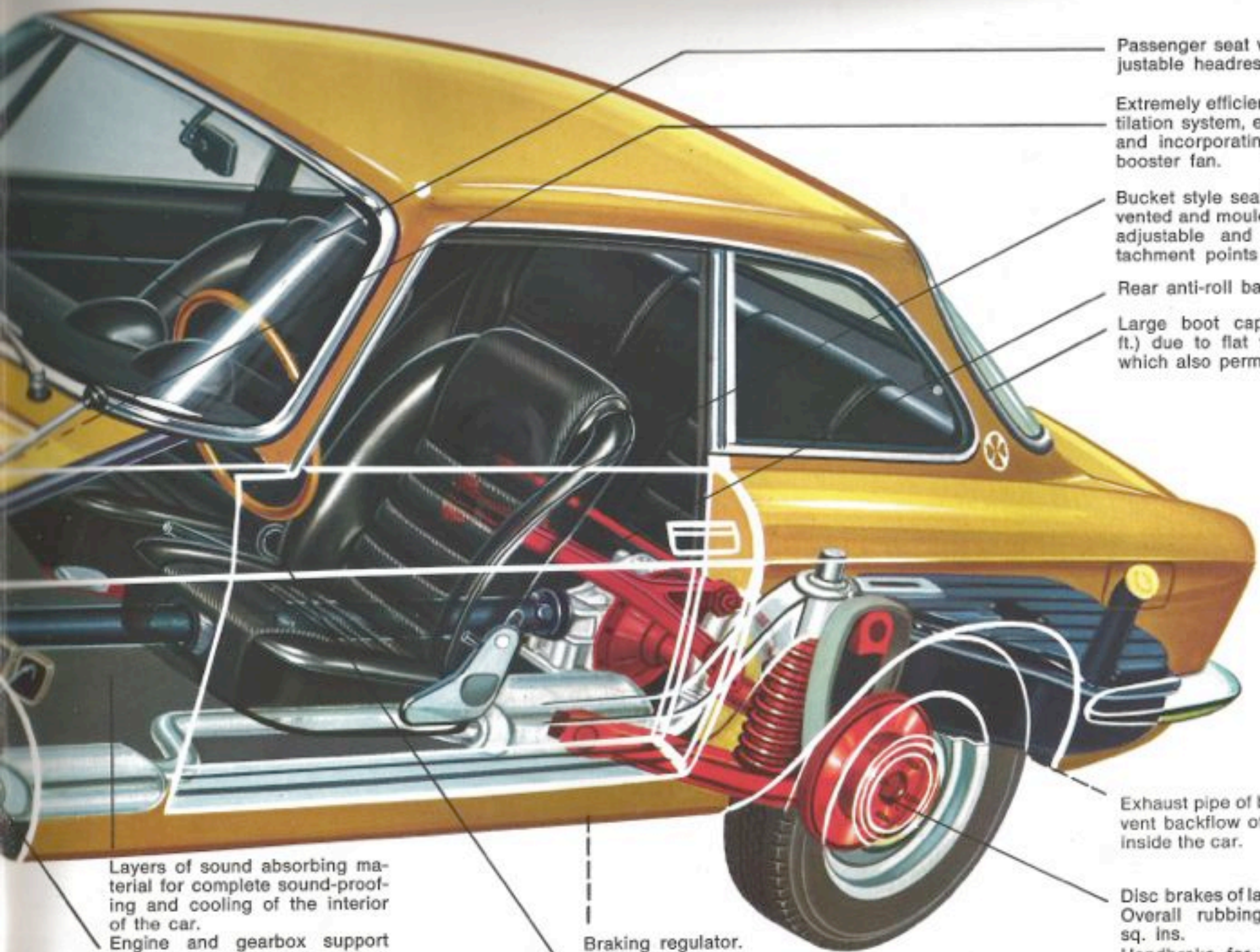
Oil sump cast in light alloy, extensively finned and of large dimensions.

Hydraulically operated clutch and diaphragm spring.

Steering box located in the safest position for the driver.



Low pressure large road contact tyres (165 HR 14).



Passenger seat with built-in adjustable headrest.

Extremely efficient fresh air ventilation system, easy to regulate and incorporating a two-speed booster fan.

Bucket style seats perfectly air-vented and moulded to the body, adjustable and reclining. Attachment points for seat belts.

Rear anti-roll bar.

Large boot capacity (11 cub. ft.) due to flat floor and sides which also permit easy loading.

Layers of sound absorbing material for complete sound-proofing and cooling of the interior of the car.

Engine and gearbox support bracket - newly styled gearbox housing designed specially to suppress noise in the passenger compartment.

Braking regulator.

Handle for continuous adjustment of seat back rests.

Exhaust pipe of bent type to prevent backflow of exhaust fumes inside the car.

Disc brakes of large dimensions. Overall rubbing surface 396.8 sq. ins.
Handbrake for parking and emergency operating on separate drums on the rear wheels.

1 Powerful iodine headlamps for perfect visibility at top speeds with aiming setting.

2 Oil sump cast in light alloy, extensively finned and of large dimensions.

3 Alternator, recharging the battery even at low engine speed (prolonged use in city traffic) it improves cold starting.

4 Engine block cast in light alloy, hemispherical combustion chambers, twin overhead camshaft, sodium cooled valves, 5 bearing crankshaft.

5 Separate exhaust pipes specially designed to eliminate resonance.

6 Air cleaner of new design with ram intake for better air induction at high speeds.

7 Sealed cooling system, containing anti-freeze with transparent expansion chamber for an easier maintenance without need of opening a hot radiator.

8 Low pressure large road contact tyres (165 HR 14).

9 Dual system large dimension disc brakes overall swept surface 396.8 sq.in.

10 Steering box located in the safest position for the driver.

11 Bonnet hinged at front for safety.

12 Vacuum servo controlling both separate brake systems.

13 Hydraulically operated clutch with diaphragm spring.

14 Gearbox bracket and engine/gearbox mounts designed specially to suppress noise in the passenger compartment.

15 Pedals hinged upward for a more comfortable operation and an easier « toe-heeling ».

16 Two speed windscreen wiper with arms parking in a fully lowered position.

17 Natural wood facia panel with space for radio, instruments angled for instant viewing and a complete set of warning lights.

18 Powerful climatizing equipment, easy to control, with two-speed blower.

19 Five gears fully synchronized with molybdenum synchro rings.

20 Layers of deadening material for complete soundproofing of the interior of the car.

21 Wooden, dished, safety steering wheel with horn controls set in spokes.

22 Quick release antiglare rear-view mirror.

23 Handle for continuous adjustment of seat back rests.

24 Contoured seats, well ventilated, adjustable in position and in backrest angle. Provisions for safety belt attachments. Built-in headrests with continuous adjustment.

25 Rear anti-roll bar.

26 Brake pressure regulator controlling the braking power to rear wheels irrespective of load.

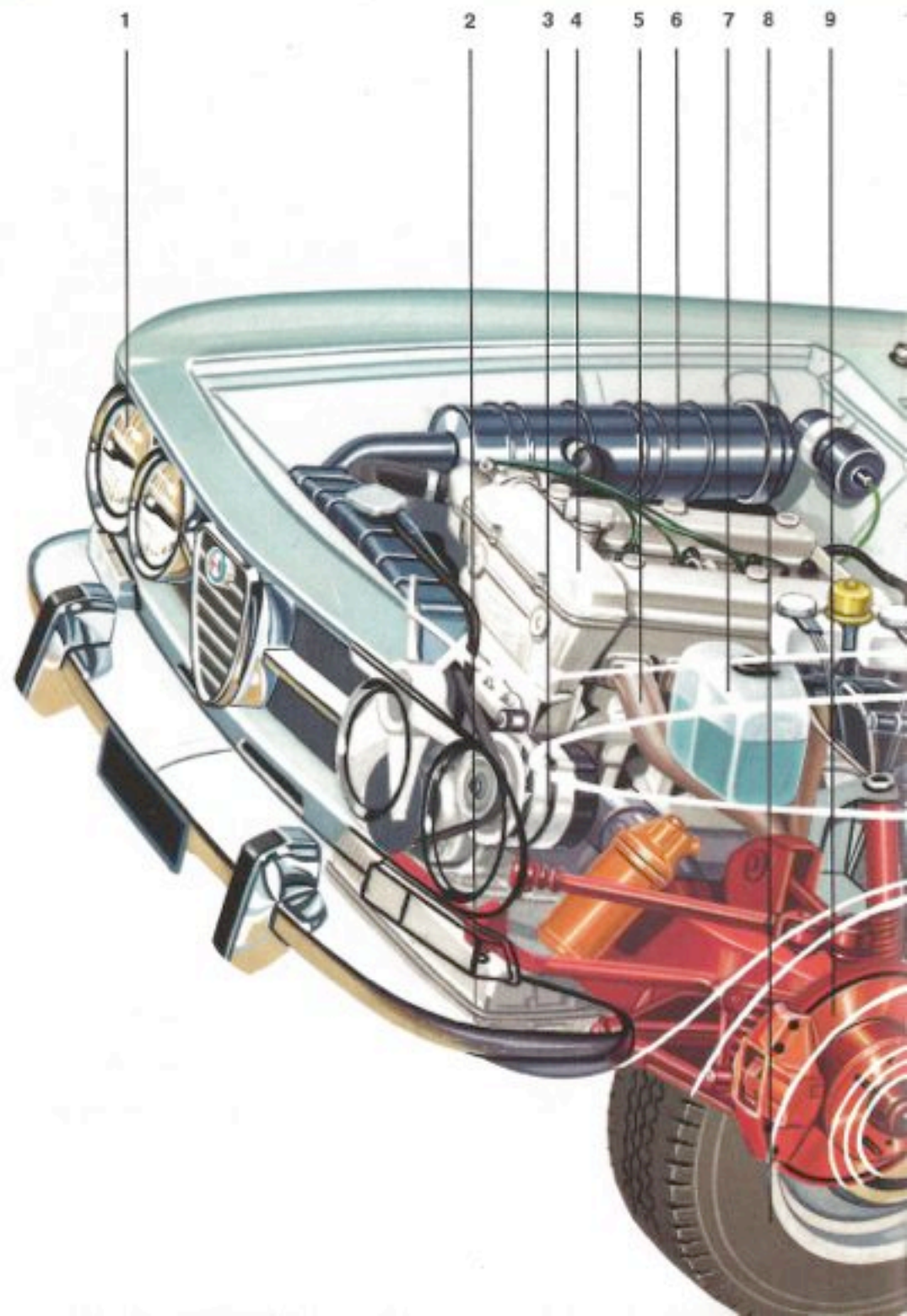
27 Contoured seats, well ventilated. Provisions for safety belt attachments.

28 Thermal demisting armour-plate rear window.

29 Handbrake for parking and emergency operating on separate drums on the rear wheels.

30 Large boot (about 11 cu.ft.) with wide floor, completely water and dustproof.

31 Exhaust pipe bent to prevent backflow of exhaust fumes inside the car.

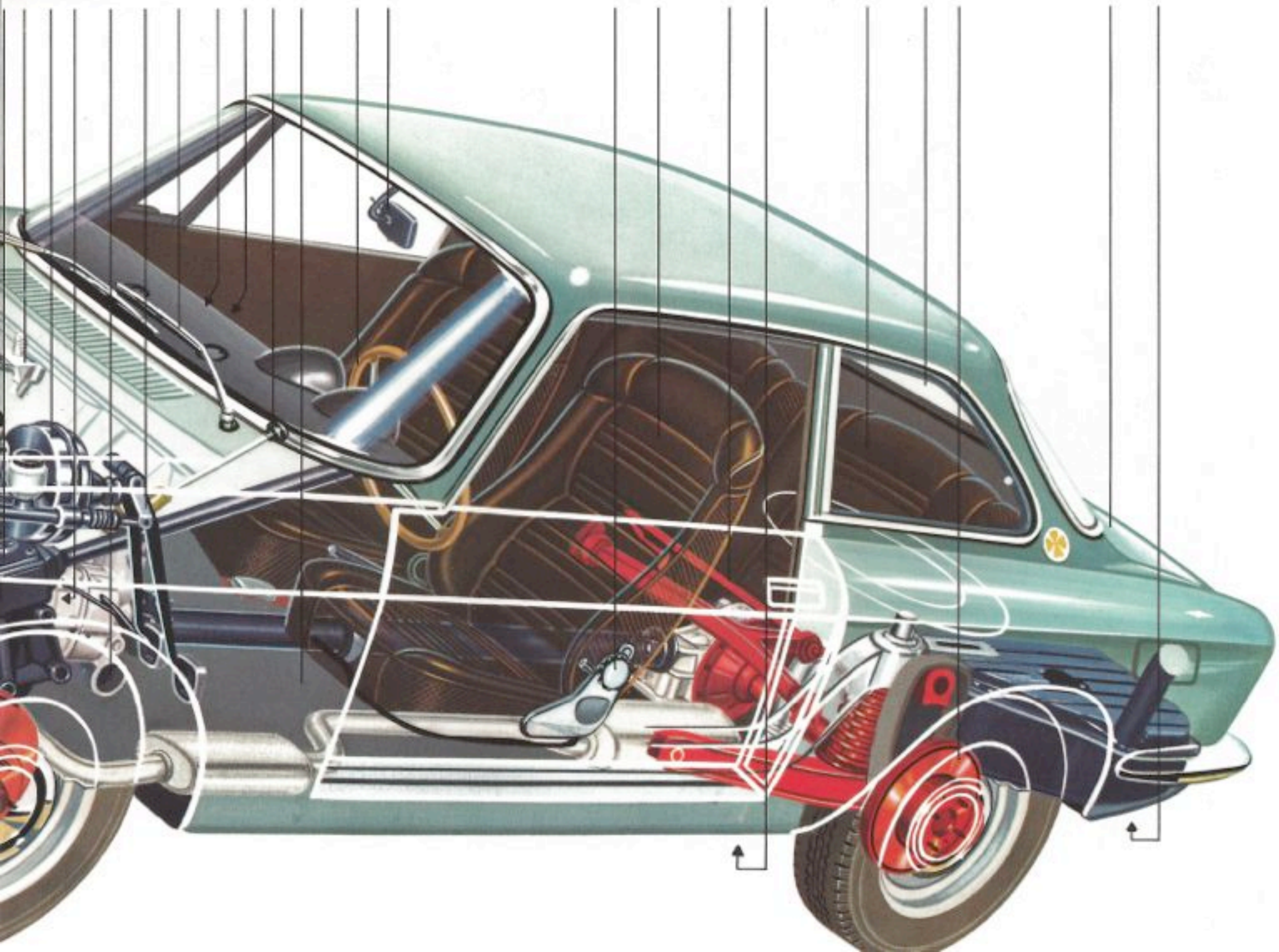


011 12 13 14 15 16 17 18 19 20 21 22

23 24 25 26

27 28 29

30 31



ALFA ROMEO 1750 GT VELOCE

Cylinders	no. 4 in line	Overall width	mm 1580 (5'2 1/4")
Bore	mm 80	Overall height	mm 1315 (4'3 3/4")
Stroke	mm 88,5	(unladen)	
Cylinder capacity	cc 1779	Kerb weight	Kg 1040 (2292 lbs)
BHP at 5,500 rpm	SAE 132	Top speed	km/h 190 (mph 118)
Wheel-base	mm 2350 (7'8 1/2")	Tyres	165 HR 14
Front track	mm 1324 (4'4 1/8")	Number of seats	2+2
Rear track	mm 1274 (4'2 1/8")	Electrical system	Volts 12
Overall length	mm 4080 (13'5 1/8")	Tank capacity	l. 48 (Imp. gals 10.1)



Front wheel rim 320 (327 S.R. Full width rim 300 (307 S.R.) Track with rim 1420 (357)

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.

Ignition: Golden Lodge sparking plugs.

Electrical system: alternator.

Clutch: single dry-plate, with progressive engagement. Diaphragm springs: hydraulically operated.

Gearbox: five synchromesh gears and reverse. Floor-mounted gear shift lever.

Front suspension: independent front wheel suspension secured to the frame 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 — A — bracket for transverse anchorage all with rubber bushes on the frame and axle; hypoid-type final drive.

Steering: re-circulating ball or worm and roller.

Brakes: 4 discs, with braking power regulator on rear brakes; vacuum operated servo. Handbrake, operating independently from service brake through drums on rear wheels.

Locomotive: E. 44 002 "The torpide"
motor boat: Racer 309 kg Alfa Romeo Moharr
(L. Ciampini)
aircraft: Piaggio-Douglas PD 808

Realizzazione C&C

Foto Sergio Liszowski

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