

1750 GT VELOCE ALFA ROMEO







A TRUE GRAND TOURING SPORTS CAR

The Alfa Romeo GT is a name synonymous throughout the world with elegance and sporting performance. Its present outline, a perfect example of sober design, has been re-styled at the front to carry four headlights. Beneath the surface, however, the 1750 GT Veloce is a completely new creation from the engine down to the smallest detail of finish.

Its performance is outstanding even for a sports car.

Power: 132 BHP - SAE

Top speed: 118 m.p.h., more than enough for even the most deserted motorway.

Acceleration: 1 km from a standing start in 32 secs., and a maximum torque of 137.4 ft. lbs - SAE, the highest figure, for its cylinder capacity ever obtained from a GT engine.

These figures are sufficiently impressive even for a competition vehicle. In this instance however, they describe the characteristics of a car which because of its durability, safety, and comfort, can be driven without fuss in city traffic to and from work, or on a Sunday outing with the family.

The engine is exceedingly powerful but because maximum power is developed at only 5,500 r.p.m. it is an engine that will last for years.





The five forward gears allow a cruising speed of 90 m.p.h. using only half the maximum power. The rest is held in reserve to provide exhilarating acceleration when required.

Flexibility: the 1750 GTV can cope with city traffic so smoothly, that it must be tried to be believed. It is extraordinarily flexible covering one kilometer from 25 m.p.h. in fourth gear in 33,3 secs.

Road-holding always a point of honour with Alfa Romeo, is now made even better by the use of re-designed suspension and wider section tyres (165 HR 14).

Brakes are servo-assisted and have discs on all four wheels, the parking brake operating through a separate system. They have a total working surface of 396.8 sq.ins. Those at the rear

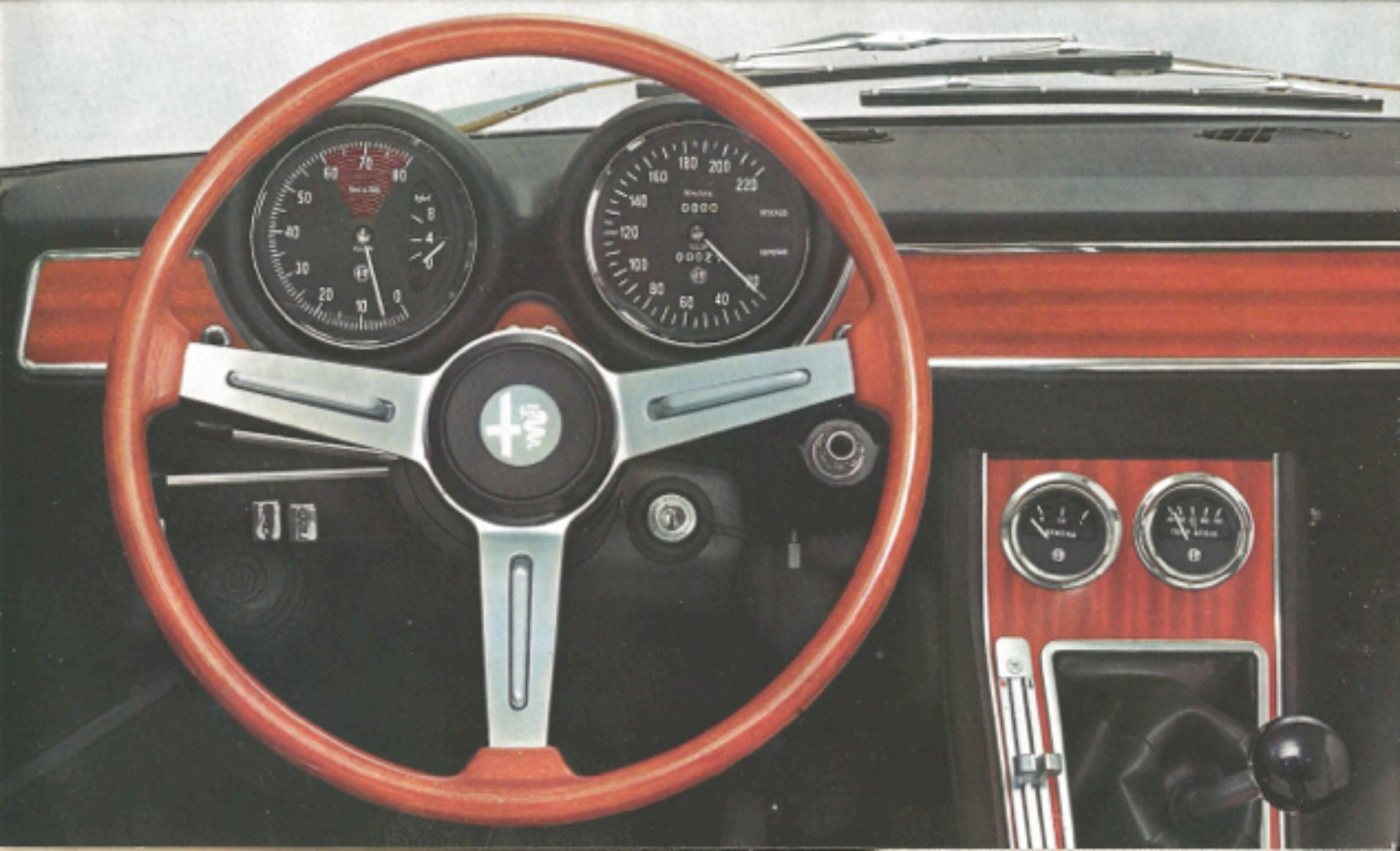
are regulated by a particularly effective compensating valve, so very useful when braking abruptly or on slippery roads.

Headlights, four in all, very powerful and suitable for speeds greater than even the 1750 GTV can attain.

Comfort as excellent as the performance is impressive. The interior has been made completely quiet by paying particular attention to the mounting of the gearbox and clutch, and by using the most modern sound proofing materials. The seats are bucket shaped, perfectly air-vented and above all, moulded to the body in such a way that one is always completely relaxed even at the end of a long journey driven at speed. The backrests are adjustable and after having been tipped forward

to allow access to the rear, lock back into place automatically. The front passenger seat incorporates a headrest adjustable for height, the rear seats are contoured and very comfortable and have sufficient leg room to accommodate two passengers securely. The layout of the controls is entirely new, due to the use of a centre console which contains the water temperature gauge, the fuel gauge, and the heater controls as well as the gear lever. However, the main instruments (rev. counter, speedometer and oil etc.) are directly in front of the driver.

Such a high standard of travelling comfort is completed by an air temperature control system with twin speed fan and a boot sufficiently large for the longest journey.





Cylinders		no. 4 in line
Bore	mm	80
Stroke	mm	88,5
Cylinder capacity	cc	1779
BHP at 5,500 rpm	SAE	132
Wheel-base	mm	2350 (7'8 1/2")
Front track	mm	1324 (4'4 1/8")
Rear track	mm	1274 (4'2 1/8")
Overall length	mm	4080 (13'5")
Overall width	mm	1580 (5'2 1/4")
Overall height (unladen)	mm	1315 (4'3 3/4")
Kerb weight	Kg	1040 (2292 lbs)
Top speed	mph	118
Tyres		165 HR 14
Number of seats		2+2
Electrical system	Volts	12
Tank capacity		1.46 (Imp. gals 10,1)

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.

