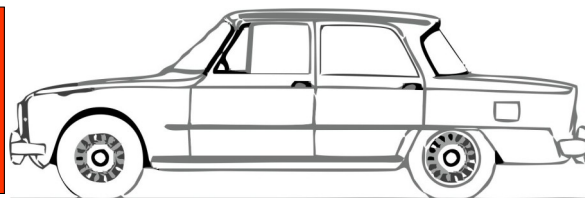


Super News

Volume 2, Number 2, Spring 2013



EXPLAINING THE MYSTIQUE

To devotees of the marque that is Alfa Romeo there is no explanation necessary; to us it is simply Alfa Romeo and Alfa Romeo is the same in any language.

For non-believers, or those who have never been lucky enough to experience it or be touched by it, the mystique of Alfa Romeo is difficult to comprehend. If you, like me, find it hard to explain to these poor deprived souls just what it is about Alfa Romeo that is so special or different, the following is offered as an explanation.

It comes from a man who is eminently qualified to make such observations - Orazio Satta, the man who almost single-handedly refined the concept of what a fine but eminently practical road vehicle should be.

Ingegnere Satta joined Alfa Romeo in 1939 at the age of 29 and by 1946 had been appointed Chief Engineer. During his 34 year tenure with Alfa Romeo, Satta was responsible for the birth of some of Alfa Romeo's legends, among them the Tipo 159 which won more Grans Prix races than any other single model racing car and of course the Giulia 105 series sedans which spawned more variations on a single model than any other in the company's history.

"Alfa Romeo is not merely a maker of automobiles; it is something more than a conventionally built car. There are many automobile makes, among which Alfa Romeo stands apart.

It is a kind of affliction, an enthusiasm for a means of transport. It is a way of living, a very special way of perceiving the motor vehicle. What it is resists definition.

Its elements are like those irrational character traits of the human spirit which cannot be explained in logical terms. They are sensations, passions, things that have more to do with man's heart than with his brain. Of course some of the elements are purely mechanical and are easy enough to identify. They are concepts which arise from the questions posed by motor racing, where their sort of excellence is necessary.

We have always held it to be necessary that they should be transmitted, in the best way, to the cars that we sell - braking, roadholding, steering, and the feel of the car in the hands of he who drives it. Those things have always been a tradition with us, a thing that we have always sought to provide in our cars."

Orazio Satta (Extract from a 1970 interview)

A few weeks back I visited the South Australian state capital Adelaide to catch up with a few friends and check out a few cars that were for sale.

Unfortunately the cars I checked out were not quite what I had been led to expect so that was a tad disappointing.

The upside of the trip to Adelaide was the chance to catch up with Luigi Amori who I'd met on a few occasions over the years. Luigi, a Giulia Super fan from way back, runs Ital Service in the Adelaide suburb of Bowden with his son, Luigi Jr who is carrying on the family tradition of loving and looking after Alfas and in particular Giulia sedans.



Catching up with Luigi Amori during my Adelaide trip.

Luigi Amori Snr is something of a legend amongst an older generation of Australian Alfa Romeo dealership people from a past era.

Brought to Australia in 1968 by Alfa Romeo to carry out training of service department staff in dealerships around Australia, Luigi's usual mode of transport was a Giulia Super Colli wagon and his exploits as he toured Alfa dealerships around Australia are not only legendary but also very entertaining.

Luigi's Colli was kitted out with all the equipment and gear that a good service trainer needed and for about a year he toured dealerships right round Australia training staff along the way.

When the training job finished Luigi decided to stay in Australia, eventually settling in Adelaide.

During my all too brief visit to his workshop, Luigi and I chatted a while about Supers and the old days. He checked out my car, giving it a tick of approval, before showing me his own daily driver, a 1970 Super.

Once a Giulia Super driver, always a Giulia Super driver.

Catching up with old friends like Luigi is one of life's great pleasures.

We should all do that more often.

Super regards

Barry Edmunds

2014 - A Year Worth Celebrating

Although far from being finalised at this very early stage there are plans (also read that as hopes) being considered to celebrate the 50th Anniversary of that remarkable result back in 1964 when the Sydney-based Alec Mildren Team's Giulia Ti Super took on, and beat, a host of local and international entries to win the very first 6-Hour race for production cars at the Sandown Park circuit in Melbourne (Australia).

That was the event result that Australian Alfa fans remember most fondly and did much to really establish the marque in Australia.

Aside from a long involvement in Australian motor racing Alec Mildren was also the Alfa Romeo dealer in Sydney. Through his influence with the factory he

was able to get one of the factory-prepared Giulia Ti Supers and a works driver, Dr Roberto Bussinello out to Australia for this new event.

Apart from a few laps of the Warwick Farm circuit in Sydney the car was still virtually brand new when it arrived in Melbourne.



The car circulated without fault or drama over the entire weekend and while all around them fell victim to roll-overs, tyre, brake and mechanical failures during the race the giant-killing Ti Super

gave Bussinello and his co-driver Ralph Sach from Sydney an easy ride to greet the chequered flag ahead of the rest.

Surely a result like that is worth celebrating 50 years on.

Watch this space for details.

An Easy Solution

How often have you attempted a 'little' job on your car and been driven to distraction because you can't start the nut on the thread, or putting washers and nuts on an out of the way or hard to access thread; usually when you are on your own too. Then your mate turns up and does it for you in no time at all. It was so easy the way he did it how come you didn't think of it? The way he did it made it look so easy. Very satisfying if you work out an easy way yourself. Now, that is satisfaction.

The stainless steel trim along the sills below the doors is one that seems to cause the odd hassle, or it did me until I figured out an easy way to do it.

The front end of the trim doesn't seem to be a problem; not so the rear end.

Access to the thread at the rear end of the trim is through a hole inside the rear wheel arch. Unless you have long, tiny fingers it is well nigh impossible to put the washers on and then start the nut on the thread.

Solution. Arm yourself with all the required washers and nuts, a tin of grease (opened) and a deep 8mm socket.

With the rear end of the trim held in position with one hand (helps if you are ambidextrous), put a small amount of grease on the tip of your middle finger to pick up the first washer (usually a large flat one) and, using the grease to hold it to your finger tip, insert finger into access hole and push washer on to the thread. Repeat this action with a second washer (if required). Place 2 nuts into the socket and insert socket into the hole and start the nut on the thread turning the socket by hand. Once the nut has started to take up remove the second nut from the socket and then tighten the nut fully using the socket handle.

See I told you it was easy.

* * * * *

Giardinetta Wagon Sold

A fully restored Giulia Super Giardinetta was up for grabs at RM Auctions back in August this year and was knocked down for \$77,000 (US).

Delivered new to the Italian Highway



Dept in January 1974 the Giardinetta, produced by Carrozzeria Grazia, had all the standard Series II Giulia Super features and saw service monitoring high speed traffic and providing emergency assistance until it was decommissioned in 1978.

It was then used as a service vehicle at an Alfa Romeo dealership near Milan.

In 2012 the vehicle was subjected to an extensive restoration to its original Italian traffic police livery, including the period-correct green paint scheme, roof-mounted blue light and a switch panel in the centre of the dashboard.

The successful bidder has certainly got him/herself a unique vehicle.

Anyone know where it went and or who the lucky bidder was?

* * * * *

Clocks

Dashboard clocks, at least the non working ones, are a source of frustration for many Giulia owners. I have a clock from one of my old Supers that gave up a long time ago.

Not that I need a clock in my current car as I have an instrument panel that has the fuel gauge between the tach and speedo instead of the usual clock.

As a result of a recent discussion with a fellow owner who also has a non functioning clock I decided to find out what caused the clock to quit. At least it does show the correct time twice a day.

Finding someone to check out and or repair the clock was the first problem and when I finally managed to locate someone who not only knew something about 'old' clocks but was prepared to investigate, it didn't take long to see what the problem is.

Part of the clock mechanism is a small white plastic gear (the only plastic gear, according to my new best friend) which is pressed on to the shaft.

Closer examination revealed a crack in the plastic which allowed it to turn freely on the shaft mechanism.

Lens Gaskets

Having one of my periodic fiddles recently I took the park/indicator light lenses off to clean them and discovered that the lens gaskets had deteriorated to the point where they were falling apart.

No surprise that replacement are on the NLA list so I had to get a whole bunch of them made.

Photos right show the old and the new gaskets.

Only for the Carello lights at this stage. \$10 (Aus) a pair plus postage.

If demand warrants it I'll look at the lens gaskets for the Altissimo lights.

The crack was caused by insufficient clearance between the gear and the shaft and when the gear was pressed on to the shaft the overly tight fit was enough to strain the friendship, so to speak, and the result is a cracked gear and a non working clock.

Diagnosing the problem was the easy part, finding a new gear, preferably a metal one the really hard part.

I don't suppose there would be much point in submitting a warranty claim now. No, I didn't think so.

Anyone know where I could source a replacement metal gear for the clock?

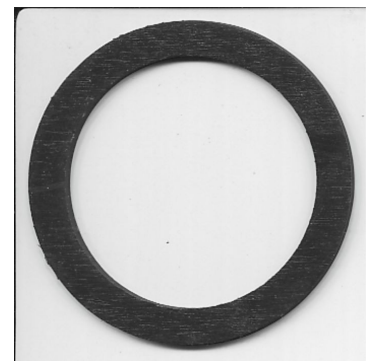
I have been told that the mechanism in these clock is almost identical to the Smiths clock mechanisms of years ago.

An alternative, and probably easier solution, would be to replace the old mechanism with a modern one and be done with it. At least the clock would still look original.

* * * * *

Fuel Filter Gasket

Noticing a slight leak from the fuel filter on my car recently I discovered that the gasket in the body of the fuel filter that seals the bowl had gone hard and was no longer sealing as it should.



Enquiries for a replacement proved fruitless so I followed the usual idiom of "If you can't buy it or find it; make it" so if anyone needs a new gasket drop us a note and I'll arrange to mail one, or more, off to you. Only \$6 each plus postage.



Touring America's West Coast

As I wrote in the previous SN my recent trip to the US included a road trip along the PCH (Pacific Coast Highway for the uninitiated), all the way from LA to Seattle and back in the Colli wagon.

The west coast of America certainly has some extraordinary sights and scenery, so I thought I'd share some of my memories of the road trip.



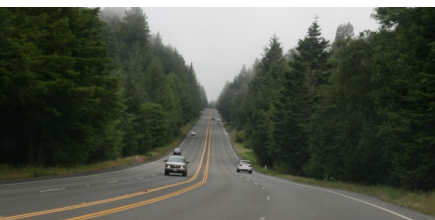
Getting around and even out of LA is quite easy with the well signed freeways.



San Francisco's famous Golden Gate Bridge is an awesome sight from any angle. Driving across is, as I did, it looks even bigger than it does from the viewing point on the north side of San Francisco Bay.



Northern California's coastline with trees right to the water's edge looked so good I was tempted to sit a while and let the world go by.



The beauty of the forests that line the edge of the highway (above) and the extraordinary bridges in Oregon (below) were a huge contrast to the hustle and bustle of LA and its almost endless freeways.



With apologies to Crocodile Dundee, 'This is a fire engine', at least in Northern California that is.



At Klamath in California a stop for a break at the Trees of Mystery Park which has this huge statue at the entry gate to honour Paul Bunyan and his Blue Ox "Babe"...a legendary American story of the world's mightiest lumberjack and the worlds mightiest Ox. Paul Bunyan could chop down a whole forest in the morning, then take a break and watch Babe haul away the logs.



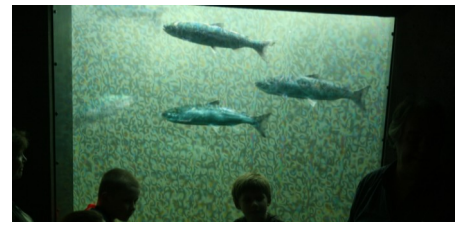
Nearing Seattle and Mt St Helens looms into view. In May 1980, the deadliest and most destructive volcano blast in US history, literally blew the top 1314 feet off Mt St Helens. Now, 30 years later, life and greenery has returned to Mt St Helens.



No visit to Seattle would be complete without a tour of the popular and amazing Chittenden lock system. Ships of all sizes use the lock system and the rail bridge in the above photo can be raised to allow the passage of larger vessels into the locks and then upstream to the port network.



The lock system also includes a fish ladder to enable the migrating salmon to climb their way upstream to get to their spawning grounds further up river.



The lock system also has an underwater viewing area to observe the migrating salmon at close quarters as they negotiate the fish ladder.



This guy may well have been the Maitre D at one of the eateries we stopped at en-route, or a customer who got tired of waiting. The food was good by the way.



Obviously not everyone was taken with this message on a gate in Seattle.



Even this police officer from Port Orford seemed impressed with the Colli.



This living statue was one of the stranger sights which added to the experience when visiting the multi-level Pike Place Market in Seattle.



A stop-over at Bodega Bay, the location for the 1960's Hitchcock thriller film "The Birds" also afforded an opportunity to sample some of the local seafood on display.

Gran Premio Nuvolari 2013

Gran Premio Nuvolari, a regularity event for vintage cars, is held in Italy each year to honour the legendary driver Tazio Nuvolari, the Flying Mantuan as he was known.

This year was the 27th running of the event, starting on September 19 and finishing from Nuvolari's home town of Mantua three days later.

Over three days and 1000 kms the participants were able to admire the wonderful landscapes of Tuscany and to drive through old towns like Modena, Siena (with a break at Castello di Brolio, tenuta Barone Ricasoli), Arezzo, Ravenna and Ferrara.

The first day took cars via Modena and Imola to the Adriatic coast and Rimini.

Day two took participants as far as Siena and back to Rimini and the final day went back to Mantua via Ravenna and Ferrara. Visits to two race circuits were also on the event itinerary.



Among the 300 or so entrants this year was this 1966 Super.

Photo provided by Theo Meinster



SCARB's Celebration Trip by Theo Meinster

Each year the Dutch Alfa Club SCARB (Stiching Club van Alfa Romeo Bezitters) organises a celebration trip to another country.

This year the trip was to Italy to celebrate the Club's 35 years, .

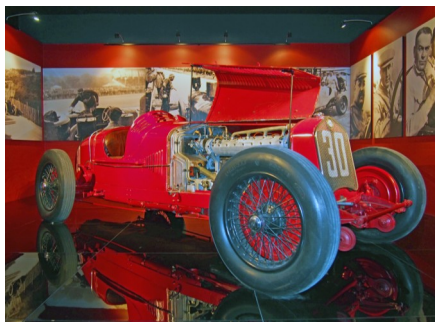
I was lucky enough to join the trip for a few days, as a co-driver in my friend Peter Haverlag's Giulia Super.

The trip started late in the evening when I was picked up by Peter in the Giulia at Malpensa airport to go to our hotel at Lago Maggiore.



Lago Maggiore

The next day we visited Il Museo Nazionale dell'Automobile di Torino, a fabulous museum with some great cars (not all Alfa Romeos) and then we went to Lingotto, the old Fiat factory in Turin with the test track on the roof. What a historic place!



The stony Fords on the way to Ruta Panoramica Zegna

The following day we had some fabulous trips in the mountains; driving on the hillclimb at Biella, visiting the Church of Oropa, along the stony fords to "Ruta Panoramica Zegna" and visiting Vigevano with the other 80 Dutch Alfas.



Some of the Alfas in Vigevano

Our crossing of the river Po to Ceresa di Pavia by a boat bridge was an experience. The Giulia was really doing well in the mountains.

On our way back to the Hotel we stopped at the Arese factory (what is left of it) and took some photographs of the buildings with the Alfa Romeo logo.

That was a bit of a sad and yet special



The boat bridge over the river Po



At the front gate at Arese

moment. This is where the Giulia was made! A few weeks after the trip we saw some pictures on the internet that showed the Alfa Romeo logo had been removed from the building prior to demolition. We were just in time.

Note: Theo is the editor of the Dutch Alfa Club's HET KLAVERBLAADJE magazine.

A Chance Encounter

One of SN's local subscribers, Russell Hutchins, took a break from work and his restoration of a '67 Super and went to Italy with his wife Ann.

While walking part of the Cinque Terre from Vernazza to Monterosso (on Italy's west coast) they stumbled, literally, into, or perhaps onto a classic car rally.

According to Russell there was quite an array of cars in the event, a Chev Corvette, an E Type Jaguar, Citroens, Fiats including the obligatory couple of Bambinos and of course a few Alfas.

The line-up of Alfas included GTV's, Giuliettas, a Giulia SS (a real gem according to Russell) and a very tidy look-

ing Giulia Super.

Regretfully Russell's Italian is on a par with the lady driver of the Super's English so he was unable to get any information about the rally. He did however do the next best thing though and handed the camera over to Ann and posed alongside the car for a memento shot of their chance encounter with a Giulia Super in a classic car rally in Italy.



While wandering about during their Italian holiday Russell and Ann checked out the offerings in a small shop in Firenze and to their surprise they emerged with this 6x4 print of a photo from 1966; presumably from a function announcing the release of a new 1300 Ti or perhaps a car show. Regardless it is a nice addition to his memorabilia collection.



Meanwhile, back at home

A couple of issues back SN ran a photo of Russell's restoration project, a '67 Super, soon after it had been painted and prior to the bolting on of all the trim and other assemblies etc.

Russell had decided, very wisely, early on that he was not going to rush the project so it has taken a little longer than he had originally anticipated. A wise decision judging by the look of his car now.

The good news is that the car is almost complete and, hearing how close the project was to finish I couldn't resist paying a visit, with camera, to Russell's home and as the photo shows Russell has certainly got himself a very impressive result.

The only items that he needs now to complete the project are the bumper-bar over-riders from a late-model Super.

If anyone has these particular items could they let me know and I'll pass the information on to Russell.



A Track Day In Finland

SN's Finnish correspondent Jorma Mäkinen and his good friend Mikko Helminen joined with other members of CARF (Club Alfa Romeo Finland) for a day at the Alastaro Circuit.

The 3km-long Alastaro Circuit is part of a versatile motor sport complex in the south-east of the country, 160kms from Helsinki and 90 kms from Jorma's home town of Pori.

There are three other race tracks in Finland plus another circuit that is used for winter testing.

Jorma and Mikko's Supers are both '69 models and, according to Jorma, their track time was, as usual, more fun than serious racing.



Giulia chasing Giulia

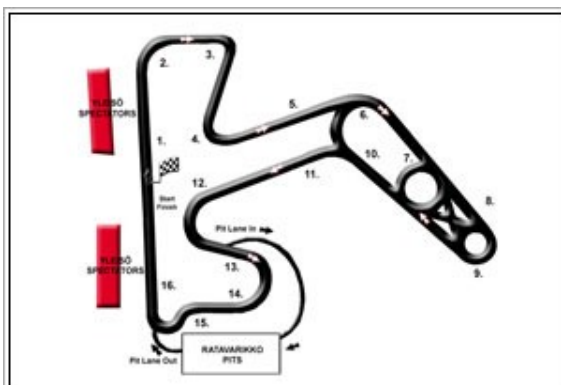


Mikko Helminen

With its many corners, a long main straight and other shorter straights that make up the 3 kms, the Alastaro Circuit offers enough variation to be a challenge.



Jorma Mäkinen



The Woodley Park Show *by Dave Mericle*

The Woodley Park Show, or to give the event its full and correct title 'The Best of France and Italy', is an event that is held on the first Sunday in November each year.

Woodley Park, in the San Fernando Valley (California) has been the venue for the show since its inception.

This event was started 18 years ago by Chuck and Tina, proprietors of Auto-books and Aerobooks in Burbank CA; America's oldest and largest automotive bookstore.

Chuck loves and owns a lot of French cars and Tina, a mainstay of the local Alfa community for many years, has a similar love of Italian cars; her Cave Beige 1300 Super a familiar sight at events.

Each year this low-key, non-stress event attracts huge numbers of cars and this year followed the by now long established format with an estimated 1000 cars turning out. Being California it is almost a given that the event was held in sunshine.

Aside from the 140 or so Alfas and the dozen Giulia sedans, the line-up included huge numbers of Fiats, lots of Ferraris, Lambo's, Masers and a very large contingent of French cars.

While it is a low-key, non-stress event an important part of the day/event was the judging of the cars with three awards for the whole show being handed out.



Awards: First place went to a competition GTA with a bona-fide European race history; Second place went to a 6C3000CM Alfa Romeo competition car that the owner has been offered a cool million dollars for and Third place went to the Giulia Super Colli Wagon, a car that SN's readers would be quite familiar with by now.



A stand-out in the crowded display area was this superb pale blue 1300 Super. The car is for sale too. Unusual for the US as it is a RHD car.

Below: Event co-organiser Tina van Curen's very neat 1300 Super parked alongside the award-winning Colli Wagon.



Like a few cars on the day this one displayed a For Sale sign. A typical rust-free Californian car for only \$12000 US.



A shady park and Alfa's, what better way to spend a Sunday in the Valley.



Inside and out this very eye-catching 1300 Ti looked impressive and with its very neat and tidy engine bay it also had all the looks and appearance of a serious race car to boot.



Rather rare Alfa anywhere these days this excellently presented 1900 Matta 4x4 is certainly in far better shape than others of this model that have been seen around the world of late.



Also for sale was this very clean Super, a mere \$32,000 US.

Footnote: With two major awards from recent shows Dave's Colli is gaining quite a reputation amongst the US Alfa fraternity. BE)

Giulia's Look Good Anywhere And In Any Colour

Our selection this time show a range of colours and from a variety of locations. Some of these cars have changed owners and even countries.

Those with a sharp eye will notice two photos of the same car. No problem with that; the car looked so good and it has different colours on either side. Certainly one of the smartest looking paint jobs I've ever seen on a race car.



How to Race A Police Car Pt. 2

Welcome back! I trust those of you who have decided to swim in these deep Giulia waters have been searching the Autotrader and Newspapers for your next championship winning historic racing Alfa!

Those of you with far more logic than us "Super" crazy people have jumped off the Unicorn and walked out of the theme park.

A wise decision indeed, if you don't believe in Unicorns...

Right, down to the nitty gritty. At this point in time we are looking to build a race car; a reliable, quick, 50 year old race car.

I see, like me, you spot a problem straight off ... those few words don't go together very well do they?

So how can we make something even close? Much easier than you can imagine actually. All you need is the GDP of a small country in your bank account. Bahrain is small, so is Botswana. Remember that other choice you had to make on how fast you actually wanted to go?



A good body shell is a prerequisite for your Giulia Super race-car project.

Here is the single best piece of advice I can give you. Buy the best shell you can afford! By the shell I mean the actual bones and sheet metal. Everything else we are going to throw away and change anyway, but the shell is the constant. Look and look well, rust and accident damage are only going to cost you much later in the build process but they will be the biggest price you will pay. Even if you have to buy a perfect car which is quite at home at concourse rather than a pit straight, buy the best car you can afford. There are a couple of justifications for this seemingly mad move. You will save time, you will save money, you will have a car that is actually worth something to someone else one day and, most of all, you will be faster in a better shell.

This is not pie in the sky stuff, it is fact.

If you are not sure if you have a good shell, get a second opinion. Check it properly and buy the best. Don't chance it with a scrapper in the hope that you

will get it right, trust me, we need that money elsewhere!

Now that we have the good shell, what do we do next? I am assuming you have tossed the rest of the car to one side and we are left with just a carcass. Next we are going to perform miracles. On a South African built Super the floors, doors and boot (trunk) are covered with about 10 to 15kgs of rubberised protection mats which were melted onto the bare body at the factory. We need to get rid of this stuff. You can't walk to the local store and buy 10 to 15kgs of weight saving, you have to find it. Get the shell free of factory protection all over, inside, outside, doors, chassis, everywhere. There is a lot! Weight is the single biggest thief of performance and we have to make sure what isn't paying rent is out of the building! I'm assuming Supers all over the world were built with this terrible melt pad stuff. Now you have a much lighter car and you have spent very little to get here. Well done!

It's at this point that you can start pre-fitting things before paint. I like to fit the seat, the dash, control panel, fuel tank, radiator etc, etc, etc. Basically all the fancy goodies that need to be hard fitted into the car. Fitting the seat now might puzzle you some-what, actually I leave it there for the roll cage people. To them the seat is a great marker on the design of the cage. I can't tell you how many roll cages I have seen with tubes cut and added to miss this and clear that. What's the point of spending a princely sum on something you have to gut and cut to fit? Your cage and your car will look much neater with stuff pre fitted.

On the subject of roll cages, here is your second big spend. Please get this done by the best people. I am not even going to go into performance on this subject, for me a roll cage is there purely to make sure I have legs and arms to offload the car from the trailer on Sunday morning. DO NOT take safety lightly.

Just a little trick here, I always won-

dered why Alfa painted their factory cars that sort of dark silver colour inside, I tried this on Giulia Caesar with a bright silver aluminium paint and what I did find was two things: A- The car is actually cooler inside, I feel much hotter in a car that is painted body colour, especially red. B - If you drop a nut or bolt it is so easy to spot against the silver floor, funny I know, but it is. Same with a leak of sorts, it seems to show up much better against the light silver interior. There is no glare and it also wears very well. If you want to cause yourself much heart-ache, paint your car white inside.

So now we have an unpainted shell with a beautiful roll cage, tremendous! What's next? This is where I do things on the shell that are going to have to be modified. If you are welding in supports for a Watts link or Panhard rod or if you plan on fitting things like rear coil-overs and you need to make the spring seat wider, now is the time to do it. We will be fitting the excellent Alfaholics front geometry kit so those old type spring locators on the front chassis legs can come out as well. What we are trying to achieve here is less rust later by making cuts on painted metal and saving time when we actually want to fit these amazing handling gadgets! You will notice we have not mentioned the engine or drive train at all up to now. We are focusing first on my favourite discipline, handling.

A wise man and technical genius once gave me a few words that I have tattooed on my brain, "A slow car will always handle well" in racing this is very true.

We are busy building the fundamentals for a great Super race car and for this we need to start at the very bottom. Pirelli said it perfectly, "Power is nothing without control". What you are doing by tackling the suspension first is laying the foundation for the fastest possible historic racing Super money can buy. An engine can't make a great car.

Okay, what do we do? How do we get the naturally rolly polly Super to handle



For the rear, GAZ adjustable coil-over dampers with Bilstein 270mm springs.

like a go-kart? There are many schools of thought here. What I am going to do is tell you exactly what I have on my car.

You can add or delete depending on your budget/opinion. My list is purely what I have ended up at. I am sure there are much sharper folk out there who can drastically improve my setup:

Front:

Alfaholics lower ball joint Geometry Kit. Alfaholics 2 1/4" adjustable spring Kit 1400mm /7inch Springs

Alfaholics quick ratio steering arms

32mm hollow anti roll bar with 32mm superflex mounts.

Bilstein Ferrari 360 Dampers with bump and rebound settings (25mm droop).

Adjustable upper control arms with uni-ball inner bushes. Standard Castor arms

Rear:

Standard trailing arms with standard bushes

Modified 116 series Watts link (brackets for body also from 116 series)

GAZ adjustable coil-over dampers with Bilstein 270nm springs.

Standard 2.0 Berlina 13mm Anti Roll bar

Doesn't look very fancy at all? Well the trouble is going out and buying it. The front dampers alone cost almost more than a small farm in Botswana and the Alfaholics stuff may as well be a poster above your bed, but it is the best and actually cheaper in the long run rather than

stumbling through years of expensive experimentation. Save up, fit it, and reap the rewards. Try keep it all as simple as possible, the simpler the setup the easier it is to live with.

So we have covered some of the foundations now and it is time to start putting all our fancy bits on. I will leave you for a while to take in the above and in the next issue we will cover the next important components such as brakes, electrics and some more weight saving. I know you are dying to get to get the engine part but we will save the best till last!

Yours in Giulia

Trevor

Buy, Swap, Sell or Wanted ?

Recently a Giulia-owning friend suggested that Super News should include a Buy, Swap, Sell section so, always willing to go along with a good idea, here it is.

Collecting 'spare' parts seems to go hand in hand with owning an Alfa Romeo. Of course there is that old adage that one should never throw anything away as you will surely discover within hours/days/weeks of doing so that it was just the item you or a friend was in need of.

Some very wise soul once said that Alfa Romeo spare parts are like wire coat-hangers; of you leave them in the dark they will multiply. Maybe that's why I have so many cluttering up the garage.

If you, like yours truly, have collected a few bits and pieces over the years and you are quite certain that you have all that you are likely to need and they

really are superfluous to your current and future needs (i.e. you don't have that many cars anymore or the lady of the house thinks a clean out of this junk (?) is warranted) let me know and I'll see if I can help you find a 'new' home for those excess bits, and perhaps help another Giulia owner finish off a project.

Send in the details and, if possible, a photo to SN and I'll find some space in a future issue.

For SN subscribers this service will be free and for others there will be a small charge of \$5 per item.

I'll start off this with a few items from my own store and which are, currently excess to my needs. Not sure about prices so some haggling recommended.

Drop me a note if you're interested in these or would like to include items in a future issue.



Early model inner door handles. 4 of all new



Chrome surrounds for the Carello side repeater lights. Mint condition.



Carello lenses. Original and brand new, not reproduction. Also some S/H in good condition.



Carello light bodies. Excellent condition

Register Contacts

Australia: Barry Edmunds

giulia105@optusnet.com.au

Postal address; 24 Alec Crescent Fawkner Australia 3060. Telephone 61 3 9359 1852

North America: Dave Mericle

riargs@yahoo.com

England: Stuart Taylor

Stuart.alfa@virgin.net

Holland: Charlotte Coolen

caj.coolen@home.nl

South Africa: Jacques Labuschagne

jacquesp.labuschagne@gmail.com

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