

My apologies for the lateness of this issue of Super News. I had a major personal loss a few weeks back which was a huge setback and I would like to use this opportunity to pass on my very sincere thanks and appreciation to the many who have been so supportive of myself and my family during a difficult time.

Thanks for your patience.

Getting back into harness with the newsletter and another related project has certainly been good for me.

The 'other' related project is one that has been on the agenda for quite a long time and, like so many others, long overdue.

The project revolves around the history of the Ti Super that won the 1964 and 1965 Sandown 6 Hour races so convincingly and historically speaking is one of the most significant cars in Australian motor sport..

While the two Sandown successes have been well recorded, little has ever been written, at least collectively, about this car's other competition outings in Australia and as I am discovering, there were many more than I had ever imagined.



This photo is from a 1964 outing in a series production race at Lakeside in Queensland with work driver Roberto Bussinello at the wheel. Bussinello was leading the field until a blown tyre put him out of the race but not before he had set a new lap record.

One other known outing was at the wonderful Warwick Farm circuit in Sydney when the Mildren Team's Frank Gardner drove the car.

If any of the readers can recall seeing the Ti Super in action I'd welcome any information they may care to pass on to be included in the history project.

Super regards *Barry Edmunds*

Auto Italia in Canberra



A mirror image of Canberra's Old Parliament House and the line-up of old and new Fiat 500's made for a doubly impressive sight at Auto Italia 2013.

Aside from being the title of a long running and also very popular car magazine out of the UK, devoted to all things automotive from Italy (naturally) Auto Italia is also the name of a major and long running one day automotive event held in Australia's national capital Canberra.

Like its print medium counterpart Auto Italia in Canberra is also devoted to Italian automotive machinery and the event certainly attracts a very impressive turn out of four and two wheel Italian machinery each year with many travelling from interstate just for this one-day event.

This year Auto Italia was held a week after Easter and the date dovetailed in very neatly with AROCA's annual national gathering Alfesta.

Those timing of the two events resulted in some of the Alfesta participants staying on for Auto Italia and to keep them entertained there was some

activities scheduled for the few days between Alfesta and Auto Italia.



As in previous years Auto Italia has featured a marquee and this year it was the turn of Lamborghini to take centre stage on the event display area on the lawns down in front of the old Parliament House.

On the day Alfa Romeo's outnumbered the other marques and with almost every model from the company's last few decades represented.

Giulia sedans featured well too with four joining the line-up in an event that has become a MUST for Aus Alfisti.



John Dunkley's immaculately prepped tarmac rally Super attracted a lot of attention on the day. The car is for sale too.

Neal Vaughan's very original green 64 Ti (above right) displayed a For Sale sign on the car but without any serious offers Neal took the car back home with a serious spruce up on the agenda.

A Salutory Lesson - Don't Take Chances *by Barry Edmunds*

I had a very close shave recently and it was all my own doing and taught me a very important message; don't take any chances whatsoever with anything that has the potential to start a fire in your car, even if it is the furthest thing from your mind at the time.

While I was in Canberra for the Auto Italia event a few weeks back (see separate report) I picked up a complete 4.3 non LSD rear end as a possible replacement for my current 4.1 diff. It was necessary to separate the unit to fit it in the boot of my Super. With it all firmly tied down to prevent any sudden movement/s, which could have caused a fair amount of havoc and or damage had it come loose.

The trip home was going well until about the half-way mark things went decidedly pear shaped. In the dark on a Sunday night with not a lot of traffic on the Hume highway is not my favourite place to be with a major problem looming.

My first warning that all was not well was a slight dimming of the headlights and dash instruments followed shortly after by a bang which I initially thought was a blown tyre. As I pulled off the road to a safe spot I noticed smoke billowing out from the rear of the car. Few things get your attention quicker than seeing smoke, and lots of it, billowing out of the car you're in.

Once safely out of the traffic I stepped out of the car and first check point was the engine bay and raising the bonnet (or the hood as some of you refer to it); always a move that is fraught with danger when there is smoke as raising said bonnet would allow a rush of air in and cause any small flame to erupt and instantly become a much bigger one.

No obvious sign of fire so I then moved to the rear of the car and gingerly opened the boot (trunk), again

with some trepidation, to find even more smoke than had been at the front but thankfully no flames.

Gradually the smoke cleared and I was able to see where the problem was and it all became clear.

When I had stowed the diff in the car in Canberra I'd been a tad careless in stowing a metal brake line off the diff in the boot among the luggage, tools and other stuff that one invariably takes with them on a weekend trip interstate.

That loose brake line had somehow worked its way out from where it had been placed and made contact with the positive terminal on the battery (yes the battery is in the boot and no I did not have the terminals covered properly) and it duly shorted out on the body.

of my beloved Super being reduced to a pile of molten metal at the side of the highway, or at the other end of the disaster scale the car could have well become a blazing inferno with me in it. Not something that I like to dwell on.

Eventually my sense of well-being returned to something near normal and I discovered that there was no apparent permanent damage to the car, other than the smoke stains, charred cardboard and blanket, a few bits of melted plastic etc, so I loaded up all the gear that I had removed from the car earlier.

Discovering that the lights were back to their former brightness gave me enough confidence to try the ignition.

When the motor started and the gauges indicating normal I breathed a hefty sigh of relief and resumed my journey.

I have often said, more in jest than anything, that God drove an Alfa and incidents such as this have made me think that perhaps he really does as he, or someone else, was certainly looking after me on this occasion.

I confess that some of the remainder of the trip was spent counting my lucky stars at what could well have been the worst possible way to end what had been a very enjoyable weekend.



I concluded later that this was the cause of my dimming lights and, in due course, caused lots and lots of smoke.

I really have no idea how long the brake line had been touching the battery terminal and shorting out but obviously it had been more than enough for the brake line itself to get extremely hot and getting close to igniting anything burnable within close proximity.

Once the smoke had cleared enough for me to see where/what the problem was I quickly removed the offending brake line, along with every other item close by.

It quickly dawned on me, and again later when I thought about it, just how close I had been to being a part of a major problem.

At the very least I could have been a witness to the far from appealing sight

I have certainly revised my former casual habit towards stowing things in the boot. It is just so easy to be so causal with regard to safety and how quickly and easily things can go wrong.

Full examination of the car at home and in daylight the following day revealed that the major and only 'permanent' damage was to the battery cable itself so I certainly feel that I got off very lightly; so take it from yours truly don't take any chances; a disaster can happen.

Guess who has now installed a fire extinguisher too and made doubly sure that the battery terminals are well protected?

The aim of this piece is not to provide a long-winded explanation about an incident but to provide a salutary lesson on how to avoid a potential disaster.

A Winter Day Out in Paraguay *by Carlos Calvo*

A recent and most welcome addition to the Register is Carlos Calvo, a Giulia Ti owner from Asunción in Paraguay. While Paraguay does not have an established Alfa Romeo Owners' Club as such, it does however have a group of dedicated Alfa Romeo owners who get together to enjoy an occasional day out. Aside from the obvious Giulia Ti's and Supers there are also a number of 33's, a Duetto Spider, 75's and 164's among the group.

After Carlos and a few of his fellow Paraguayan Alfa owners had another of their outings a few months back Carlos kindly forwarded a report and photos of the outing to Super News.



The outing which he and his fellow local Alfisti took part in ended in the parking area at a shopping centre in Carlos' home-town of Asuncion, the capital of Paraguay.



The club that caters for the majority of the classic car enthusiasts in Paraguay is the "Club de Vehiculos Antiguos del Paraguay (CVAP) which organizes a rally every couple of months. These rally-style events, run under FIVA rules, can cover anything from 150 km over one day to a 1200 km event called the Grand Premio de Sports y Clasicos which is run over three days. These events usually attract a number of Alfa Romeos.

Alfa Romeo's presence in Paraguay goes back to 1966 when Buenos Aires-based Moto Guzzi and Alfa Romeo dealer Giuseppe Vianinni, moved his business operations from Argentina to Asuncion in neighbouring Paraguay. The decision to move his business to neighbouring Paraguay was caused by the introduction of import duties which made it almost impossible to import cars into Argentina. Vianinni had initially set up in Buenos Aires as a Motor Guzzi distributor and later added Alfa Romeo to the range, importing mostly Giulietta Ti models. Vianinni also had a racing team in Argentina which competed in road races such as the famous "Gran Premio Internacional de Turismo".

Vianinni started his Paraguayan operations by assembling 1.6 litre Giulia Ti's that had been shipped from the factory in Italy to Paraguay in CKD (Complete Knock Down) form.

Later model Giulia Supers, 1300 Ti, Giulia Sprint GTV, GT Junior, 1750 Berlina and GTV were also part of the local operations until 1972 when the business ceased. During the six years it operated Giuseppe Vianinni's dealership sold about 4,000 cars throughout Paraguay.



Footnote: It is hardly surprising that Carlos is a Giulia devotee; after all, his father purchased a brand new white Giulia Super in 1968 and, as a 13 year old, Carlos learned to drive in that car.

Thanks for thinking of Super News Carlos Calvo.

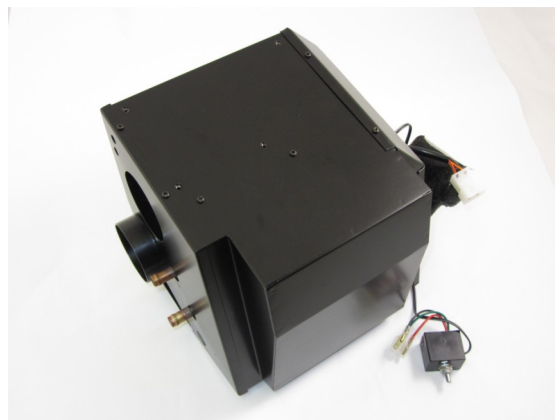
105 Air Conditioning System

The on-the-ball guys at Alfaholics have added to their already huge range of well engineered products with a modern air conditioning system to fit all 105 series cars. The system uses a bespoke heater box as a direct replacement for the original unit and features an integral air conditioning evaporator and heater matrix.

The compressor is controlled by a simple on/off switch on the dashboard, while the two original cable controls are retained along with the fascia panel. The temperature control lever is used to blend warm air from the heater matrix with cold air from the evaporator, in order to achieve the desired temperature. The direction lever allows the blended air to be routed either to the dashboard or to the footwell.

The compressor is the latest technology, high power, compact unit for ease of packaging in the engine bay. Special brackets to fit the compressor to Twin Spark engines are available and brackets for Nord engines will follow shortly.

The kit is supplied complete with a new heater box, pipes, unions, toggle switch, compressor, belt, drier bottle, condenser & trinary switch.



Balocco Test Track Turns 50

With all the Alfa Romeo-related celebrations that have been held over the past couple of years one that slipped through almost unnoticed was the 50th Birthday in 2012 of Alfa Romeo's Balocco test circuit.

Located in the middle of the Piedmontese region and around 60 kms from Milan, the development centre was completed in 1962 and was, at the time, one of the most advanced test centres in the world.

The Giulia was the first model tested at Balocco and lots of later models followed in its footsteps. In addition to testing and development of new models Balocco was also used by Autodelta for the testing of new race cars.

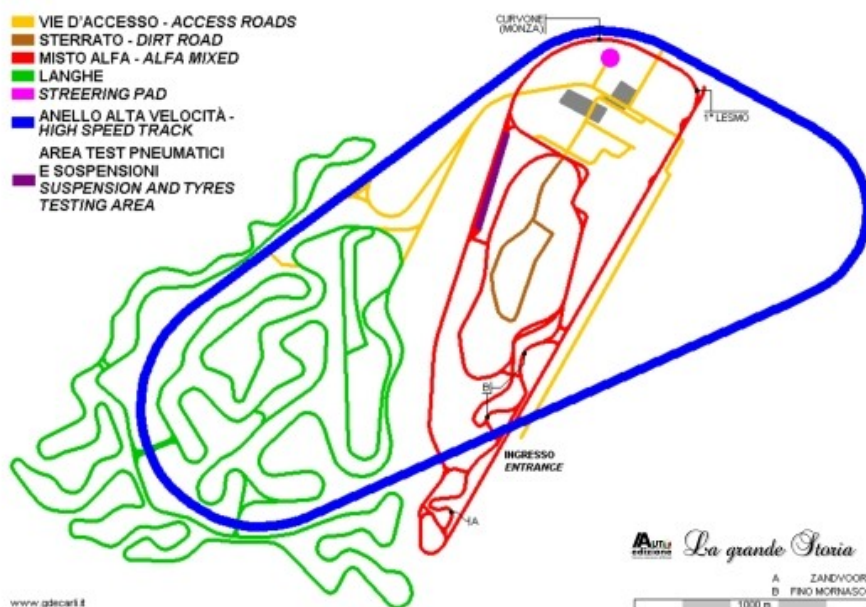
Within the complex there are seven different test areas and the high-speed track contains corners copied from then existing race circuits, such as Lesmo at Monza, Tarzan at Zandvoort and Fino at Monaco. Balocco is said to be the place where all the Alfa Romeo magic happens.

When Fiat took over Alfa Romeo in 1987 they expanded the circuit, adding 350 ha to the area. The circuit and surrounding terrain were changed with the addition of a fast race track with two long straights of 1,000 metres and wide corners.

Fiat also added testing sections for trucks and heavier vehicles and in 2008 made the circuit suitable for the testing for F1 cars.

There are seven different test areas within the complex.

Source AutoEdizione.com



New Synchro Rings

The bane of Alfa Romeo owners for many years has been synchro rings and the usual and or inevitable crunching of gears, particularly 2nd.

As many Alfa racers around the world have discovered the repro synchro rings were simply not up to the task and so the guys at Alfaholics set about coming up with a solution; one that should please everyone, particularly the racers among you.

I first became aware of something different in the gear shift department of Andrew Banks' Ti Super-R while watching a video clip of his outing at Spa last year.

When I queried Andrew on what he



had done to enable gear shifts to be carried out without the usual pause between gears he confessed that Alfaholics had been working on some new u beaut synchro rings.

For the past year they have been using their Ti Super-R, GTA-R and FIA 1600

GTA cars to test their new synchro rings and now, after around 7,000 miles of fast road and track work, they are now satisfied with their product.

The new synchro rings offer lightning quick changes up and down which means that you can shift gears as fast as you can move your hand.

The gear change is also consistent and predictable under heavy use which is when the baulking problems with the standard production rings usually occurred.

At £99.95 they are not cheap but if they can provide the solution to your gear shift problem then it would be money well spent.

Where To Now For Arese??

Alfa Romeo's former Arese plant, where once upon a time thousands of Alfa Romeo cars rolled off the assembly line has now been idle for some time.

While there are no plans to set up a new Milanese-based car industry it is understood that, after lots of arguments and speculations, the mayors of the Milanese districts, Arese, Lainate, Rho and Garbagnate have put their signatures to plans to set up a new design centre in the old complex and are seeking non Fiat investors from the automotive sector.

The management of Arese have apparently agreed to the plans even though they were the ones with the most objections as they had something entirely different in mind. For the site

The plan is now in the hands of a government minister in Rome who will have the last word.

It is understood that Alfa Romeo's Museo Storico is not part of the plans for the development of the site.

On the subject of the Alfa Romeo Museum and its future there has not been much said about either rebuilding or relocating the museum to another site.

Doubts about the future of the Arese



museum were first raised back in 2011 and since then there has been little if any news about the fate of the museum complex and its priceless contents.

The contents of the Arese museum are the property of Fiat SpA and it is only the site which has been in dispute.

Petition to Save Arese Museum

A new petition started by Alfisti and supported very heavily by AutoEdizione.com is calling for action to save the Alfa Romeo museum at Arese.

Super News certainly urges all lovers of Alfa Romeo to get behind the petition and support this campaign to save this priceless collection.



Log on to **AutoEdizione.com** and find the link to the petition and lend your support.

Despite it only going for a short time the petition has already racked up a very large number of supporters.

A Giulia Sportwagon??

As is well known there has been a fair amount of speculation (also read that as wild guesses) about the release date for the new Giulia (latest guesstimate suggests possibly late 2014/early 2015). For the past year or so potential Giulia buyers, and those interested in the new model, have had to rely on the odd photographs and or a few sketches which supposedly shows what the final look for Alfa's flagship will be.

From what we have seen the sketches look a good deal more interesting than a few of the photographs that have been published so far.

The sketches below came out of Alfa's Centro Stile and if they really are of the Giulia Sportwagon it will be a fairly wild looking car that, on looks alone, should throw the proverbial cat amongst the pigeons in its class.



Aside from the uncertainty about its release date, most of the conjecture about the car seems to focus on where it will be built, whether it will be FWD, RWD or AWD and what

power plant/s will be used.

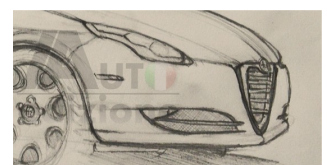
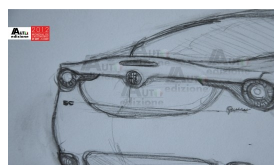
Hardly surprisingly that most genuine Alfa lovers would be hoping for rear wheel drive. Did the statement from CEO Marchionne in July last year about the return of the 'true' Alfa Romeo DNA provide a clue? Only time will tell.

In regard to the question of where the Giulia will be built there have been suggestions that the Giulia will be built in one of two places in America; either the Belvedere factory in Illinois or Sterling Heights in Michigan, and a plant in Italy.

Hard to imagine an Alfa Romeo not being built in Italy.

A report on the AutoEdizione website late last year stated that Fiat is aiming at positioning Alfa Romeo as the manufacturer for high quality Italian sports cars and sporting saloons, just under Maserati and Ferrari with China as the second highest priority after the US.

One message that is coming through loud and clear is that Alfa enthusiasts do not want a VW/AUDI/SEAT clone. Enuff said.



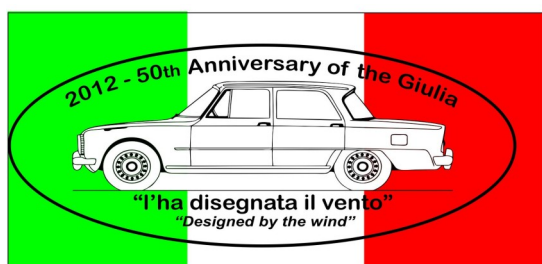
50th Birthday Merchandise

Stickers

While the T Shirts have all gone there are still a few of the 50th Birthday stickers left.

The stickers are in an oval shape (see below), actual size 150mm x 67mm, and are available with Gold or Black print on white vinyl at \$3.50 Aus) each plus postage, or a rectangular tri-colour sticker (see below), actual size 150mm x 72mm, is \$5.50 plus postage or a full set of 3 for \$10.

Contact Super News if you would like to add a few extra items of the 50th anniversary of the Giulia to your collection of memorabilia to remember the occasion.



A Super Wedding Car

Melbourne Register member Mike Dawes used his still very original 1970 Super as THE car when his son Stephen married long-time girlfriend Lauren a few weeks back.

The car had, naturally, been given the full works for the occasion and was looking its very best. Of course it looked the part and provided the perfect carriage for the newly weds as they headed off at the end of their special day.

Obviously this is not the first time that a Giulia sedan has been used in a wedding but as this was the first time we have been provided with a photo of the occasion it is considered an appropriate inclusion in Super News.

If any readers out there have photos of their Giulias in ‘different’ situations why not send a photo and some details and we’ll include them in future issues.



Why do they do it?

Over the past couple of years there have been a number of stories doing the rounds of some wreckers/dismantlers here and overseas simply clearing out their yards of old car bodies and parts and simply dumping virtually everything.

While one can understand the

need to clear out yards often overcrowded with rusting car bodies it is still disappointing to hear, usually after the clean out has taken place, about the dumping.

The pity of it is that so many of these body panels and parts will never be made again so we all lose.

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Interior Light Covers

One of our favourite parts suppliers is Chris Sweetapple at Highwood Alfa in Wales and I have no hesitation in recommending him as a source for those hard-to-get parts for your Giulia restoration.

Chris has interior light covers in stock; the usual opaque finish cover and also for the later model with the clear window along the bottom edge.

Check out Chris’s website at: sales@highwoodalfa.com to see his very comprehensive range of products.



Finding Love in Vatican City *By Marco R. della Cava*

Recently, I spent two weeks in Rome reporting on the election of a new pontiff. Pope Francis' surprising selection (British odds makers and Vatican pundits both thought white smoke would rise for an Italian) was accompanied by a fervor for his grandfatherly style ("You've worked a lot, eh," Pope Francis said with a smile when he met with some 3,000 journalists). But while all that made for great copy and indelible images, an unexpected encounter of an automotive kind ranked almost as high on the memory-o-meter.

"Will you be at your hotel at 2:30 this afternoon?" an old Roman friend asked, not really waiting for a reply. "I'll come by."

And then there he was. Make that she was: A merlot-colored 1970 Alfa Romeo Giulia Super, just as I'd remembered her. Back in the '70s, when I was grinding my way through elementary school as a fish-out-of-*Acqua* New York kid in the Eternal City's public school system, my new friend Renato Gatto would occasionally ask if I'd like to accompany him and his father on a road trip. Sometimes to the beach, others to the hilltop town of Perugia. But it didn't matter where we were going. The journey in that Alfa always threatened to outshine the destination.

A quick primer on Alfa Romeo, now a Fiat/Chrysler-owned brand that soon plans to stage a U.S. comeback, includes the salient fact that its cars were racing champs in the early part of the 20th century. Enzo Ferrari drove for Alfa before deciding to start a little company of his own. Although Alfas entered our popular consciousness when Dustin Hoffman ripped around California's sun-splashed highways in a convertible Duetto in 1967's "The Graduate," European buyers knew the Milanese automaker for its light, zippy and handsome Giulia sedans.

The Super in particular made waves. Introduced in 1965, its twin-Weber carb, 1.6-liter, light alloy twin-cam engine revved easily to 6,500 rpm. Some 160-hp pushed the car to 62 mph in an era-respectable 12 seconds, while top speed was 106 mph. Disc brakes all around slowed the car with reasonable haste. Inside, massive twin gauges sat behind an elegant if thin wooden steering wheel. The Super looked the business, an Italian job that the Carabinieri, Italy's state police, adopted the model



as their personal chase vehicle.

As my friend darted through notoriously chaotic Roman traffic and wound his way up to the summit of Monte Mario, he reminded me of the car's impressively simple story. His father had taken the entire family to a local dealership to collect the new car. "He was very proud of it, and always kept it in amazing condition," my friend said.

What's more amazing is that despite having the means, his dad never once thought of upgrading to a newer model over the decades. When he passed away a few years back, Renato expressed interest in the car. Not that anyone else in the family was clamoring for it.

"Are you kidding?" he said. "My mother still asks me why I don't get rid of this old thing."

Sorry, mamma, as far as one-owner, un-restored cars go, this would be any Alfisti's dream purchase. It's got original vintage Roma plates and 43 years of maintenance records that include details on an engine upgrade by late and legendary Alfa racing mechanic, Franco Angelini. Not that my buddy is selling, ever.

I got a sense of why after he encouraged me to drive the car back to my hotel, the long way. Up and down a few of Rome's seven hills, along the Tiber River and past the imposing Vatican. Although I'd been reluctant initially, fearful of an accidental encounter with the city's manic drivers, my concern was unwarranted. Instead, I rediscovered what it means to drive, capital D.

For starters, the steering was crazy heavy; making a sweeping turn meant not only planning early and apexing correctly, but also wrestling with the steering wheel. Understeer is an understatement. I flashed on why old-time drivers like Sir Stirling Moss were short but positively barrel-chested; my efforts were workout-worthy.

Braking also required a good measure of planning and muscle, while signaling with the car's tiny tail lights was at

best a suggestion to other drivers. At one point, I went to check the driver's side mirror and could barely make out a thing, as it was mounted around my left elbow.

"That's an improvement over nothing," Renato said, noting that he usually resorted to turning his head and looking backward through the glass-filled back seat area. "The car didn't come with side mirrors in those days, so it was added later. Same thing with seat belts."

The real seduction, however, happened each time I shifted. There was something about the way this Italian machine slipped from gear to gear that was both entrancing and familiar.

Long before I'd changed my four-wheeled allegiance to a series of German cars, I had a few flings with cars from the land of my ancestors. My first car was a rather pedestrian Fiat 131 coupe, which one Venetian friend would sarcastically remind me was the "top car of choice for taxi drivers." Then I upgraded big time and for three years danced with a 1978 Alfa Romeo Sprint Veloce 2000. I was smitten. Centrally mounted tach. Rakish bodywork. Wooden steering wheel. And ... nothing but trouble. Always in the shop. First gear would grind. As would my teeth.

But those unpleasant memories were distant as I slowly got to know the Super's likes and dislikes.

I'd forgotten how, unlike with most German-made machinery, Italian cars need to be understood. Put in the time, and the car rewards you with nothing short of a borderline human interaction. And there was one other thing. With today's modern steeds, you can do 120 mph and wonder if you've hit 40 mph. In this Alfa, I never exceeded 40 mph and felt like I was flying.

When I finally pulled up to my hotel in the shadows of the Vatican's imposing walls, I was literally in love. This aging but loved Alfa Romeo Giulia Super had reminded me of something that I once knew well, but had forgotten after decades in the throes of engineering perfection.

People are memorable because they're imperfect.

And the same goes for cars.

Source: *AutoEdizione.com*

Alfaholics and a day at Castle Combe *by Kerry Reynolds*

As a long term Giulia Super owner (I bought my first one in 1968), I have been particularly interested in following, on the Alfaholics website, the progress and development of their Giulia Super Ti-R.

A recent trip to the U.K. gave me the opportunity to visit the workshop, to have a close look at the car in the flesh and speak with Andrew and Max Banks about this special project.

Inspecting the Alfaholics Giulia Super Ti-R close up revealed a car prepared to concours standard and although the vehicle is used regularly and indeed quite vigorously on the race track, it shows few signs of wear. The attention to detail under the bonnet and inside the car itself is quite amazing. Although the main aim of the exercise involving the car was orientated towards performance, driver comfort and convenience has not been compromised. Even the full roll cage has been designed in such a way that it provides a minimum of obstruction, to driver and passenger.

Mechanically the car has also been developed to ensure, that whilst being extremely quick and firm on the track, it is quite docile and user-friendly on the road. The engine is basically an Alfa 2-litre twin spark running 45DCOE Weber carburettors and developing 216 HP. Front suspension mods include coil-over adjustable dampers, with the front brakes being six pot calipers. At the rear, there are adjustable aluminium dampers and of course the mandatory LSD. The car weighs in at 900KG, giving a highly impressive power to weight ratio.

My visit also happened to coincide with the annual Alfaholics day at the very



challenging Castle Combe race circuit (near Bristol). I was fortunate to be able to do a number of laps as a passenger in both cars which gave me an opportunity

to compare their respective attributes, and to be frank, I found the performance of both cars (and indeed the drivers) to be almost identical in the way they performed.

With Bristol's annual rainfall averaging around 35 inches, it was not surprising that the track day was wet, not too bad in the morning but, as the day wore on, the rain settled in. There were around fifty cars entered for the day, mostly 105 derivatives including a few Giulia Supers. The two quickest cars were the Alfaholics Super Ti-R driven by Andrew Banks and the GTA-R driven by his brother Max.



Given the conditions on the day the Super, with its slightly longer wheelbase, may have been a shade less twitchy, however both cars demonstrated very high levels of grip, leaving me wondering just how much quicker they would have been had the track been dry. The accompanying photos show Andrew putting on a show for the photographers, rather than trying for a best lap time - his car control skills were quite astonishing.

It was very clear to me that the time, effort and expertise put into the development of both the Super TI-R and the GTA-R, for on and off track use, has produced stunning results. Given my experience with both cars, the visit to the workshop and warehouse, and my discussions with Andrew and Max, I would suggest that any 105 sedan or coupe owner contemplating a performance upgrade, should seriously consider the various options available from Alfaholics.

My thanks to the Banks boys for the opportunity to be part of the day's activities. KR



Giulia's Look Good Anywhere

Because of the huge variety of locations that Giulia sedans have appeared and been photographed in I decided to take up the idea for a new headline for this page.

These photos are from a wide variety of locations. As our heading says, Giulia's look good anywhere.

#1 Southern California

#2 Malaysia

#3 Italy

#4 California

#5 Holland

#6 Indonesia

#7 USA

#8 USA

#9 Belgium

#10 Orange County California

#11 A shed somewhere

#12 A mountain region in Italy



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