



1750

**EVEN  
PRETTIER**



# THAN ITS PICTURE

## **1750 Spider Veloce: the epitome of elegance and power**

The perfectly proportioned body styling designed by Pininfarina is a true expression of elegance - Italian style.

The 1750 engine and mechanical components give it a level of performance never before obtained in a spider of equivalent engine capacity and price.

**Power:** the 1750 Spider Veloce develops 132 BHP - SAE, has a top speed of 119 m.p.h., and a maximum torque of 137,4 ft. Lbs. - SAE. These are the performance figures of a true sports car. But how much more interesting they become

when it is realised that so much power is developed at only 5,500 r.p.m.: that at 95 m.p.h. the new spider still has 50% of its power in reserve for startling acceleration; and that at 3,000 r.p.m. the engine is already developing its maximum torque.

In addition, its performance is enhanced by a set of characteristics which give the new spider pride of place for durability, safety and comfort.

**The five forward gears** are fully synchronized through the use of molybdenum











rings. They make driving wonderfully smooth on any type of road, and by allowing very high cruising speeds at low engine revolutions, ensure long life to the engine.

**The body shell** has an extremely strong passenger compartment with differential resistance at the extremities.

**The road-holding**, one of the most fundamental elements of Alfa Romeo's technical prestige is made even better by the use of re-designed suspension and wider sectioned tyres (165x14).

**The brakes** are servo-assisted with discs on all four wheels and a separate system for the parking brake. 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** very powerful and suitable for speeds greater than even this vehicle can attain.

**Comfort:** as excellent as the performance is impressive.

Firstly, because the car is so stable both on the straight and through the bends, but also because the seats are positioned and shaped in such a way that even the longest journey becomes a pleasure.

They are moulded and receptive to the body giving maximum support. The back rests are adjustable, making the ideal driving position easy to find.

The instrumentation and finish are what one would expect in a luxury car. Or perhaps they offer even more if one takes into account the elegant wooden steering wheel, the placing of the instruments which are angled towards the driver for easy reading, the capacity of the boot which can hold plenty of luggage, a feature that most drivers of open two-seaters are forced to do without.

Finally, in a car made for fresh air and sunshine it is doubly necessary to be protected from the rain and the cold. No trouble with the rain, for the hood is raised in a single movement. For the cold a hardtop can be fitted which converts the car into an elegant and comfortable fixed head coupé.





# Spider 1750 technical features

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	7'4 5/8"
Front track	4'4 1/8"
Rear track	4'2 1/8"
Overall length	13'11"
Overall width	5'4"
Overall height (unladen)	3'11"
Kerb weight	lbs 4070
Top speed	mph 119
Tyres	165 x 14
Number of seats	2
Electrical system	Volts 12
Tank capacity	Imp. gals 10

**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.

**Clutch:** single dry-plate, with progressive engage-

ment. 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 rubber bushes on the frame and axle; the final drive is of hypoid type.

**Steering:** re-circulating ball or worm and roller.

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

