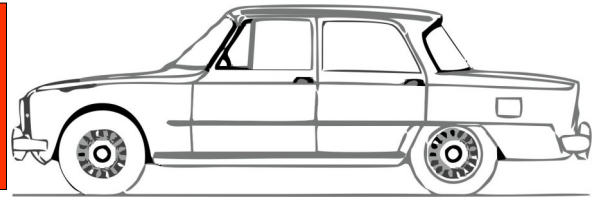


Super News

Volume 1, Number 3, Summer 2012



Well, another year draws to a close, and that means another new year ahead to look forward to, another year to enjoy our cars, to start up or even better, to finish off that resto project that has been taking up space in your garage, or wherever it is that you have your works-in-progress stored.

Good luck with whatever project you have on the go.

I've been using my Super as a daily driver for some time now and I never cease to be amazed at the reaction that I get from so many people when I am out and about in the car. A situation that I'm sure many of you would be all too familiar with. I still get a huge buzz when I hear a compliment or positive remark about my car, particularly



when it has been given a good clean and polish as it had when the photo above was taken a while back.

Of course some people have to ask what make it is and how old. Kind of a nice way to make new friends and or to pass an enjoyable few minutes.

One of the other benefits that I have noticed, and enjoyed of course, is the courtesy that a lot of drivers of newer cars display to me in my 'old' car and let me slip into a line of traffic from the kerb, something they seldom appear to do for others in newer model cars.

I'd also like to thank people for their on-going support for the newsletter and thanks to those who have contributed information and material.

In closing I would like to pass on the very best of Christmas Wishes to everyone and trust that you will all enjoy a great, and very importantly, a safe 2013.

Super regards

Barry Edmunds

Spa Report

The Six Hours of Spa is a whole weekend of spectacular classic motor racing. The event is held annually at the famous Francorchamps circuit which nestles in the beautiful Ardennes region of Southern Belgium. The programme features more than a 1000 drivers and some 600 vehicles competing in 20 different races.

Favourites such as Ford GT40's, E-Type Jaguars, Bentley 4.5's, Brabham's, Lola T70, Ferrari 250LM and in the Under Two Litre Touring Car race (U2TC), Alfa GTA's along with TI Supers battling it out with Lotus Cortina's, Mini Cooper's and BMW 1800 TI's.

The highlight of the weekend is the Six Hours endurance race on Saturday run from 16.00hrs through to 22.00hrs.

The sight of more than one hundred pairs of headlights piercing through the Ardennes darkness gives the event a surreal aspect.



One of many well presented Dutch Supers that attended the Spa classic race weekend.



Furiani Racing brought their Colli wagon along to the classic racing weekend at Spa.

Spa Six Hours is far more than just a succession of races, as prestigious as they might be. The event embodies an incredible atmosphere and is shared by the entire family of classic car enthusiasts.



One of a number of highly modified Supers at Spa; this one came from Belgium. Note the Peugeot GTI wheels.



This very tidy 1300 Super was from Belgium.



A Ti Super replica



How low can you go? The owner of this German-registered Super obviously knows.

In the vast P14 parking zone situated behind the permanent F1 stands, the Fédération Belge du Véhicule Ancien (FBVA), co-ordinates a breath-taking display of classic cars from all over Europe for the Spa classic race weekend.

Whilst just about every make and model was represented, there was a very strong gathering of Alfa Romeo's, with a bias towards the 105 series cars.

Words and photos of the Spa classic race weekend by Stuart Taylor

It Broke or Gave Up, So What Now!

It might be an old and perhaps even a well worn adage but it is still one that applies today - necessity is the mother of invention.

I'm sure that anyone who has ever been involved in a vehicle restoration project, tinkered with an 'old' car or acquired a 'different' vehicle can readily relate to being a little innovative on the odd occasion.

If something is broken or worn and needs to be replaced and the part/s are not available the only two choices usually revolve around going without or creating the replacement part themselves. Us car people have become rather adept at making replacement parts. Tinkering with cars and being innovative somehow seem to keep good company.

When I acquired my first Super way back in the early 1980's I had to learn, and quickly, the numerous quirks and many other idiosyncrasies that were part and parcel of this strange little Italian car that I had acquired; it was after all a whole lot different to any motor vehicle I had ever owned previously, not just in looks but just about every other way.

Gradually, as I got to know the car I began to find the usual array of parts that were either worn out or broken or just needed replacing.

I soon discovered that many of these parts were simply not available which left me with a couple of options; go without or make it, somehow. Not always the best of choices, not if I wanted to keep my car on the road as it was my daily driver. There was also the problem of the not inconsiderable gap between one's

need and the ability to make something.

It should be remembered that this was back in a time when some replacement parts for 'older' Alfas were, at best, more often than not hard to come by or in the case of Giulia sedans simply just not available any longer.

The replacement parts industry that has grown in recent years has certainly made life so much easier for those of us who like to tinker with or restore old cars.

Over the years I have created a few small parts and, because of the economies of scale, I was usually able to make a few more than what I needed for my own use.

In my learning curve with my car one of the first parts needing replacement were the white rubber gaskets under the Carello side indicator light lens. The



originals had deteriorated with age and the rubber had turned to powder. I soon discovered that replacements were just not available so I was left with a major problem; go without or make them. I opted to make them. That was the easy bit.

Going to a commercial gasket maker was out of the question, mainly because of the small quantity involved and also because of the cost factor involved. With a combination of telephone time and good luck I sourced the material and then found a couple of people involved in the

local footwear industry and through them the appropriate knife and access to a press which I was able use to stamp out the gaskets. I decided to make the most of the opportunity and punched out a few extras while the opportunity presented.

I still have a few left if anyone wants replacements. They are only for the Carello side lights and sadly are not interchangeable with the Altissimo lights.

The same situation occurred with the heater face plates (see below) so I did some investigation and found the right material. That I happened to be working in the right industry at the time helped and so production was 'relatively' easy.

After my experience with the rubber gaskets I ran off a few extra heater face-plates too. With the latest run of these I have used a slightly thicker material than the originals were made from and this has overcome the rather annoying problem of cracked heater face plates.



The purpose of this article is not to claim bragging rights about being able to make replacement parts but to show that with a little bit of lateral thinking and help from others it is possible to overcome the problem of replacing a part.

Of course depending on the part and its complexity and your own talents you might be able to help others facing the same problem as you. Good luck.

Alfa Romeo Artwork

English-born illustrator Mike Harbar has always had a passion for cars, and shows it by drawing them. With an industrial design background he has a very firm understanding of every aspect of the car, from the technical engineering to the artistic side and this is very evident when you see the accuracy and fine detail he includes in his art work.

Over the years Mike has illustrated cars from almost every automotive name, from AC Cobras to Zagato. Alfa Romeos also feature in his very impressive array of artworks with many different models of Alfa Romeos included.

Mike moved to Australia in 2000 and has continued working as a freelance car illustrator supplying artwork to customers both in Australia and around the world.

At the recent AROCA Vic Spettacolo

event here in Melbourne Mike displayed lots of samples of his excellent work on show and, not surprisingly, he had a steady stream of customers throughout the day.

For some time now I have been telling Mike that his Alfa Romeo collection was incomplete without at least one Giulia sedan so it was pleasing to see at Spettacolo that Mike has, at long last, included a Giulia Super to the range of Alfa Romeo models depicted by him.

After all my efforts over the past couple of years trying to convince Mike that his range of Alfa Romeo artwork was incomplete without a Giulia sedan I could hardly knock back the opportunity of acquiring my very own example of Mike Harbar's art on the day of the event.

Measuring 415mm x 295mm these are

illustrations are a very worthy addition to your art collection be they gracing the wall of your office, studio, den or garage.



Spettacolo

Like the Dutch Alfa Club, SCARB, the Victoria (Australia) Division of AROCA also holds a major display event each year titled Spettacolo.

While Victoria and indeed Australia may lack the Alfa Romeo population of Holland the Alfisti down-under can certainly match the enthusiasm of their Dutch Alfisti brethren when it comes to putting on and/or participating in an event like Spettacolo.

Being the 50th Anniversary of Giulia it was hardly surprising that AROCA Vic's recent 2012 Spettacolo, held at Como Park North in South Yarra (not too far from Melbourne's CBD) attracted a fair number of Giulia Supers and Ti's to what turned out to be the biggest and most successful Spettacolo event the Club has ever held.

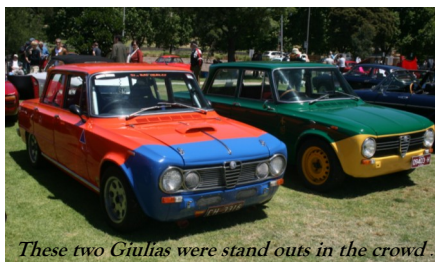
The day started off less than promising with a heavy shower of rain which had the organisers wondering but once the clouds and rain cleared sunshine took over and lasted the rest of the day.

The very welcome change in the weather undoubtedly contributed to the high turn-out of participants and spectators who made the most of the chance to get up close to so many magnificently prepared cars and to check out the trade stands and sample the good variety of edible offerings.



Nigel Wright's 64 Ti

It was not just the locals who made up the numbers either with quite a few interstates making the journey over the border to visit the Southern capital.



These two Giulias were stand outs in the crowd.

Almost every model from Alfa Romeo's long and impressive past was on display; ranging from a lone 1924 RLN sedan, a pair of 6C's from the 1930's, plenty of 105's and 116 series sedans



Taking pride of place on the day was this trio of Supers belonging to Tony Raditsis, TC Teoh and Kerry Reynolds

and coupes to 147's, 156's and 159's to the latest Mito and Giulietta models and even a trio of locally owned SZ's.

The arrival of a 'new' 8C certainly attracted a large crowd from the moment it appeared on the oval until it left and when it finally did depart the glorious rasp of its exhaust rang out loud and clear over the neighbourhood.



No surprise that the 8C had plenty of admirers

There was certainly enough of each and each model and more than enough colours to please everyone.

Hard to recall a previous Spettacolo event having a line-up of seven 2600 Sprints or ten Supers/Ti's. One of the

(Alfas) turned away from the oval.

In keeping with the occasion of the celebration of Giulia's 50th anniversary, a trio of Supers, appropriately arranged in the correct colour order of the Italian



Not a Super but still a very well presented sedan

flag; green, white and red, were placed in a prominent position at the top end of the display area. The rest of the Giulias sedans were spread out amongst the rest of the display area.

Following long established tradition there was a Concours and Wash 'n Shine competitions with both being well supported and giving the judges their



Bill Ralston's Navy Blue 65 Super and Jock Main's bright Yellow Colli Wagon were among the early arrivals but were soon joined by Alfas from very era and model.

interstate visitors even brought two cars along; a 2600 Sprint and a Giulia SS.

Such was the turn out on the day that not all the cars made it on to the display area and the street surrounding the park littered with a large number of cars

usually monumental task of picking out the best in each of the classes.

Spettacolo 2012 was a huge success but next year the Club will have to find a new venue as the event has certainly outgrown this one.

An Overseas Adoption

The following article appeared in the New York Times in November and has also appeared on a number of web sites. It is a good read so in case you missed it elsewhere it has been re-printed here.

In April 2010, while reporting on the California Mille, a vintage-car rally, I spent a memorable day riding in three Alfa Romeos: a 1928 6C 1500 Sport Zagato, a 1959 Giulietta Sprint Veloce and an innocent-looking 1967 Giulia Super sedan.

The 6C 1500, driven by the event's founder, Martin Swig, was stunning, an absolute museum piece. But I was smitten by the Giulietta and Giulia, whose suspensions were exquisitely supple on rough pavement, yet unflappable in the curves, and whose engines, spinning repeatedly to the redline, sang in voices at once angelic and satanic.

The effect was intoxicating, the hook firmly set. That evening, I vowed that if the stars ever aligned, the next car in my garage would be an Alfa Romeo. There was just one stipulation: my budget was a strict \$15,000.

I turned first to the Giulietta Sprint, a sleek Bertone-bodied coupe introduced at the 1954 Turin auto show. In two years of searching, I found several Sprints under \$15,000, all needing enough restoration to obliterate my cash hoard three times over. I was dismayed but not surprised because the Sprint is one of the most coveted Alfas.

Just as my enthusiasm started to wane, a twinkle of hope arrived. In January, a friend lent me the "Illustrated Alfa Romeo Buyer's Guide," which included a chapter on several models Alfa Romeo never exported to the United States, among them the Giulia 1300 TI. Inexpensive, and taxed at a low rate because of their small engines, the author wrote, the 1300 Giulias "opened the possibility of Alfa ownership to many who could otherwise not have afforded it."

The passage resonated, as did the car's design. Its gracefully boxy shape conveyed utility and style, while subtle creases in the metal above the headlamps suggested raised eyebrows, as if to hint that its 1,290 cc engine, like that of the Giulietta Sprint, was a high-revving twin-cam.

My wife, Belinda, and I were planning to visit Rome in July so, on the off chance that a 1300 TI was hiding out there, I started poking through Italian Web sites. In June, I found an ad for a



1969 1300 TI in the Rome postal code and e-mailed the lister.

Hours later, I got a reply from Alberto Viglione, an intermediario, or middleman, who described the Giulia, which had recently undergone a complete overhaul, as "bellissima." Its owner, he said, was "meticuloso" and had a diverse collection of vintage cars. Should the Giulia still be available in July, a meeting could be arranged.

A month later, my wife and I met Mr. Viglione at the gate of an apartment complex north of Rome's historic center. After an exchange of pleasantries in a makeshift blend of English and Italian, Mr. Viglione said, sotto voce, that the owner was the president of Registro Italiano Alfa Romeo, Italy's official Alfa Romeo registry.

As my head started spinning, Mr. Viglione led us into a courtyard and introduced us to Stefano d'Amico. Well dressed and superbly tanned, Mr. d'Amico emerged from a garage that housed a gorgeous silver 1963 Alfa 2600 Touring Superleggera.

After listening to me explain the origins of my hunt for a 1300 TI, Mr. d'Amico pointed to a pale gray sedan parked nearby. He had bought it only recently, to drive in a rally organized by the registry to commemorate the 50th anniversary of the Giulia's 1962 debut. The car had just two previous owners and had spent its entire life in Florence.

Still wearing its original paint, the body was flawless, without a rust bubble in sight. Under the hood, the patina suggested a car that had been well used and well maintained.

Mr. d'Amico suggested a drive. As he feathered the car through the neighborhood, I struggled to remain objective, noting that the transmission, and par-

ticularly Alfa's famously weak second-gear synchronizers, were in good working order.

"How much gas does it drink?" I asked.

"Very little," Mr. d'Amico said.

"It's perfect," he insisted, as he steered toward an on-ramp for Via Flaminia. "You only need to put gas, water and oil. Nothing else."

Merging onto the highway, Mr. d'Amico explained that it paralleled an ancient road of the same name built in the third century B.C., leading from Rome to Ariminum on the Adriatic coast.

He then turned his attention to Mr. Viglione. The two spoke excitedly, after which Mr. Viglione said, "And now Stefano is going to give you a present - a very big present."

Mr. d'Amico took the next exit and pulled into the parking lot of an auto mall. Stepping out of the Giulia, he and Mr. Viglione motioned for us to follow. Beside the parking lot was a trench, spanned by a footbridge with an iron railing. Mr. d'Amico pointed into the trench, at the bottom of which lay a carefully excavated stretch of road fashioned from large cobbles.

"That," Mr. d'Amico said, "is the original Via Flaminia." Gesturing to a pattern of ruts worn in the stones, he explained that they had been gouged by chariot wheels. Peering at the ancient road, and through 2,000 years of history, it struck me that those wonderful Alfa Romeo suspensions may owe their suppleness to the fact that many Italian streets are still paved with hand-laid cobbles.

Returning to the car, Mr. d'Amico drove from the auto mall to a tree-lined

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Avenue. We switched seats and I set off. Even loaded with four adults, the Giulia felt ineffably light, its steering effortless and precise. Mr d'Amico directed me to upshift whenever the tachometer approached 3,000 rpm. Easing back onto Via Flaminia, I listened to the barely perceptible whir of the 4-cylinder engine, wondering what beastliness it might produce in the high 5,000s.

The whole test drive had a certain surreal quality, but there were no untoward surprises. As Mr d'Amico promised, the Giulia was "perfetto," and afterwards there was little to discuss. I'd think it over and give him an answer soon.

"Take your time," he said, "I'm going to Sicily for 20 days. I'm in no hurry."

Back at our holiday rental, I requested quotes from several shipping companies in the United States. While the bids trickled in, a colleague suggested checking Italian magazines for local transporters. Wandering later that week near the Ghetto, the city's Jewish quarter, I asked a news vendor what he had in the way of vintage car magazines.

"Only this," the vendor said, handing over his last copy of *Automobilismo d'Epoca*.

Leafing through it at a nearby cafe, I caught my breath as I came upon a photograph of 10 Giulia sedans in a sun-beaten piazza. The accompanying article described the Giulia's 50th anniversary rally - and included a quote from Stefano d'Amico. At that point I understood that my fate, and that of a certain gray sedan, were inextricably connected. It was no longer a matter of whether the car would follow me back to the States, but how.

Haggling was minimal: I made an offer; Mr. Viglione suggested raising it; Mr. d'Amico accepted.

After returning home, I settled on the Ted L. Rausch Company of Burlingame, Calif., to ship the car. Of the companies I queried, Rausch's quote was the lowest and would get the Alfa to San Francisco on budget.

Price wasn't the sole factor in my choice. When I asked Helmut Boeck, the vice president, about the company's experience with vintage cars, he said

that it handled them regularly, adding - out of the blue - that it had only recently shipped a car from Italy for Martin Swig. It seemed a fitting footnote, as Mr. Swig, who died in July, had in no small way instigated this whole expedition.

On Sept. 23, the Giulia sailed from the port of Civitavecchia aboard the M.S.C. Octavia. On Oct. 26, the ship's hulking silhouette emerged above a sparkling horizon due west of the Golden Gate. Days later, in a San Francisco warehouse, I looked on with disbelief as the doors of a weathered yellow shipping container swung open to reveal the little gray car within.

The Giulia was eased out of the container, its hood was lifted and a battery cable was reconnected. Its Solex carburetor mixed its first breath of California air with a bit of Italian gasoline, and with a few pulses of the starter the engine woke with a soft growl. Like much of the summer's adventure, it felt strangely like a dream.

If, however, it proves to be one, I have no intention of waking up.

Denis Dwyer's Restoration

Melburnian Denis Dwyer had been on the look-out for a Giulia Super as a restoration project for a while and when he finally found this 1965 model in a wrecker's yard it seemed to be a suitable candidate for his planned restoration.

The car was duly taken to Lee Parer's Extreme Panels in the Melbourne suburb of Dandenong. Lee's workshop houses a number of Alfas under various stages of restoration so it is quite obvious that he knows Alfas; always reassuring to a customer and something to remember when choosing your panel shop for major work that the shop owner knows cars like yours.

Closer examination and the removal of several of the outer and inner panels revealed significant evidence of the dreaded tin worm having found somewhere to reside and feast, and over a long period of time. The majority of the rust was along the lower sections of the doors and guards so Lee has been busy sourcing, making up and fitting replacement panels.

This project was still a long way from completion when we

dropped in but we came away from our visit impressed with the quality of the work carried out so far.

The major difference between this and your usual Giulia Super restoration project is that Lee is opting, because of some family considerations, for a 2 litre motor, auto transmission and rear end from a Berlina in place of its original 1600cc motor and manual transmission.

This will of course require a bit extra in the way of work, i.e. covering up one hole in the transmission tunnel and replacing it with another for the auto shift and lengthening the tail shaft. Another necessary change will be the fitting of the later-model narrower front seats which have all four mounts on the floor rather than having the inner mounts atop the transmission tunnel as was the case with the early Supers. The narrower seats will of course allow the fitting of the auto transmission shift lever without running into clearance issues involving the front seats.



50th Birthday Merchandise

There are only a few of the 50th Birthday T Shirts still available. Red or Grey only and in XL XXL (so far). \$25 plus postage. Payment by PayPal please. Enquiries to: giulia105@optusnet.com.au

If there is sufficient interest I might have to consider a second production run but the supplier will only work on minimum runs of 25 or more.



Stickers

While the T Shirts have just about all gone there are still enough of the range of 50th Birthday stickers available. In an oval shape, actual size 150mm x 67mm, they are available in both Gold or White vinyl with black print at \$3.50 ea plus postage, or a rectangular tri-colour sticker (see below), actual size 150mm x 72mm, is \$5.50 plus postage or I can do a full set of 3 for \$10.

Contact the Register if you would like to add to your collection of 50th anniversary memorabilia.



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Tasmanian Finds

Aside from having some wonderful historic attractions and some of the best and most driveable roads a driver will find anywhere (and I mean anywhere), Australia's island-state, Tasmania also happens to be home to some 'other' rather special features, among them the occasional and naturally usually hard to find treasure trove of cars hidden away in some secluded bush spot.

Once such treasure trove was brought to our attention recently and revealed quite a collection of cars, mostly Alfas and of particular interest to the Register, a pair of Giulia Supers.

Despite being left out in the weather for quite a while and being at the mercy of the elements as well as having been stripped of some parts both appear to be in reasonable shape and, judging by the accompanying photos, still look to be in a still restorable condition.

Hopefully the owner will move them to a sheltered location soon and so avoid the ravages of the elements which, in Tasmania, can often be a bit on the extreme.



Giulia's in action

Western Australia's capital, Perth, has long had a thriving Alfa Romeo community and among that group are some very dedicated Giulia sedan owners/drivers who really make the most of a dual opportunity to not only enjoy their cars but to have a competitive outing



For many years Ti's and Supers have been to the fore in all manner of events in and around Perth, ranging from Club displays, Club runs to events such as the Classic Rally or the two-day Round the Houses event at Northam.



Having a supportive Dealer like Barbagallo Alfa in Perth is a great help to the local Alfa community.



Outings in the annual Classic Rally are a must for many WA Ti and Giulia adherents. Above photo from 1996 and below, from 2003.



Northam, situated north east of Perth in Western Australia, is the home of a rather unique two-day motor sport event held in March or April each year.

First held in 1952, as the Vintage-on-Avon, the first races were run over a 3.5km circuit south of the town and in later years a circuit was laid out north of the town centre.

In 1999 the Vintage Sports Car Club of WA and the Town of Northam joined forces to re-create 'round the houses racing' and with the support of the Town and the local business community,



Ivan Olsen during this year's Round the Houses event.

the centre of Northam is closed to regular traffic and the streets are transformed into a street circuit that offers some of the country's best spectator viewing of historic and classic racing and sports cars.

The weekend kicks off on Saturday morning with the Mt Ommanney Hill Climb, followed by an autokhana in the afternoon and on Sunday the Northam Flying 50, a round the houses regularity style event, is held. There are 24 events with over 100 historic and classic cars competing.

From South Africa, of course

As has been well documented in previous issues of SN, the historic racing scene in South Africa is alive and well, boosted of course with the involvement of a few Giulia and Ti sedans.

This shot (below) once again from the guys at **Racepics**, (*thank you very much*) landed on the desk recently and shows Patrick Gearing right in the middle of the action at a recent race meeting with a front wheel well off the track.

Obviously Patrick was trying save a bit of race rubber in the process.

Three wheel poses were normally those adopted by Lotus Cortinas years ago when they were chasing Giulia Ti Supers.



Fuel Injection

At one time I contemplated the possibility of slotting a 2 Litre twin spark motor into my Super; after all the 150 or thereabouts hp that the standard 2 litre twin spark produced, compared to what my NORD motor made was quite appealing. Whoever said that they didn't have enough horsepower.

The idea was soon discarded when it dawned on me that while the engine bay of the Super was big enough for the TS motor there was no way that the TS's fuel injection system plus ancillary hardware would fit as well; at least not without carrying out major body work to the inner guards.

The easy way out would have been to replace the fuel injection system with a pair of 45mm carbys, Webers or Dellortos but, as numerous people said to me "What's the point of having a twin spark motor without the fuel injection.

A number of people have in fact gone the TS route and with Weber carbs and have been very pleased with the end result.

Melburnian Scott Murray wanted to go the fuel-injected TS route too and he solved the problem by creating his own fuel injection system based around 4 single Mykuni carbys with a computer to get it all working properly. Scott had his first track outing recently and was reported to be very pleased with the results so far. More next issue.



From the Register's Photo Album



A few more photos from the Register's collection. I was tempted to add captions but decided to let the photos speak for themselves. Space limitation was another reason.

After all it is said that every picture tells a thousand word story much better than any number of words.

Perhaps this page could simply be re-titled "Giulias Look Good Anywhere."

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