



Alfa Romeo 

1. **An open sports car for the connoisseur**
2. **An innovative concept**
3. **Styling: refinement and exclusiveness**  
The exterior  
The interior
4. **Structure, materials, technologies**  
Bodyshell and body  
Roof
5. **The focus on aerodynamics**
6. **Technical features**  
Engine  
Transmission  
Suspension  
Wheels and tyres
7. **Specifications and performance**
8. **Alfa and Zagato: a successful partnership**



## AN OPEN SPORTS CAR FOR THE CONNOISSEUR

Alfa Romeo presents the new RZ roadster.

The fruit of cooperation between Alfa Romeo and Carrozzeria Zagato, this sporty fast two-seater convertible is a natural evolution of the SZ coupe, designed for a limited public (only 350 numbered examples will be produced) of real enthusiasts, lovers of open-air driving who are looking for an extremely personal car with particularly advanced characteristics.

Drawing on its acknowledged, top ranking tradition in the field of convertible sports cars, Alfa Romeo has developed this sophisticated model, reproducing the advanced technical ideas already introduced on the successful SZ coupe, designed to offer the expert driver a « closer » relationship with the road, in the utmost safety even in difficult situations.

The project was developed in a context of outstanding industrial craftsmanship, based on reciprocal cooperation between the manufacturer and a leading bodywork specialist, a partnership consolidated in the course of over seventy years, that has produced many of the most admired Alfa Romeo sports cars of the past.

At full steam about four examples of the RZ, which will be available on the major international markets, will be built per day. Delivery of the first 25 is set for November.





## AN INNOVATIVE CONCEPT

The Alfa Romeo RZ is a sports convertible with an unmistakable personality. Not only in stylistic terms, but also the basic concepts and the very particular, in some cases anti-traditional technological formulae adopted, which were included from the initial conception of the car.

The project set out not only to emphasise performance and driving safety in full, but also to define constructive techniques designed specifically for a small production run at the highest quality standards, worthy of a car destined to a small, very select public.

The most striking features of the RZ, many of which were borrowed from the SZ sports coupe whose general structure it shares, include:

- the line of the body, which is sleek and aggressive, extremely aerodynamic, and maintains its stylistic effectiveness even with the roof up;
- the outstanding level of active and passive safety, which are respectively the result of the fact that the car is always well under control even at high speed, and of the extensive measures taken to reinforce the structure, ensuring absolute rigidity even with the roof down;





- the specific measures adopted to achieve an optimal centre of gravity (transaxle transmission, set up variation devices integrated in the suspension) and designed to emphasise the car's grip on the road even in the presence of strong lateral acceleration;
- the particular shape of the lower part of the body, which enhances aerodynamic efficiency, and anchors the car to the ground to contrast the car's natural lift at high speeds;
- the refined interior design, highlighted by the upholstery (black or red leather, according to the body colour), and the central console that extends the entire length of the interior compartment;
- the user-friendly mechanism to lower and lock the roof, which is activated rapidly, with no effort, and the special compartment into which the roof fits when removed;
- the superb performance – a top speed of 230 km/h, acceleration from 0 to 100 km/h in 7.5 seconds flat – ensured by a generous six cylinder, three litre engine delivering 210 bhp DIN;
- the use of synthetic materials and highly advanced technologies in the construction of the bodywork.





## STYLING: REFINEMENT AND EXCLUSIVENESS

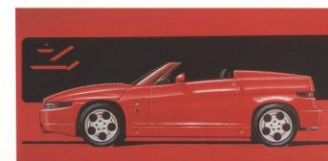
### The exterior

Externally the new Alfa Romeo roadster differs from the fast SZ coupe for the soft hood that replaces the hard roof panel, and a number of details, such as:

- the new design of the bonnet, without a grille and with the rear edge raised towards the windscreen to protect the windscreen wipers when these are not in use;
- the different shape of the front bumper, 30 millimetres more ground clearance, with a single air intake;
- new design of the lateral rail covers (side skirts);
- the rounded profile of the side windows which continues the line of the roof.

The spare wheel is lodged at the rear of the car, behind the roof compartment.

The bodywork of the RZ is offered in a choice of three colours: black, red and yellow.







### The interior

Several features in the interior also distinguish the RZ from the SZ; for example:

- the instrumentation is set into the anthracite grey dashboard, against a white background;
- the central console, lined in a shiny synthetic material, extends for the entire length of the passenger compartment, starting from the fascia and meeting up with the roof compartment in the rear end of the car; it houses the loudspeakers of the hi-fi system;
- the upholstery is in leather: black to match the red or yellow body, red for the black body.

The number of each car in this limited series is shown on a silver badge on the fascia.

A pushbutton on the fascia releases the hatch protecting the roof compartment.

There is a capacious luggage area behind the two front seats.





## STRUCTURE, MATERIALS, TECHNOLOGIES

### Bodyshell and body

Like the SZ coupe, the structure of the new Alfa Romeo roadster consists of a steel frame with an outstanding degree of flexional and torsional rigidity, to which the bodywork built in a special composite material is bonded.

The structure was stiffened significantly for the RZ by measures to strengthen specific elements of the frame including the side members. The windscreen pillars were strengthened, so that they could act as a roll-bar.

These various measures meant an increase of about 100 kg in the car's weight.

The body, which itself helps to increase the car's rigidity, is built in metacrylic thermo-setting «Modar» resin, reinforced with fibreglass.

Use of these materials:

- produces a structure that is low in weight but very strong, as the thickness can be varied to match the stress individual parts are subjected to;
- ensures an excellent surface finish, unassailable by atmospheric agents;
- guarantees an optimal base for the paint.





The resin is injected at low pressure into a die in which a preformed fibreglass « mattress » has been inserted. This process combines top quality results, that can only be achieved with artisan methods, with advantages of cost and manufacturing rhythms in line with the demands of the assembly line, even in small numbers.

The underbody and boxed parts of the RZ are treated with anti-corrosive products.

#### **Roof**

The shape was decided to meet the dictates of styling and functionality.

In consideration of the very sporty nature of the new Alfa Romeo roadster, and to ensure opening and closing procedures were rapid and precise, an unlined hood with external ribbing was chosen.

The very close-woven canvas of which it is made is perfectly waterproof, and the folding frame is shaped to maintain the hood taut, thus eliminating aerodynamic noise.

The system to unhook the hood from the pillars is protected by a safety system, so that it can only be activated when the key is in the ignition.





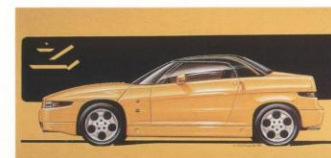


## THE FOCUS ON AERODYNAMICS

Recourse to both traditional wind tunnel tests and computerised aerodynamic methods enabled designers to achieve not only a drag coefficient that is particularly good (just above 0.30 with the roof closed) for a car little more than 4 metres long with minimum overhangs, but also low negative lift values.

This achievement, the result of the specific design of the lower part of the body, plays an extremely important part in assuring that the car is perfectly manageable even at high speeds.

The fact that the thrust centre lies behind the centre of gravity also means that the RZ is unaffected by side winds.





## TECHNICAL FEATURES

### Engine

The RZ is powered by the well-known 2959 cc 60° V6 Alfa Romeo engine, positioned longitudinally at the front.

The maximum power output, delivered at 6200 rpm, is 210 bhp DIN (152 kW-EEC), and the peak torque of 25 mkg DIN (245 Nm-EEC) is reached at 4500 rpm.

### Transmission

For optimal distribution of the loads over the two axles, the RZ adopts the transaxle layout, with clutch and gearbox integrated in the rear axle, and drive to the rear wheels.

The kerb weight of 1,380 kg is split 56% to the front axle and 44% to the rear axle.

### Suspension

Of independent wheel type at the front, it fits transverse wishbones with an anti-roll bar. At the rear the RZ has a De Dion axle, with converging struts and Watt parallelogram.

All suspension joints fit « uniball » couplings, which guarantee excellent precision in wheel wobble, and absolutely constant adjustment.



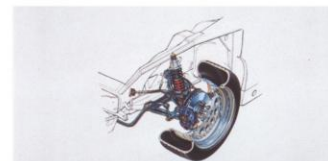


In normal conditions the RZ has a ground clearance of just 6 centimetres, due to the low centre of gravity and the optimised aerodynamic features. This was made possible by the adoption of special hydraulic height variation devices, integrated with the suspension dampers; these can be activated directly from the driver's seat when it is necessary to temporarily lift the car to overcome particular obstacles (for example, when tackling a very steep ramp).

#### **Wheels and tyres**

The new Alfa Romeo roadster adopts light alloy modular wheels, with 7J x 16" rims at the front and 8J x 16" rims at the rear.

The tyres (205/55 ZR 16 at the front and 225/50 ZR 16 at the rear) are of the Zero type, specially designed by Pirelli for the Alfa Romeo SZ and RZ; the particular design of the tread significantly enhances roadholding even in the presence of strong lateral acceleration.





## SPECIFICATIONS AND PERFORMANCE

### Engine

|                  |                                                |
|------------------|------------------------------------------------|
| Position         | front, longitudinal                            |
| Cylinders        | 6 in a 60° V                                   |
| Capacity         | 2,959 cc                                       |
| Max power output | 210 bhp DIN (152 kW-EEC) at 6,200 rpm          |
| Peak torque      | 25 mkg DIN (245 Nm-EEC) at 4,500 rpm           |
| Timing           | SOHC per row                                   |
| Ignition         | electronic digital combined with the injection |
| Fuel feed        | Bosch Motronic ML 4.1 electronic injection     |

### Transmission

|              |                                                |
|--------------|------------------------------------------------|
| Drive        | to rear wheels                                 |
| Differential | self-locking at 25%, integrated in the gearbox |

### Brakes

Self-ventilating discs front and rear

### Suspension

|       |                                                                                                                                                                             |
|-------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Front | independent wheel with transverse four-bar links, anti-roll bar, telescopic dual acting dampers coaxial with the helical springs and set-up variation device (stroke 40 mm) |
| Rear  | De Dion axle, with converging struts, Watt parallelogram, telescopic dual acting dampers coaxial with the helical springs and set-up variation device (stroke 40 mm)        |

### Steering

Rack and pinion power steering. Two-part collapsible steering column, with axial and height adjustment.

### Bodywork

|                           |          |
|---------------------------|----------|
| 2-door, 2-seater roadster |          |
| Length                    | 4,060 mm |
| Width                     | 1,730 mm |
| Height                    | 1,300 mm |
| Wheelbase                 | 2,510 mm |
| Front track               | 1,464 mm |
| Rear track                | 1,426 mm |

### Performance

|               |               |
|---------------|---------------|
| Top speed     | 245 km/h      |
| Acceleration: |               |
| • 0-100 km/h  | 7.5 seconds   |
| • 0-1000 m    | 30.1 seconds  |
| Consumption:  |               |
| • at 90 km/h  | 7.2 l/100 km  |
| • at 120 km/h | 9.3 l/100 km  |
| • urban cycle | 13.2 l/100 km |





### ALFA AND ZAGATO: A SUCCESSFUL PARTNERSHIP

The RZ is the latest chapter in a long, intense partnership between Alfa Romeo and Carrozzeria Zagato, which has produced some of the most famous and most popular sports cars with the Alfa Romeo trademark.

The first fruits of the partnership were a sports car on the RL chassis and an open sports car with RLSS mechanicals, built in 1925 in the Milan body shop founded in 1919 by Ugo Zagato.

The new series of open racing cars, built between 1928 and 1931 primarily to take part in the early editions of the Mille Miglia, on 6C 1500, 6C 1750 and 8C 2300 chassis, already boasted the characteristics that were to distinguish the Alfa Romeos adapted by Zagato, in which a strong sporty vocation was combined (and is still combined today) with a lightness of form and structure and a striking stylistic personality.

A second period of intense, fruitful cooperation with Alfa Romeo began immediately after the second World War, first with Zagato's involvement in the design of the single-seater Grand Prix type 159 in 1951, and the following year (1952) with the appearance of the 1900 SSZ (Super Spint Zagato) racing hatchback.







The birth of the Giulietta in 1956 sparked off a series of attractive adaptations of the new model, in even more sporty outfits. This stimulating period brought the SVZ of 1958, undisputed protagonist of GT class racing, and the SZ of 1960, with its unmistakable, non-conformist cut-off tail, which brought a significant quality leap in aerodynamic terms.

The same stylistic theme was to be repeated in the first Giulia by Zagato, the TZ of 1963, followed two years later by the smooth-flowing, much admired TZ2.

The popular Junior Z was also the work of the Zagato stylists, and several versions were produced, starting in 1968, powered by different Alfa engines.

Another chapter in the history of cooperation between Alfa Romeo and the Terrazzano bodywork specialists regards two stimulating prototypes developed in the Eighties by Zagato Design – the Zeta 6 coupe on the Sprint 6V 2.5 floorpan, and the compact Tempo Libero station wagon based on the 33, presented at the Geneva Motor Shows in 1983 and 1984 respectively. And the most recent fruits of the partnership were the fast SZ sports coupe in 1990, and now the new RZ roadster.

