



Alfa Romeo

The Spider Veloce

***It's not just engineered to be efficient —
it's also engineered to...***

Excite



When you get behind the wheel of the Alfa Romeo Spider Veloce, you'll experience an excitement that's become a rarity on today's roads. The excitement of putting the top down and having nothing between you and the sky but the rush of air. The excitement of basking in the sun as you power the Spider Veloce through a favorite corner.

You'll also feel the unique excitement of driving a superbly engineered sports machine. A car set up to enhance the driving experience, not isolate you from it.

One drive in the Spider Veloce and you'll understand why Alfa Romeo owners are so loyal. And why Alfa Romeos have such a legendary international reputation for being some of the most exciting cars made.

The Exciting Performance

The excitement of the Spider Veloce begins with its performance. Because the Spider Veloce reflects everything we've learned since we started building victorious racing cars well over fifty years ago. Combined with everything we've learned about translating racing muscle into sensual, classic street machines.

The Spider Veloce's engine, a refinement of our world-famous racing power plants, gives the Spider Veloce plenty of reserve punch. At 50 miles per hour, it is using only 13.6 horsepower or less than 12% of the total power available.

But raw power alone doesn't equal performance. Performance also includes handling. The sense of control you only get from a beautifully engineered and balanced automobile.

You will notice the difference between the Spider Veloce and ordinary cars immediately. You will feel like a different, better driver. The Spider Veloce's suspension isn't a "racing-type" suspension. It is a racing suspension, period. In front, there is a fully independent parallel forged steel wishbone design with coil springs and progressive hydraulic shock absorbers. A stabilizer bar helps ensure better cornering. In the rear, a live axle is firmly located by telescopic shocks inside coil springs with twin longitudinal locating arms, a torque-reaction T-member, and another stabilizing bar. The result is flat cornering and excellent control.

To complete the handling picture, all four wheels have large, power-assisted disc brakes for quick, safe, sure stops. When you add Michelin XVS radials mounted on Cam-



pagnolo "Daytona" alloy wheels, you have a very "hot" convertible in the Alfa Romeo tradition.

But don't let the impressive engineering story overshadow the whole point of the Spider Veloce. It is first, last and always a car designed to be fun to drive. Its performance is just one of the ways the Spider Veloce will put excitement back into your driving.

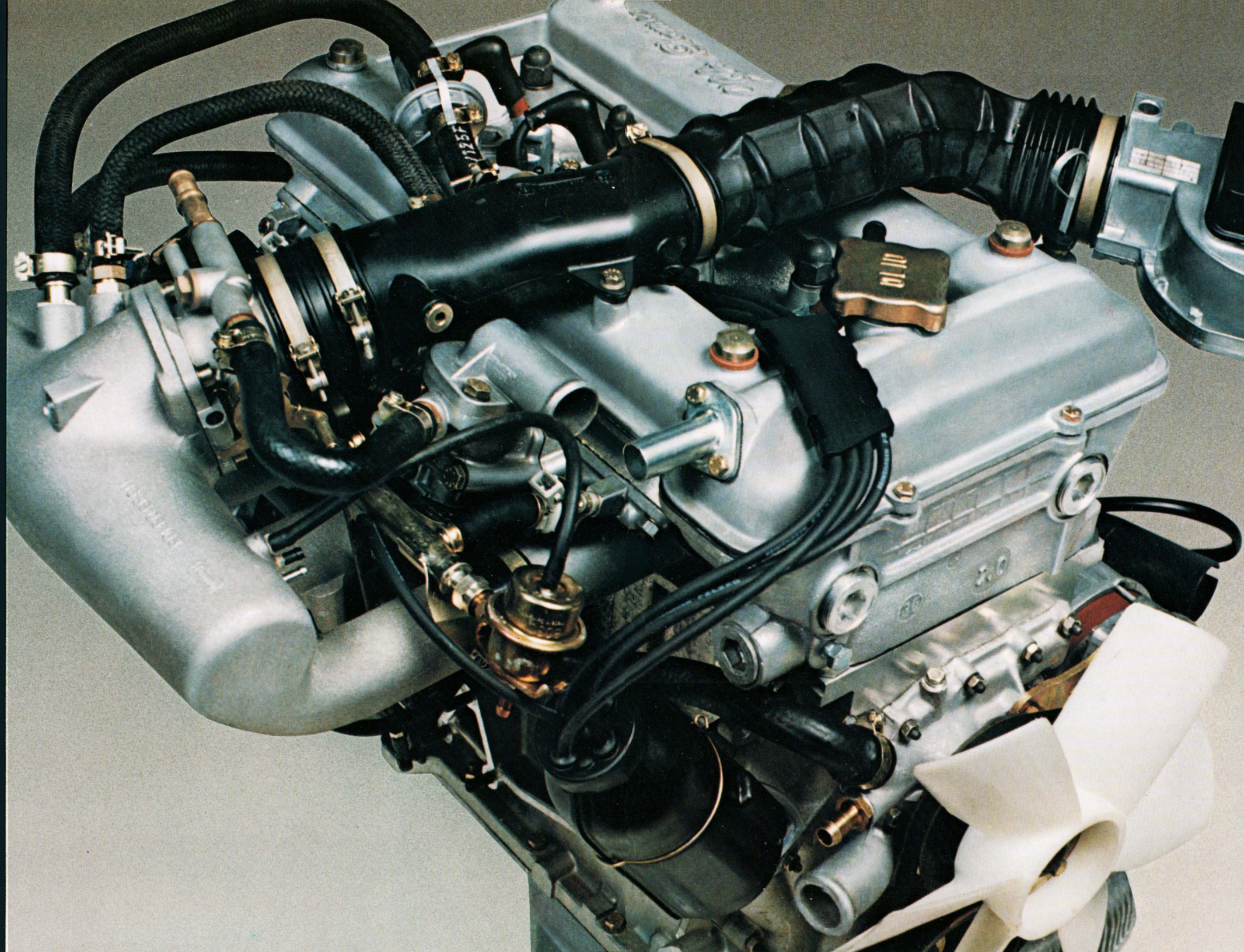
Specifications

Measurements

Wheelbase: 88.6 inches
 Overall length: 168.8 inches
 Overall width: 64.1 inches
 Height: 48.8 inches
 Track, F/R: 52.1/50.1 inches
 Curb weight: 2,548 pounds
 Trunk capacity: 10 cubic feet
 Fuel capacity: 12.2 gallons

Powertrain

Layout: Front engine, rear drive
 Engine type: In-line 4, DOHC
 Engine/head construction: Aluminum alloy
 Displacement: 1962 cc (119.7 cu. in.)
 Compression ratio: 9.0:1
 Horsepower (SAE net @ RPM): 115 @ 5500 rpm
 Torque (SAE net ft. lb. @ RPM): 119.4 ft./lbs. @ 2750 rpm
 Performance: Top speed 115 mph
 Fuel System: Bosch L-Jetronic fuel injection, computerized digital electronic ignition.
 Fuel requirement: Unleaded regular
 Transmission type: Manual 5-speed, overdrive
 Gear ratios: 1st, 3.30:1; 2nd, 1.99:1; 3rd, 1.35:1; 4th, 1.00:1; 5th, 0.79:1.
 Final drive ratio: 4.1:1



Chassis

Suspension:
 Front: Independent, by parallel forged steel wishbone. Coil springs, telescopic shock absorbers, and stabilizer bar.
 Rear: Live rear axle with telescopic shock absorbers, with twin longitudinal locating arms, a torque reaction T-member, and a stabilizer bar.
 Differential: ZF limited slip
 Steering: Recirculating ball or worm and roller
 Steering ratio: 17.9:1
 Turning radius: 34.5 feet
 Brakes: Power assisted 4-wheel discs with dual safety circuits.
 Brake swept area: F/R 187.3 sq. in./155.5 sq. in.
 Tires: Michelin XVS radial tires, 185/70 HR14.
 Wheels: Campagnolo "Daytona" alloy wheels, 6J x 14

EPA fuel economy

22 EPA EST. MPG 35 EST. HIGHWAY MPG*

*Use EPA EST. MPG for comparison. Your mileage may vary depending on speed, weather and trip length. Actual highway mileage will probably be less.

The Exciting Engine

Under the hood is one of the most sophisticated powerplants offered today. The aluminum alloy dual overhead camshaft engine is a direct descendent of the engines that have powered Alfa Romeo racing cars to victories since 1924. This 1962 cc hemi-head design churns out torque in a remarkably flat curve—fully 90 percent of its maximum rated torque is available at any engine speed between 2200 and 5300 rpm. This, combined

with a super efficient output of .96 brake horsepower per cubic inch, ensures the Spider owner a great deal of "punch" throughout the car's rev range. The Spider is equipped with new Bosch computerized digital electronic ignition and L-Jetronic fuel injection to provide increased power output, fuel efficiency, smooth running and prompt starting.

Alfa Romeo often goes to lengths and expenses other car makers cannot or will not. Example: sodium-filled exhaust valves run 400 degrees cooler than solid valves and therefore last longer, and are more reliable. Example: five main bearings on the crankshaft ensure even distribution of crank loading, contribute to smooth performance and long life. Example: expensive molybdenum coating on the synchro rings in the five-speed gearbox yields very smooth shifting and reliable life.

The Exciting Inside Story

The true brilliance of the engineering of the Spider cockpit becomes immediately evident when you step into the car. Everything is where it should be. Easy to operate. Even sensual to touch. Go ahead, fire it up.

At Alfa Romeo, the relationship between man and machine, called ergonomics, depends not only upon the use of mechanical dummies, but also upon the enthusiasm our engineers have for driving. The engineers at Alfa Romeo have created, with all required controls, a car that drives comfortably and naturally. The seats are anatomically contoured buckets to hold driver and passenger in both comfort and control. The instrumen-



tation is designed to provide the driver with the precise information needed to control the car and ensure its proper performance. The tachometer and speedometer are large, instantly legible, and located conveniently within the driver's field of vision, so that a check on the instruments requires little change in concentration.

The Exciting Design

Sheer power and incredible handling aren't all that make the Alfa Romeo Spider Veloce so exciting. There's its eye-catching Pininfarina design, and all the luxury of a refined modern sports car—with its woodgrained steering wheel, leather seating, power windows, power mirrors, canted full-data instruments—all engineered to make the experience just that much more breathtaking.

Standard Equipment

1962 cc 4 cylinder DOHC aluminum alloy engine – Bosch L-Jetronic fuel injection – Computerized digital electronic ignition – Five speed overdrive transmission – ZF limited slip differential – Four wheel power assisted disc brakes – Campagnolo "Daytona" alloy wheels – Michelin XVS radial tires 185/70HR14 – Tinted glass – Power windows – Side vent windows – Leather-faced reclining bucket seats – Full instrumentation including tachometer, oil pressure, and water temperature gauges – Woodgrained steering wheel – Electronic digital clock – Dual electric mirrors – Courtesy lights in glove box, engine compartment and trunk – PVC undercoating – Intermittent windshield wipers.





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