

1750 GT VELOCE ALFA ROMEO



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A GT SPORTS CAR

The GT Veloce is youthful, exuberant and always ready to lend and blend itself to the enthusiasm of its driver.

Its power is such, that rarely off race tracks, it is possible to see the Veloce at its ultimate: yet it is not a racing car.

Its great value is in being able to merge together the high speed, excellent handling, superb safety and braking of a competition sports car with the comfort, interior luxury, finish and boot capacity of a GT car. Price, petrol consumption and maintenance costs are also those of a GT car.

These attributes indicate a decidedly sporting car:

- ☐ it not only reaches, but easily holds 118 mph, as it has a 132 b.h.p. SAE engine.
- ☐ it has strength and robustness to resist extreme stresses as the bodywork and suspension are made in the same way as the G.T.A. Alfa Romeo's successful racing version.
- ☐ its road-holding and stability are per-

fect, as the centre of gravity is low, both the front and rear suspension systems incorporate an anti-roll bar, and we have added to this wide section (165 m.m.) tyres.

- ☐ it can brake with equal readiness, progressiveness and certainty from any speed, because of the combined action of the double-circuit, servo assisted disc-brakes of large surface area and the braking power regulator.
- ☐ it has excellent visibility by day, due to wide windows, and by night with 4 halogen gas headlights.
- ☐ its driving position and dashboard layout has been styled to guarantee the driver the best possible position with the least number of distractions.
- ☐ its interior is designed, finished and upholstered so that fast touring can be as restful and enjoyable for the passengers as for the driver.

These are the reasons why the GT Veloce is one of the very few production cars that, because of their background, can be raced. Speed is spontaneous for this car as

is seen by its powerful acceleration.

In a car that can reach very high speeds, silence is also a safety factor.

The GT Veloce is new in this respect also:

- ☐ passenger compartment is insulated by layers of sound absorbent material up to 1" thick.
- ☐ entry for the pedals, console controls etc. are all sealed. Vibrations have been eliminated.
- ☐ gear-box and engine mountings are vibration-resistant.
- ☐ clutch is hydraulically operated.

Comfort: is as good as its performance.

The seats are «wrap round» and perfectly ventilated having above all that particular form of comfort which leaves you well-rested even after long, arduous journeys. They are fully adjustable and, after being tilted forward to allow access to the rear seats, lock back into position automatically.

The front seats are fitted with integral, adjustable head-rests.

The rear seats are carefully moulded and extremely comfortable and far enough from the front seats to be able to accom-









modate two passengers in comfort. The driving position is of the latest design, adopting the central console style which houses the gear lever, water temperature and fuel gauges and the fresh air heating, and ventilation controls as well as switches for the 2 speed windscreen wipers, dashboard light and 2 speed booster fan.

The main instruments, (tachometer, speedometer, oil pressure gauge, warning lights and heated rear window control), are, however, directly in front of the drivers eyes. There is also a large boot, providing sufficient luggage space for long journeys to ensure that travelling comfort is not impeded.

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		7'8 9/16"
Front track		4'4 1/8"
Rear track		4'2 1/8"
Overall length		13,5 13/32"
Overall width		5,2"
Overall height (unladen)		4'3 3/4"
Kerb weight	lbs	2293
Top speed	mph	119
Tyres		165 HR 14
Number of seats		4
Electrical system	Volts	12
Tank capacity	Imp. gals	10

Carburetion: two horizontal twinchoke carburettors.

Valve timing: V-overhead valves directly operated by two overhead camshafts acting through oil bath cups. Sodium-cooled valves.

Ignition: Golden Lodge sparking plug.

Clutch: single dry-plate, with progressive en-

gagement. 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 longitudinal torque arms and rubber bushes; transverse anchorage is by means of a reaction bracket with hubber bushes on the frame and axle; the final drive is of hypoid type.

Steering: re-circulating ball or worm and roller.

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



