

A Big Thank You

When I decided to resurrect the Register Newsletter I was a little unsure, perhaps apprehensive might be closer to the mark, as to what the reaction would be; hopeful of course that it would be positive naturally but the reaction from all quarters has, so far been way beyond my wildest expectations.

Before I got all enthused about something else to devote my time to I obviously ran the idea past a few people and their reaction was all positive so here we are with issue #2.

Due to the amount of material that readers have sent in, this issue has even grown by a couple of pages.

Thanks to everyone for their enthusiasm, support and, very importantly, their contributions. Long may that continue and please keep them coming.

One thing that has changed markedly (thankfully) in recent years has been the much improved availability today of parts for Giulia sedans.

Once upon a time, as I discovered when I began my first Giulia restoration around twenty years ago, life was fairly tough as many of the parts one needed were simply not available.

Back then it was usually a case of going on a treasure hunt and hopefully finding a fellow Giulia owner not too far away who had the bit/s you needed and then convincing him that your need was greater than his. This often involved a bit of horse-trading but usually produced a satisfactory result for all concerned.

This was, of course, before the days of the internet, the vastly improved communications that are the norm these days and of course the excellent service provided by the suppliers in the UK, Europe and the US who not only are able to supply most, if not all parts and usually within a few days of your order.

Despite the obvious benefits of today's communications and the better availability of parts today I kind of miss those old days and the making of new friends who shared your strange obsession and allowed you to sort through their collection of long held treasures.

Super regards - *Barry Edmunds*

A Super Afternoon

When you own a few Giulia sedans it is only natural that you'd want to take them out every now and then and that is exactly what US Register member Tomas La-Costa did one afternoon recently.

As Tomas explained; in a follow-up note to the photos he had sent earlier, he lives in the countryside, it was a nice af-

ternoon so he took three of his Supers out for a bit of exercise and the driving experience was fantastic.

Sure hard to argue against that sort of logic, as if one needed any excuse to have a day out with a brace of Supers anyway.

It's worth noting that the trio are real TI Supers. As if you hadn't noticed.



Spettacolo In Victoria

Like the Dutch Alfa Club SCARB, the Victoria (Australia) Division of AROCA has a major display event each year called Spettacolo. This year the event venue is back in familiar territory, the previously used Como North Oval in South Yarra, which is close to Melbourne's CBD, on **Sunday November 18th**.

This year, being the 50th Birthday of Giulia, Giulia sedans will hold centre stage and hopefully there will be a big turn out of TIs and Supers on the day.

Victoria does have the largest population of TIs and Supers in Australia so all owners are urged to break out the polishing gear to have their cars looking their very best and come along for a great day out in the company of fellow owners. In the year of Giulia it will be the perfect opportunity to set a new record for the number of Tis and Supers at an Alfa Romeo Club event in Australia.

Paint Codes

Some years ago Alfa Romeo published a Body Shop Manual (#1570) covering Arese-built 105 Series cars which listed the company code numbers and names for thirty-three colours used on 105 series cars.

Over recent times I have noticed that paint codes frequently get a mention on Alfa related web sites and forums, usually accompanied by a request for codes

for a particular colour. As I had a list of these paint codes in my collection of paraphernalia I thought it might be of interest to anyone going through the task of picking the right colour for their car.

There were other company code numbers used for some of the same colours in an earlier period. All Spiders had Pininfarina colours, normally identified as P.F. With the exception of AR 103 Ivory,

which was added to the full range later, none of the Pininfarina colours were used on the Arese cars. The Manual includes most but not all colours used on the later 105 sedans and coupes which were built as late as 1976.

The paint code list also includes models other than Giulia sedans.

AR-008	Bianco	P.F. - Farina White (China White) (Ditzler 8331, DuPont 37000)
AR-013 (AR 101)	Biancospino White	(Chalk) (Ditzler 8812, DuPont 8654) also called Hawthorn White
AR-103	Avario	P.F. - Ivory (Straw) (Ditzler 81870, DuPont 37001)
AR-109	Giallo Ocra - Ochre	(Ditzler 81618, DuPont 8769) also called Autumn Gold
AR-112	Ocra Scuro.	Dark Ochre (Ditzler 23934, DuPont 8733) also called Caramel
AR-113	Giallo - Yellow	(DuPont 8734)
AR-114	Biondo Champagne	Champagne Blonde
AR-116	Giallo Piper.	Topaz (Ditzler 82113, DuPont 37006)
AR-119	Canary Yellow	(on Spider only) (Ditzler 82112, DuPont 44344)
AR-209 (AR 601/AR 227)	Verde Muschio - Dark Green.	Moss Green (Ditzler 44158, DuPont 8774)
AR-213	Verde Metallica.	Olive Green Metallic (DuPont 8736)
AR-216 (AR 605)	Verde Pino.	Pine Green (Ditzler 43782, DuPont 8775)
AR-217	Verde Vivo	(P.F. Green, Ditzler 44363)
AR-219	Racing Green	(on Spider only)(Ditzler 44848, DuPont 37003)
AR-301	Celeste	(P.F. Light Blue)
AR-323	Bleu	(P.F. Farina Blue [Skipper Blue] Ditzler 12584, DuPont 37004)
AR-324 (AR 508)	Blue Cobalto Medio.	Medium Blue (Ditzler 13526, DuPont 8868)
AR-327 (AR 506)	Bluette.	Petrol Blue (Ditzler 12955, DuPont 8773)
AR-330 (AR 504)	Azzuro Spazio.	Space Blue (Ditzler 13941, DuPont 8869)
AR-342	Blue Francia.	French Blue (Ditzler 14158, DuPont 8737)
AR-343	Blu Olandese.	Dutch Blue/Navy Blue (Ditzler 13939, DuPont 8738)
AR-348	Azzuro Le Mans.	Le mans Blue (Ditzler 14637, DuPont 37011)
AR-349	Peruvian Blue Metallic	(Ditzler 14638, DuPont 43980)
AR-501 (AR 303)	Rosso Alfa.	Alfa Red (Ditzler 71818, DuPont 8772)
AR-509 (AR 308)	Rosso Amaranto.	Amaranth (Plum) (Ditzler 50772, DuPont 8771)
AR-510	Carmen Red	Spider only (Ditzler 72052)
AR-514 (AR 304)	Rosso Italia	(P.F. - Farina Red [Signal Red] Ditzler 72051, DuPont 8770)
AR-516	Faggio.	Ambassador Maroon, Aubergine, Ambassador Red (Ditzler 50842, DuPont 8739)
AR-525	Raspberry	GTV only (Ditzler 50917, DuPont 37015)
AR-537	Blu Chiaro Met.	Light Blue Metallic (DuPont 7808)
AR-701 (AR 505)	Acqua di Fonte.	Springwater (Ditzler 13942)
AR-716 (AR 705)	Grigio Grafite - Graphite Grey	(DuPont 8776)
AR-724	Grigio Beige.	Beige
AR-727 (AR 748)	Grigio Chiaro Met.	Medium Grey Met. (Silver Metallic) (Ditzler 32838, DuPont 43078)
AR-728 (AR 749)	Grigio Medio Met.	Silver-Grey Metallic (Ditzler 32764, DuPont 43978)
AR-735	Grigio Indaco	(Grey) (Ditzler 33093, DuPont 8743)
AR-736	Anthracite Inglese.	English Graphite (Ditzler 32767)
AR-818	Bruno Fondo.	Maroon
AR-821	Beige Cava.	Beige (Desert Beige) (Ditzler 23931, DuPont 8746)
AR-827	Champagne Metallic	(Berlina, GT) (Ditzler 23933, DuPont 37022)
AR-901	Nero.	Black (Ditzler 9000, DuPont 99)

Tech Tip - Installing an Emergency Flasher Unit

In 1966 it became a requirement for US cars to be fitted with emergency warning lights.

Alfa Romeo duly responded with an Information Sheet #1.05.109, dated March 15 1966 which was a 'How To' guide to installing an Emergency Warning Flasher Unit in Giulia, Giulietta and 2600 models. Please note that this was a US-based requirement. The diagrams shown on this page have been reduced in size because of space limitations and can be enlarged as required.

In order to comply with local regulations, directions are given how to modify the electric system of Giulia, Giulietta and 1600 models. The Giulia Super's diagram was chosen for illustrative purposes.

Diagram "A" shows the components and the wiring of the emergency warning flasher and connection to the wiring harness. The emergency flasher wiring is connected to the main harness through the terminal board. On cars without a terminal board the same type of supply connections apply.

Diagram "B" shows the operation of the components; and works as follows.

1. The current supply cable (red) is connected to the fusebox; at the same terminal on the changeover switch the black and red cable, which feeds the relay through the terminal 30/51, is also connected; therefore these terminals are energized at all times.
2. From the change-over switch two red output wires lead to terminal 49 of the emergency flasher and to the positive terminal (+) of the direction indicator flasher so that two separate circuits exist.
3. By operating the change-over switch toggle lever either one or the other circuit is switched on; when the emergency flasher unit is on, the current flows to terminal 49 of the emergency flasher, which in turn controls the relay by means of the green wire connecting emergency flasher terminal 49a to relay terminal 85. The pulsating current output from the emergency flasher energizes and de-energizes the trip coil of the relay which closes and opens contacts 87 and 867 bis, thus causing both direction indicators to light up at the same time, intermittently.
4. With the change over switch lever in the position opposite that in Paragraph 3, the standard direction indicator circuit is on.
5. For a proper installation of the components, it is suggested that they be located as close together as possible.

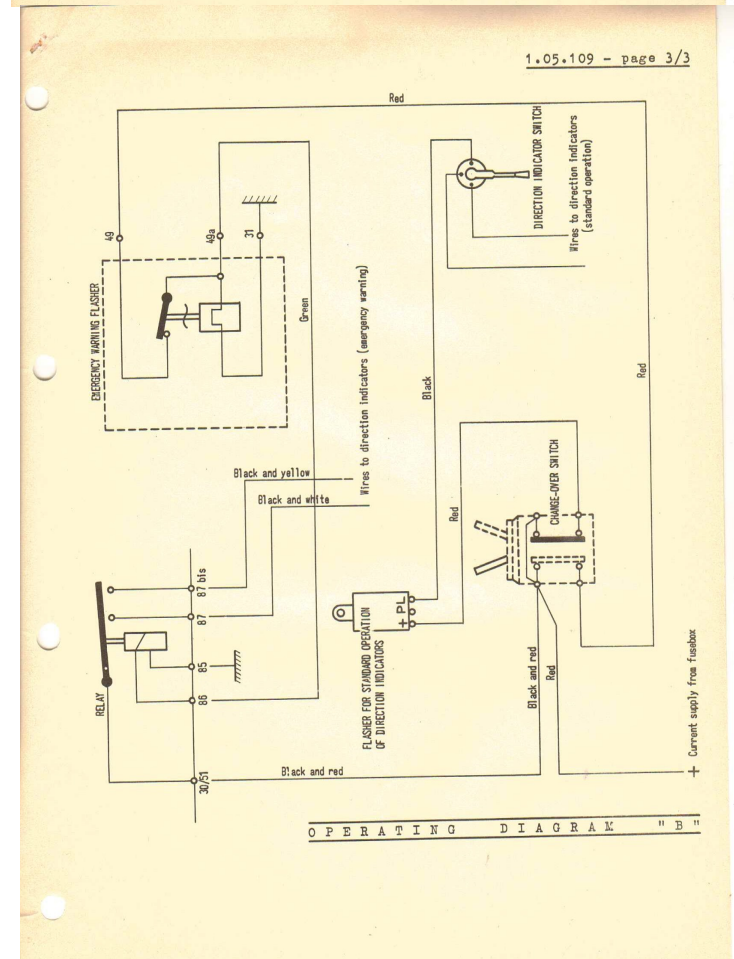
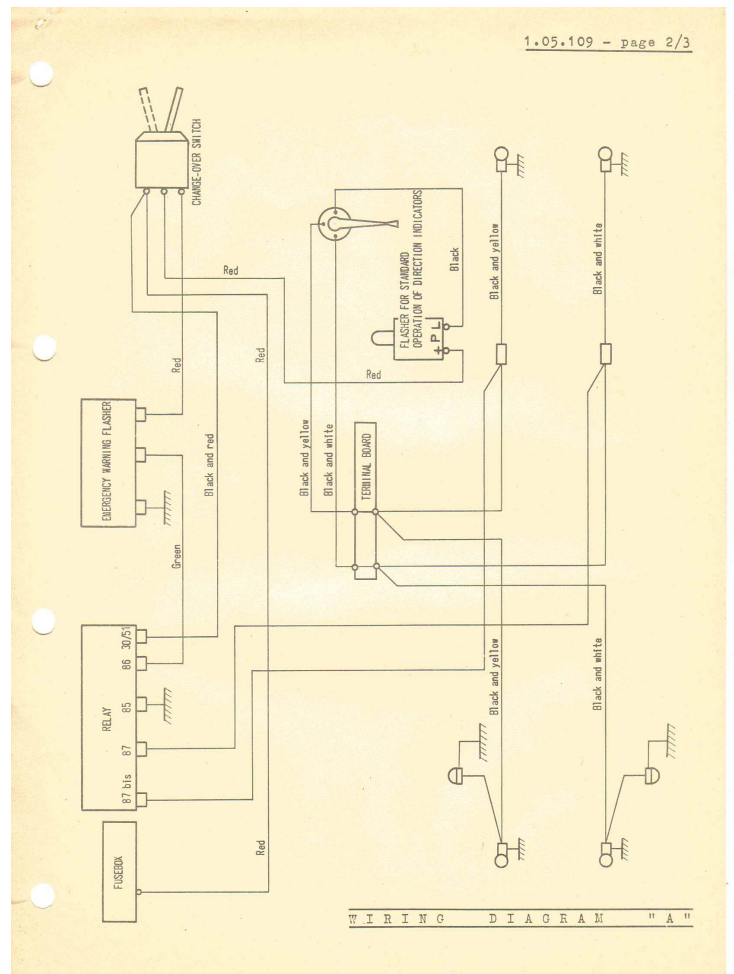
Parts required:

Emergency warning flasher: 105.08.65.093.00 Qty 1

Relay: 105.08.65.092.00 Qty 1

Change-over switch: 105.02.65.047.00 Qty 1

Thanks to Dave Mericle for this Tech Tip



Where Are They?

One of the most frequently asked questions I get these days relate to how many Giulia sedans there are still in use today, and where are they now.

The Register numbers currently stand at just shy of 1150, spread out in 26 different countries around the world.

I have, for no other reason than general interest in keeping track of member's cars, maintained a complete list of cars by country/state/region. Because many owners have concerns about security and or privacy I have always and will continue to respect their wishes to keep their vehicle locations hidden.

Here in Australia there are cars in every state and territory while in America there are Giulia sedans in 36 States, including one in Alaska which immediately raises a couple of questions - How on earth did a Giulia Super end up there in the first place and what was the reaction of the locals to the arrival of this boxy little foreign car in their neighbourhood. Anyone able to answer this?

For the benefit of those interested in such statistics the following figures are provided just for you. These figures were collated prior to the first issue of Super News and so there has been a few additions since then.

America (36 States)	308
Argentina	4
Australia (8 States & Territories)	300
Belgium	8
Canada	8
Croatia	4
Denmark	2
El Salvador	1
England	102
Finland	4
France	11
Germany	7
Holland	302
Indonesia	1
Italy	43
Japan	1
Monaco	2
New Zealand	10
Norway	1
Paraguay	1
Portugal	1
Scotland	1
South Africa	5
Switzerland	3
Thailand	5
Wales	1

This list also includes cars that have either been lost along the way or are (hopefully) being restored. By no means a complete list of the cars produced between 1962 and '76 I know and its still very much a work in progress so, anyone care to add to the numbers?

A New Arrival in Australia

Sydney-based Alfa Romeo enthusiast Emmanuel Ziino was the successful bidder when a very tidy looking and obviously well cared for white Super was offered for sale locally (locally as in Australia) a few weeks ago. As this car was not on the Register's radar, contact was made with Emmanuel to get the details of his latest acquisition.

During our conversation Emmanuel confessed to being a long term fan of the marque and had been on the look-out for a Super for some time to add to his collection of Alfa and he was obviously very pleased with this acquisition.

Emmanuel then passed on the news that he was also waiting on another recent acquisition, a 1971 1300, to arrive from South Africa and offered to send a photo. The photo duly arrived

and, as you can see, shows an unusual and eye-catching pale green car and if the car is half as good as it looks in the photo Emmanuel has certainly got his hands on a beauty and one that will certainly liven up any Concours or Wash & Shine. Hopefully he can be convinced to bring his car down to Melbourne for Spettacolo in November.

PS. The car has duly arrived from South Africa and Emmanuel has assured SN that it is indeed as good as it looks in the photograph.

PPS. Just as Super News was going to print word has filtered through that Emmanuel has acquired a third Giulia Super for his collection; this one is red so Emmanuel now has the full set.



How would you like to have this magnificent looking pair grace your garage? It is quite OK to be envious; even more so now that a third Super has joined the Ziini fleet.



Found In Finland - Another One Saved by Jorma Mäkinen

A few weeks ago good friend of mine called and told me about a Giulia for sale on an Alfa Romeo forum in Finland.

The photograph of the car on the forum showed a car sitting out in the open in a field. When I contacted the owner he told me that the car had sat out there since

1988 and while it was badly rusted almost everything should be still in place and all paperwork was with a car.

So operation rescue a rusty Giulia was launched.

After bringing the car home to my garage I found it was just as the previous



owner had explained; rusty but indeed everything was surprisingly still in place.

At some point, around 1968, the original engine had been swapped for a 1750.

In the collection of paperwork that came with the car were the registration papers that showed that the car had been registered for road use for the first time on January 18th 1974 and taken off the road on June 17th 1988.

Now it's stored for a future purpose. I don't know what that purpose will be as yet but at least it's safe inside now.

Any readers care to share their car rescue tale/s?



Lost, Found, Wanted, Stored Somewhere or Available

Over the years that I have been involved with Alfas, mainly Giulia sedans, plus a few Alfettas and Giuliettas, I have acquired quite a collection of bits and pieces. Usually though when I start to go through the various nooks and crannies where this stuff is stored I am often left wondering where all these parts have come from as I am sure that I have never owned that many cars.

I have also come to the conclusion that Alfa Romeo parts are like wire coat hangers; leave them in the dark and they simply multiply.

How often have you been looking for a part that you were certain was in your collection somewhere but no matter where you look or how hard you look said part/s remain firmly hidden away. Unless of course you are one of those very organised souls who know where everything is and can locate it without effort. Sadly I am not one of those organised people, as her indoors who controls the TV remote control will attest.

If your collection of 'stuff' is anything like my own it will be stowed away wherever a spot can be found or, as if often the case - a case of a place for everything and everything in its place - on the cluttered work bench or the floor of my garage which hasn't had a car in it for more years than I can remember.

Despite my occasional difficulty in finding a part I have usually found what I was looking for which has then found its way to a new home. One lesson that I have learned from long experience - don't throw anything away as you will quickly find that and often within days of doing so, you or someone else will be looking for that very same part.

While planning this issue it dawned on me that others may be in the same position as yours truly; with a few items that someone else may need so if you have a few parts that are superfluous to your current needs why not send the details in and we'll publish them for you.

On the other hand, if there is something you are looking for why not drop a note to us and we'll include it as well.

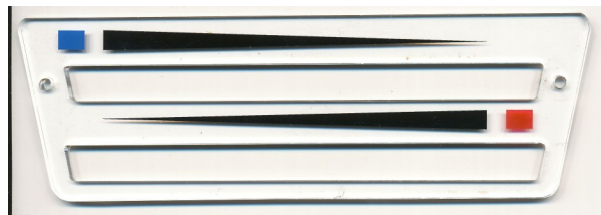
I'll start off with a wanted item, a mirror for the passenger side of my car. As far as I am aware my existing exterior mirror is nothing special, just an ordinary round mirror which attaches to the leading edge of the driver's side door.

If any reader out there knows where I can source one of these

please let me know. New preferably but a good one used might do.



There are also got a couple of other items in my collection, items that are usually listed as NO LONGER AVAILABLE from most of the usual outlets; **Heater Face Plates** (with polished metal backings) and **Gaskets** for the Carello side repeater light lens (see below). They came about because of necessity, e.g. I couldn't find them anywhere at the time so I had some manufactured. Still have a few left. If anyone is interested please let me know.



50th Birthday Merchandise

The Register still has a few of the 50th Birthday T Shirts available. The larger sizes are only available in Red while the Grey are available in all sizes from S to XXL (so far). \$25 plus postage. Payment by PayPal please.

Enquiries to: giulia105@optusnet.com.au



The Register has its own range of 50th Birthday stickers available. In an oval shape, actual size 150mm x 67mm, they are available in both Gold or White vinyl with black print at \$3.50 ea plus postage, or a rectangular tri-colour sticker (see below), actual size 150mm x 72mm, is \$5.50 plus postage. A full set of 3 is \$10.

Contact the Register if you would like to add to your collection of 50th anniversary memorabilia.



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The Super The Rest Of The World Missed Out On

Long time Alfisti would be well aware that some 'different' Alfa Romeo models came out of South Africa during the late 1960's and 1970's when Alfa Romeo had an assembly plant back then.

Late in 1972 Alfa Romeo South Africa released two new models, one of them being the 1600 Rallye, a model based on the single headlight 1300 Super.

This new model came about as a consequence of requests from Alfa enthusiasts throughout South Africa for a high-performance, yet comfortable sports saloon at a reasonable price.

The result was the 1600 Rallye, powered by a 1570 cc engine which developed 93.5 kW, or 125 bhp for us oldtimers, at 6000 rpm.

Other features included special oil-bath air filters, limited slip diff, fully-adjustable seats with headrests, two Hella Halogen driving lights, racing style exterior mirror and Dunlop SP-73 tyres.



Above. The interior of the Rallye; Note the headrests, the fully adjustable front seats and the centre-mounted handbrake.

Only a limited number of this model were made available and they could be bought off the showroom floor and entered for a rally immediately without the necessity of undertaking costly modifications, so said Alfa's Sales Promotion Manager at the time, Wilkie van Schalkwyk.

One is tempted to ponder firstly whether Alfa Romeo's Head Office in Italy ever sanctioned this particular special model and or even knew about it and secondly whether any of the Rallye 1600's survived and are still around today.

How these cars came to be is almost certainly lost in the annals of time but Alfa Romeo's long and remarkable history is littered with similar stories of 'specials' being produced and one could of course simply speculate that being so far away from HO these far-flung outposts may well have had a certain degree of autonomy

Any readers in South African who may be familiar with the 1600 Rallye may be kind enough to pass on information about these cars.

PS. It is believed that the LSD diff was the 4.3:1 ratio fitted to the Berlina models.

Below. The open-hub wheels, rally-style driving lights and racing style exterior mirror were some of the external features that distinguished the 1600 Rallye from other models.



Historic Racing in South Africa

by Jacques Labuschagne

If you go to any historic meeting in South Africa and the first thing you notice is the large number of classic Alfa Romeos competing; Giulietta saloons, Sprints, Spiders, Giulia GT and Saloons, Alfetta saloons and GT's. South Africa has a long history of racing Alfa Romeos, starting with the ultra successful Giulietta TI named "Streepie" (little stripe) of André and Ernest Pieterse in the late 1950's.

With the introduction of the 105 Giulia series in the 1960's, people started racing them as well and names



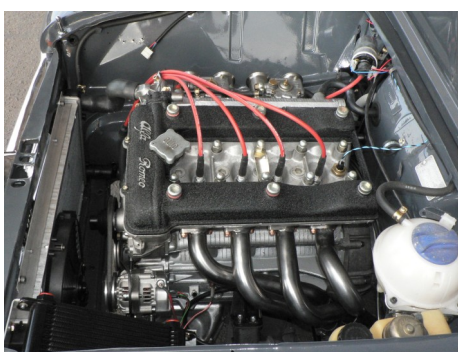
like Coenraad Spamer and Chris van den Heever immediately come to mind.

Today local historic racers cannot resist the prospect of racing a Giulia saloon, with around 10 or more of them racing around the country. Two very special racing Giulias, both built by Trevor Tuck in his AK Classics workshop, raced in the recent "Legends of the 9 Hour" at Zwartkops Raceway. Trevor Tuck owns the red Super and Patrick Gearing the lovely grey TI Super replica. This TI Super replica was actually built on a 1973 car. Patrick is also the lucky owner of a lovely GTA Junior with period racing history here in sunny SA.



This is how Patrick Gearing's Super looked before Trevor Tuck worked his magic and transformed it into a neat looking TI Super replica.

Powered by 2-litre engines with JE pistons, knife-edged crankshafts, 45mm Webers, special camshafts, suspension and other goodies from Alfaholics, semi slick racing tyres and 4 pot Wilwood



The engine bay looks as workman-like and impressive as the rest of the car.



The very business-like office of Patrick Gearing's TI Super replica.



As fine a looking pair of cars as one would find anywhere. Let us hope that the efforts of Trevor Tuck and Patrick Gearing will inspire other TI and Super owners to fly the Giulia banner high

brakes with ventilated discs up front, power output is up to 180 bhp on a good day. The bodies are all steel; no lightweight fibreglass panels are allowed.

These cars lap the tight and tricky 2.4 kilometre Zwartkops circuit at quite impressive times. Trevor's best lap time is in the 1m 14s bracket, just 2 seconds a lap slower than the works 147 GTA 3.2 models that raced here a couple of years ago.

In the recent "Legends" event Trevor did very well, although he was not able to get amongst the big American V8's, cars like the Ford Galaxie, Chev Biscayne and Plymouth Fury, he was able to leave one of the Mustangs in his wake.

Patrick made his race debut with the grey beauty and did very well considering it was his first race outing in the 'new' car. He had a race-long dice with a very quick Mini Cooper S and

did the Alfa Romeo fans proud. His best lap time was 1m 17.5s.

The Alfa Romeo's started hunting down the big cars towards the end of the race, when the brakes and tyres on the big V8's gave up the ghost. Unfortunately the races are rarely longer than 12 laps, but Trevor did start snapping at the heels of the V8's from about the halfway mark. The Alfisti didn't go home disappointed though - we were privileged to see two Giulias driven with great skill and were entertained by sideways action and that beautiful Alfa Romeo twin cam serenade!

The Zwartkops circuit, owned by Peter Du Toit, a man with historics very close to his heart, is situated west of Pretoria and is the Mecca of historic racing in South Africa.

The final historic race meeting for the year is at Zwartkops on **November 3**.

From the Register's Photo Album

Following on from the photo spread in Issue #1 which featured Giulia's in competition around the world I decided to expand the range of photographs of Register member's cars to include those in non competitive situations.

Over the years I have managed to acquire a large number of photographs of

member's cars so rather than keep them hidden away in the Register's own photo album I thought I would start sharing my collection with the readers. Some of the photos shown here go back a few years so the owners and or locations may not be current. If anyone can update information please let me know.



One recent addition to the Register list is Russell Hutchin's '67 Super which is currently undergoing a full restoration in Melbourne. Russell hopes to have the car ready in time for Spettacolo in November. Looks terrific so far.



Once owned by Mike Dawes in California this '67 Super looked a treat when it was added to the Register list a few years ago. The engine bay looks just as good the exterior with great attention to detail. Unusual blue/grey colour is believed to be from the Porsche colour chart.



One of the most eye-catching colour schemes around is this bright orange/white TI race car from Norway. A real lightweight too.



This Giulia prototype was one of a few among the line-up of cars at the recent Goodwood Double 12 event.



Few cars have generated the amount of comment that Roland's stunning white Super has when Giulia colours are discussed on the forum. Could well have influenced a few people into opting for the same colour too.



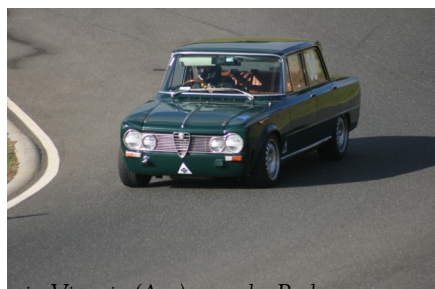
What better way of improving a car park than to have as nice a pair of cars as these two at an event in Orange County Southern California.



From Donington Park (UK) this cream TI being driven in anger.



These two Supers were competing at a Club event in Victoria (Aus) recently. Both cars are powered by 2 litre motors but their owners, Vin Sartor (left) and Tony Raditsis (right) have adopted quite different strategies to the question of horsepower. Vin's '65 Super has a turbo-charged 1750 motor running 13 PSI of boost while Tony has opted for the now familiar twin spark alternative in his '66 model.



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