

Gent's natty GT

... body by Bertone ... reasonable seating for three or four people ... not particularly fast ... highly desirable piece of machinery. ...

IT MUST be a source of considerable concern to the technicians in the motor industry when market research proves that attractive lines and a good name are such highly rated selling points, frequently over-ruling other more substantial merits. With the Alfa Romeo GT 1300 you get the lot—a respected name, a body by Bertone, an efficient twin overhead cam engine with five-speed gearbox and quite reasonable seating for three or four people. On those counts alone it has many of the ingredients to satisfy a wide range of owners of either sex with a taste for the striking and different and with £1,649 to pay for it.

Until now, *Motor* has never put this shape of Alfa through a full road test, although we have driven similar ones with different power units at the Total Test Days at Silverstone where they have always impressed us as being splendid circuit cars. The Sprint GT feels better than the boxy saloons as it rolls less and doesn't develop the same lurches on full roll at its high cornering limit; of course the racing version, the GTA, is particularly successful and won last year's European Touring Car Championship.

The 1300 is a light and easy car to drive, and fun too. If you want to keep ahead of the larger cars you have to use the gearbox, but mostly the engine pulls sufficiently well throughout its wide range to keep going at a very respectable rate; good roadholding

keeps average speeds up on cross-country trips. The test figures for our car are not particularly startling—0–50 m.p.h. in 9.4s. and a maximum of 102.3 m.p.h. Rather are they an indication of the efficiency of both engine and wind tunnel testing that 19 cwt. of car can be pulled along so well by 1,300 c.c. If you want more performance, the Sprint Veloce 1600 will do nearer 115 m.p.h. and provide slightly more interior refinement for an extra £300. The intermediate Sprint GT 1600 is no longer available on the British market.

There are lots of cars on the market which cost less, go faster and have more room, but an Alfa is a highly desirable piece of machinery and the GT 1300 would appear to offer the best value of this connoisseur's range.

Performance and economy

The 1600 Giulia appeared in the summer of 1962, replacing the 1300 Giulietta series. In its hottest form, in the bulbous Giulietta SS, it had given 100 b.h.p. (net), but the more popular Giulietta Sprint Veloce produced 90 b.h.p. (net) at 6,500 r.p.m. with twin Webers and it was mated to a four-speed gearbox. The 1300 engine (actually 1,290 c.c.) fitted in the Giulia Junior series is not strictly a reversion to the Giulietta engine, but embodies subsequent production developments for strength and reliability as well as the ability to produce more power at lower r.p.m.—in other words, torque. Still with twin Webers, this now gives 103 b.h.p. (gross) at 6,000 r.p.m.

Continued on the next page

Alfa Romeo GT 1300

continued

In mild weather it is quite easy to start the car in the morning without the choke: just a couple of squirts on the accelerator pumps and it fires, although it is best to use a bit of choke to get even pulling during the mile or so necessary for warming up. You are recommended to run the engine at fast idle on the hand throttle for a bit before moving off, but mainly to ensure that the gearbox oil has circulated sufficiently.

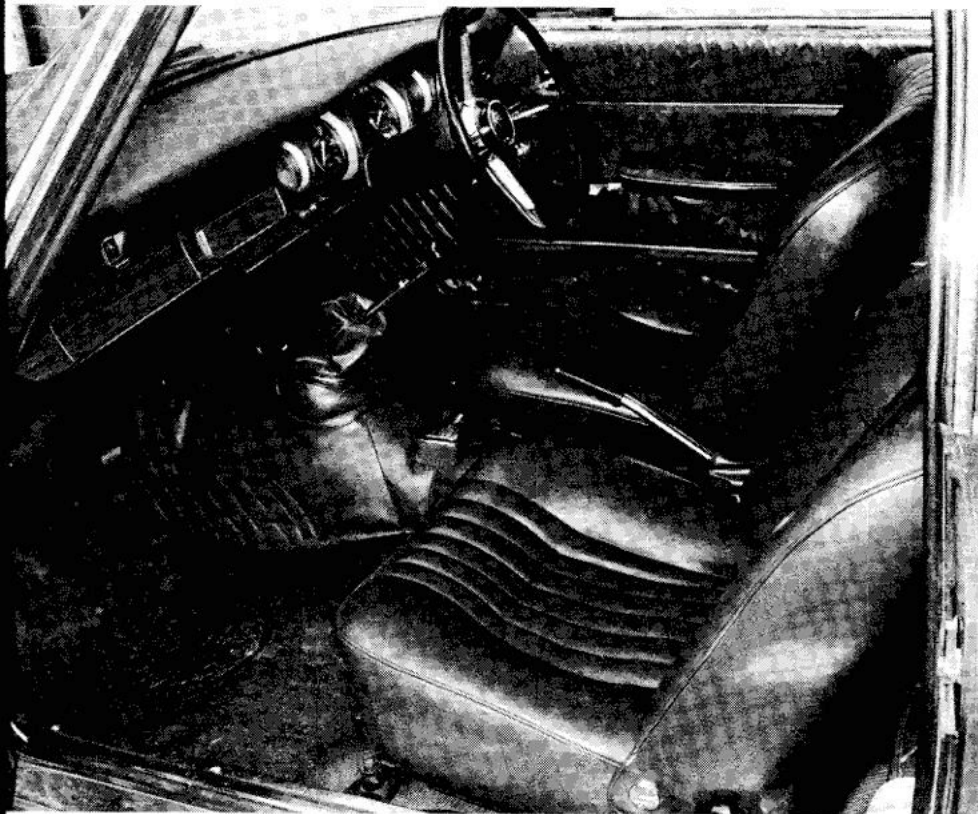
Once warm, the unit impresses with its remarkably wide torque band; although it is not really the thing to do with an Alfa with its delightful gearbox, we found it could pull smoothly and without juddering from less than 20 m.p.h. in fifth, preferably by feeding in the throttle until it reached around 2,000 r.p.m. Power increases steadily to about 5,000 r.p.m. in top, or 91½ m.p.h. In the lower gears it is easy to reach the red line at 6,500 r.p.m.

Front seats are well shaped and have good adjustment. Facia is covered in imitation wood. Rear seat passengers have head room but not much for knees unless front seat is moved forward.

at which the engine feels perfectly happy; for normal motoring on the road, just 4,000 r.p.m. and five speeds give quite good performance and keep the engine below the noisy level—quiet in fact. Beyond this, noise increases to an intake/exhaust hum, rather than the thrash of a less well insulated Giulia engine as in the SS, for example; the noise is not unpleasant and is part and parcel of the feeling of the driver being in harmony with the car.

In performance the GT 1300 is about as fast as the Giulia TI saloon which is no longer available in this country, having given way to either the Giulia Super or the 1300 TI. The TI's extra ¾ cwt. is more than offset by a 12½% lower final drive ratio; at maximum speed it is geared to reach 103 m.p.h. at 6,000 r.p.m. while the 1300 falls slightly short of the peak with 102.3 m.p.h. at 5,600 r.p.m. Very few 1,300 c.c. production cars can top 100 m.p.h.—the Lotus Elite and Renault Gordini being two that spring to mind—and it is quite a tribute to the Alfa, which is essentially a fast tourer, that it can do this quite easily. On motorways the comfortable cruising speed is around 85-90 m.p.h. which can be maintained up hill and down dale all day without the oil temperature rising further than 170° F.

For 1,250 miles of Continental driving on roads which were mostly either twisty and hilly or motorways, we averaged 25.3 m.p.g.; a 450-mile local spell with traffic and short sprints returned 21 m.p.g. giving an overall average of 24 m.p.g. Most owners will probably get around this mark since the touring consumption is only 27.7 m.p.g. Three pints of oil were used in just over 1,500 miles.



MAXIMUM SPEED

Alfa Romeo GT 1300
£1,649
Austin Healey 3000
£1,188 inc. o/d
Gilbern GT
£1,370
MG B GT
£1,126 inc. o/d
Reliant Scimitar
£1,516
Sunbeam Tiger
£1,471

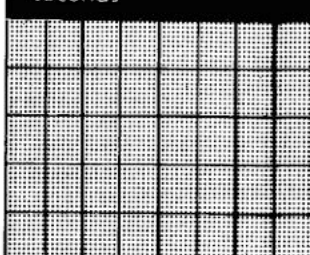
80 85 90 95 100 105 110 115 120 125 130 135 140



ACCELERATION

26 24 22 20

seconds



Transmission

One of the main reasons why everyone enjoys Alfa Romeos on test tracks is that with five gears they have a ratio suitable for almost every corner you can meet; on the road this is particularly noticeable with the 1300 since you need to use the gearbox frequently when in a hurry. First gives a reasonable getaway but the car cannot quite manage a clean start on a 1-in-3 hill, being defeated by clutch slip; 1-in-4 is easily surmounted. Top gear, a geared up fifth, is good for fast cruising without the engine obtruding. The remaining three gears are neatly spaced in between to give one of the nicest boxes in production. The gate is a normal four-speed H-pattern with fifth forward in its own plane nearest the driver.

The substantial lever is conveniently placed for the left hand and is spring loaded in the 3-4 plane; thus the frequent change from fifth to fourth only needs a two-finger pull from the forward fifth and the lever slides into the adjacent plane on the spring

loading. Into third is more two finger stuff, but it is rather harder work to push over into second and first. Reverse is opposite fifth—to the right and back—and you need a fairly substantial push down on the knob to overcome the stop.

With a maximum required pressure of 42 lb. the clutch is fairly heavy but you don't really notice it with the rampant pedals at a comfortable angle; the combined movements of clutch and gear lever are pleasantly firm and conducive to smooth changes. This, coupled with brake and accelerator pedals ideally spaced for heel-and-toeing, makes the Alfa particular fun for the keen driver.

Handling and brakes

Although the ride of sporting Italian cars like the Alfa is not particularly soft, they all seem to transmit a splendid feel of the road which is immediately reassuring and you find it much easier to drive fast than with some of the more remote but more comfort-

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Performance

Performance tests carried out by Motor's staff at the Motor Industry Research Association proving ground, Lindley.

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Conditions

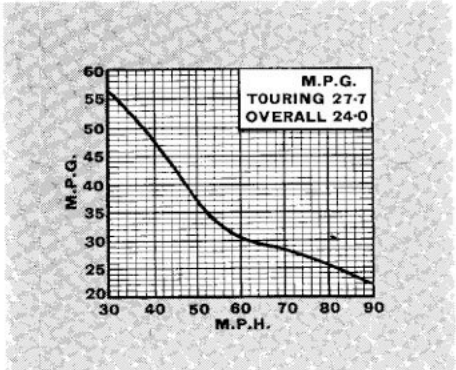
Weather: Dry with light winds 5-15 m.p.h.
Temperature 58°-70°F. Barometer 29.4-29.38 in. Hg.
Surface: Dry concrete and tarmacadam.
Fuel: Premium 98-octane (RM), 4-star rating.

Maximum speeds

	m.p.h.
Mean of opposite runs	102.3
Best one-way 1/4-mile	105.9
4th gear	102.0
3rd gear	75.0
2nd gear	51.5
1st gear	31.0
"Maximile" speed: (Timed quarter mile after 1 mile accelerating from rest)	
Mean	97.1
Best	100.0

Acceleration times

m.p.h.	sec.
0-30	4.3
0-40	6.7
0-50	9.4
0-60	13.8
0-70	18.5
0-80	26.8
0-90	40.2
Standing quarter mile	19.6
	Top 4th 3rd
m.p.h.	sec. sec. sec.
10-30	— — 7.5
20-40	14.5 10.6 7.5
30-50	14.0 10.4 7.4
40-60	14.6 11.1 8.1
50-70	16.9 12.7 9.1
60-80	23.6 15.2 —
70-90	— 20.8 —



Fuel consumption

Touring (consumption midway between 30 m.p.h. and maximum less 5% allowance for acceleration) 27.7 m.p.g.
Overall 24.0 m.p.g.
(= 11.8 litres/100 km.)
Total test figure 1,630 miles
Tank capacity (maker's figure) 10 gal.

Brakes

Pedal pressure, deceleration and equivalent stopping distance from 30 m.p.h.	lb.	g	ft.
25	0.15	200	
50	0.33	90	
75	0.47	64	
100	0.66	45 1/2	
125	0.92	32 1/2	
130	0.95	31 1/2	
Handbrake	0.36	83 1/2	

Fade test

20 stops at 1/2 g deceleration at 1 min. intervals from a speed midway between 30 m.p.h. and maximum speed (= 66.1 m.p.h.).
Pedal force at beginning 78 lb.
Pedal force at 10th stop 57 lb.
Pedal force at 20th stop 57 lb.

Hill climbing

At steady speed		lb./ton
Top	1 in 12.0	(Tapley 185)
4th	1 in 9.5	(Tapley 235)
3rd	1 in 6.5	(Tapley 340)
2nd	1 in 4.7	(Tapley 470)

Steering

Turning circle between kerbs:	ft.
Left	31 1/4
Right	33 1/2
Turns of steering wheel from lock to lock	3.5
Steering wheel deflection for 50 ft. diameter circle	1.0 turns

Clutch

Free pedal movement = 1 1/2 in.
Additional movement to disengage clutch completely = 3 in.
Maximum pedal load = 42 lb.

Speedometer

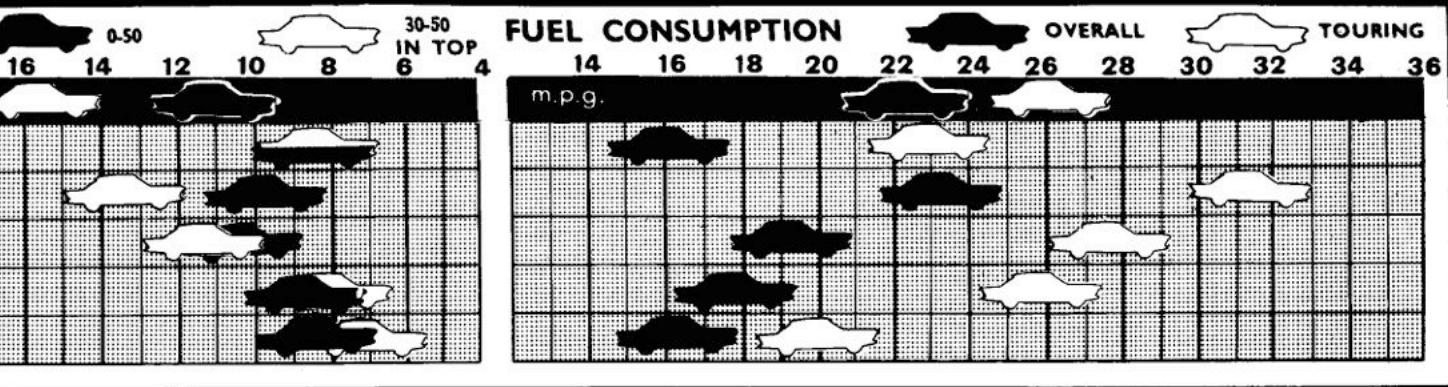
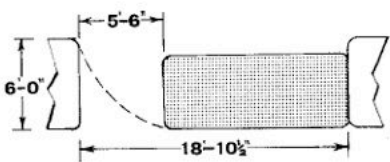
Indicated	20	30	40	50	60	70	80	90	100
True	17 1/2	26 1/2	35 1/2	44 1/2	54	63	73	82	91
Distance recorder	3 1/2% fast								

Weight

Kerb weight (unladen with fuel for approximately 50 miles) 18.9 cwt.
Front/rear distribution 57 1/2/42 1/2
Weight laden as tested 22.7 cwt.

Parkability

Gap needed to clear a 6 ft. wide obstruction parked in front:



Alfa Romeo GT 1300

continued

able set-ups. The Alfa Giulias all use conventional wishbone front suspension but the live rear axle is located by twin lower trailing arms and an upper, slightly offset, A-bracket which gives a fairly high roll centre. However, there is little tendency for the inside rear wheel to spin on tight turns with the modest output of the 1300 engine, despite the quite high roll angles.

The steering ratio did not appear to be as low as on the saloon models and all direction changing except side-street turns could be done without shuffling hands. Little kickback is felt at the wheel and plenty of wet road feel is transmitted as the car starts to slide gently on its Cinturato S tyres; these are a special Milan brew for Alfas which have a slightly higher speed rating than the standard tyre—not that it's necessary on the 1300—traded for slightly lower wet road grip than the standard Cinturato. On dry roads they hang on very well with some squeal and it is difficult to break adhesion unless you throw the car round; it understeers through most of the range and only occasionally do you reach the oversteer condition, when you are going very fast, but it doesn't leap sideways on bumpy corners and doesn't have the rocking motion which the saloons develop at track speeds. Even if you ease up on corners there is no sudden directional change and, in fact, the handling is very safe and predictable. On wet roads it is much easier to lose adhesion but it is not sudden and you can feel the front wheels beginning to run wide before they eventually break away; if you do feed too much power in on wet roads, which is difficult on the 1300, the tail comes round but you can still catch it from surprisingly high attitude angles, although you might have to take another bite at the wheel, thus increasing the danger of over-correction. But, whatever happens, it is safe, fun and controllable.

Initially, we were surprised by the brakes; they felt very heavy at town speeds and a $\frac{1}{2}$ g stop required 80 lb. pedal pressure. But during the fade test they rapidly became lighter as they warmed up and at the end the same stop required only 55 lb.—an average figure. The pads thus appear to be quite hard and to resist fade completely; they needed only a single stop after the water splash to restore them to their normal cold pressures. There is some logic in this: for occasional use they are not too heavy for normal stopping up to $\frac{1}{2}$ g but, for a panic stop, their heaviness reduces the danger of premature wheel locking since it needs around 130 lb. for the best stop. On the other hand, for frequent use around the Alps when heavy brakes would be rather tiring, the required pressure is some 30 lb. less.

Safety Check List

Steering assembly

Steering box position	On bulkhead
Steering column collapsible	No
Steering wheel boss padded	No
Steering wheel dished	No

Instrument panel

Projecting switches	Three on facia
Sharp cowl	None
Effective padding	Top and bottom of facia

Windscreen and visibility

Screen type	Laminated pop-out
Pillars padded	Covered
Standard driving mirrors	Interior only
Interior mirror framed	Yes
Interior mirror collapsible	Yes
Sun visors	Soft padding

Seats and harness

Attachment to floor	Sliding runners
Do they tip forward	Back rest only
Head rest attachment points	No
Back of front seats	Well padded
Safety harness	Lap and diagonal well placed
Harness anchors at back	No



Despite the high sill and slightly narrow boot opening we managed to get a good 6.8 cu.ft. of our test luggage inside. The spare wheel lives under all the luggage. Toolkit is surprisingly versatile.

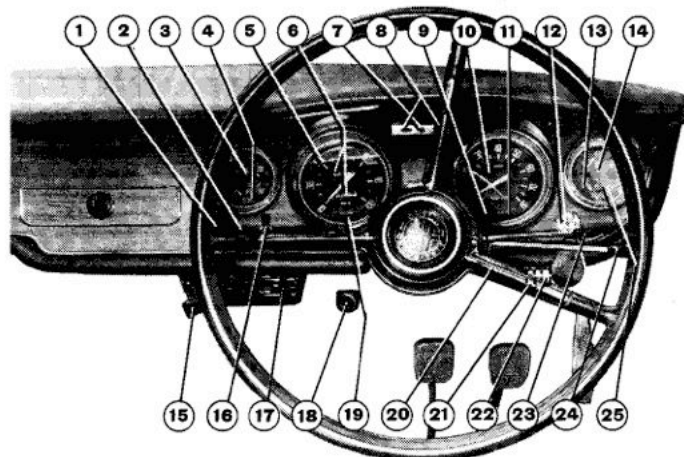
With a strong pull the handbrake can lock the wheels for a 0.36 g stop and hold the car on a 1-in-3 hill; we had to use two hands for this on the test car, but it is possible that one having less slack would allow better leverage and less effort.

Comfort and controls

Firm suspension breeds a firm ride; the Alfa follows the surface fairly faithfully but it is sufficiently well damped not to jerk the occupants unpleasantly. On typical French roads, the worse bumps generate a rocking motion and you can sense that the car is moving on a highish roll axis, but on the generally better English roads this is fairly rare and the car can be driven quickly over any surface with no rattles. At low speed there are some radial ply thumps on ridges, but the mounting points do not excite any body vibrations.

Much of the slightly restless ride is absorbed in the excellent seats; although they are not quite as sumptuous as those in the bigger-engined cars and are a little short in the thigh, they are very comfortable with good side support and can give an ideal long-armed position to all sizes. Taller people may find their knees fouling the steering wheel while "heel-and-toeing". The seat slides over such a range that an average 5 ft. 9 in. driver still has two notches left over; a simple cam controls the backrest angle, giving 10 positions over quite a small angle so the adjustment is unusually fine for this system. There are lap-and-diagonal seat belts at the front; the shoulder strap passes over at a good angle and grips the driver well with no tendency to slip off the shoulder. Once you are strapped in, however, choke and hand throttle

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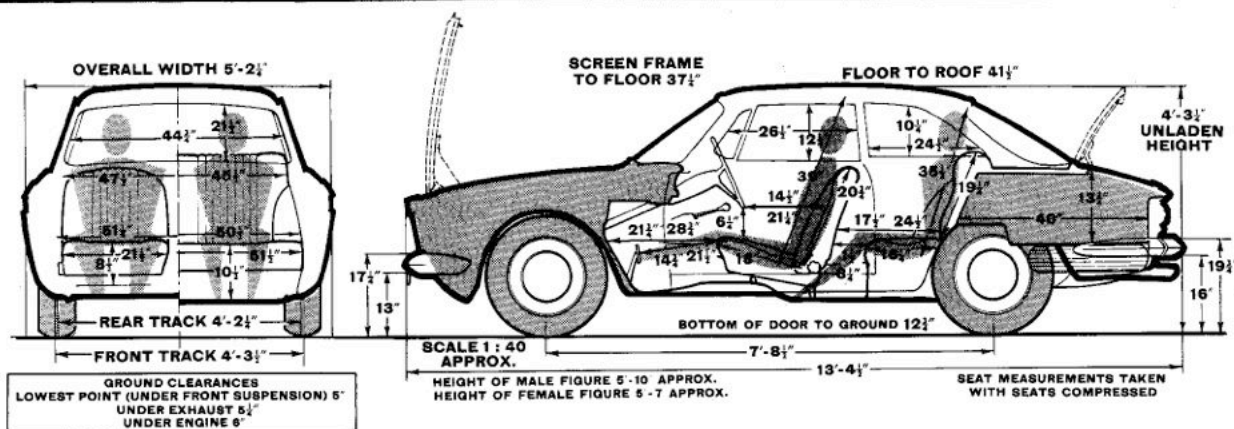


1, fan. 2, panel light. 3, water temperature gauge. 4, oil temperature gauge. 5, speedometer. 6, total and trip mileage recorders. 7, dynamo warning light. 8, indicator tell-tales. 9, main beam tell-tale. 10, rev. counter. 11, lighting tell-tale. 12, ignition/starter key. 13, fuel reserve tell-tale. 14, oil pressure gauge. 15, heater temperature. 16, wiper switch. 17, heater direction control. 18, washer/wiper plunger. 19, heater fan tell-tale. 20, horn spokes. 21, choke. 22, hand throttle. 23, indicator stalk. 24, lighting stalk. 25, fuel gauge.



One of Bertone's most attractive designs, kicking up the dust. You can just see the rear deck if you stretch your neck.

Specification



Engine

Cylinders	4
Bore and stroke	74 mm. x 75 mm.
Cubic capacity	1,290 c.c.
Valves	Twin overhead camshafts
Compression ratio	9:1
Carburettors	2 Weber 40DCOE28
Fuel pump	Fispa 4033/01
Oil filter	Fram
Max. power (gross)	103 b.h.p. at 6,000 r.p.m.
Max. torque (gross)	101 lb. ft. at 3,200 r.p.m.

Transmission

Clutch	Fichtel and Sachs 8 in. dia. s.d.p.
Top gear	0.86
4th gear (s/m)	1.00
3rd gear (s/m)	1.355
2nd gear (s/m)	1.988
1 gear (s/m)	3.304
Reverse	3.01
Final drive	Hypoid bevel 4.555:1
M.p.h. at 1,000 r.p.m. in:—	
Top gear	18.3
4th gear	15.7
3rd gear	11.6
2nd gear	7.9
1st gear	4.7

Chassis

Construction	Unitary
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Brakes

Type	Hydraulic disc brakes
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Dimensions . . . 11 1/2 in. dia. front, 9 1/2 in. dia. rear

Friction areas:

Front:	16.1 sq. in. of lining operating on 227 sq. in. of disc
Rear:	11.8 sq. in. of lining operating on 139 sq. in. of disc

Suspension and steering

Front	Independent—double wishbones and anti-roll bar; coil springs
Rear	Live axle—two lower trailing arms and upper A-bracket; coil springs

Shock absorbers:

Front:	} Girling telescopic
Rear:	
Steering gear	Burman cam and peg
Tyres	Pirelli or Michelin 155-15
Rim size	4 1/2 x 15

Coachwork and equipment

Starting handle	None
Jack	Side lift
Jacking points	Two either side under door sill.
Battery	12 volt negative earth, 40 amp. hour capacity
Number of electrical fuses	8
Indicators	Self-cancelling flashers
Screen wipers	Electric single speed
Screen washers	Foot plunger
Sunvisors	Two
Locks:	
With ignition key	Ignition/starter only

With other keys . . . 1 for doors, boot and glove locker

Interior heater	Fresh air type
Extras	Radio
Upholstery	Elasticated leatherette
Floor covering	Rubberized carpeting
Alternative body styles	None

Maintenance

Sump	10 pints SAE 20W/40
Gearbox	3.2 pints SAE 90
Rear axle	2.5 pints SAE 90 EP
Steering gear	SAE 90 EP
Cooling system	13 1/2 pints (drain taps 2)
Chassis lubrication	Every 3,750 miles to 2 points
Minimum service interval	3,750 miles
Ignition timing	2-4° b.t.d.c.
Contact breaker gap	0.014-0.016 in.
Spark plug gap	Preset non-adjustable
Spark plug type	Lodge 2 HL
Tappet clearances (cold)	Inlet 0.019 in.; Exhaust 0.021
Valve timing:	
Inlet opens	18 1/2° b.t.d.c.
Inlet closes	42 1/2° a.b.d.c.
Exhaust opens	42 1/2° b.b.d.c.
Exhaust closes	18 1/2° a.t.d.c.
Front wheel toe-in	0.08—0.16 in.
Camber angle	0° 50'
Castor angle	0° 30'-1° 30'
Kingpin inclination	Not given
Tyre pressures:	
Front/Rear:	24/26 p.s.i. (normal)
	26/30 p.s.i. (high speed)

Alfa Romeo GT 1300

continued

become inaccessible so you have to prod them with a gentle right foot, although if you follow the instructions the engine should be warm before moving off.

Access to the rear seat is quite good when the front backrest has been folded forward; there is plenty of head and shoulder room for people up to 5 ft. 10 in. but the one behind the driver will have to sit with knees askew, while the other one will have to push the front passenger forward to get his knees either side of the seat back. Once arranged like this, the Alfa is a fairly reasonable four-seater for short journeys; for long distances it is better termed a three-seater.

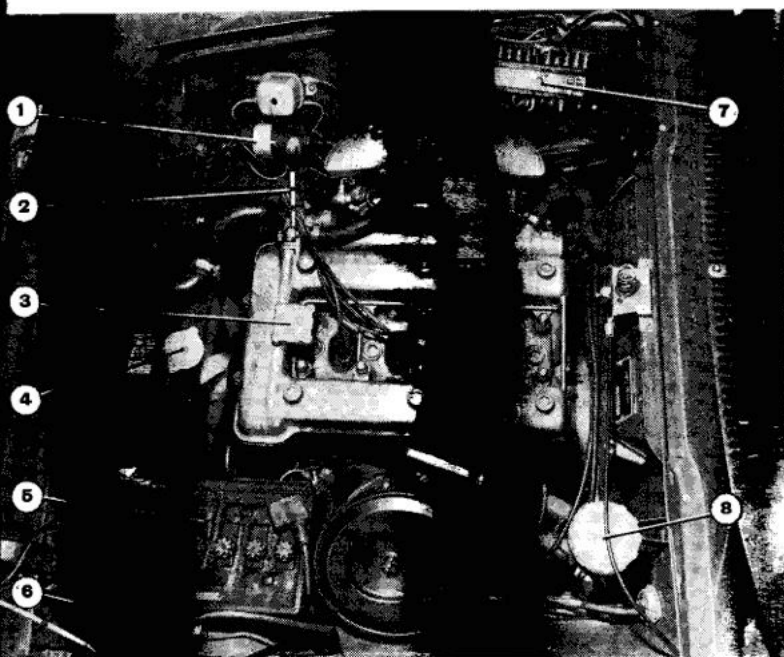
From the driver's seat the view is good in all directions with thin pillars all round, and it is possible to see the rear end if you reach upwards slightly when parking. The single-speed wipers overlap in the centre and sweep up parallel to the screen pillar to maintain good wet vision and there is a foot-operated wash-and-wipe button. The lights are well up to the car's performance, although the dipped beam is rather short.

Controls for the heater are kept to a simple minimum with two levers and one flap to control temperature, volume and direction very effectively. There is no separate face level ventilation, but it is not unpleasant to drive with the side window open on a hot day; with the rear quarter-lights open there is little useful increase in air throughput but some increase in noise.

On the whole the noise level is untiringly low; there is little

Insurance

AOA Group rating to be published later
Lloyd's On application



1, coil. 2, dipstick. 3, oil filler cap. 4, radiator filler cap. 5, battery. 6, washer reservoir. 7, fuse/terminal box. 8, brake fluid reservoir.

MAKE: Alfa Romeo. **MODEL:** GT 1300. **MAKERS:** Alfa Romeo S.p.A., via Gattamelata 45, Milan, Italy.



Hand throttle and choke concealed under the fascia. Pedals sprout from the floor; water came in through here in our water splash test. (Right) Release for the boot is concealed in the door lock pillar. It can be locked.



Seat back rest angle is controlled by simple cam with good fine adjustment. Quarter lights have their own wing nuts (right).

wind noise—a slight whistle through poor quarter-light sealing—and engine noise is sufficiently well insulated to make it almost inaudible at tickover, quiet up to 3,500 r.p.m. and just an ever-increasing hum up to peak revs.

Fittings and furniture

Simulated wood is used for a fascia covering, with the instruments recessed. Unlike the classically simple layout of the Giulia Super, with two large dials and a clock in between visible through the top of the wheel, the GT has four dials—two large flanked by two small—giving you oil temperature in exchange for the time. The centre two instruments still fall easily in the line of sight but the two outer ones are just outside the quick glance line and the oil pressure/fuel gauge on the right reflects the light from the side window, obscuring the markings.

There is only one oddment locker on the fascia and nowhere else to put things, but the boot takes a surprising 6.8 cu.ft. of our test luggage. The lid is released by a lever in the rear door upright and needs a good slam to shut it. One ashtray is provided on the transmission tunnel and two in the rear compartment.

Servicing and accessibility

Although the under bonnet area is rather cluttered with the short, wide engine, you can reach all the items required for running maintenance, like distributor, fuel pump, plugs, etc., but since an oil change is required every service at 3,750 miles it is probably better to have all the work done by a dealer—there are 66 of them, well spread throughout the country.

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Routine service

Every 3,750 miles: Change engine oil and filter; check gearbox, back axle and steering box oil levels; grease distributor and prop. shaft joints; clean air filter and carb. jets; check fan belt, plugs, contact breaker gap and timing, battery level and brake pads; top up brake fluid reservoir. **Every 7,500 miles:** Check valve clearances and clutch pedal play;

clean fuel filter, check headlamps and change over wheels.

Every 11,250 miles: Change gearbox and differential oils; check water pipes and hoses; check steering linkage, front wheel toe-in and camber, adjust front wheel bearings, change brake fluid, replace air filter element.

Every 22,500 miles: Inspect brake system, tighten all nuts and bolts. General: grease all linkages and hinges.