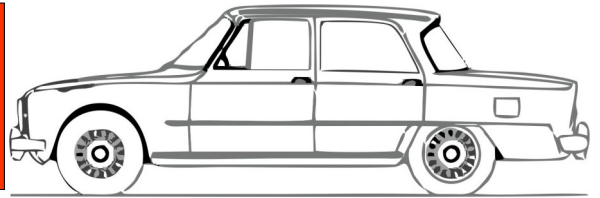


Super News

Volume 2, Number 3, Summer 2013/14



Driving old cars?

Having a Giulia Super, or Ti, as a daily driver is, as I'm sure others similarly placed can readily relate to has a whole lot going for it.

You get to meet 'new' people all the time and most conversations invariably start with "I/ my brother/father/uncle had one of these, or do you know of any for sale?"

It is also good for the soul (or the ego) to be stopped at a set of traffic lights and have someone pull up alongside you in the latest model whatever which has all the whizz bang technology and 'styling' that is seen as a must have these days, at least by the marketing people, and have them admire your old car and then tell you how beautiful or cool your car is.

I'm sure that only drivers of 'old' cars get to experience this but gee it's fun.

I've yet to hear of anyone pulling up alongside one of the latest automotive technology enhanced offerings, with styling to match, and telling the driver that their car was beautiful or cool.

There is of course another side to driving an old car; if something does happen to go amiss there is more than a fair chance that the problem can be rectified quite easily and without the need to add to the national debt to diagnose the problem and then find someone able to fix it, after you have had the car taken to the dealership on a flat-bed of course.

As a regular reader of the motoring sections in the daily newspapers I never cease to be amazed at the litany of troubles, both major and minor, that so many owners of new and near new cars seem to have these days and the huge hassles that owners run into trying to get their problem/s resolved, even under warranty. Some of the most listed offenders score very well in the annual COTY awards which is kind of hard to fathom. Obviously such awards don't take into account reliability factors, warranty issues or factory recalls which, if they did, might see quite different results.

Do these industry awards really matter to the average new cars buyer? Personally I have never had much faith in such awards. I can recall, quite a few years back when a certain model, which shall remain nameless and which was widely acclaimed as the ultimate lemon, got the major COTY award two years in a row. Such results must surely make a savage dent in credibility of any award system.

I guess I'll stick to old reliable. After racking up over 110,000 kms in the past six years I'm still waiting for the reliability issues that are supposed to plague Alfa Romeos to appear.

Super regards

Barry Edmunds

ITALIAN ICONS ON DISPLAY

If you are going to put on a display of Italian cars anywhere the most obvious place would be an Italian precinct and in Melbourne (Australia) that place is Lygon Street Carlton, an inner city suburb in the world's most liveable city, that is renowned for the number of superb Italian eateries.

Eating aside, on any ordinary weekend visitors to Lygon Street wishing to partake of the culinary delights on offer will often see a few Italian cars either parked or passing through.

A few Sundays back a complete block of the normally busy Lygon Street was turned over to a very impressive display of Italian icons, Ferrari, Lamborghini, Maserati, Fiat, Lancia and of course Alfa Romeo.

Each of the Italian marque clubs had been invited to join the display of icons and each of the marques responded well with an impressive variety of models from the 1920's to the latest from Italy's auto makers.

Being a subscriber to the theory that no display of Alfa's would be complete without a few Giulia Supers I convinced Russell Hutchins and Richard Millington to bring their very impressive Supers to join mine and so it was that three Supers were parked side by side in the middle of the Alfa display. No real surprise that



The trio of Supers in their charcoal, red and black certainly added to the classy Alfa display.

this trio of Supers attracted their fair share of attention from the very large crowd that the display of Italian Icons attracted.

Although the day started off quite wet the rain finally went away and by late morning the sunshine broke through which allowed the spectators of all ages to wander about at their leisure enjoying the cars and the pleasant weather.



This 8C not only attracted a host of admiring glances but it was also sat very well with the other super cars it was parked among. For many the Supercars were worth the visit to Lygon Street.



No wonder Russell Hutchins was smiling; posing in front of his brilliant red Super cuddling a pair of very attractive young ladies. Richard Millington's stunning charcoal Super is in the background.

Retromobile Paris

Het Klaverblaadje editor Theo Meinster reports that Retromobile Paris was great! The prices for Giulia sedans are getting higher and higher; a 1968 Alfa Romeo Giulia Super was sold for €35,760, and a 1972 Alfa Romeo Giulia Super 1.6 with a Giorgetti body sold for €15,496. This car was almost completely gone with holes in the roof etc. etc. There was also a Giulia Diesel for sale as well.

Pirelli signs on for three years

Pirelli has signed an agreement with the FIA to extend their tyre contract with F1 for another three years.

This agreement will see Pirelli be part of the new competition era with the V6 turbo engines.

One of the eight test days for the F1 teams will be devoted to tyre testing.

Aside from the international brand awareness provided by F1 the tyre contract will also see the acceleration of the development of new tyre technology.



Museo Storico Arese

Last year there were numerous reports about the uncertain future of Alfa Romeo's museum at Arese.

The latest news is that this much loved museum will not just renovated but possibly expanded.

Fiat management in Turin has hinted that this will happen.

The Museo do Arese 2.0 will be complete, thanks to the addition of a small circuit and a workshop for restorations. Next to a new restaurant there will be an official showroom with the Alfa Romeo-models which will go on sale in the next few years on display.

If the reports are true then it will be a complete brand experience alongside the existing museum treasurers.

The region of Lombardy has apparently confirmed that it will endorse the project.

Photo right: Arese Museum →

Alfa Romeo to expand range in 2015

There have certainly been lots of rumours about Fiat, Alfa Romeo, Chrysler and the other brands over recent months.

At the end of January company CEO Sergio Marchionne announced that the new holding will be called Fiat Chrysler Automobiles LLC (FCA).

Investment plans are still under wraps but Marchionne did say "We have cleaned up - so to say - in terms of platforms and techniques and will continue to do so in the next few years. Our plan especially focusses on Alfa Romeo and Maserati with the latter to get an SUV and also a new coupe at the end of 2015 which will be the successor to the Gran Turismo."

Fiat's investment for 2014 amount to around 8 billion euro, half a million more than in 2013. 2013 ended with a 3% increase in global sales with 4,352 million cars.



In even more recent but as yet not confirmed news (rumours!!!) were reports that Fiat Chrysler Automobiles is relocating the company HQ to Brussels with Ferrari, Fiat and Maserati to be manufactured in Italy and Alfa Romeo and Lancia would be sold to VW. The latter more than a little surprising considering Marchionne's long espoused views that Alfa was not for sale.

In a recent interview Sergio Marchionne spoke about the plans for Alfa Romeo and the future of the new company. An important part of the plan was to make the Italian car factories profitable again. Fiat will be played out as a brand with exclusive small cars while Alfa Romeo will be an important international premium brand.

50th Anniversary Briefcase

In 2012 Alfa Romeo produced just 105 of the 50th Anniversary Giulia Ti briefcases.

This hand-made briefcase, with real leather carrying handle and made to the highest quality, is signed and numbered by Archivio Storico. It contains a faithful and accurate reproduction of some of the original 1962 Giulia Ti documents (including a reprint of the very first Owner's Manual, Parts Catalogue) which have been stored in the "Alfa Romeo Documentation Centre at Arese since then, a Certificate of Authenticity and 5 photos from the company's archives.

Apologies, I don't know how much or where any can be acquired; assuming that there are still some left now.



History Revisited

This year, 2014, is an important one for us devotees of the Giulia sedan. After all it marks the 50th anniversary of a very special occasion for Alfa Romeo followers here in Australia and internationally; the running of the very first International Six Hour Saloon Car Race at the Sandown Park circuit in Melbourne.

It is of course well known, and a matter of importance in the history of Australian motor sport that the Sydney-based Mildren Team's Giulia Ti Super, driven by Roberto Bussinello and Ralph Sach won that race, and repeated the remarkable result the following year, albeit with two different drivers, Frank Gardner and Kevin Bartlett.

I was reminded about those two races when a set of the Supp Regs for the 1964 race arrived via email (thanks Stephen) so I thought it might be of interest to the readers to reprint a few excerpts from the supp regs here. They are certainly a far cry from the supp regs for motor races these days.

There were seven classes; a) over 3000cc, b) 2501-3000cc, c) 2001-2500cc, d) 1601-2000cc, e) 1301-1600cc, f) 900-1300cc and g) Open class.

Automobiles of a series production type, with closed body work and offering accommodation for a minimum of four persons and of a model of which at least 1000 identical units have been produced in twelve consecutive months.

Automobiles which have been recognised by the FIA as complying with Group 1 - Touring Cars of Appendix 'J' of the International Sporting Code of FIA recognised by the promoters as being acceptable for this event.

Entry fee for the event was £20 per car and £10 was to be paid back to each competitor who passed scrutineering and started the event.

Grid positions were determined according to engine capacity, with cars having the greatest engine capacity at the front. If two or more cars had the same capacity a ballot determined their start position.

Two drivers must be nominated for each car and a reserve driver may also be named and each driver had to complete at least three practice laps during official practice. No driver could drive for more than four hours altogether and no driver could compete in more than one car.

Two people, other than the Fuel Attendants, were allowed to carry out work on the car including the replenishment of oil and water supplies during Pit Stops.

Competitors were required to appoint two of their personnel as Fuel Attendants and these person had the sole responsibility of carrying out refuelling and may not undertake any other duty or work in connection with the car.

A driver whose car stops on the circuit will be permitted to carry out temporary repairs using only the tools which are carried on the car.

During the race one spare wheel of the same size and type and those in use must be carried at all times on the car. When any change of tyre is necessary, the spare wheel carried in the car must be first used or otherwise be exchanged for a wheel taken from the Pit. Following the tyre change, a further spare wheel must be replaced in the car.

Prize money; 1st Outright £350 and Trophy, 2nd £150 and Trophy, 3rd £100 and Trophy. 1st in Class £250 and Trophy, 2nd £150 and 3rd £100. First all women's team to finish £100. In addition to the above here was also a host of conditional awards.

After that first race at Sandown and a repeat of the result the following year the Ti Super had a few outings at minor race meetings in New South Wales and Queensland before it was sold and ended up in Tasmania, the island state south of mainland Australia.

During its sojourn in Tasmania the car had a few race outings before it was destined for a major work over and a new future; as a V8 powered speedway car.

Fate, or perhaps incredible luck, intervened when John Emery, a mainlander with an interest in Alfa Romeo cars and who had moved across Bass Strait to Tasmania for work, overheard a conversation in a pub about an Italian car that was about to undergo a major change. John got involved in the conversation and upon checking out the location where the change was to take place realised that this was the Sandown 6-Hour winning car that had gone missing.

Recognising the significance of his find and appalled at the fate that awaited this important piece of Australian motor sport history John was able to negotiate the sale of the car and its eventual return to the mainland where it was restored to its former glory state by friends and fel-

low Alfa fans Cliff Bills and David Smith.

Until 1998 the car saw little in the way of competition outings or even visits to any race circuits.

A motor sport legends meeting at the Winton Raceway in Central Victoria in November '98 saw this change with Kevin Bartlett who co-drove the car in that 1965 Sandown 6-Hour race reunited with the car he last saw and drove 33 years before.

Kevin had been scheduled to drive a Lola F5000 open wheeler during the legends outing but an engine fault in the Lola put paid to that opportunity.

Hearing of the problem with Kevin's mount for the day John stepped in and offered Kevin the Ti Super which he gladly accepted.

Kevin duly drove out on to the circuit and took part in the legends parade around the Winton racetrack.



KB wheeling the Ti Super through Turn 1 during the Legends Meet at Winton.



On his return to the pits KB (right) was greeted by John (left) and his first comment to John was "It feels just as good as it did in '65."



The pair spent quite a while chatting about the car and reminiscing about motor sport's good old days.

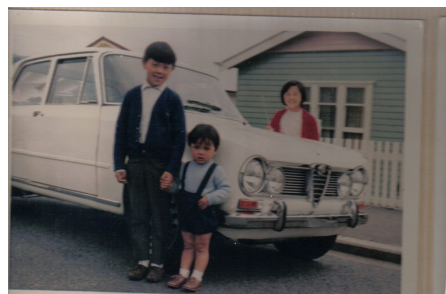
Tales From Targa Tas *by Norm Henry*

Norm Henry is a long-time Giulia Super devotee and, growing up in Tasmania and with a father who was really into cars, it would be no surprise to anyone who knew the family that Norm would grow up to be of a like mind to his father. Norm's aspirations of competing in an appropriate event were kept at bay for some years, until Targa Tasmania came along and the rest is, as they say, history. Norm has competed in a number of Targa Tasmanian events over the years and has become quite well known for his exploits (and crashes) in this world-class event so a few months back I asked Norm if he would put pen to paper to recount some of his experiences. BE.

Growing up on the doorstep of some of the world's best driving roads and having a father with a penchant for cars suited to such roads, it was always going to be hard avoiding the inevitable.

From an early age I witnessed my father's motoring tastes develop from 1960's "American Yank tanks", namely Chevs and Pontiacs to the refined sporting natured cars of Europe.

From as early as age 4 in the late 60's I have fond memories of Dad punting a Biancospino Giulia Super around the streets of Hobart, listening to the rise and fall of the engine revs and watching that protruding metal lever between the front seats being caressed through its gate in



A very young Norm Henry and his big brother alongside Dad's new Super, the car that exposed Norm to Italian cars.

such a delicate manner. The cross and serpent badge on the sculptured Nardi steering wheel was always an object of fascination when I "was in the driver's seat" looking at a man being eating by a snake of all things.....the seeds had been sewn!

This was followed by another white Alfa - a 1750 Berlina. I loved the centre console, filled with gauges, switches and levers and with words in a foreign language; I had no idea what they meant.....olio, acqua, benzina. There was that familiar gearstick, the wheel was slightly different but the badge with the man eating snake was still there, as too was that dual Webered twin cam master-



Aside from his Targa Tasmania outings Norm is also a regular at other Tasmanian events and car shows.

piece of an engine. Little did I know at the time that I was to own this Berlina almost over a decade later when my 'illness' was seriously entrenched in most things Italian.

I was driving my Fiat 128 sport through the suburbs and stumbled upon this Berlina parked in the street. I instantly recognised the original number plate from when dad owned it. A few days later it was in my ownership.

Fast forward to the early 90's and the onset of a road race called Targa Tasmania sparked my interest.

I had grown up driving these roads honing my skills in various Alfas, Fiats and Lancia's and here was the ultimate road race based on the likes of the Mille Miglia and Targa Florio one could only dream of participating in and on roads I was intimate with - pure motoring nirvana!



Norm wheels his fly yellow Super through a corner during one of his many Targa Tasmania outings.

So in 1993 I got my first taste in a Fiat Abarth 750 berlina - a little 'go - faster' Fiat 600. It was an eye opener for sure. Not only did I do 2 more successive years in the Fiat Abarth one soon learnt quickly about car preparation and reliability being as important as the car chosen, health and fitness and a constant source of money to fund this hedonistic activity.

1995 saw the first of my three Targa related crashes. The demise of the Fiat Abarth occurring on day three of the gruelling five day event around the state of Tasmania - and on a favourite stage - 5kms out of Hobart!

It wasn't until 1999 that I returned with my former duck egg blue road going Giulia Super now painted in fly yellow.

By then I wanted a car with a good balance of power, predictable handling and reliability in standard spec. Parts needed to be easily accessible and the 105 series Alfas were easy and simple to work on. The age of the car and it's spec in standard form was also well suited to Targa's rules and regs that it was possible to achieve good results.

The Giulia Super's first outing was also its last (crash #2). Car 404 had an intimate dalliance with a power pole on day four. The shell was pretty bent and unsalvageable.



Undeterred and even more motivated to conquer the roads of Tasmania three more Giulias were acquired from Melbourne.

One became my current tarmac racer and the other two were sold, and still exist, although both require restoration.

Giulia Super 2, again in fly yellow, has completed a further eight Targa's and two smaller 2-day Targa style events since with great success winning class and category in Standard Spec and top 10 finishes on handicap in the Classic Competition.

One year as an official Zero car, another year I used a 105 GT 1600 junior as a Zero car. It also competed at the 100 Years Celebration of Alfa at Phillip Island in Victoria in 2010

Crash #3 involved my Porsche 944 S2 during reconnaissance for Targa 2002 while the Super is currently in slumber, ready for its next event.

Giulia Adverts From The Past

Recently Super News gained access to a bunch of print adverts from the 1960's, all of which show off in some way the attributes and appeal of the various models from the Giulia sedan's remarkable production run which began in 1962 with the release of the Giulia Ti 1600.

Some of the adverts have Italian text and some have English text.

As you can see this one has Italian text, and no I haven't attempted to translate it, but I think the accompanying images of the various Giulia sedans and the dates which the models were released will

more than make up for the language issue. Having the dates and models shown will probably answer a few questions whenever anyone asks when a particular model of Giulia sedan was released and in what order.

I'll try and fit a new add in future issues.

SEI ANNI DI "GIULIA"

In sei anni (durante i quali sono state prodotte circa 205.000 « Giulia » berlina, delle quali 126.000 con motore « 1600 ») ben 8 sono stati i modelli nati con il corpo vettura « Giulia »: ricordiamo l'evoluzione stilistica del suo frontale, anche per aiutarne l'individuazione. Nel 1962 nasce la « Giulia TI » (con motore « 1600 »), il cui riuscito e originale frontale è caratterizzato dallo scudetto centrale e da una semplice presa d'aria che agli estremi incorpora i doppi fari (quelli interni di minor diametro).

L'anno successivo appare la « TI Super » di maggiori prestazioni, per cui il frontale assume una grinta sportiva: tolti i rostri ai paracolpi, i proiettori interni scompaiono, e per conferire alla macchina un sapore da rallye, vengono messe reti parasassi, presa d'aria a rete più fitta e scritta (« Giulia TI Super ») sulla parte anteriore del coperchio vano motore.

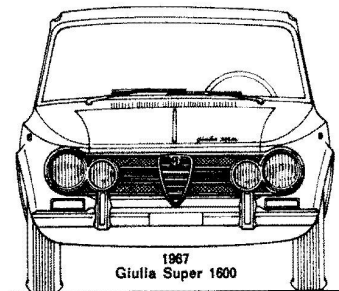
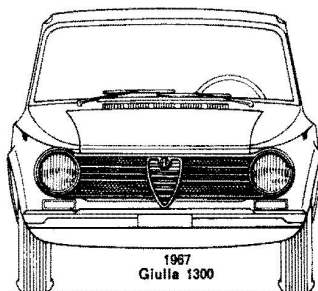
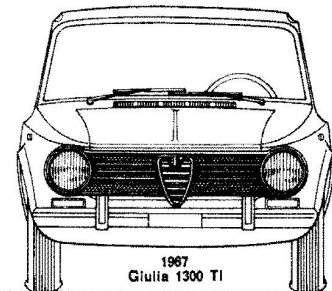
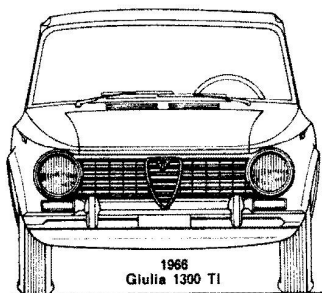
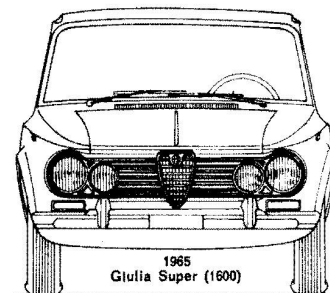
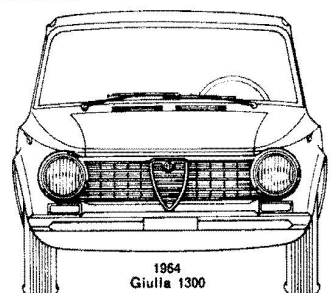
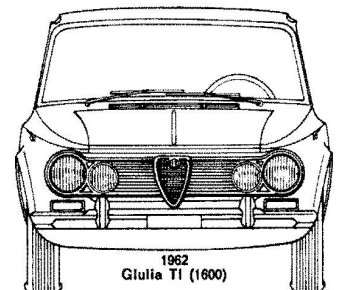
Quando (1964) in questo corpo vettura entra anche il motore « 1300 », l'assieme logicamente si alleggerisce: i fari diventano semplici e la grigliatura è percorsa da triplice motivo orizzontale.

L'anno dopo (l'evoluzione dei frontali è infatti sempre annuale) nasce la « 1600 Super » stilisticamente più vicina alla prima versione (« Giulia TI »): solo nella grigliatura della presa d'aria, il motivo orizzontale appare più marcato.

Nel 1966 si aggiunge l'edizione « TI » anche con motore « 1300 »: solo lievi variazioni nella grigliatura; però vengono aggiunti i rostri.

L'anno scorso, novità per tutti i modelli: variazione più evidente, il « tocco » sportivo viene esaltato da una grigliatura di sfondo nero opaca per tutte le prese d'aria.

Nelle « 1300 » la differenza tra la « normale » e la « TI » è solo nei rostri: entrambe hanno la presa d'aria percorsa da tre modanature orizzontali, motivo che, impreziosito, e un poco appesantito, si ritrova sulle « 1600 Super »: ritorna la scritta, però in corsivo, sul coperchio vano motore. Da notare che i modelli 1967 cambiano anche nelle prese d'aria alla base del parabrezza.



Injecting The Transplanted Twin Spark *by Scott Murray*

While transplanting of the later model 75 (Milano in some markets) 2.0 litre twin spark motors in to 105 Series coupes has become quite the norm these days, Giulia sedans have not been immune to the almost universal quest for more horsepower; much to the chagrin of the purists who believe an engine swap of this or any other nature is bordering on sacrilege.

Of course for those who have a preference for horsepower over originality, for whatever reason, the extra horsepower offered by the TS over the 'older' Nord engine is sufficient enough reason for many to head down the twin spark transplant road.

For 105 coupe owners the swap is a relatively straight forward, at least in engineering terms, but for Giulia sedan owners there are two major obstacles to overcome; a) how to find room in the extra engine bay space for the fuel injection system or at least the plenum chamber and the other ancillary bits that go with the standard TS fuel injection system, and b) the top distributor fouls the radiator.

There is of course a relatively easy solution to this 'space' problem, and one that most who have gone down the transplant path have opted for, and that is to bolt a pair of Weber or Dellorto carbs to the twin spark motor.

In terms of the top distributor fouling the radiator you can mess about with Fiat right angle radiator caps, shifting the top radiator pipe or converting to an 8-plug distributor.

Not surprisingly there are some who believe that the decision to use carby's on a motor that had fuel injection as standard would negate much of the benefit offered by the twin spark motor.

And then there are others who have not been deterred by the problem and have come up with a solution; one such person is Scott Murray who hails from Melbourne.

Scott acquired his '66 Super a few years ago and soon after began thinking about a twin spark engine swap.

Being something of a self confessed tinkerer (he has rebuilt one or two Alfas previously) and one who likes finding

answers, Scott looked around at the available options and after a lot of research and adopting a practical approach, decided that with a reasonable amount of work on them, a pair of Mikuni carbys off a motorcycle would be just what he needed.

In my discussions with Scott and his transplant I thought it appropriate to let Scott take over and explain what he did and how he has achieved such an excellent result.

The primary benefit of the twin spark motor over the older Nord is the flat top pistons and the steeper intake port angle of the TS. Alfa even went with a steeper port angle with the head on the 155 model.

The secondary benefit is that the fuel injection system, in good health, provides more accurate fuelling across the entire rev/load range.

On the flipside however; many compromises were made in the fuel/ignition maps of the Motronic system to meet stringent emission regulations; sometimes at the expense of power.

The VVT (Variable Valve Timing) mechanism is also there, more for emissions than power. The intake camshaft is basically the same grind as the venerable 10548 Nord camshaft that everyone loves. The VVT allows the computer to retard the cam at idle and low load to provide better idle and emissions in that area, while leaving the cam advanced for the best performance under load.

Fitting the Motronic system to a 105 chassis involves significant electrical work and high pressure plumbing for the fuel (not to mention swirl pots etc) so going along the carburettor route makes the whole project much simpler, as well as preserving the period look in the engine bay.

One of the big compromises of carburettors over injection is that you have to 'choke' carburettors down so that, at low revs, there's enough air velocity present to pull an accurate measurement of fuel from the jets via the venture effect.

To have a car that is tractable on the street you need to choke a set of DCOE Weber carbys down to 32-34mm (incidentally curved intake tubes on the



Scott was dismantling another TS when I visited his workshop at home. His workshop also happens to be crammed with a few motors and other Alfa-related bits and pieces.

Motronic narrow down to 34mm just through ordinary casting at the factory so no real loss there by switching to carbs).

I'd had good success when I'd replaced the L-Jetronic system on a GTV6 that I'd owned previously with the 'Mega Squirt open-source injection system. There is great on-line support for this system and you can buy it in kit form and solder it up yourself to save a few more pennies.

The real benefit with the Megasquirt system is the very low cost and the almost infinite tunability (especially compared to running a mysterious 'hot' chip in the Motronic).

By running with a Wide Band O2 sensor in the exhaust you can get a very good tune of the car without even using a dyno (which is never cheap).

When I decided to swap my Nord motor for the twin spark in the Super I had always planned to run the Motronic System. It is worth noting the great work that 'Festy' has done on the AlfaBB recently in creating a chip that allows you to tune the Motronic with your own laptop computer. Very clever stuff.

Rather than try and cram the Motronic intakes into the Super, you can fit a set of DCOE style throttle bodies with injector ports. These look great but are expensive.

An alternative is to use a set of motorcycle throttle bodies. A side benefit is that these motorcycle throttle bodies are designed to fit in to a tight spot so leave plenty of room in the engine bay for

whatever air filter set up you chose.

Many of the earlier 2000 era Japanese bikes used Mikuni cast throttle bodies. These are bolted together in sets of four to fit the bike.

The nifty part here is that you can separate these throttle bodies and insert spacers between them to match the intake port spacing of the Alfa TS engine. This means that you can attach them with the same rubber couplers used on the Motronic intake, or turn out some simple aluminium rings on a lathe. There is no need to have special aluminium intake manifolds Tig-welded up to suit the car.



With his own fuel injection system in place the engine bay of Scott's Super is very business-like and demonstrates that it is possible to transplant a Twin Spark into a Giulia Super and run fuel injection.

A simple cable throttle hooked up to the top of the 105 throttle arm (where the manual throttle cable used to connect pre engine swap) and you have a working set of throttles.

I blocked the motorbike injector ports in the throttle bodies off, and used the original Motronic Bosch injectors in their standard ports on the TS intake manifold.

I chose a set of throttle bodies from a 2000 series Suzuki GSXR600 motor cycle. These have 38mm bores at the butterfly which allows enough air to feed a 200+ hp 2-litre motor. More than enough for a twin spark.

For the ignition the Motronic System is easily configured to run Coil on Plug units and rather than have 8 spark plug leads to mess with and having to get my hands on an 8-plug distributor I decided on the Coil Over Plugs.

Serendipity struck when I found that the Denso units from the GSXR600 Suzuki were almost the perfect fit for the twin plug head. They fit to the top of the spark plugs and are supported by the TS spark plug wells so no extra mounting had to be made.

These are also relatively cheap to buy and, so far, have been perfectly reliable. I think the environment in a Giulia Super engine is a lot less harsh than on the motorbike's layout which exposes itself to the elements.

Starting with a simple ignition map to mirror a mechanical distributor (but limited to 28 degree advance to suit the TS engine) and a fuelling map the computer decided on based on engine specifications, the car started straight away and immediately began to 'learn' an optimum tune through the O2 sensor.

The project is still evolving as I change things both inside and outside the engine but so far has been perfectly reliable.

I use my Super to commute 40kms to and from work each day and since fitting 'my' fuel injection system I'm really happy with the results.

I have also had a couple of outings in club sprint events which has enabled me to really evaluate the system under both road and track conditions and the system has performed very well in both conditions.

Footnote: Check Scott's website, www.enablieri.com for details about the availability of his fuel injection kit.

Spettacolo Sportivo

Over the weekend of August 23 and 24 this year SCARB (the largest Alfa Romeo club in the Netherlands) will host its annual club weekend - SPETTACOLO SPORTIVO - at the historic Zandvoort race circuit.

The theme for this year's event is the 60th anniversary of the Giulietta 750-101 series.

Each year SCARB brings together a great variety of rare and historic Alfa Romeos from all over Europe. Through the special displays in the paddock and on the track, these cars revive the long and glorious history of Alfa Romeo as a special and sporting car maker.

Visitors to the event venue will find the Club Cafe, club shop, vendors with new and used parts, books, miniatures and other Automobilia and Italian lifestyle products.

Further details about the event is available on the SCARB website, www.alfaclub.nl

Over the years this event has attracted a growing number of visitors from near and far and with SCASRB members they enjoy the International Alfa Romeo Chal-



lenge races and participate in a variety of track driving opportunities to test their skills on the historic Zandvoort circuit.

Having attended this event some years ago (when Assen was the venue) I can personally vouch for this as one of the must attend events for any Alfisti. If this event is not already on your own bucket

list then it certainly warrants being there or, at the very least, being moved up to the top of your own personal bucket list.

Coppa Spettacolo

For foreign visitors to this year's Spettacolo SCARB has organised a scenic two-day tour on August 21 and 22. The tour will take in the most beautiful areas of the Netherlands and provide a unique opportunity to meet up with fellow Alfisti from other countries who share your passion for the marque.

The tour will start near Venlo in the south of the Netherlands and will finish on the Friday (August 22). Every participant will receive a guide book with clear directions and interesting information on what participants will see along the way. During the tour there will be stops with ample time for socialising.

Participants can stay in the hotels selected by SCARB or pick their own accommodation.

The exact program has not as yet been decided. If anyone is interested in the tour please and would like an update you can contact the organisers by email at:

coppaspettacolo@alfaclub.nl

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	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.
from 601 to 1900	21	35	51	69	88	

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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Please: NO CHEQUES.

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

Delving into my rather extensive collection of photos of Giulia sedans gathered over the years it is always interesting to share some of the collection with the readers.

The hardest task is which ones to pick out from the collection to include in the newsletter. Following comments from a couple of readers I decided to make the images larger this time.

Please let me know if you would prefer the larger or smaller images in future issues of SN.



Above: One of the most eye-catching colours on any Giulia – Prugna
Below: Despite the indoor lighting it really is Anthracite



Above: A pretty young lady and a Super, the perfect pairing.
Below: A rare sight indeed these days, a restored wagon.



A rare occasion. Three Supers together. Who could disagree with the view that Giulia sedans look good in any colour, and any location?