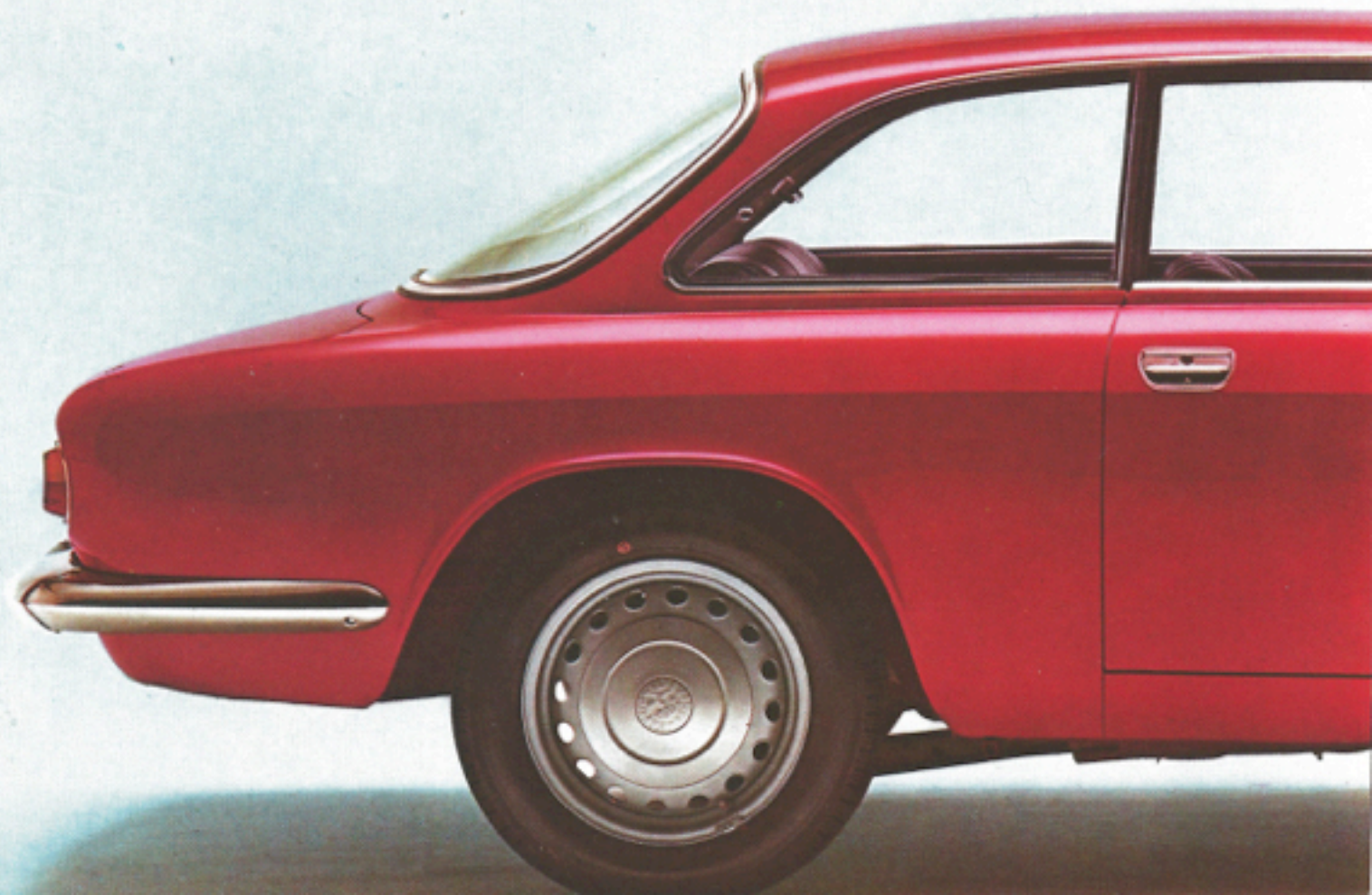


# GT 1300 JUNIOR ALFA ROMEO



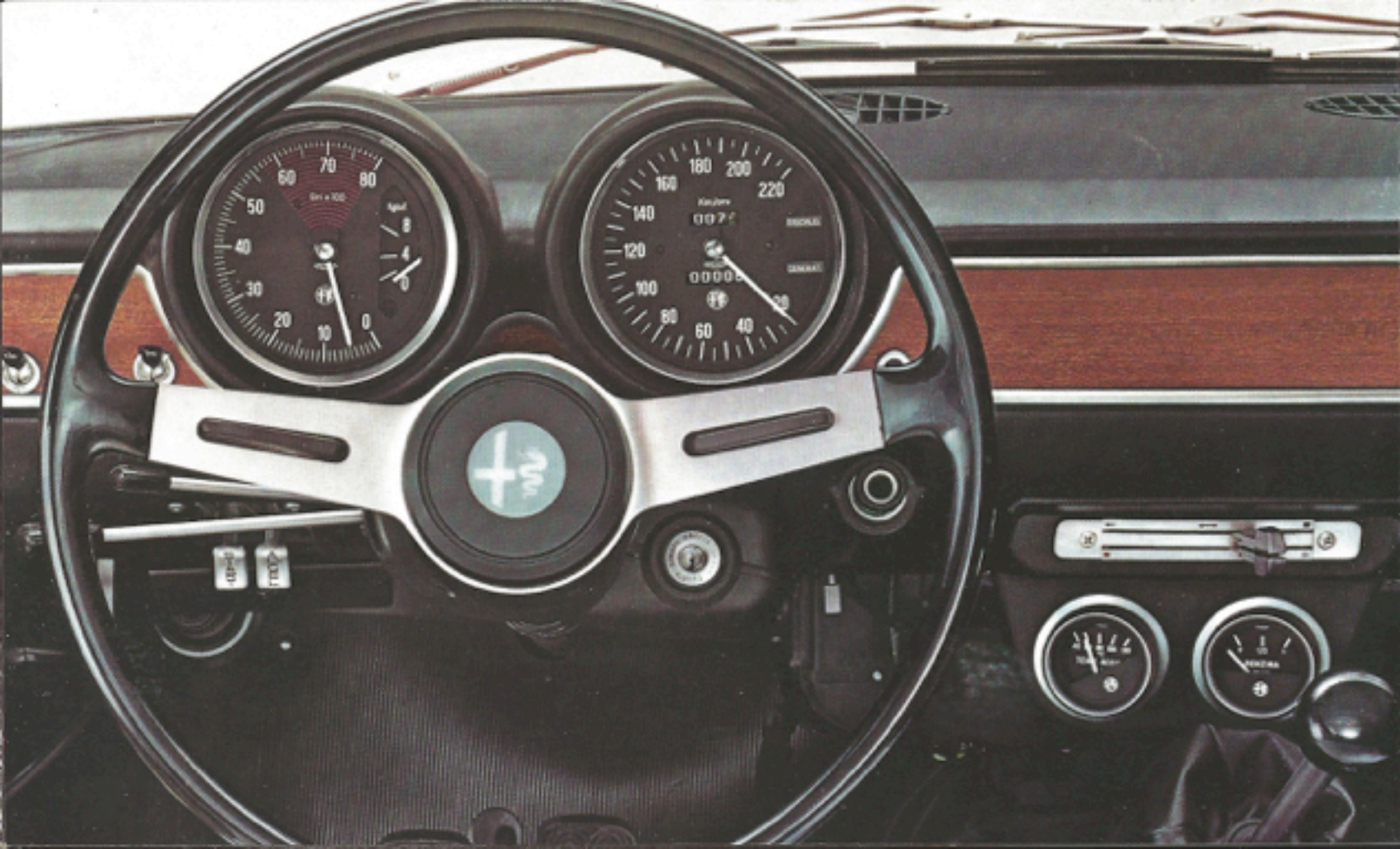






# GT 1300 JUNIOR









The 1300 GT is a sports car for high speed motoring. Motoring that gives you all the famous Alfa features - plus.

You get surprisingly low running costs from the small engine. And you get the same advanced technical improvements that have made the 1750 such a successful car.

The maximum power of the 1300 GT is a remarkable 103 BHP-SAE. This gives you fantastic output at any rpm. At 1800 rpm the engine is producing sufficient power for the most spirited acceleration. At 4600 it's cruising at a cool 85 mph — with half the engine's power-potential still in reserve! A stand-







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ing start km. takes 35 seconds flat.

The 1300 GT technical data reads like a list of sports car features. There's a sports-type engine design from the twin cams and hemispherical combustion chambers to the sodium cooled valves. There's a one-barrel-per-cylinder carburettor. A 5 speed gearbox. And optional wide section 165x14 tyres. The clutch has a new type hydraulic control and any reaction from the rear suspension is absorbed by the new rubber mountings.

**Road holding.** One of Alfa's traditional strong points. Now made even better on the 1300 GT

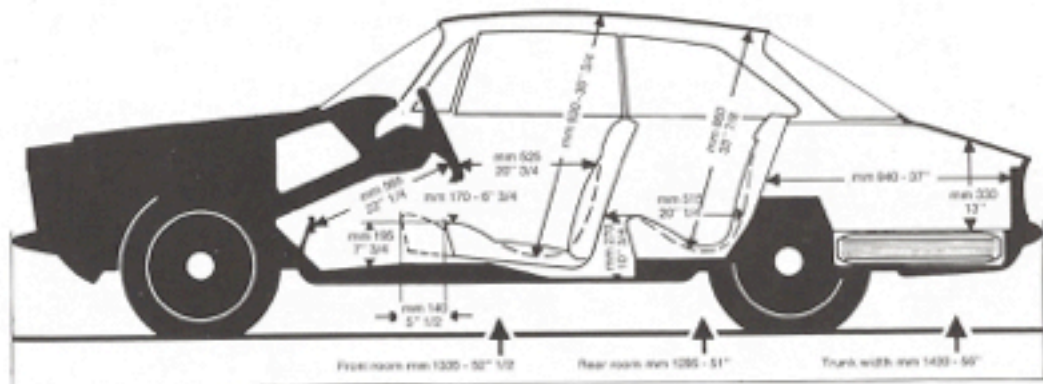
with an anti-roll bar on the rear suspension.

**Braking power.** Another great Alfa feature. In the 1300 GT, it's backed up with a braking power regulator which operates in relation to the intensity of the braking effort. This helps to keep the car in control on slippery roads or whilst emergency braking. The parking brake is completely separate from the foot brake and acts on special drums.

**Comfort.** It reaches a new high in the 1300 GT. The interior, is almost completely soundproof. It's insulated with a sound-absorbing pad from dashboard to luggage boot - 1" thick at cri-

tical points. The trim matches the elegant good looks of the car. There's a newly designed dashboard made from impact absorbing material finished in natural wood. The easy-to-reach instruments include a two speed screenwiper (foot or hand operated) and luxury cigar lighter. The driver's seat adjusts to suit every individual driver... and that includes the body-shaped seat back.

There's ample room for two in the back — with exceptional comfort for a car of this size. And the ventilation and heating systems have been improved with a new air mixing system and two-speed fan.



Cylinders		4 in line
Bore	mm	74
Stroke	mm	75
Capacity	cc	1290
BHP rpm SAE		103/6000
Wheelbase	mm	2350 (7'8 1/2")
Front track	mm	1324 (4'4 1/4")
Rear track	mm	1274 (4'2 1/4")
Overall length	mm	4080 (13'4 1/2")
Overall width	mm	1580 (5'2")
Overall height (unladen)	mm	1315 (4'4")
Kerb weight	kg	990 (lbs 2180)
Maximum speed over	km/h	170 (mph 105)
Tyres		155 SR 15
Tyres (Optional)		165 SR 14
Seats		2 + 2
Electrical system	Volt	12
Petrol tank capacity	litres	46
	imp. galls	10.1

**Carburetion:** two horizontal twin-choke carburettors.

**Valves:** V-overhead valves, directly operated by two camshafts acting through oil bath cups. Sodium-cooled exhaust valves.

**Ignition:** Golden Lodge sparking-plugs.

**Clutch:** single dry plate with progressive engagement. Diaphragm spring. Hydraulically operated.

**Gearbox:** Five synchromesh forward gears and reverse. Floor mounted gear shift lever.

**Rear axle:** anchored to body structure by two trailing arms and upper - A - bracket for transverse anchorage all with rubber bushes on the frame and axle; hypoid-type final drive.

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

**Rear suspension:** coil springs and co-axially mounted telescopic, hydraulic, double-acting shock-absorbers; transverse anti-roll bar.

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

**Brakes:** four discs, with braking power regulator on rear wheels. Vacuum operated servo. Handbrake operating independently of service brake through special drums on rear wheels.