



Alfa Romeo Giulia 1300 TI

Do you also think than your new car should have all the following features combined?

the same as in the Giulia 1600 but scaled down to 1300 cc and like it, having a light alloy crankcase and cylinder head, twin overhead camshafts and a separate branch exhaust system. Only such an outstanding engine could make use of a 5 speed gearbox; and in fact the Giulia 1300 TI is the only car of its cylinder capacity that has one. The advantages are obvious: more lively pick-up, maximum suitability for any type of road condition, able to maintain high road speeds at lower engine speeds.

... safety

A 5 seater car very often involves the increased responsibility of carrying our nearest and dearest. Today, on our roads, safety is achieved not by brakes alone. Of course the Giulia 1300 TI also has 4 servo-assisted disc brakes. But, additionally it has that double Alfa safety: a formidable power of acceleration at all speeds and the necessity to use, even at high cruising speed, only 50% of its engine power. Its road holding, braking capacity, etc., have a similar high level of efficiency. This is why, in the Giulia, power means safety.

... economy of operation

So far as tax and insurance costs are concerned the new Giulia is certainly in the 1300 cc class. But at equal speeds its petrol consumption is less than average and its

quality, life and continuity of performance are far superior. A glance at the engine will explain this strange arithmetic.

A five-bearing crankshaft gives it strength, sodium cooled valves reduce to a minimum the risk of overheating; and although built for high engine speeds, it normally runs at twothirds of its maximum. Its low petrol consumption is due to the system of carburation and to the 5th gear which is synonymous with economy at high speeds. Other factors contributing to the economy of operation of the Giulia 1300 TI are the quality of the materials and the great care in manufacture, for example, the six coats of paint, upholstery in imitation leather (Texalfa) or in stainproof and hard-wearing cloth and the stainless steel bumpers.

... comfort

The Giulia 1300 TI gives you everything you need to make your journey comfortable: 5 expanded polyester seats of unit construction, panoramic 88% visibility, a full complement of accessories and quality finish. But the singular comfort of the Giulia 1300 TI is due not only to the attention to detail, but, much more, to its stability and absence of noise and draughts at high speed.

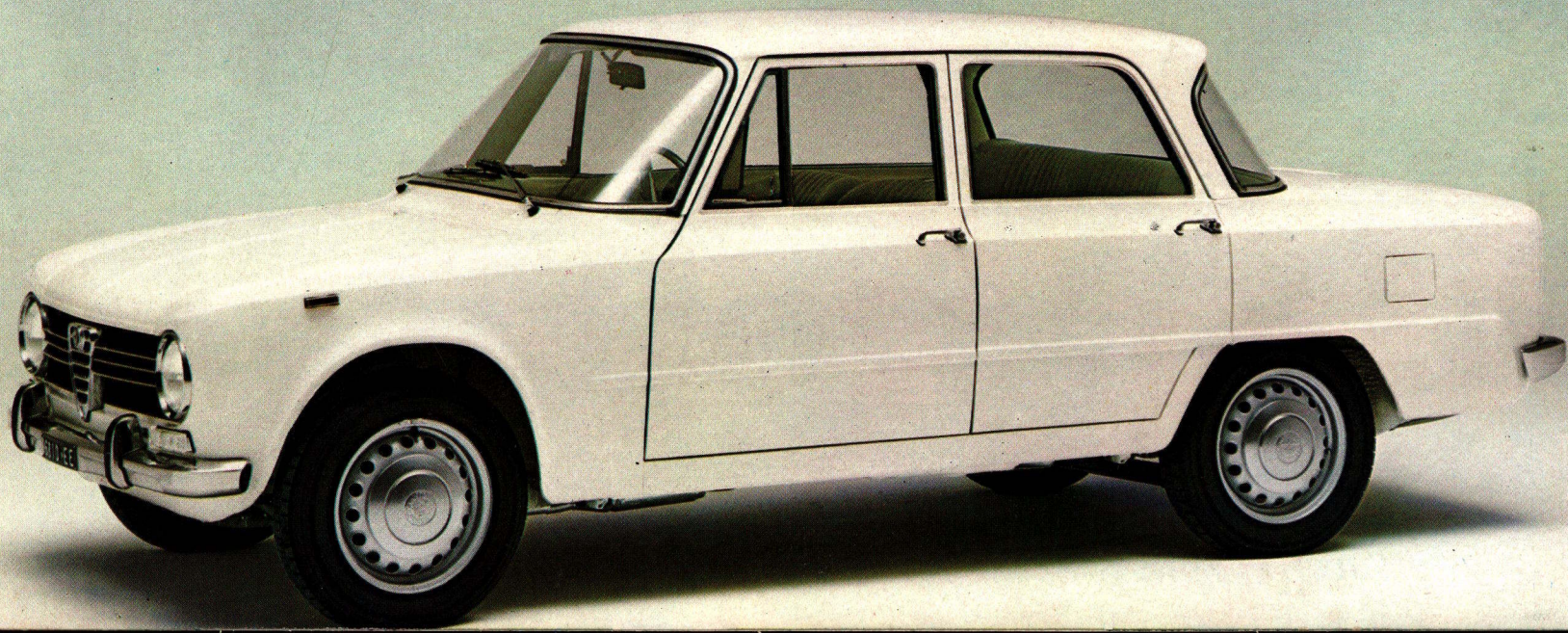
... prestige

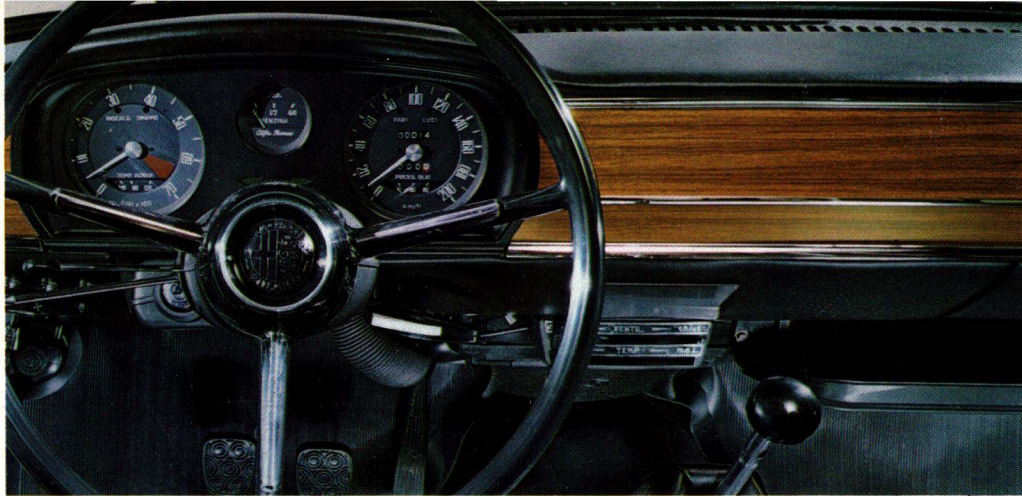
The Giulia 1300 TI is an Alfa Romeo.

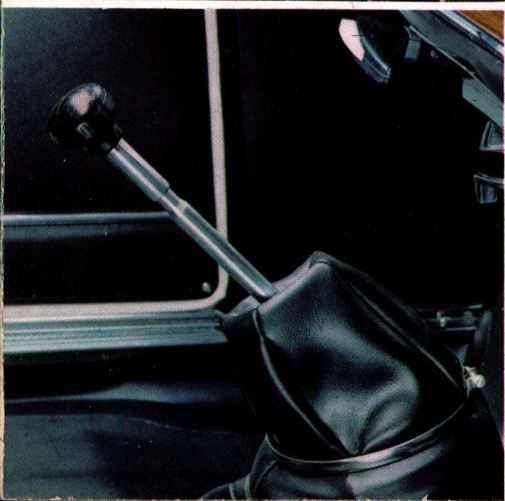
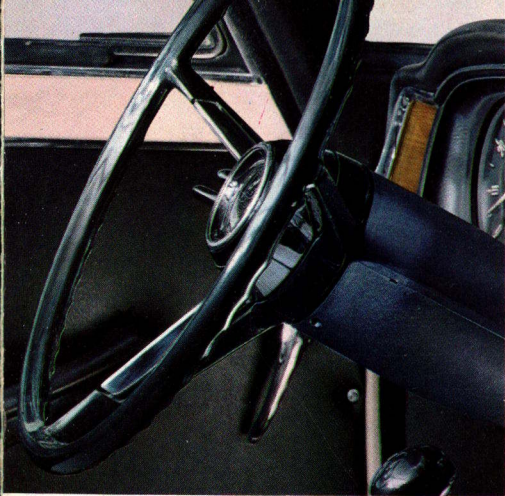
... power

An Alfa Romeo is the dream of everyone who already has a car and knows that power means something more than speed alone. The new Alfa is the most powerful 1300 cc four door saloon made today either in Italy or abroad: 94 BHP. SAE-more than 160 km/h. Such superiority is due to the engine, basically

The 1300 TI Alfa Romeo simplifies the choice of your new car







Giulia 1300 TI

Technical features

1/3 SØREN TRANDBERG
GL. KØGEVEJ 84 - VALBY
TLF. 30 65 83



Cylinders 4 in line
Bore mm 74
Stroke mm 75
Cylinder capacity cc 1290
BHP at 6000 rpm DIN 82
SAE 94

Wheel-base 8'3"
Front track 4'4 1/8"
Rear track 4'2 1/8"

Overall length	13'7"
Overall width	5'1"
Overall height (unladen)	4'8"
Kerb weight	lbs 2227
Top speed	over mph 100
Tyres	155 x 15
Number of seats	5
Electrical system	volts 12
Tank capacity	Imp gals 10

Carburetion: one vertical twin-choke carburettor.

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

Clutch: single dry-plate, with progressive engagement.

Gearbox: 5 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 servo-assisted discs. Handbrake, operating independently from service brake through suitable drums on rear wheels.

