



Spring Volume 1 2016

SCUDERIA CLASSICA

HARD DUSTY WORK •

Brodie Bishop and his
restored Fiat.

TENAFEATE WINERY DAY ◊

Gallery of photo's from the weekends
day trip.

1986 AUSTRALIAN GRAND •

Re count from a classic race held
here in Adelaide.



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DOM LEPRO

CLUB PRESIDENT

Welcome Members to our new look Club magazine named Scuderia Classica.

We have tried to move forward our magazine / newsletter by putting things into the magazine that members want to see with a modern fresh look. It is still in the early stages so any feedback or suggestions from members would be greatly appreciated. If you want to supply any content for the magazine like stories, pictures, favourite food recipe or something you want to sell or you are looking for to buy please let us know. Since the last magazine the Club have had a Bowling night at Cross Roads Bowl which was quite successful with about eighteen members attending on the night and having a ball both playing and socializing.

We also had our longest run for the year so far down to Finiss General Store. We had about twelve members join us for the run that morning with perfect weather for a drive down through the winding roads down to Finiss General Store. The Café there had the biggest big breakfast that I have every tried to consume with no success.

Then came our Pasta Night at the Marche Club with about fifty members attending the night. We all enjoyed a shared Antipasto platter and salad, followed by three types of pasta done with different types of sauces. Then for dessert we had an Italian cake and coffee and then some of the members decided to dance the night away to work of all the food consumed on the night.

Looking forward to our Observation run to Burra coming up soon which will be a two to three day event depending when members are able to go.

Regards

Domenic Lepro.

THE 2016/2017 CLUB COMMITTEE

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BREAKFAST RUN

On the first Sunday of each month unless otherwise advised and weather permitting turn up at the Tower Hotel car park situated on the corner of Magill and St. Bernard's Roads at 08.30 for a 09.00 departure. Email/s are sent to Members advising destination and any details prior to the run.

We usually go for a drive through the Adelaide Hills to a convenient breakfast location where we enjoy fine food and a natter. Whether there are two or twenty of us, we will go for a run. Whilst this is primarily for our Members, we encourage anyone who owns or has an interest in Italian cars to join us and enjoy the leisurely safe run.

MONTHLY MEETINGS

General Meeting Nights commence at 7.30pm

Committee Meetings as required take place at the same dates as the General Meetings and commence at 7.00pm.

- 1st November
- 6th December

AGM

- 4th October

SOCIAL EVENTS

6th November Auto Italia Adelaide, Campbelltown Soccer Club, Newton

TBA December Club Christmas Drinks, Parente Ristorante

TBA December Club family Christmas BBQ

Find us on 

SCUDERIA ITALIAN CAR CLUB INC.

Founded 2008

ABN: 46 130 785 812

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John Phillips, jun.
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Monthly Meetings: 1st Tuesday of the Month at 7.30pm
Parente Ristorante 275 Payneham Rd. Royston Park
unless otherwise advised

Disclaimer: Any material, views, opinions, or content of the advertisements in this magazine / newsletter do not necessarily represent those of the club. The club cannot accept the responsibility for the accuracy of any information contained in this publication. Technical information is intended as a guide only and professional advice should always be sought.



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MEMBERSHIP CONDITIONAL REGISTRATION

All owners and enthusiasts of Italian cars are welcome to become a member of the Scuderia Italian Car Club Inc. Initial Member / Associate Subscription cost is currently \$105.00. This includes the cost of a Club Shirt, Club Key Ring [membership number], and name badge. In subsequent years, membership/associate fee is currently \$60.00. Family Membership is \$25.00. There is no additional joining fee. The Club calendar [membership] commences 1st July and ends 30th June.

If your car/s are on Conditional Registration and you have not paid your Club Membership fee [due date 30th June each year], you are driving an unregistered and uninsured car. Please ensure your membership fee is paid up and your log book is current and stamped with the correct year. Once your car has

been granted Conditional Registration, the onus is on the owner of the vehicle to maintain their vehicle in original order and to keep the log book/s up to date.

An annual log book validation [the club organises a day and venue for this] is required as well as a Statutory Declaration form which must be completed and signed by the owner, countersigned by a JP, your bank manager or authorised police officer. This must be presented at the time of log book validation. A template of a Statutory Declaration form can be found on the SICC web site for copying and printing.

All Members are entitled to register their car/s on Conditional Registration if their pride and joy meets all requirements.

HARD DUSTY WORK

On the verge of getting my license, I developed a desire to have a project car to work on. Initial choices failed to meet the approval of my ever-protective parents, so I suggested this old Fiat a family friend had sitting in a lean-to. It was in a rough state, but overall complete (minus the hood frame, seat springs and a clock) and had fared well, being dry stored and protected from the elements on the most part. A deal was made and the Fiat was brought home along with a trailer load of spares, and I immediately tore in, inexperienced and naive on what would be required to return this car to the road.

I learnt on the fly and developed a basic understanding on vehicle function and core componentry, and soon learnt the sole reason for the car being laid up and partially dismantled. The aluminium differential housing had fatigued and shattered, destroying the crown wheel and pinion, which resulted in a bent rear chassis rail from the assumed tow home! Accompanying this, the engine was extremely tired, owing to at least 130k miles on the clock, which, for a vintage is a considerable effort.

The bearings were worn, the bores had a noticeable lip and the gudgeons had come loose from each conrod, leaving deep gouges down each side of the cylinders. It was later learned that the car came from Cowell on the Eyre Peninsula, and the owner had a girlfriend from Angaston in the Barossa Valley- She must've been worth the drive. Luckily a spare engine, which came with the car, was in relatively sound condition. The cylinders were honed, new rings installed along with a quick valve grind and a thorough clean and paint. The result is a remarkably smooth running engine, with just a hint of blue smoke from the slightly worn valve guides. Long term plans are to rebuild the original, numbers matching motor, along with a high compression head, upgraded oil pump and a lightened flywheel, all in the search for a little more 'pep'. We already have the parts, but the financial department is lacking for the short term.

The car came with a NOS differential gear set, and, along with a 'good' used 503 differential housing (stronger), the rear end was back in business. In hindsight we should have performed the common modification of installing grub screws through the differential casing that clamp down onto the pinion bearing carrier- this provides support and in theory prevents the system from failing again. All kingpins, steering knuckles, shackle pins and bushes were renewed along with relined brake shoes and machined drums. The gearbox was in overall good condition with minimal wear and movement, and was simply subject to a thorough clean. With the car back on wheels, albeit with old, hard and out of round tyres, we set out for a spin up the road.

The steering was fantastic, and in lightweight "race trim" it was reasonably nippy!

Focus turned to the body work. Most of the wooden frame was intact and usable, however the lower areas where water sat had rotted beyond repair. With the body split in two from the rear doors back, new, replacement pieces were made up and installed, along with the application of 'epoxy 69' (super wood glue in other words) to all joints for additional rigidity. Thanks goes to Ric Ghion for this recommendation, our body is now nice and tight! Replacement patch panels were made for rusted areas, the trickiest being along the rear lower edge of the tub, where a curve in two directions was required. A family friend gave me full access to his English wheel, and after a few iterations suitable patches was made and welded in.

Next came the great battle of getting it all to look 'good'. The terrible combination of Australian manufacturing and 1920's loose tolerance meant the locally built body was (and still is) 7mm out of square, and the bonnet had never fit properly from new, owing to severe abrasion of the brass radiator.

The guards were equally as bad, and had also fatigue-cracked from the constant stress of passengers stepping on the running boards. We knew we'd never get it perfect, so good enough would have to do. With the old paint stripped (all 9 layers of it) the doors were hung and the body and guards fit to the chassis. Fast forward many weeks of shimming, filing, adjusting,

Welding In The New Patches





Left, Jeff Bishop Right, Brodie Bishop

grinding, cutting, welding and hammering, it all lined up reasonably well. The guards were reinforced with steel bar to distribute the load and prevent future cracking.

The painting process of the car was by far the longest process. I wanted to learn how to do it myself, so I hit the books and went to the University of YouTube. I learnt as I went and tried my best at panel beating, but sometimes filler was the only economical option. With the priming and wet sanding done it was time for paint. Finally! The colour chosen was a custom blend of acrylic lacquer mixed to what I had pictured in my head, dubbed Bishop's Racing Green- although it always photographs blue.

We drew the short straw with a bad batch of paint however, which resulted in small grains of unknown 'stuff' making its way onto the panels, even after straining the paint several times. Initial thoughts were moisture and/or dust, however the guards (painted black not green) had turned out perfect and were painted in equal, if not less than desirable conditions. Thankfully most of this wet sanded out, and with a good machine polish the finish has come up exceptionally well.

The 3 week curing process prior to polishing was a necessary evil to avoid solvent pop, and as a result somewhat delayed progress, but the benefits are well worth it in the long run! Upholstery and jewellery was the next hurdle. While most bright-work came with the car, heavy wear items were too far gone, such as the bonnet catch anchors and the priming taps.

The purchase of a small lathe meant I could remanufacture these, and, with some informal training from the great technicians at Uni, the parts came up a treat. Some laser cutting was also included for the aluminium dash panel along with other sundry items. Upholstery was the other matter, and again I wanted to tackle this myself, seeming everything else had been done in-house so far. A cheap, second-hand industrial sewing machine was purchased along with some material, and

initial attempts have turned out surprisingly well. This was much more difficult to learn, as there are so many small tips and tricks, making it near on impossible to find them published on line.

The best way is to just learn from your mistakes, and there were plenty initially! To date the door cards are all but finished, along with the back rest of the front seat. The rest is still to be completed however, along with a hood. If anyone knows of a set of hoodbows/irons around for a Fiat, or for any other car for that matter, please contact us as we are yet to find a suitable pair! While all this sounds good, it has been 8 years in the making so far, owing to several unexpected purchases and numerous other 'distractions'.

Two Fiat 124 Spiders, a BMW e30 along with a Fiat 130 now keep the 501 company in the garage, as well as a 1925 Morris Cowley and a 1948 Oldsmobile from grandparents on each side. Each vehicle has required varying degrees of work, but has also provided an opportunity to learn and practice techniques.

In addition to this was university, which has ultimately lead to a job as a Transmission Calibration Engineer with GM... in Melbourne! This has unfortunately slowed progress on the 501 considerably for the time being, however I did manage to get it registered and road going before I moved interstate, so it will be in this year's Bay to Birdwood. I've taken the sewing machine with me along with an array of templates to keep the ball rolling, but in its current state it can at least be driven and enjoyed, when I'm in the right (and far better) state of course! It will be finished eventually, and will stay in the family no matter what. These things are too much work to put a value against, and too much work to restore another one down the track! Besides, how many Fiats can one man have? (Don't answer that...)



TENAFEATE WINERY DAY

We all met up at the Tower Hotel Sunday at 10am for a 10.15 departure, as we were waiting to leave it began to rain quite hard and I was thinking to myself that it was going to ruin the day. But as soon as we all drove along St Bernard's Rd it stopped raining and which point I then started to relax and not worry about the day being ruined.

I decided to lead everyone up Main North Road to get to the Winery since the storms had damaged most of the roads through the Adelaide Hills I had planned to take there. Once we reached the winery and negotiated the mud puddles we parked the cars to display them the best way possible without becoming bogged in the mud.

We then all made our way to our table which they had set out for us, which was quite long due to the 41 people attending. Everyone enjoyed the Antipasto and Pizza's which were very delicious also we enjoyed their selection of wines that they produce at the winery.

Once lunch was over we continued sampling their wines and socializing before John Simonetti announced the winners of the day.

First prize of a wine pack was won by Carmen Rossi with his Ferrari which was presented beautifully on the day. Second prize of a bottle of wine was awarded to Rino D'Troia with his stunning Fiat 130 which was recently restored back too original. Third prize a box of chocolates was taken out by Tony Calabro with his Maserati Bi Turbo' he also has done quite a fair bit of restoration work on his as well. Once the event was over we all made our own way home after a very enjoyable day out.

A huge thank you to North Terrace Tyres for the prizes donated on the day.





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DO YOU REMEMBER.....

1986 AUSTRALIAN GRAND PRIX

Coming into the race, three drivers had a chance of winning the '86 title. The leader of the championship prior to the race was British driver Nigel Mansell; six points behind him in second was Alain Prost, who was looking to defend his title and one point behind Prost was Mansell's teammate at Williams, Nelson Piquet. In fourth was Ayrton Senna, who was guaranteed to finish in that position regardless of what happened. Prost was aiming to become the first driver since Jack Brabham in 1959 and 1960 to win back-to-back World Drivers' Championships. The Williams cars of Mansell and Piquet were far superior in speed to Prost's McLaren. However, Prost's consistency had seen him accumulate points all year, while the Williams pair battled with one another and their mind games eroded what would have been a dominant season for the team.

To win the championship Mansell needed either third position or higher, or for both Prost and Piquet to finish in second place or lower. For Prost or Piquet to win the championship, they would have to win the race, and see Mansell finish in fourth position or lower.

Unlike the Drivers' Championship, the Constructors' Championship had already been decided in Williams' favour, as they had a 48-point advantage over McLaren. While the Woking based team couldn't take the title, their place as runners-up was safe, however, as they were 30 points ahead of third placed Lotus.

The 1986 Australian Grand Prix was a Formula One motor race held on 26 October 1986 at the Adelaide Street Circuit, Adelaide, Australia. It was the last of 16 races in the 1986 Formula One season. The event itself was remembered as the race that decided the Drivers' Championship for that season,

particularly for it being a three-way tussle for the title and the dramatic manner in which it was settled. The drivers in contention for the title were; Nigel Mansell, Nelson Piquet, both of whom were racing for the Williams-Honda team, and McLaren's Alain Prost.

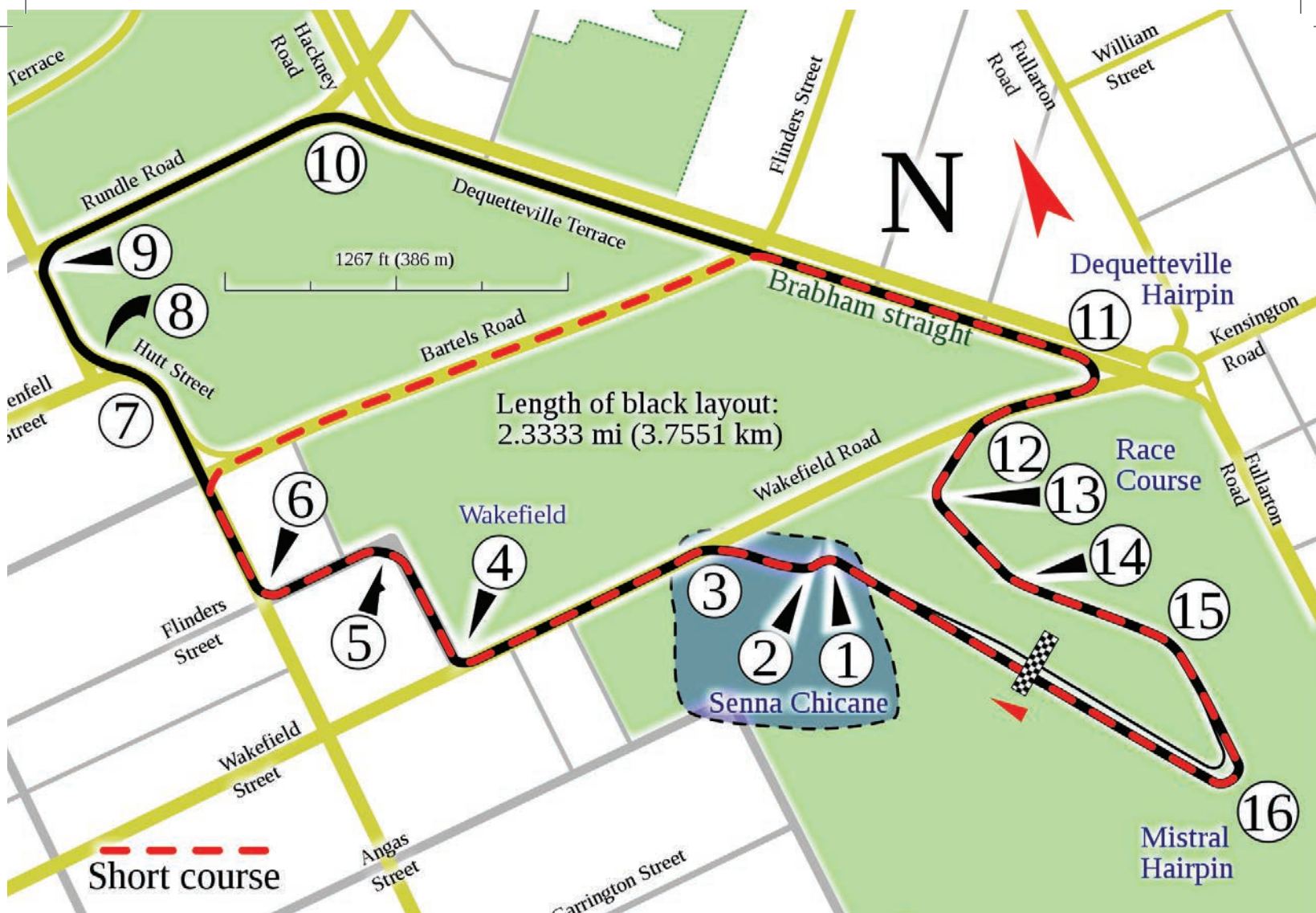
Mansell took pole position for the race, but this advantage was a out following a poor start off the grid, with teammate Piquet, Ayrton Senna and Keke Rosberg all overtaking him and demoting the Brit down to fourth by the end of the first lap. A few laps into the race, Finland's Keke Rosberg, in his final Grand Prix, took the lead from Piquet. However, the Finn retired with a tyre puncture on lap 63, handing the lead back to Piquet and elevating Mansell into second place, which would have been sufficient for the Englishman to secure the championship.

One lap later, Mansell's race ended as his left-rear tyre exploded on the main straight with only 19 laps remaining.

The title was then between Piquet and Prost with the Frenchman needing to finish ahead of the Brazilian if he wanted to successfully defend his title. Following the tyre failures of Rosberg and Mansell, the Williams team called Piquet in for a pre-cautionary stop and he came out of the pits 15 seconds behind Prost. Piquet made a late charge to close the gap to 4.2 seconds but Prost took victory to win his second of four titles.

It was not until the 2007 Brazilian Grand Prix that there were again three possible drivers' title contenders entering the final race of the season.





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ALFA BADGE HISTORY

The badge is the coat of arms of the city of Milano where the company was founded with the emblem split vertically into two halves: The cross on the left the snake on the right. These were the symbols of the two ruling families of Medieval Milan which were adopted in the 11th century. At that time, both families financed armies in the First Crusade. The local Archbishop gave one of the armies a banner of a large Serpent, said to be of Biblical origins, to carry into battle as a symbol of Divine protection. The other army, not to be out done, adopted the Crusader's Red Cross on a white field. The first Crusade was relatively successful and upon returning, a defeated Saracen was placed in the Serpent's mouth as a symbol of victory.

Sometime in the 15th century, the two families joined forces (and Flags) to form the powerful Visconti Dukes. To signify royal consent of this merger, the Dukes of Austria who were ruling Italy at the time, approved the placement of a crown on the Serpents head. Even after the power of the Visconti faded, the crowned snake and cross remained as the symbol of the city.

In 1910, the fledgling "Anonima Lombarda Fabbrica Automobili" was searching for an emblem to use on their soon to be introduced first car. History states, a junior draftsman was

waiting at a tram stop when he looked up and saw the City's emblem on the sign. Thinking this would make an excellent emblem, he suggested it to management who, surprisingly agreed. They took the Snake and Cross, surrounded it with a blue field saying "A.L.F.A." at the top and Milano at the bottom, two Savoy dynasty bows, representing the two royal families of Milan were placed on either side.

Nicola Romeo reorganised the company after WW 1 and by 1920, he had added his own name to the badge while removing the acronym style of spelling ALFA. When they won their first World Championship in 1925 a large laurel wreath was placed around the badge. In 1932, the French branch of the company had enough control to have "Paris" replace "Milano" on the badges of all Alfa Romeo heading for that country.

For a short period after WW11 the multicoloured badge was replaced by a simple brass casting with the letters and figures in polished metal on a blood red enamel background. It was further simplified when the Italian monarchy was abolished and the country became a republic and the Savoy dynasty bows were exchanged for two wavy lines and by shrinking the laurel wreath, at this time the badge diameter was reduced to 54mm. The coloured badge was soon restored, however, first in cloisonné and later in plastic. The latest changes occurred in 1972 when a second factory was opened in Naples, not wanting to show favouritism, the 'Milano' was dropped along with the two wavy lines and the hyphen between ALFA and ROMEO.

Unfortunately the laurel wreath was reduced to nothing more than edge filigree. The original 1910 badge was 65mm in diameter, the size changed over the years but has now settled on 75mm. (Note: That is the same diameter as our new owners club window sticker, currently \$1ea in our club shop), So there you have it folks, when next we are trying to explain the History of our Badge, we can be very proud of its origin, let us hope our badge remains as it is today for another 103 years.



Badge From 1925



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TIRAMISU RECIPE

Serves : 8

Preparation Time : 15 to 20 minutes

INGREDIENTS

6 eggs

6 Tablespoons of Caster Sugar

500g of Mascarpone Cheese

2 Cups of Espresso Coffee

20 Savoiardi Biscuits

100ml of Kahlua, Tia Maria or Frangelico

Dark Chocolate or Coco powder

METHOD

1. Separate the egg yolks from the whites.
2. Cream the yolks with sugar until pale in colour
3. Mix through the mascarpone with a spoon, add half the Kahlua and then set aside
4. Beat the egg whites until peaks form, and then fold into the mascarpone mixture.
5. Spread a layer of mascarpone mixture over the base of a rectangular baking dish.
6. Dip the Savoiardi biscuits one at a time in a bowl of cooled espresso (you can dilute with water) and the rest of the liqueur, taking care not to make them too soggy.
7. Place biscuits side by side on a layer of mascarpone, when covered, spread another layer of mascarpone across the biscuits.
8. Repeat the process twice finishing with a layer of mascarpone on top.
9. Grate chocolate or Coco powder, over the top and refrigerate for two hours before serving.



REGO RENEWAL

AT MOTOR ROSSI WORKSHOP

Thanks to Rino for the log book stamping and renewal of membership. Free breakie barbeque. Thanks to all helpers and members turning up on the day.



PASTA NIGHT

MARCHE CLUB 2016

It was a fantastic night had by all members at our Pasta Night. We booked out 5 tables and had 50 people in total with members and their families enjoying the night. Everyone on the night mentioned making it a regular event and possibly doing it a couple of times during the year.



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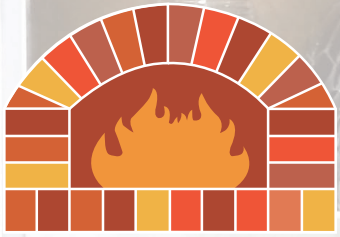
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