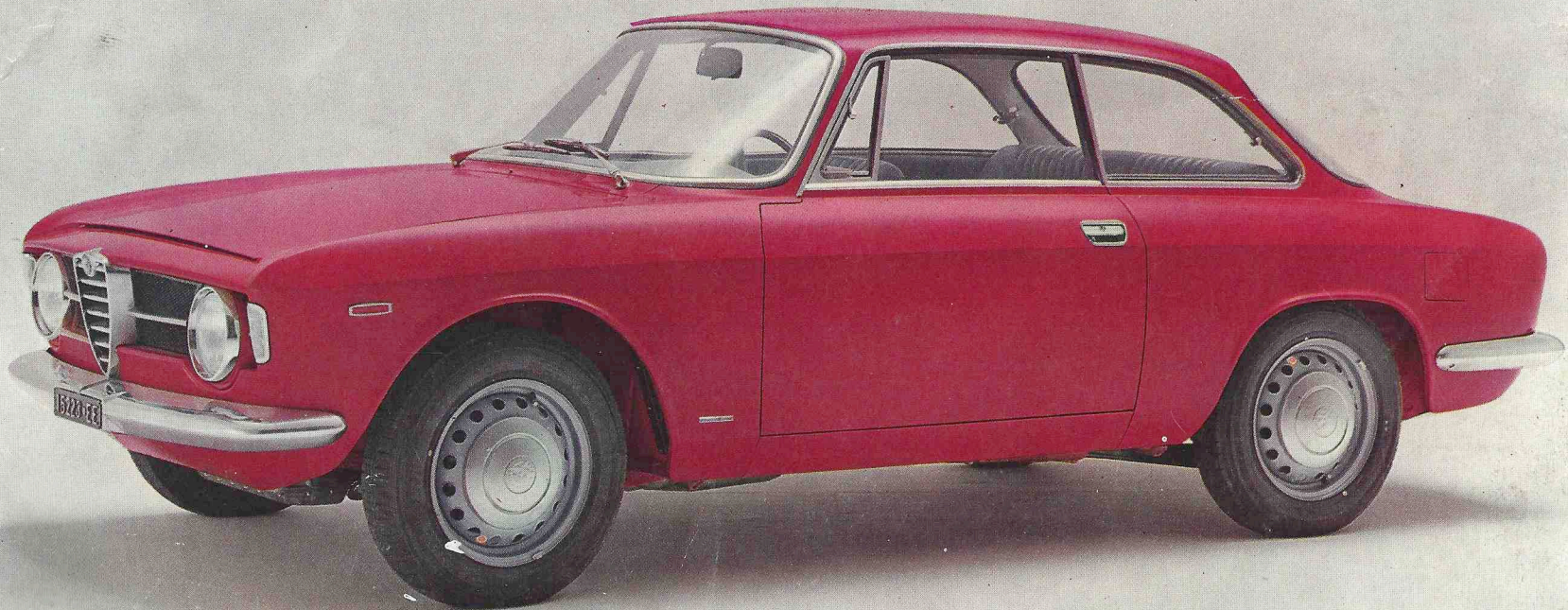


ALFA ROMEO GIULIA GT 1300 JUNIOR



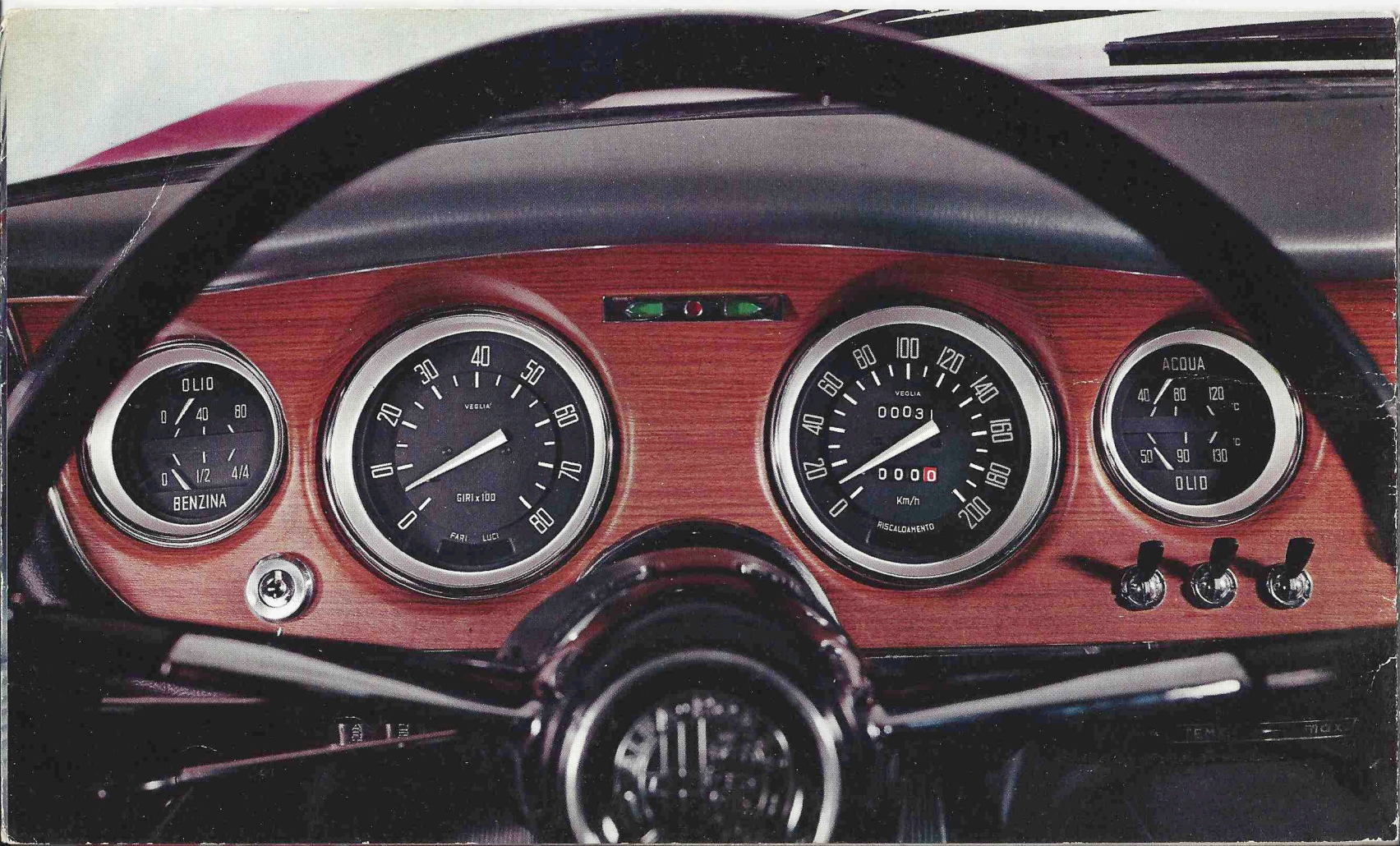
STEP UP TO THE ALFA JUNIOR

Come and enjoy yourself in the new Giulia GT Junior.

If you are young at heart and want to put your foot down, have a go. The engine won't be troubled, and because the body is so strong, nor will you.

The GT Junior—that's the new Alfa Romeo with decidedly sporting characteristics and a power unit that is so economical to run and maintain. This car has the same forceful outline, the same strong character as the GTV, and what's more, it has inherited its road holding and sturdiness from the winning ways of the GTA, the Alfa Romeo that has walked off with the 1966 European Touring Challenge Cup and the Transamerican Championship.

The engine's performance will surprise you. Above all it is so reliable. It will push the car along at over 105 mph all day long without any fuss, and that's because it has been designed in the Alfa tradition, to do the job properly and has not been "stretched" in an attempt to get a quart out of a pint pot.





It owes its sturdiness to a crankshaft supported by five main bearings: its endurance to the fact that it was designed as a high revving engine yet normally only uses two thirds of them, and its power to two twin-choke carburettors, hemispherical combustion chambers, twin overhead camshafts and a separate branch exhaust manifold.

When it comes to fuel consumption the Alfa Romeo's lack of thirst has long been famous and by common consent is due to the perfect system of balancing the fuel intake and to the overdrive 5th gear which allows the engine to turn over more slowly than the speed of the car would suggest.

The GT Junior is not the only car that can top 105 mph but there are few in its engine class that can do it and even few-

er that provide such a peaceful ride for the passengers and such an easy time for the mechanical components.

Alfa Romeo safety is based on power, but not only power for speed. It also includes strength of construction and a braking system that could cope with even higher speeds.

Safety also lies in acceleration. It's not just a saying that the GT Junior uses only half its power when travelling at 85 mph! Just see how it will accelerate past.

That's the engine, the road holding and the braking. Now add the fourth Alfa strong point, the gearbox. The five gears are ideally spaced for smooth and exciting driving and with synchromesh on every one they are lightness itself to engage.

The Junior has a finish which matches up to its elegance. The concave dashboard holds a complete set of instruments, easy to read and to reach which is a safety feature of great importance when travelling at high speeds. The steering wheel is very modern but simple in design with the horn button fitted into the spokes.

Much attention has been given to the GT Junior to make it comfortable over long journeys and at high speeds. Above all the car is stable at any speed and on any sort of road. As for the seats, the front ones are curved to the body and well spaced which makes riding or driving a pleasure.

The back ones can accommodate two people in a degree of comfort quite exceptional for any coupé, let alone one of 1300 ccs.





Giulia GT1300 Junior

Technical features

Cylinders	4 in line	Overall length	13'4 ³ / ₄ "
Bore	mm 74	Overall width	5'2"
Stroke	mm 75	Overall height (unladen)	4'4"
Cylinder capacity	cc 1290	Dry weight (with tool-kit)	lbs. 2046
BHP at 6000 rpm	SAE 103	Top speed	over mph 105
		Tyres	155 x 15
Wheel-base	7'9"	Number of seats	4
Front track	4'3 ¹ / ₂ "	Electrical system	volts 12
Rear track	4'2"	Tank capacity	Imp. gals 10 ¹ / ₄

Carburetion: two horizontal twin-choke carburetors.

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

Clutch: single dry-plate, with progressive engagement.

Gearbox: five synchromesh forward gears and one reverse. Floor mounted gear shift lever.

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.

Front suspension: independent front wheel suspension secured to the frame by inclined transverse wishbones; coil springs and telescopic hydraulic double-acting shock-absorbers; transverse antiroll bar.

Rear suspension: coil springs and coaxially mounted telescopic hydraulic double-acting shock-absorbers.

Steering: re-circulating ball or worm and roller.

Brakes: 4 discs. Mechanically operated hand brake.

