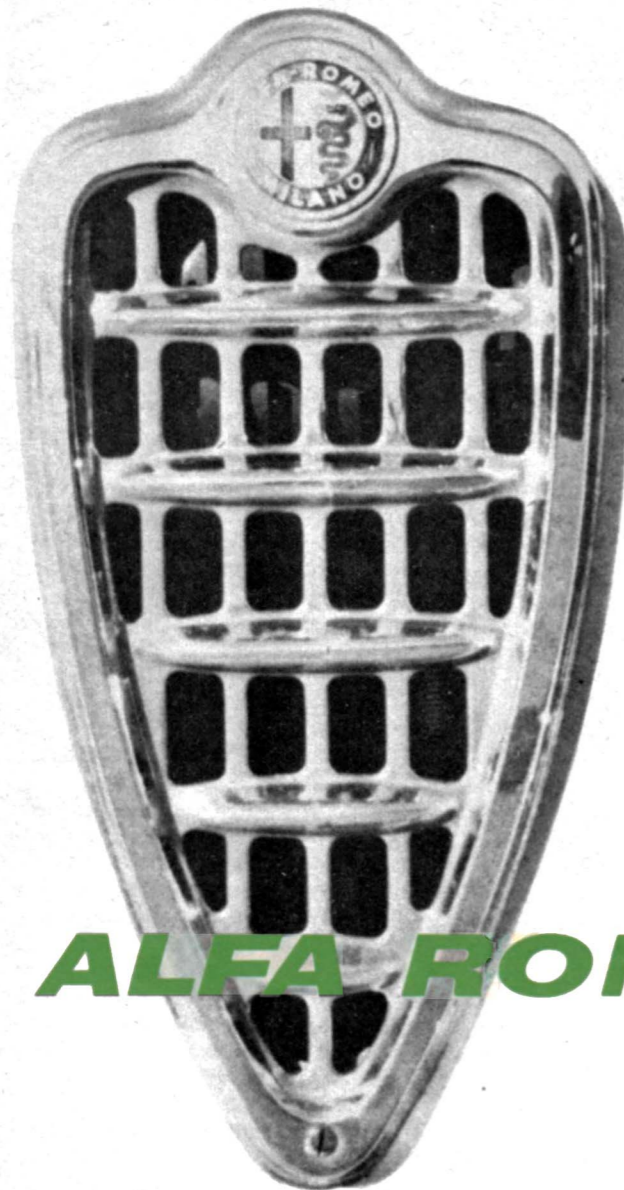


# SCIT ROAD TEST:



## ALFA ROMEO 1300 TI

**I**NTRODUCED at the Frankfurt Motor Show in 1957, the Alfa Romeo "TI" Berlina is a four-door 1300 Giulietta fitted with the 65 hp Sprint engine. With the introduction of the "Tourismo Internazionale", Alfa has added a fast machine designed specifically for international touring car competitions in 1958.

Remember the last Mexican Road Race in 1955, when a team of the famous Alfa 1900 "TI" machines swept the board in their class as well as showing their heels to numerous higher powered cars in the mountains? Well, Alfa Romeo is at it again, going after the 1300 "family car" laurels with this souped-up, sawed-off little bomb that is a tremendous surprise from behind the wheel.

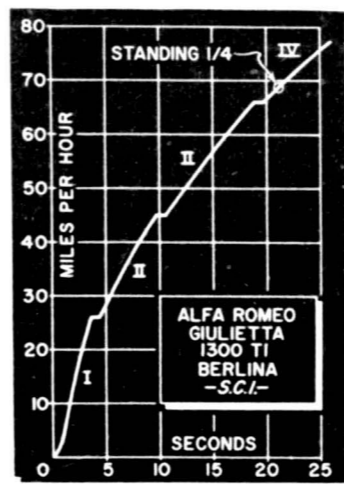
Mario Bernasconi, Alfa press relations chief, put a TI test car at our disposal for a week to do a tour of Italian factories. We picked it up at the Lugano (Switzerland) distributor, and with over 5000 miles already on the clock, it was obviously a well broken-in factory test car in an excellent state of tune.

The machine is basically a Giulietta from the ground up. Chassis, suspension and running gear are the same as the Sprint, except for the four-door sedan body welded to the platform frame. Distinguishing marks are hard to find. A plate on the dash says that it is a TI but there's nothing on the exterior. A half-pint' rev counter is set into the left side of the dash an easy glance away by the driver. The rest of the instruments are simple and well grouped, especially easy to read at night when illuminated. With the 100 mph speedometer are fuel gauge, oil gauge, and a fuel warning light. In a separate cluster at the right are the oil and water temperature gauges. Toggle switches actuate wipers, heater blower and panel light while conventional pull controls operate choke and interior air distribution, which operated well in the cold Italian winter.

The most pleasant surprise was the discovery of a hand throttle just under the steering column. This proved to be a



Plenty of room for passengers and their luggage. Trunk opens upwards, exposes Pirelli-fitted spare, tools and space.



big help when warming up the car after a freezing night. Instead of having to stay in the car and spend a minute playing footsie with the accelerator pedal, you could step up the idle and go back inside for a second cup of coffee. It seems to us that any sports-touring car should have a hand throttle, and Alfa is to be congratulated for providing this small but very convenient control. Turn indicators and a hand-operated dip switch complete the instrumentation.

Driving position was comfortable and pedal placement so ideal that it was almost a pleasure to heel and toe. Alfas are famous for this, even the pre-war machines had closely spaced pedals, but in those days the accelerator was between the clutch and brake. Thought had gone into seat design of the TI also, for there were slight naturally-fitting side braces in the seat squab offering a lot of lateral stability.

Physically, the TI lacks the beauty of line that the Sprint possesses: it has a stubby appearance that detracts from its Italian birthright. But like most Italian products, appearance does not necessarily indicate what is below the surface. The TI proved to be a lot of fun, from the spot behind the wheel.

It is surprising how much space Alfa has been able to provide inside their four-door Giulietta, for it is still a small car. It has the same wheelbase as the Sprint series, but there is ample room for four passengers and their luggage. The trunk is surprisingly large. Storage compartments inside the car are small: the glove compartment and the map pockets in the doors are too narrow to be of much use.

The hood latch was hard to find, but was finally located on the firewall directly over the pedals. An orthodox safety catch up front released the hood, revealing the compact 65 hp Sprint engine sitting well down in the engine room. There is easy access to plugs, oil dip stick and the like, but the battery is in the trunk away from engine heat. Instead of the single-throat Solex that comes on the conventional

(Continued on page 60)

### ALFA ROMEO GIULIETTA 1300TI BERLINA

#### PERFORMANCE

**TOP SPEED:**  
Two-way average ..... 90 mph

**ACCELERATION:**

From zero to	Seconds
30 mph	5.4
40 mph	8.1
50 mph	12.4
60 mph	16.3
70 mph	21.7
Standing 1/4 mile	21.1
Speed at end of quarter	69 mph

**SPEED RANGES IN GEARS:**

Gear	Speed Range (mph)
I	0-26
II	6-45
III	10-66
IV	22-top

**FUEL CONSUMPTION:**

Hard driving	23 mpg
Average driving (under 60 mph)	27-28 mpg

**BRAKING EFFICIENCY:**  
(10 successive emergency stops from 60 mph, just short of locking wheels)

Stop	Per cent
1	59
2	59
3	57
4	57
5	57
6	59
7	50
8	50 right rear locking
9	50 right rear locking
10	59

**POWER UNIT:**

Type	In line 4
Valve Arrangement	80° Dohc
Bore & Stroke	2.85 x 2.89 in (74 x 75 mm)
Stroke/Bore Ratio	1.01/1
Displacement	78.7 sq in (1290 cc)
Compression Ratio	8.1
Carburetion by	Solex 35 APAI-G
Max. Power	65 bhp @ 5500 rpm
Max. Torque	79.5 lb ft @ 3500 rpm
Idle Speed	1000 rpm

**DRIVE TRAIN:**

Transmission ratios	
I	3.31
II	1.96
III	1.35
IV	1.00
Final drive ratio (test car)	4.55
Other available final drive ratio	4.10
Axle torque taken by	radius arms and A bracket

**CHASSIS:**

Wheelbase	93.7 in
Front Tread	50.6 in
Rear Tread	50.0 in
Suspension, front	Coils and wishbones, anti roll bar
Suspension, rear	Coil springs, radius arms, A-bracket
Shock absorbers	Telescopic
Steering type	Worm and roller
Steering wheel turns L to L	3.5
Turning diameter	36 ft
Brake lining area	139.5 sq in
Tire size	155 x 15 (equiv to 5.60 x 15)

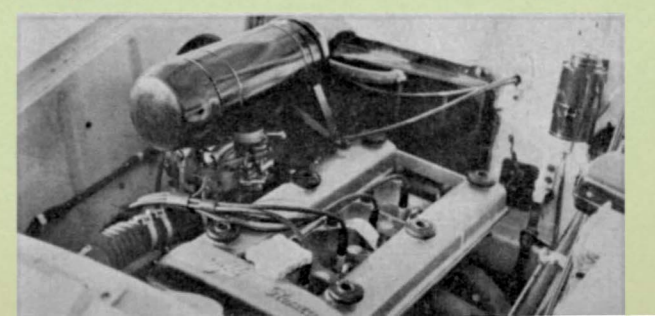
**GENERAL:**

Length	157 in
Width	61 in
Height	55 in
Weight, test car	2050 lbs
Weight distribution, F R	49/51
Weight distribution, F R, with driver	48/52
Fuel capacity	14 U. S. gallons

**RATING FACTORS:**

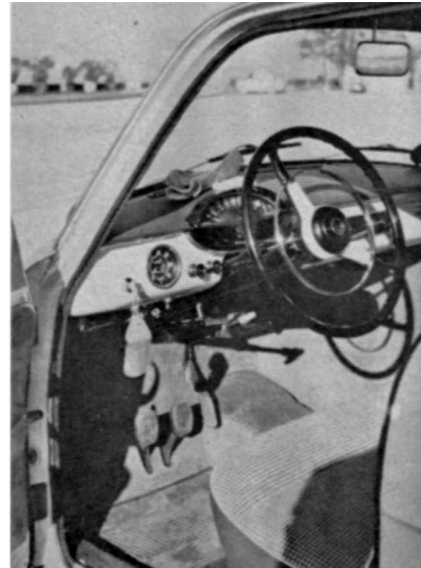
Bhp per cu in	0.83
Bhp per sq in piston area	2.41
Torque (lb-ft per cu in)	1.01
Pounds per bhp - test car	31.6
Piston speed @ 60 mph	1830 fpm
Piston speed @ max bhp	2640 fpm
Brake lining area per ton (test car)	136 sq in

TI engine is fitted with one double-choke downdraft Solex.



Really barreling this family sedan into a turn on the Modena Autodromo, the lock on the wheels indicates understeer. Increasing pressures in the tires improved handling.

Although the TI uses the same chassis and running gear as the Sprint coupe and Spyder roadster, it is a very roomy 4-door sedan.





# Floyd Clymer's

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# ALFA

(Continued from page 39)

Giulietta Berlina, the TI version is fitted with a double-choke downdraft Solex 35 APAT-G with accelerator pump.

Once behind the wheel of the car and out on the open road, it's easy to feel at home. Our immediate reaction was that it would turn out to be a "fun car", and this proved to be true. The steering is light and quick; the gear lever, though situated on the column, is solid yet light, with the feel of the floor-mounted version found on the Sprint Veloce and Spider. The engine is extremely responsive and the weight of the overall car has been kept down to a minimum. In traffic, one is laps ahead of the rest of the pack by merely using engine revs and the gear box as they ask to be used. Shifts can be rushed without groning noises jumping out from under the floor boards.

On the *autostrada* we checked the speedo and found it to be hopelessly fast, but a maximum in third gear proved to be an honest 65 mph. As for top speed, we were able to clock only a 90 miles per hour two-way average, but with a bit of attention to the carburetor, the TI should reach its advertised 95 with ease.

At high revs engine noise was loud, but the wind noise was less than that of the Sprint Veloce. At high revs in high gear, there is the same feeling of extreme confidence that the Veloce inspires.

Brakes are taken directly from the Sprint, and no criticism is needed. Giulietta drivers know that their best weapon is their anchors, and this little four-door bomb is no exception. We had fade in our test, but recovery was almost immediate. Brake potency is amazing, even though the system is not servo-assisted.

Cruising speed of the TI is anything up to 90 mph. Stability is good at high speeds and fast cornering showed the car to have excellent road holding qualities on either Pirelli "Cinturato" or Michelin.

To determine the car's mannerisms on the track, we took our TI to the Modena "autodromo". This is not an earthshaking circuit, but still it offered opportunity to discover how the car behaved when really trying. Fast corners offered no problems; but on slow to medium fast (such as the "S" corner at Modena) we found too much understeer for complete happiness. Adjusting tire pressures, both front and rear, altered the slip angles of the tires, putting the car in a better frame of mind to turn, and us just in a better frame of mind. Rear end breakaway could be provoked, but as the British say, in "an untidy manner". The high rev limit gives the car considerable flexibility.

Complaints center around the poor-quality and small dash and window controls, and the trunk latch is stiff and difficult to actuate without undue force. But aside from this, the TI is a first class sports-touring type car with near perfect brakes, and a lively, well-proven 4 cylinder dohc engine. For the frustrated family man who wants to put some fun in his motoring—real Italian style fun that is—don't walk, but run to your nearest Alfa dealer.

Jesse L. Alexander

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