

Ever had a problem that is hard to pin down? For some time now I have had what I would best describe as a dodgy brake pedal in my Super.

It wasn't an always-there sort of a problem but one that occurred now and then but it was nonetheless a tad disconcerting when it did happen. Thankfully it never caused me any real grief and consequently I never had any close calls.

As so often happens with most car-related problems it never happened when I was at the workshop so I had the problem of trying to explain to the experts what happens and getting the usual 'what are you talking about; you are imagining things, again' response. They really do doubt my diagnosis skills.

After going through the possible sources of trouble I finally decided that the booster unit was OK so the problem had to be the brake master cylinder. I bit the bullet and went for broke with a brand new MC and a set of braided brake hoses. The old rubber brake hoses had been on the car since I restored it so they were about due for replacement anyway. They, like most other components, do deteriorate with age and use and have been known to expand under pressure which would account for, if not contribute to, my dodgy brake pedal.

The installation of the new parts was remarkably quite straight forward and without any of the usual hassles that often crop up when swapping old for new.

Once the air was bled out of the system I went for a test drive and the difference in braking was immediately obvious; a good hard pedal and near face plastered against the screen stopping; a bit different to what I had experienced previously.

Nothing like good brakes to make one feel safe again.

Now, if anyone has figured out a way of removing starter motors without having to take the carby's off could they let me know? I've done it once but there has to be an easier way for the next time.

Super regards

Barry

Now That's a Rotisserie

A couple of weeks back I dropped in on an old acquaintance to see how the restoration of his 1966 Super is going.

Previous updates had been via the telephone so I was looking forward to see how he was progressing.

Said old acquaintance not only has his own engineering company but also has a motorsport background that goes back a few decades. During his motorsport years he was responsible for building, developing and maintaining some very impressive race cars so a restoration of this magnitude certainly is well within his capacity. Besides this is his very own project.

I wasn't quite sure what to expect as we approached his 'toy shop' so to be greeted with such a spacious 'workshop' which includes a hoist and all the equipment and space necessary for a serious restoration project like this one made me realise what was missing in my own workspace.

Alongside the hoist was the resto project mounted in one of the most impressive looking rotisseries I have ever seen outside a pro restoration shop and better than many I have seen. This is without a doubt the thinking man's rotisserie.

Apart from some serious bracing which will allow the whole unit to be transported intact without risking the car, the most impressive feature of the unit is the hand-operated gearbox which turns the car to any desired angle



and certainly makes working on the project a whole lot easier.

For a '66 model the car was in remarkably good shape when he acquired it a couple of years back with no signs of rust in the usual places; sills, jacking points etc.

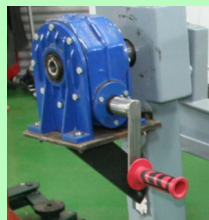


The underside of the car has been given a good working over too with some seam welding in a few appropriate spots to improve the body strength. There are a few other mods planned that will be revealed in the fullness of time.

When finally completed the car will be just as home on the road as on the track as its owner plans to have a run in some club-level events as well as having a nice road car for an occasional outing.

Among the mechanical upgrades planned are ventilated front discs and 4-pot calipers, a heavier front roll bar, a Momo steering wheel, extra gauges, a racing harness and for the driver's comfort a seat from a later model Alfa.

This is one project that we'll certainly keep an eye on.



One From Over The Border

A few months back Melburnian Robert Chessari decided that rather than risk his immaculate 105 Coupe during his occasional track outings he would find a replacement and his search went as far as the South Australian capital, Adelaide, where he found a 1966 Super that ticked the boxes so he purchased the car and had it brought back to Melbourne.

Previously owned by Lloyd Clonan who had built the car up for some rally outings, this Hawthorne White Super features a few interesting items.

Hanging off the side of the motor which came from an Alfa Romeo are a pair of 40 DCOE Webers. The engine bay looks a little bare with the brake boosters and the battery now relocated to the boot (trunk).



The plumbing work involved in siting the two brake boosters is indicative of how serious Lloyd was when building the car. The right of the booster sits the brake proportioning valve



The otherwise standard motor wears a set of extractors.



In place of the battery the front left corner of the engine bay has an oil catch tank, obligatory for competition cars.

An Alfa Romeo radiator takes care of the engine cooling with an electric fan drawing air in through the front of the radiator. There is also an oil cooler fitted forward of the radiator.

The interior of the cabin has been stripped of almost all of the usual fittings and creature comforts including headlining and sound deadening, obvious signs of this being built up as a purpose-built competition car.

The driver and navigator have a pair of SAAS seats while the rear seats have been done away with. Occupant safety is taken care of with a full roll cage and competition harnesses.

Additions to the otherwise standard dash are two extra gauges for water temp and oil pressure and switches for the driver and navigator intercom system and fan and fuel.

The car sits on a set of Pirelli tyres mounted on a set of SAAB 5½x15 inch wheels.

Behind the front wheels are a pair of large BMW calipers, ventilated front



Without the brake boosters and the battery the engine bay looks a little bare but has improved accessibility to the motor.



Two additional gauges, lights, toggle switches and large warning lights are the only additions to the otherwise standard looking dashboard.

brake rotors and a pair of Bilstein Shocks. The brake master cylinder is also ex BMW.

The motor is protected by a sump guard.

At the rear the braking and shocks look very standard and there is no evidence of a rear away bay being fitted.

The diff is obviously an LSD unit but the ratio is unknown.

I wasn't able to contact Lloyd, the car's creator, so I was not able to ask a few questions, such as why the cable clutch had

been retained or why the rear brakes had not been upgraded to match the front or why the rear shocks had not been.

Hopefully the car will be out on the track soon and these and any other questions can be answered.

Wanted

One of the local, as in Australian, cars being restored at the moment is in need of some replacement Carello tail light bodies.

The current pair have deteriorated with age and are starting to powder away as they are prone to do.

A check of the usual sources indicates that this particular item is on the scarcer than hen's teeth list.

If anyone has a good pair squirrelled away or knows where a good matching pair can be located could they drop me a note. Carello preferred but good alternatives acceptable.

Auto Italia 2014

For almost three decades the one-day Auto Italia event in Canberra has been Australia's largest all-Italian motor vehicle event and this years 29th AI demonstrated why this event has become so popular with a around 250 cars and motor bikes on display.

Over the years the numbers of interstate visitors to the national capital for this one-day event has grown by leaps and bounds with around 12,000 people descending on the display area this year.

Every Italian marque was well represented on the day with Alfes topping the numbers.

The day started off cool and with overcast skies and fog but by late morning the fog had dissipated and was replaced by sunshine and warmth and a pleasant afternoon for all.

rather than the grass which was out of bounds for the weekend. This resulted in the Alfes being spread out over a wide area of the event venue.

For Italian car enthusiasts, both four and two wheel variety, there was plenty to take in among the Alfes, Fiats, Ferrari, Lamborghini and Maserati and the plethora of motor cycles and scooters.

A little less pleasant, at least on the ears, was the occasional shriek from exhausts as some of the more enthusiastic among the super car brigade fired up



John Dunkley's '65 Super looked resplendent in its tarmac rally set up. With enough twisting of his arm and an offer of enough dollars John might be even persuaded to part with his pride and joy.

Ambassador, Pierre Francesco Zazo. Adding to the growing status of the event the ambassador hosted a meet 'n greet function at the Italian embassy the night before the event.



Despite being in the shade Geoff Staples' 72 1300 Super looked a treat in its yellow ochre

Early arrivals made the most of the opportunity to grab the best spots to achieve maximum exposure. Heavy rain during the week before the event caused something of a headache for the organisers and resulted in the Alfa Romeo brigade being directed to paved areas

their charges with a multi-cylinder symphony of exhaust notes. Someone passed this off as a demonstration of exhaust systems, other were not so kindly disposed towards the offenders. At least the engine builders would have been looking forward to some extra work as a result of the enthusiasm of the owners involved. As someone commented; There is at least one or two in every crowd.

The primary aims of Auto Italia is a celebration and static display of Italian cars and motor cycles and to attract as many Italian cars, motor cycles and motor scooters to the event as possible. Secondary on the list is to provide an event that everyone can enjoy and on all counts Auto Italian 2014 certainly achieved this in spades.

Next year's 30th Auto Italia is shaping up as the biggest and best ever and there is little to doubt that it will be anything other than that.



Wes McCulloch's stunning '64 Ti was one of the real eye catchers on the day and its superb presentation certainly belies the 500,000 miles on the odometer.

Whilst not a Concours in the traditional sense Auto Italia does offer an array of trophies which were presented by the recently installed Italian



We didn't catch up to the owner of this Super, disappointing as this is one that we don't have on the Register list. Hopefully this can be rectified soon.



This Ferrari F430 Challenge got a run in Super News because it is a Super car and was one of the favourites on the day, at least for this scribe.

Southern Supers *by Tom Bruynel*

Greetings to all readers of Super News from Christchurch, on the South Island of New Zealand.

For the geographically challenged readers, New Zealand is an island nation in the far southern Pacific Ocean, about 2000km south-east of Australia. The land area of the South Island may only be 60% that of England, or just one third that of California, but with fewer than 1 million people calling it home and fantastic scenery ranging from beaches and rain forests to the Southern Alps (the setting for much of the Lord of the Rings and Hobbit movies) it is a great place to live; and to drive Alfa Romeos.

Although New Zealand is about as far away from Milano as it is possible to get, it has an enthusiastic Alfa Romeo community. The Alfa Romeo Owners Club of New Zealand has about 500 members, and celebrates its 40th anniversary this year. While some cherished pre-war Alfas still exist, club membership is largely focused on the 105 series cars and the later Alfasuds and Alfettas. New Zealand's Alfa importer enjoyed strong sales of the 33, 156 and 147 models and continues to sell the Mito and Giulietta today. Arguably these cars don't engender quite the same sort of passion and loyalty as do the earlier models.

Christchurch is home to seven known Giulia Supers and Ti's. Safe in the knowledge that no others reside further south in New Zealand, and having disposed latitudinally of Australia and South Africa, can I be so bold to claim that these are the worlds' southernmost Supers? The challenge is laid down to Alfisti below the 44th parallel in Chile and Argentina (or even the Falkland Islands) to prove otherwise!



The following is a brief update on the Christchurch cars.

For some years local motorsport identity Bruce Airns has actively campaigned his Ti (now sporting a 2 litre engine) in classic racing events. Bruce's car is now for sale while he gets his 2 Mallock sports racers up to speed.

Andrew Day has a slightly modified '66 Super that saw race action in the 90s. While the car is still solid and intact it is not currently registered. It keeps the best of company though with an immaculate 1961 Giulietta Ti, and a modern Giulietta. Somewhat cornering the local 'Super market' Andrew has no less than three other Giulia Ti's and Supers in storage, as parts cars and projects-in-waiting. Unfortunately the garage and all three cars were badly damaged during the 2011 earthquakes which damaged so much of Christchurch. Unlike the building, the cars were fortunately salvageable.

On the restoration front, no-one is keeping up with the Joneses. The well known Alfisti father and son Richard and Timothy Jones are nearing completion of work on a lovely graphite grey 1965 Ti.

But at this time, of all the Christchurch cars, my '68 Super is the only example currently on the road. The '68s are said to be interim models, still on 15" wheels and with the black Bakelite steering wheel, the one-piece Alfa heart, and 5-bar grille. The '68s can also be quickly identified by the chrome script on the leading edge of the bonnet.

My Super was first sold to Dr Ewing Scorgie of Dunedin in July 1968. A Dunedin Alfisti now retired from the police force Dr Scorgie recalls seeing this car shortly after it arrived in town when he was called on to attend at a death scene where an elderly lady had passed away in the bath. The policeman's presence was required as well, but knowing that he was a car guy Scorgie said 'first take a look at my new car – the old lady isn't going anywhere!' Although Scorgie himself has now passed on his son kindly gave me black and white photos of the car when new, and recalled that this was the first vehicle in which he did 100mph. He was happy to know that it still is eminently capable of cracking the imperial ton, and it does so regularly! The car had only passed through a few hands in the last 45 years until I acquired it in 2011. A bulging folder of receipts including an engine rebuild in 2008 shows that it has been well looked after throughout its life, although the vandal who commissioned the aftermarket sunroof remains nameless.

My first exposure to the Super came in the early 80's, while racing an Alfasud Ti in my first AROC track event at Manfield on the North Island. Local engine guru Eric Swinbourne was racing a Super at the time and its incredible performance and challenging looks made a lasting impression on me. A few years later I was loaned a Giulia 1300 Ti while a newly acquired Alfasud Sprint was being





painted, and I learned for myself what fabulous machines these are.

While many other Alfas ranging from an early Giulietta Ti, several 105 GTVs and right up to a 166 3.0 V6 and 159 JTD 2.4m have since come and gone, I could never forget the impact that the 1300 Ti had on me. The opportunity to buy the 1600 Super a few years ago was therefore too good to pass up.

Although over the decades I've kept on saying that I'll never sell such and such an Alfa, but then do, this time I really do think it's for keeps. I manage to clock up around 5000km a year on the great driving roads around the South Island on AROC and other classic car events. On one occasion on a suitably deserted road, and in the company of a fast 156, I even managed to see 120mph on the dial, which, allowing for speed-

ometer error, must be close to the stated Vmax for these great cars. Super News readers probably won't be surprised to know that this was done with both front windows open and without any buffeting, and at only 5200rpm the engine took it in its stride.

My Super still does the odd track day, hillclimb and grass gymkhana, but is at its best on hilly winding roads where its point-to-point performance is still quite stunning, even compared to fast V6 Alfas and the like.

As we insiders all know, the body roll in tight corners makes other cars slow down because their drivers are laughing so much! And as for their looks - time has treated them well and I am regularly approached by non-Alfisti saying how beautiful and cool the car looks.

Sooner or later my car will need some body work done, the challenge being to do this quickly enough so that it's not off the road for much more than one week-end! In the meantime it provides me with a smile every time I see it and a broad grin every time I drive it.

Salutti a tutti.

A Surprise At Chino Airport

The Register's US contact, Dave Mericle has added yet another Alfa to his stable; a rare Alfa Sud station wagon. Alfa Suds are rare in most countries and Sud station wagons even more so which was a good enough reason to attract Dave's interest and his subsequent decision to add this Sud wagon to his line-up of Alfas.

When Dave first heard about the Sud it was stored at the Chino Airport in California. Aside from being a storehouse for Alfa Sud wagons Chino Airport is also home to the world-class Planes of Fame Air Museum which is a living history museum where the aircraft are not only

preserved but are kept flying. To share the collection with the public the war birds at Chino are flown regularly.

Among the collection of aircraft at Chino is the world's only flying Japanese Zero fighter from WWII and two of the three prototype Horten Flying Wings that were found as the allied troops rolled through Germany near the end of the war. The third of the Horten Flying Wings was acquired by Britain at the time.

Two of the Horten Flying Wings have slowly been restored and one of them is now operational. During one of his visits to Chino to check out the Sud Dave



Dave also parked the Colli behind a Guppy transport plane.

heard a radial aircraft engine fire up and wondered what it was. Minutes later he had his answer when the operational Horten Flying Wing took to the air and Dave watched this strange looking aircraft buzzing the airport, swooping, doing loops and rolls for about an hour.

Dave, a retired navy helicopter pilot, knows a bit about aircraft, described the Flying Wing as being incredibly manoeuvrable and indecently fast, so much so that he was unable to photograph any of the action above him on the day.

The Planes of Fame Air Museum is open every day of the year, except Thanksgiving, Christmas and occasional special events.

Planes of Fame Air Museum sounds like a good spot for a day out.



Who would have resisted the chance to park next to an historic aircraft, in this case a DC3, or in WWII aircraft terminology a C47 made by the Douglas Aircraft Co.

A Targa Super

In the late 1990's Canberran John Dunkley was edging towards retirement so he began to look for something to replace his working life as a customs broker, at least for part of the spare time that he envisaged he would have at his disposal.

Living in Canberra and commuting between Canberra, Sydney and Melbourne by road, John had become used to long distance driving so tarmac rallies had some appeal.

Despite having around eight Alfas in his car-owning past John had only ever participated in a few club-level sprint events at the Oran Park and Eastern Creek circuits in Sydney and Wakefield Park at nearby Goulburn in a step-nose 105 coupe. According to John occasional outings in a VW in some rallies many years earlier don't really count as competition.

While browsing car ads John spied a one-owner Giulia Super for sale in Western Australia. Subsequent enquiries with the seller and discussions with long-time friend and Canberra Alfa dealer Ray Gulson who suggested that because the seller was very well known Alfa enthusiast Rod Quinn John should buy the car immediately. Rod Quinn was selling the car on behalf of his mother, Jane, who had purchased the car new in 1965.

Ray had also suggested that John should have a go at Targa Tasmania.

John duly took up Ray's suggestion about buying the car and the car was transported from Perth to Melbourne where he picked the car up from the transport depot and drove it back to Canberra.

Once the car was in Canberra John began the task of turning his new car into a tarmac rally with some track outings also on the horizon. Ray Gulson has a wealth of competition experience behind him and had campaigned a variety of Alfas in all manner of races and more recently in tarmac rallies such as the very popular but demanding Targa Tasmania event so it was quite natural for John to turn to Ray for advice.

Ray provided the professional 'know how' and oversaw the conversion of



John's Giulia Super road car to tarmac rally car.

The transition involved the fitting of an FIA compliant Bond Roll Cage, Cobra seats, Terratrip rally computer, brake upgrade, braided brake lines, competition brake pads, R-Spec tyres, kill switch, lightweight batter, larger radiator with thermo fan, limited slip diff and extra horsepower from a 2 litre motor.

The modified suspension, designed by John Wills and installed by Chris Eldridge of In-Line Steering & Suspension, uses the original pick-up points and runs Koni adjustable shocks and Eibach springs.

By 2001 the Giulia Super was ready and since then John has competed successfully in numerous tarmac rallies, the 3 Peaks, Clipsal (Tour 't Adelaide), Targa Tasmania and the Targa High Country.

Targa Tasmania has a number of classes and categories to cover the age, engine capacities and level of modification. John's Giulia competed in the "Early Classic Category, Class D, Modified."

In each of the 2005, 2006 and 2007 Targa Tasmania Rallies John and Giulia took the honours in the Early Classic class and in 2007 they won the overall category outright.

In 2005 John had David Elpick as his navigator in Targa Tasmania and for the '06 and '07 Targa and the other tarmac events his son Sean looked after the directional chores.

In historic category outings, including regularity events, the car has competed as far afield as the Oran Park and Eastern Creek circuits in Sydney, nearby Wakefield Park and Mallala, north of Adelaide in South Australia.

Currently unsure if he is up to the pace of today's tarmac rally events, as well as considering selling his beautifully turned out pride and joy, John has removed the roll cage, the Cobra seats and the intercom system and re-installed the original seats.

All the mechanicals and suspension upgrades that were upgraded originally for the competition outings, have been retained.

If, and that is a very big if, John did decide to part with his Giulia the recently removed items would be available to the purchaser.



John, Sean & Giulia in Targa Tasmania 2006

From the Register's Goodies Bin

Running In and Tyre Pressure Stickers

For Giulia Ti and Super owners (and owners of other Alfa models) wanting to keep that original look, a supply of Running In and Tyre Inflation Pressures stickers has been sourced.

Correct position/s for these stickers is

MICHELIN		TIRE INFLATION PRESSURES		PIRELLI	
		P. S. I.			
FRONT	REAR			FRONT	REAR
24,1	24,1	with low load and short peaks in speed		24,1	25,6
27	27	with full load and max. continuous speed on highways		25,6	29,8
CAUTION: INFLATION PRESSURES WITH COLD TIRES					

along the bottom edge of the front screen with the Running In sticker in the centre of the screen and the Tyre Pressure sticker to the left of the running in sticker.

Anyone interested, please forward your enquiry to Super News at:

giulia105@optusnet.com.au

RECOMMENDATIONS FOR THE FIRST 1900 MILES					
Mileage reading	Max recommended speeds				
	I	II	III	IV	V
Up to 600	17	29	42	57	72
from 601 to 1900	21	35	51	69	88

Cold starting
 — Press in choke as soon as possible.
 Before driving, run engine at approx. 1500 r.p.m. for at least 3 minutes in summer and 5 minutes in winter.

While driving
 — Do not drive at max. recommended speeds for long periods.
 Never fully depress the accelerator pedal.
 Now and then release the accelerator pedal.
 Avoid full and extended braking during the first 600 miles.

Lens Gaskets

Following my item in the previous Super News about the gaskets for the front park/indicator lens, and how they deteriorate, it would appear as though a few readers have also experienced the same problem.

If you haven't done so, it might be time to check yours.



The top photo shoes an old gasket that has reached (well passed) its used-by date and the bottom shows a new gasket in place. Made from 0.89mm Nitrile material these gaskets are only available for the Carello lights at this stage. \$10 (Aus) a pair plus postage. [Enquiries to giulia105@optusnet.com.au](mailto:giulia105@optusnet.com.au)

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Repeater Light Gaskets

Similarly the gaskets in the side repeater lights also deteriorate like those in the park/indicator lights and not being able to find replacements I had a batch made using the same 0.89mm Nitrile as the park/indicator gaskets. Only available for the Carello lights. \$6.50 Aus a pair plus postage.

[Enquiries to giulia105@optusnet.com.au](mailto:giulia105@optusnet.com.au)

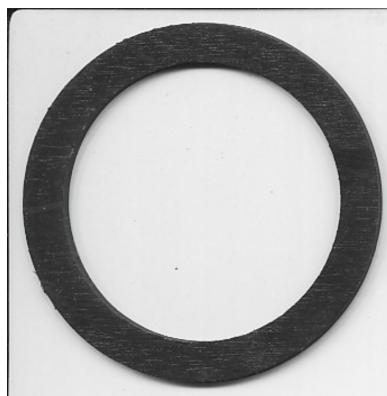


Fuel Filter Gaskets

As I mentioned in the previous SN replacement gaskets for the fuel filter bowl are no longer available.

In my chasing a replacement I also discovered that the glass and metal bowls are a different length so when I had a bunch of new gaskets made I had two different thickness gaskets, made, 1.5mm and 3mm, to suit either application. 1.5mm \$6 each. 3mm \$8.50.

[Enquiries to giulia105@optusnet.com.au](mailto:giulia105@optusnet.com.au)



Giulia's Look Good Anywhere and In Any Colour



Two of the regulars at Club sprint events in Melbourne, Vin Sartor's turbo charged red '65 Super and Tony Raditsis dark green '66 Super which has a 2 litre twin spark motor and lots of other good bits.



Another of the 'local' cars this immaculate dark green '70 Super which lives the good life north of Melbourne in country Victoria.



Without question one of San Francisco's finest, this superb grey Super with the red upholstery and those wheels.



Can't help but really like this pale green 300Ti from Orange County.



Nuova Supers are few and far between so this very neat looking white one from Michigan certainly warrants an appearance in SN.



Long time Giulia Ti and Super fan Tomas Lacosta in action in one of his favourites at a race track somewhere in the US of A.



This vivid yellow Super has appeared in SN previously but I couldn't resist a re-peat appearance if only to have more variety of colours. The wheels sure don't look out of place either. The vivid yellow stands out in the location.



What's not to like about this pale blue Super from Georgia.

A Labour of Love

The story of this 1967 Giulia Super reflects how and why so many of us are attracted to this sweet Alfa Romeo. I will start at the end.

The car has a nearly complete new interior, rebuilt engine and now takes ten-mile rides, preparing for the longer journeys ahead.

Since my wife Rachael and I live in the mountains of southwest Virginia, any problems with carbs or timing or braking or “fill in the blank!” become apparent very quickly.

The Super was born on July 15, 1966, wearing chassis number AR 332115, with factory color Hawthorne White and Black Skai interior (thanks Marco!).

The original owner is believed to be James P. Rankin from Austin, Texas.

The car came to the Kluth family in the late 60s, when my wife Rachael was just a little girl, and her father Edwards Kluth purchased the car.

Following the passing of her father, Edward in the summer of 2012, the car came to Rachael and I.



Part of the love affair with the Super's restoration included a new interior. The fronts seats certainly look great.

Unfortunately, the car suffered a major engine problem (I am keeping family secrets!) in 1983 or so, which resulted in a new engine block AR00536*11247. This engine is likely to have come from a GT Veloce or Duetto or Junior Zagato.

Edward really loved his Super. He was also really cheap, insisting on doing repairs himself, with a minimal of restoration in mind. Local Alfa me-



Back on the road again is the Beach Family's Labour of Love.

chanics recall his talking to them, buying them their beverage of choice, and pulling any hints he could muster before returning to tackling the job himself.

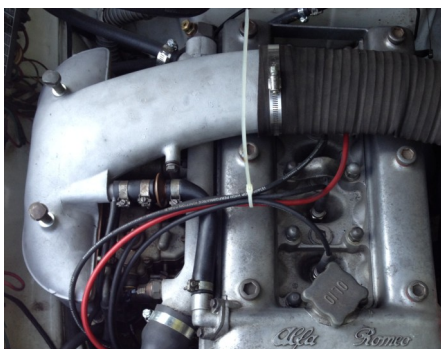
He merely liked to have it driving, on his relaxed schedule. One friend referred to it as the Italian flowerpot in East Austin (that's a slight exaggeration!).

He drove the car to visit us in Los Angeles in 1999. He also used it to tow his 1970 Dodge truck. Go figure!

In June 2012, Rachael went to Austin to help her dad as he was in ill health. The first thing she saw on his dining room table was the top end of the Super's engine, plus a box of assorted, disassembled parts stored in a box underneath.

With Edward's passing in late July 2012, Rachael inherited the Super and I learned of her dream to drive it again.

Honoring his love of the vehicle and our stubborn natures, I wanted to keep the car as close to original as would be reasonable.



The rebuilt engine came from either a GT Veloce, Duetto or Junior Zagato.

Now I had a project! It was a 107,000-mile Texas car with little rust, but all the vinyl was dried out. Very few rust-free nuts, bolts, or screws would be found on it. Thus, I would replace many of them along the way.

At many junctures, I did not know what bolts I needed or which application was appropriate for the ones at hand.

With the help of MANY folks on the AlfaBB, I was given the necessary hints to work this out. I must specifically mention Andrew Watry, who is very influential in his support of us trying to keep all these beautiful cars on the road. Also, the parts suppliers in the US and UK have been amazingly helpful.

I began the restoration in September 2013, crawling out of the garage and back into the house at crazy hours.

I used Terry Walters Engines in Roanoke, VA to rehabilitate the top end (new valves pressed in) and Bishop's Upholstery in Radford to install the carpet, vinyl covers, and headliner from Classic Alfa.

Now, the car is almost complete and I have tackled what my friends have called a Labor of Love.

Yes, my wife let me know that she wouldn't love me (so much) if I could not complete this labor.

Now, we are both very happy with the result!

Steve Beach