

## 3000 Miles in a Colli Wagon

Having only recently returned home after a visit to America, and what a hectic and sensational five weeks it was, I have spent most of the time since returning home going through photographs from the trip and answering questions about Alfas in the US. Quite a pleasurable chore on both counts.

Long-time friend Dave Mericle who is as equally keen (mad?) about Giulia sedans as yours truly, had been urging me to head over to the West Coast for a while now so, for a variety of reasons, it seemed like a good idea at the time.

Besides, who in their right mind could resist a spell of warm weather in California compared to a cold winter at home in Melbourne. Not me that's for sure and so off I went.

In our pre-trip chats before the trip Dave had mentioned Seattle, and an Alfa Romeo Club convention in the Napa Valley. He may have also mentioned a couple of jobs to do on his restoration project, a Colli Wagon, which was to be our transport to Seattle and the Alfa Convention.

Managing to survive the flight, the airline food and the in-flight entertainment I duly arrived in sunny LA, suitably jet lagged but keen for the forthcoming US adventure to begin; and what an adventure it turned out to be.

I'm not entirely sure that one could ever be fully prepared for LA with its never-ending array of freeways and wall to wall traffic all day every day. I do recall commenting to someone one day that around 20% of the population of LA must surely be in their cars at any one time.

Needless to say I managed to survive the experience; had wonderful time and returned home in dire need of a rest after enjoying the friendliness and hospitality of so many people during the trip. Thanks so much to everyone.

And the Colli Wagon? Well there were more than just a few more jobs to do before it was ready for the road trip but that was a lot of fun and very satisfying too, even more satisfying when it scored the People's Choice Award at the Alfa Romeo Convention.

Super regards *Barry Edmunds*



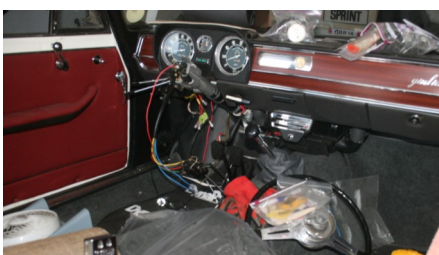
*Pismo Beach was the perfect spot for a break in our journey and pose the Colli wagon for the camera. Situated between LA and San Francisco, Pismo Beach is a favourite spot for the recreational vehicle fraternity and they certainly do enjoy themselves..*

Giulia sedans are quite a rare sight in most places around the world and Giulia wagons produced by Colli even rarer; after all there was only a small number of them produced. There were other body shops that produced wagons in prolific numbers but genuine Colli wagons are few and far between.

Giulia Ti and Super owners are usually well accustomed to receiving complimentary remarks about their cars. The sight of a Giulia Super wagon caught many, even long term Alfisti, by surprise and I could very easily fill up at least one page of this newsletter with the comments received during a recent two week and 3000 mile road trip from LA to Seattle and back to LA.

The Register's US contact Dave Mericle, an Alfa enthusiast from way back and still the owner of the very same Giulietta Spider that he was born in a few decades back, has owned his genuine Giulia Super Colli Wagon for quite a few years and which has been on his list of projects to complete.

Over the past couple of years Dave has been slowly working on the restoration of the Colli. Dave had also spent



*The unfinished interior still with lots to do.*

a good many years amassing a large and very impressive collection of NOS parts, some of which went in to the restoration of the Colli.

Now that the Colli is finished it must surely be, with so many new parts fitted, the very newest and last Giulia Super ever produced. Quite an achievement when you consider that Alfa Romeo stopped producing Giulia Sedans around 35 years ago.



*The near flat rear trunk area provides a huge and very useable storage area. With excellent insulation right throughout the Colli was very quiet on the road.*

As mentioned elsewhere I recently spent a few weeks in America and gave Dave a hand to finish off the Colli and get it finished and ready for a two week road trip up the West Coast to Seattle and then back to the Alfa Romeo Convention in the Napa Valley.

Prior to my heading to the States Dave had mentioned that there were still a few things to do to the Colli.

Some might say that a few things was something of an understatement; well it did include fitting new springs, shocks, rear trailing arms, brand NOS brake calipers and lines, bleeding the

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# Bits & Pieces

## Deja Vu

My own experience with a 'slight' electrical problem. i.e. a short circuit involving the battery, that I recounted in the previous issue of SN apparently struck a chord with some readers. *Barry*

Register member John Thomson from sunny Queensland was one who contacted SN to recount his own experience of a near miss.

"Barry, reading your account in the previous newsletter sent shivers through me as I too had a very near miss. I was restarting the Giulia after cleaning out the carbs and whoosh, flames from the engine bay before I knew it, a serious column of fire was roaring out of the engine bay. I had seconds to grab an extinguisher which didn't work so a hose, not recommended but it did the job and the car was singed badly. Post mortem suggests a loose fuel connection (old age is my excuse) poured fuel on the floor under the car. One spit from the carbs set off with heat from fuel burning on the floor exploded the fuel bowl and burnt through the brake hose adding more fuel.

The scary part after it was out was seeing the deformed plastic bottles on the shelves next to the car. This meant that I was seconds away from the whole shed and ten other cars going up.

No more carby related work will now be done in closed areas. Another lesson learned. As for the Giulia it will now get the long overdue paint job and more." *John*

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## Another One Saved

A phone call from Peter, an old friend from my motor sport days, a few weeks back revealed some good news. Peter who lives in country Victoria has finally got around to starting work on his latest project, restoring a '66 Super that he acquired a while back.

Like many Peter is aiming to use the project as a bit of an escape from the pressures of his Monday-Friday work days.

With an impressive background in building very successful race cars and quite a lot of Alfa Romeo experience to boot we have no reason to doubt that this particular Super will get all the attention a full restoration project warrants. I wonder if his boss from his racing days will get involved?

During our telephone chat Peter did confess that he had already been shopping for bits so I guess that the guys at

Alfaholics have got another Australian customer to add to their growing Christmas card list.

We are planning on keeping tabs on this project and will publish progress photos in future issues of SN.

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## Gone to a new home

A 'recent' arrival in America is this Giulia Super wagon previously owned by Giles Amos in the UK.

Now owned by Martin Lauber in



California the wagon attracted a lot of attention at track day at the Sonoma Raceway, one of the events during the recent ARA/AROC convention in California.

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## Windscreen Stickers

For those Ti and Super owners (and for other Alfa models too) who are keen on that original look we have managed to source a supply of original style stickers covering Recommendations for the first 1900 miles and Tyre Inflation Pressures.

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

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					

If you would like to order any please contact us at [giulia105@optusnet.com.au](mailto:giulia105@optusnet.com.au)

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## Sump Guards

West Australian Giulia collector, John Schoen has, among his large and impressive collection of cars and spare parts, some brand new sump guards for 105 sedans and coupes.

John based his sump guard on a fac-

tory original unit but with some improvements which makes them even stronger than the original.

The strength of his sump guard was tested when John misjudged a dip in the



road during a night rally some years ago and apart from creating a shower of sparks out from under the car and a few scrape marks on the guard everything remained intact.

Cost is a very reasonable \$230 Australia plus freight.

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## New Home for Concorso Italiano

The 29th Annual Concorso Italiano in 2014 is moving back to Bayonet Black Horse Golf Club, host venue for the event from 2002 to 2007.

The 2014 Concorso Italiano, on Saturday August 16, will celebrate 100 years of Maserati and the timeless designs of Zagato.

Concorso Italiano has also announced plans for the first-ever Desert Concorso in Palm Desert, CA, on March 30, 2014.

Desert Concorso will continue Concorso Italiano's theme of exotic Italian cars, Italian car design, fashion, cuisine.

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## Oil Change Tip

One of the problems that I'm sure many of you can readily relate to, and swear about, is how to change an oil filter without dumping oil all over the garage floor, the engine bay and your own hands.

A very simple solution that came off the AlfaBB (where else) and applies to the early model cars with the cannister style filter rather than the later screw-on filter.

Once you have loosened off the bolt at the top of the filter housing, slide a plastic bag up the cannister body. While holding the cannister with one hand, undo and remove the bolt and allow the cannister to slide down onto the plastic bag. Hey presto, all the oil will be contained within the cannister and the plastic bag and you can, or should, be able to remove the filter without oil dripping everywhere.

One of those Oh so simple ideas that leaves one wondering why I or someone else didn't think of it and pass the idea on earlier. Better late than never though.



# A Paint Job or a Work of Art

Every once in a while a car turns up that really catches the eye. Such was the case a few weeks back when I was in Seattle to attend the annual Pacific North West Historic Race Meeting at Seattle International Raceway.

The car, a 1967 Giulia Super, owned by Seattle Alfa enthusiast Mike Kay and driven on this occasion by Peter Emhoff, the man responsible for this eye-catching piece of automotive art, turned up at a BBQ attended by a large group of local and visiting Alfisti in town for the race weekend.

When the car appeared at the BBQ the reaction of everyone was universal and for the next couple of hours the car was the centre of attention and subjected to a close examination, the like of no other that I can recall, as people marvelled at the stunning finish with Peter kept busy explaining how he achieved this result.

The restoration was carried out over two years with Mike, who also owns a very neat 105 GTV, working part-time on the project before handing the project over to fellow Seattle car enthusiast and master craftsman Peter Emhoff who then put in around five months of concentrated effort to complete the job.



*This is what Mike and Peter started off with before they created their masterpiece.*

After all the necessary prep work had been completed, the exterior, interior, engine bay, boot (trunk for our US readers) and their respective lids (hoods) were all given four coats of Prugna AR509 followed by three coats of clear; as too was the underside of the car.

Mechanically the car has had a few mods made; atop the 2 litre motor sits a



*Good use was made of a rotisserie to ensure that every nook and cranny was covered in AR509.*



stage 3 ported head with oversize valves, Euro cams and a MarelliPlex ignition system. The rear end is a shimmed 4.56 LSD, the car has been lowered by two inches and sits on a set of sports springs and each corner has Bilstein shocks to keep the tyres in touch with the road.

Not surprisingly Peter is justifiably proud of the result he achieved with Mike's Super and well he should be as this is undoubtedly one of the most impressive restoration works that I have ever had the pleasure of seeing anywhere. That it was done to a Giulia Super just makes it so worthwhile.



The Super is no trailer queen either as Mike and Peter drove the Super, and the GTV, all the way from Seattle to the Alfa Romeo convention in the Napa Valley, and back home after the event.

Both cars were entered in the Concours at the convention too.

In discussing the car with Peter he did admit to being a bit of a perfectionist.



*Hardly surprising that the engine bay is as pristine as the rest of the car.*

Judging by the results of this project there can be little doubt that he has certainly succeeded with Mike's Super.



*Sighting along the panels will usually show up any flaws or blemishes and there are certainly none evident in this case which indicates the attention to detail that Peter Emhoff lavishes on his work.*



# Alfa California 2013

The 800 mile journey from Seattle to Rhonehert Park CA, the venue for Alfa California, THE Alfa event in America for 2013, was completed in just over a day, without drama and with the Colli performing faultlessly all the way.



Organised/hosted jointly by the Delta Sierra AROC Chapter and the Alfa Romeo Association and held in the wine country of the Napa Valley in California, was five days and nights of fun and activity for the 700 or so Alfisti who travelled from all corners of the US, and even further afield, to be part of the biggest Alfa club event in America for many years.

Tours of wineries, dinners, brunch and more dinners, a couple of rallies, a day at the nearby Sonoma Raceway, an autocross, a swap meet in the car park of the venue hotel, a Midnight Concorso fun event, a Concours on the manicured lawns of the nearby Foxtail Golf Course, a tour of a very private collection of rare and priceless Italian cars (including several Alfas), technical seminars, a Gala Banquet and lots and lots of socializing were all on the agenda for the 5-day event. More than enough fun and activities to keep everyone occupied each day and also after the sun went down. Participants also had a choice of events which they would attend or participate in.

One of the function rooms in the Double Tree Hotel displayed artworks and a second room had vendors offering a large variety of Alfa-related merchandise for sale; most of which was avail-



able at special convention prices which saw a steady stream of customers each day.

Rather than try and recount all the events and happenings at the convention I took the easy way out used the camera to show some of the colours of the convention. Besides, I'm sure that the readers would much rather see photos of the cars and the people than have me ramble on ad nauseum. As they say a picture is worth a thousand word. Apologies to those I haven't identified.

Naturally our attention was directed at the large number of Giulia sedans pre-



*Fred Frey's 73 Super came to the convention via the long way round on Route 66.*



*A rare sight at any Alfa Romeo or classic car event these days, four of the six Sprint Speciales present.*



*Two starters for the autocross at Sonoma Raceway.*

sent but as there were plenty of other eye-catching Alfas present I trust that you will forgive me on this occasion if I show off a few of the 'other' Alfas at the convention.

Whether it was in the car park at the Double Tree Hotel, the nearby Sonoma Raceway where the time trials and the autocross were held on the Wednesday or the Foxtail Golf Course for the Concours on the Thursday there were always plenty happening.

It was a very successful and well organised convention surely enjoyed by one and all. Congrats to all concerned.



*Tina van Cruren's '72 1300 Super looked a treat in the hotel car park full of class.*



*Supers red, Supers blue and Supers green, Supers of many colours have I seen and all colours were at Alfa California 2013.*

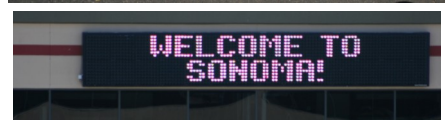


*There were a few different colours amongst the Spider brigade too and this pale blue was one of many standouts.*



*The Convention was blessed with great weather every day and this trio of Alfisti were obviously enjoying the opportunity to socialise and enjoy the outdoor occasion.*





The track day at the Sonoma Raceway on the Wednesday was very popular with many taking to the 12-turn, 2.52 mile road course for the time trials or competing in the autocross in the pit area or wandering through the pit garages and checking out the race cars and the exotics such as the 8C and the Alfa Romeo F1 car decked out in its original Marlboro livery. Later in the day the F1 car headed out on to the track but unfortunately those present were deprived of the opportunity to see it in full flight as it sounded decidedly off-song even as it headed out on to the track and up the steep climb between turns 1 and 2. Still it was good to see a genuine F1 car in the flesh.



Thursday was Concours day at the nearby Foxtail Golf Course and from early on the day the greens were littered, literally with a very impressive array of superbly turned out Alfias of all models. Some stunning, others simply magnificent but all appealing.

The Concours was our final event before we hit the road once more for the final leg of our memorable two-week journey in a remarkable car.

For Dave the highlight of the entire trip just had to be picking up the People's Choice Award at the Alfa Convention Concours. He's probably still got the smile on his face even now.

The reaction of so many people to the sight of our very unusual Alfa Romeo is also something that I will remember for very long time.





All the front and rear suspension components were replaced with new parts.

brakes, getting the electrics sorted out, installing the newly upholstered seats, going over the car to check for and tightening the usual and the inevitable loose nuts/bolts, might qualify as more than just a few jobs to do.

Getting the lights to work involved replacing numerous blown fuses, tracking down the source/s of the problems, plus a myriad of other relatively minor electrical items that one usually finds at times like this.

All part of the learning curve and a character-building exercise that a car restoration is supposed to be; well according to some who have been there and done it. Me, I'm still not too sure.

After two weeks of solid work and quite a few very late nights, the Colli was finally ready for the trip and, after a few short test drives around Dave's LA neighbourhood to ensure that everything was as it should be, we headed north for Seattle, with a few stops along the way.

During the test drives in LA I was quite surprised at the ease at which the standard 1600cc motor handled the 4.1 LSD rear end and how flat it handled around corners with the Dave Rugh springs.



The Colli's spare wheel is carried beneath the rear trunk on a ladder arrangement which swings down and is easily accessed leaving the rear trunk area intact and not requiring everything to be off-loaded in the event of a flat tyre.

Being used to my own Super with its 2 litre motor and the same 4.1 diff ratio, I had become quite used to the torque from the 2 litre and the long legs of the 4.1 diff so my initial thought that the 4.1 diff would be a bit too tall for the 1600 motor and the 165.70 x 15 Vredstein tyres; same as the Giulia's Ti's original tyre size. In some ways the 2-litre motor, with its abundance of torque can make one a tad lazy and

leave all the slog work to the torque, particularly in the hills. The 1600 motor in the Colli handled the trip with ease although there were a few more gear changes than I'm normally used to.

As it turned any concerns I had were groundless as the Colli performed faultlessly throughout the entire trip, well mechanically at least as we still had the odd blown fuse to contend with. The only other issue was a very, very slight oil leak from the near the fuel pump.

The oil leak was traced, and cured by replacing the O ring on the distributor shaft; an easy fix but not one that I'd recommend be tackled under lights late



Racer and race car preparer Fred Schueddekopp took a break from his race car to say Hi to our camera. Fred was busy all weekend and again at the Sonoma track days later.

at night in a highway rest area. At least it was a warm night.

Three days on the road, most of it on Highway 1 (Pacific Coast Highway) along the magnificent Californian and Oregon coastline before we headed inland to Eugene to pick up Interstate 5 towards Washington State and our final destination for this leg of the trip, Auburn just outside Seattle where we enjoyed the superb hospitality of our hosts, Gary and Marie Patitz.

Part of the reason for the trip to Seattle was to attend the annual North West Historic race meeting. This long running and very popular 3-day event attracts a large contingent of historic racers from all over, some of whom travel big distances to compete on this rather challenging 2.25 mile (3.62km) race circuit. The circuit has 125 feet (38m) of elevation change which makes it a good deal more interesting that some that I have seen.

There were quite a few Alfas amongst the entry list of competing vehicles but sadly no Giulia sedans. I had hoped to see one of Tom LaCosta's Ti Supers in action but I had to be satisfied with his GTA.

On the Friday evening a large group of Alfa folk made their way to our host's home for the annual historic race weekend BBQ and the front and side



lawns around the house were soon adorned with an impressive array of Alfas of varying models and ages.



During the two days at the circuit the Colli joined in the parade lap session and this was another chance for some fun and to show off the handling of the Colli. Despite being loaded up with all manner of stuff in the rear and two people on board Dave was having fun trailing his friend Gary in the Giulia sedan and a whole bunch of others who were all obviously enjoying their blast around a race track. Easy to see why this circuit is so popular with racers.



My visit to the historic race meeting at Seattle would not be complete without including a photo of one of the race car tow vehicles. Huge, impressive and magnificently fitted out is the only way to describe them. Sure makes life on the road very civilised.



Come Monday morning, Dave and I are back on the road again, this time heading south towards the Napa Valley and the Alfa Convention.



## Bella Italia Finland

In July each year Tammela, 120km north west of Helsinki, Finland's national capital, is the venue for Bella Italia, an exhibition of Italian art, design and of course Italian cars, motorcycles and scooters.

From its humble beginnings in 1991, Bella Italia has grown in stature each year and is now a major and very popular event.

This year the event, held in warm mid-summer weather, enticed close to 4,500 people along to enjoy a sunny day and a display of Italian vehicles.

**Jorma Mäkinen**



*Above: Markku Johansson's blue Super.*



*Above: From L-R the Giulia's of Mikko Helminen, Kristian Wikmann and Jorma Mäkinen.*

*Below: The red Nuova Super and the white 1300 Ti add to the display at Bella Italia..*



## Reinforcing

Few Giulia sedan owners would disagree that if the car is to be used in any form of competition it will require some reinforcing of the front suspension.

The amount of reinforcing will usually depend on the form of competition planned, i.e. rally, race or even road use.

Front shocker towers are the most susceptible area for weakness in Giulia sedans and is the area that most owners start with.

The photo below shows one owner's approach towards overcoming a weak spot at the front of their car with plates fore and after of the left shocker tower.

Others may have their own ideas. How about sharing them with us.



## Christmas in July at Stanthorpe

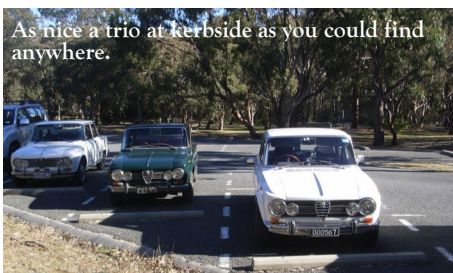
Stanthorpe, located around 220 Kms or about three hours west of the Queensland state capital Brisbane, depending on how fast one drives, is the venue for an annual weekend away from home by a bunch of Queensland Alfisti.

The main purpose, if one ever really needs a purpose for a weekend away in an Alfa, is to enjoy some cold weather, lots of food and wine and of course the cars. Stanthorpe ticks all the boxes.

Stanthorpe also has a growing Alfa Romeo community which can only add to its appeal for a weekend away.

This year, for the very first time Giulia sedans outnumbered the rest of the Alfa models over the weekend.

*As nice a trio at kerbside as you could find anywhere.*



The weekend began, as usual, on the Friday evening with a dinner at a local member's home.

Saturday started off with a drive, in convoy, to a national park for a BBQ breakfast and a walk (to shed the extra pounds gained or about to be gained by the weekend's eating etc) followed by a visit to a chocolate shop and several win-

eries before lunch at a local eatery.

After lunch it was more wineries and cheese tasting before a bus ride to dinner for a Christmas in July Celebration at, you guessed it, another winery, this time the Hidden Creek Winery

Sunday started off with a breakfast at another member's home followed by a viewing of an impressive collection of Alfes, mostly 105 coupes.

Having survived the weekend of food, wine, cars and good company everyone headed for home and all are looking forward to July 2014 for another Christmas in July Celebration in Stanthorpe.

*by Steve Brazier*



*The Supers of Stuart & Maris Stubbs, Rob & Marg Smith and Gavin & Kathy Campbell stand out in the crowd of Alfes in Stanthorpe.*



# How To Race A Police Car

*As we have shown in previous issues of Super News, historic racing is very popular in South Africa.*

*One of the leading lights of historic racing in South Africa is Trevor Tuck, who races a Giulia sedan, and very well too. Photos of Trevor, usually hassling his opposition or three wheeling through a corner, have appeared in SN so who better than the man himself to explain, in his own words, what racing a Giulia is all about. This is the first of a series by Trevor on the pains and joys of building the ultimate racing Super. BE*

Historic racing is great way to spend your kid's inheritance. There is no better way to blow copious amounts of loot than on an historic racing car. If you really want to blow everything in one go, race an Alfa.

Having spent my entire life behind the wheel of one Alfa or another and having owned more than 40 of Mr Romeo's finest from the smallest to the largest, slowest to the fastest it is only natural that I would eventually be flying down the mineshaft at Kyalami in a racing Alfa at some point in my life. I won't bore you with the history or my factory racing career with FIAT AUTO South Africa or with any of my amazing Alfa's that I have owned and raced. Instead, I would like to borrow your ears for a moment to discuss the greatest of them all, the Giulia. Over the next few issues I hope to give you more insight as well as the do's and don'ts for racing and indeed building a racing Giulia.

To this day the Alfa Giulia saloon remains one of the finest Alfa's ever built. It also remains one the most under-rated; closely followed by the 155 but that is another story altogether. The Giulia provided the perfect balance between head and heart and I can only imagine what it must've been like as a new car when it was launched in 1962. Sadly I was minus 12 years old in 62 and in 74 when I did arrive (thanks Mom and Dad) Giulia's were long on their way to the used car lot. Another 18 years down the



road when I was finally allowed to drive legally, they were all but forgotten and mostly used as outside pot plants. Obviously I had to have one and a Giulia 1.6 Super was my first car. It didn't run much and I spent more time looking at it than actually driving it. But when it did work, it was the best thing since a wind tunnel and it remained mostly a white blur to my mates who were packed 6 up in their Mini's and Beetle's... standard college transport back then of course. I knew then at a still tender age that a Giulia would one day be my weapon of choice when it came time to put on a helmet. How could you not want to race one? Obviously the wind tunnel development made a young man think somebody had somehow built a square car with the same aero properties as an arrow. Little did I know.

The first thing I can tell you about racing a Giulia is to think long and hard about what you want out of a historic racing car. If you want the fastest Alfa on the circuit, sadly, the Giulia is a poor bet. If you race in a pre-66 category like me and you have the choice between a Giulia and a Sprint, race the Sprint. Ultimately the sad truth is that the Giulia's never really made the same inroads into international touring car classes as their more nimble siblings. Simple mathematics will tell you a 105 Sprint is an ultimately better package. It is lighter, lower, smaller and stiffer. Add to this the benefit of having all of the Giulia Ti Super development! It HAS to be faster in the same spec. But please don't tell Andrew Banks this! Like me, he couldn't give a rats tail about that lot! Neither could my best mate Patrick Gearing, who's genuine GTA sleeps further away from the garage door than his beautiful Ti Super rep!

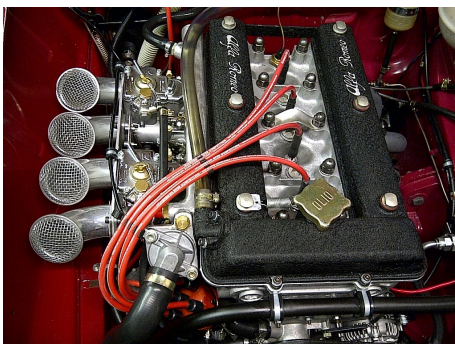
So why race a Giulia or a Super as we like to call them? Why the bad news

about being second best to a Sprint GT/A? The answer is a very complex one and it begins with the eyes. Park a Super next to a Sprint GT and you will wonder what the hell the factory was thinking with the Giulia; a box on wheels! Well, try this: go and get your kids school ruler or your straight edge out of your garage and please find yourself a single flat panel on the Giulia. Just one... Find it? I didn't think so. Not one single straight line on a Super, anywhere. The same on the Sprint, now please, you might want to grab a pen and paper for that calculation.

To me a Giulia represents the ultimate optical illusion. From a distance, a simple box design, boring as hell. Close up, a complex combination of some of the most beautiful shapes and lines ever to grace an automobile. But you have to feel it and see it at the same time. In fact I'm sure in some countries it is illegal to display such beautiful curves uncovered.

The next reason is far less complex, just basic common sense. Add up all the race parts that the good folk in Milan gave us as standard on a Giulia and you would agree we are well on the way to that championship. The mechanical brilliance of any 105 series Alfa is underestimated at your own peril. Just ask the Italian cops. Fundamentally we have a perfect base for a historic race car, all alloy DOHC hemi engine, alloy 5 speed gearbox, stiff shell, wonderful suspension, steering that would make a slot car sit up and pay attention, the list goes on and on. Sure these attributes are present on a Sprint too, but I refer you to that earlier choice you have to make...

The bad news is to get it to really fly you have to spend your kids future college fund money. In this regard I would advise you become good mates with your preferred supplier. Alfaholics, Spruellmotorsport, Classicalfa, there are





## How To Race a Police Car, Cont'd

many more. My best advice here is to buy the best from the best. These guys know what works and what doesn't work. They will help you build it right first time and it will last! I get very angry when I see broken Alfa's at the track, the bottom line is you have lost the race in the garage. DO YOUR HOMEWORK! "If you want to go fast, copy the fast guys". If you just want to have fun and enjoy your Giulia for what it is, then don't spend money on stuff you will never make use of.



The Standard Giulia suspension will out-handle pretty much anything else in the pre 66 saloon class that isn't a V8 or a Lotus Cortina or a Mini for that matter, gosh that's nearly the entire field. The point is you need to evaluate your needs, your budget and your aspirations and build the car accordingly. Don't start something you can't finish and don't waste money on stuff you don't need, there will be plenty spending to come when you start paying for your entries, fuel and tyres.

I plan on going into a bit more detail in the next issue on my specific race car, GIULIA CAESAR and I will share with you some of the do's and don'ts in building a quick historic Giulia.

If I really get carried away I'll tell you about the specs and how we developed Giulia Caesar into one of the top contenders along with Patrick's Giulia for



our local Pre 66 series. But the first coin you spend on a race car has to be on safety. Please, please, please, spend more on your safety than your speed. Limbs are only issued once.

To close this episode a Giulia is a choice of the heart and the head. If you want to be the fastest pre 66 Alfa on track, start building your Sprint. If you want to be the coolest cat in the paddock in your quick Super then throw away your straight edge and stay tuned.

Yours in Giulia

**Trevor**

## Giulia's Look Good . . . . .

An abbreviated Giulia's look Good Anywhere page this issue.

No excuse other than I just plain ran out of space.

These photos are from both Europe and America



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