



Summer Volume 2 2017

SCUDERIA CLASSICA

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Weekend in Burra

The Cudlee Café Schnitzel Night



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CLUB PRESIDENT

Hello Members

I would like to apologise to all the members for the late printing and distribution of the Club Magazine. So far it has been a very busy year for everyone especially for the committee members that are working on the magazine. With both health issues, business commitments and family life facing the magazine editors, it was beyond our control that we were unable to finish and print it till now.

SICC committee members are putting in a lot of their own personal time into the running of the Club, to which I am very thankful to them all, I appreciate all the help they have given me in my term as President of the Club. Most people do not see all the time put in by the committee members, from organising events, booking venues doing trial runs of certain events with some trials taking up to a couple of weekends to do, so that the event goes according to plan, taking and writing up minutes, taking photos, shopping for supplies, cooking BBQ's and cleaning up after the events and so on. Without all the help from committee members and non-committee members we would not have had such successful and enjoyable events throughout the year. Members have also mentioned to me how much they have enjoyed the varied events we have had and what a good job I have done. But I would like to again clarify that I alone am not responsible for the successful events. The Club is made up of a large group of people whom all contribute in some way to the Club, so the Club to me is a Team effort not just that of an individual. As a team, we can achieve anything we set out to do and do it to a high standard.

We have had over a dozen new members join since the beginning of the year which is a fantastic result for the Club. The events we have had to date have all attracted a very strong turnout with members attending in large numbers, with still quite a few exciting events to come this year we look forward to your continued support.

I hope everyone enjoys our second edition of the new look magazine we have produced which is still a work in progress. If members have any material they would like to see in the magazine please send your ideas to either myself or to the Club Secretary for us to use in the next edition. Like your favourite recipe, a story about an event you attended or a story on some Italian car or something you want to buy or sell.

Domenic Lepro

THE 2016/2017 CLUB COMMITTEE

President:	Domenic Lepro	0418 833 747	president@scuderiaitaliancarclub.asn.au
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Committee Members:	Gerald Marsson	040 0166 160	gerrmarr12@bigpond.com
	Frank Terminello	0421 276 804	Wayne Fricker 0419 272 789
	Tony DiMauro	0435 021 221	Tony Parente 0417 844 986
Historic Registrar:	Michael D'Acierno	0401 140 720	historicregistrar@scuderiaitaliancarclub.asn.au

TWILIGHT 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.

- 6th June
- 4th July
- 8th August
- 5th September

AGM

- 4th October

SOCIAL EVENTS

7th May Chris and Maureen Highet property at Harrogate

25th June June Club Rego Day at MotoRossi

28th July Pasta Night at Marche Club

29th October Auto Italia

Find us on 

SCUDERIA ITALIAN CAR CLUB INC.

Founded 2008

ABN: 46 130 785 812

Club Contact: The Secretary
John Phillips, jun.
P.O.Box 2033, Kent Town, S.A. 5071
0438568186

Scuderia Italian Car Club e-mail: secretary@scuderiaitaliancarclub.asn.au

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.

PROPOSED CHANGES TO THE CONDITIONAL REGISTRATION SCHEME

The proposals include the following:

1. Allow vehicles, modified from their original design, to enter the scheme. This change will provide flexibility to allow owners to improve the ride, handling and safety of these classic vehicles, as well as cosmetic enhancements. The registration scheme will no longer dictate the types of modifications permitted, merely remove this requirement altogether.
2. Move away from a fixed cut-off date of 1979 to a rolling 30-year vehicle age for eligibility to enter the scheme; for both right hand and left hand drive vehicles.
3. Make changes to the Code of Practice to decrease the necessity for motoring clubs to undertake vehicle inspections; reducing the administrative burden of the scheme. This would remove the need for both initial inspections upon scheme entry and all 3 yearly inspections. However, in all cases, there will remain the ability for the Registrar or motoring clubs to request vehicle inspections on an as-need basis. This will enable clubs to uphold their constitutional values.
4. Remove the need for annual statutory declarations.
5. Reduce limitations which ban left-hand drive vehicles with safety improvements, such as updated braking systems. This will allow modifications to LHD vehicles and will treat them the same as RHD vehicles currently on the road.

The government has proposed changes to the current conditional registration scheme for historic, left hand drive and street rod vehicles and your feedback is sought.

These changes aim to remove red tape to allow more classic car lovers to enjoy their hobby out on the road, while also making the scheme more nationally consistent. It is intended that these changes, once approved, would come into operation on 1 July 2017.



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CLASSIC ADELAIDE RALLY

There is a sense of anticipation when participating in an event like the Classic Adelaide Rally. Mine started in May yet the Rally was in November! It's an event that manages to attract a wide variety of exotic cars, from a tiny Hillman Imp to a fully-fledged Lancia 037 Rally and everything in between. Approximately 200 cars enter in various categories, from the outright competition, to the touring section (which is noncompetitive.)

In 2016 I entered my 1994 Lancia Delta HF Integrale Evo 2 into the touring category. A brief history of the model and this particular car goes something like this.

After the banning of the group B rally category in 1986, Lancia had to quickly find a new model to fit the group A specifications. Group B was a category with virtually limitless modifications, a bit like the F1 of Rallying. Lancia's choice was the Delta. It was basically a shopping trolley for the masses. Within six months, Lancia had inserted 4WD and beefed up the engine for its foray into Group A. It succeeded by winning the constructors championship in 1987. The car evolved into the Integrale winning the next 5 seasons of constructor's championships; a record still held to this day.

To comply with homologation rules, Lancia had to build 5000 units of the road car in order to enter the model into the 'Group A' category. They had no trouble building and selling this volume. In fact, there were over 44,000 cars of different variations built and sold. The later models, or 'Evolution' models as they were branded, had lower production runs. The final run of Evolution 2 cars had a production run of only 2479, of which 1255 were special editions and 1224 were 'standard'. All the HF Integrale's were left hand drive.

Our Evoluzione 2 was built on May 11, 1994. It was one of the 'standard' evo 2 cars and was destined for the Japanese market. It was quite well looked after by its 2 previous owners

and was driven sparingly. Fortunately, buying a car like this from Japan means there is little or no chance of finding rust, as there is no salt used on the roads during winter snow falls. Rust was a problem that Lancia faced in the late 70's and early 80's. It took 2 years of looking for the right car before I stumbled upon this one. I have left it in left hand drive guise, as converting it changes the dynamics and handling of the car. It also has a major impact on the vehicle's intrinsic value.

It's quite interesting driving a LHD car in a RHD country, but it becomes quite easy after a few practice runs. Reverse parallel parking is probably the biggest challenge!

I was mentally preparing for the rally and the idea that we would be touring around the beautiful Adelaide hills at a comfortable pace in small groups of cars, began to take hold. I'm not an accomplished rally driver, nor had I competed in many events, but I was up for it. Even though this was our second Rally, it was still a 'toe in the water' event for us, (my daughter was navigating), and we didn't want to bend the car.

I don't drive the car on Adelaide streets very often due to the ongoing joust with conditional registration, so the idea of being able to drive it around during the rally was just the ticket. We would be able to enjoy the drive, while mixing with other entrants along the closed road stages; allowing for a bit of spirited driving!

I was mistaken.... Driving to the first stage was as simple as driving around the streets of Adelaide, nice and easy. When we were ushered together to get





moving, the adrenaline well and truly kicked in. It was like white line fever. A really friendly group of people, quite unassuming with varying backgrounds, had turned into pedal to the metal fire breathing competitors, all wanting to show what their machine was made of. The little Delta was up for it. This is truly what the car was built for.

As soon as we hit 2500 RPM turbo power kicked in. The car went from a quiet shopping trolley, to the monster that Abarth had created. You can read as much as you like about any car, but actually driving it is where the real education lies. The HF Integrale handles like it was on rails. As one journalist put it 'Design by Giugiaro, handling by God'. Shod with new boots from North Terrace Tyres, I was extra keen to put Dom to the test. The tyres were purported to be 'extra sticky' so we didn't need much heat to activate them. This proved to be very accurate. Roads like Corkscrew and Gorge proved formidable opponents to the Dunlop's, but they hung on like the proverbial to a blanket. In fact, the tyres made a sound like a series of suction cups all working in unison to hold the car to the road. A great choice for the Integrale.

After we had completed the first few closed road stages it was clear we could keep up with the rest of the field. In front of us we had a 500HP SLS Merc and behind a Porsche 911. Both were great cars with lashings of history and brimful of performance. I found it quite gratifying when the others asked how the hell we were keeping up and 'how much horsepower do you have?'. The hot hatch of the 80's and 90's was a hit and after 23 years the car still had road manners as well as presence.

The most interesting part of the event was the Gouger Street party on the Friday night. I really wanted to showcase the car to the public at this part of the Rally, so I was conscious of keeping the car in good shape (and dent free). So after the final stage at Paris Creek, we steered it into the first service station to make it presentable. The Gouger St party has a long history

with the Classic Adelaide, going back to the early 2000's, so it was very well patronised this time around. The HF Evoluzione 2 attracted quite a bit of attention due to its rarity. People from varying backgrounds wanted more information about it and I was bombarded with questions. I think every enthusiastic car owner quite enjoys talking about their machine, and I'm no different. Everyone was very respectful of the car and it was a real highlight for us.

The second day of the Rally was a little faster than the first. Everyone had had their warm up and were now getting down to business. We just kept up with all the others and enjoyed the experience.

This was our second year in the Classic Adelaide Rally and we will certainly be back for more. The event is run in conjunction with the Adelaide Motorsport Festival in Victoria Park. Both events are managed by The Sporting Car Club and hats off to them, they have created something quite special in Adelaide.

I think the future looks bright for Adelaide as a Motorsport Mecca. With events like these as well as a new multipurpose racetrack being constructed at Tailem Bend; South Australia could truly become the Motorsport capital of Australia.

Roger

BURRA STAY AND OBSERVATION RUN

The club's first two day run to Burra was a great success for all members and their families, who made their way to the historic town of Burra in the state's Mid North in October. The event could not have been such a success without the wonderful and generous support of member Ric Ghion who offered his premises in Burra, the former Koorunga Hotel as base for the event. Ric is in the process of restoring the vast hotel complex, it is a classic Burra icon building and well worth the trip just to see it. The township area itself has many of this state's great tourist and historic mining history on show for the public to enjoy. This event had a strong social element over two days for members, with the added intention to capture aspects of some of this state's history in the Sunday Observation Run, again fantastically organised by member Gerald Marsson.

For the weekend members in the main arrived in their own time on Saturday afternoon, with many enjoying the easy drive to Burra and then taking some time to do a spot of sightseeing in the town of Burra on arrival. Accommodation in Burra had a range of options including bunking down in the old Koorunga Hotel or at the Paxton Cottages opposite. By mid-afternoon most members arrived at the Koorunga Hotel, to enjoy some initial socialising and of course a tour of the Koorunga Hotel. A number of members also made the trip up to Burra on Sunday morning to join all of us for the fun of the Observation Run.

Ric with all the members then pulled together to create a vast range of wonderful gastronomic delights, to be consumed in a shared dinner [in the old hotel dining room] with the usual liquids accompanying this excellent meal. It was a very memorable dinner for all who attended with many laughs, stories exaggerated and enjoyed. Ric had a number of locals join us for the dinner and we are pleased to now call one local Peter Lee [he has a number of great 105 Alfa Romeos in his collection] a member of the SICC. There was no shortage of

entertainment on offer to follow including snooker [on a full size table], darts, soccer and of course a movie or two with an Italian theme or just socialising with the locals and members. Finally in the early hours we all found our way to a bed for the night, although Thomas struggled with his bed or bed base as it turned out to be.

Sunday morning arrived with a decided cool change on offer after a stunning day on Saturday. We all again assembled for breakfast in the kitchen at the hotel and stories of the previous night were abuzz. Again Ric and the members produced all one could want for in a cooked breakfast. With members from Adelaide joining us mid-morning as we were preparing ourselves for the Observation Run.

The Observation Run allowed members to gain a quick glimpse of the Burra Township [you need at least two days to give yourself a fair look around the Burra's historic locations] with our SICC planned route to follow around the highlights at the same time collecting answers to questions on the way. Competition was as usual fierce for the Observation Run bragging rights. As we started the Run the weather was cool and did not help as it slowly closed in with showers, however we all made strong efforts to complete the run fairly. Most of the observation questions set were not able to be Googled, adding spice to hunters in their quests. The event was wrapped up after two hours, then back for lunch at the old Koorunga Hotel, again a shared BBQ. Thomas Zollo and Domenic Lepro sharing the spoils for the Observation Run. We all had fun with again many stories of misdirection and bending of the rules by all coming out over lunch.

A great event that the club hopes to reproduce in some form in 2017 and in the following years [not necessarily in Burra], as the concept of a weekend event brings members together in a new fun and family friendly environment.





Ric Ghion's old 'Kooringa Hotel'



Dean's 124 Fiat Spider 'at the Miner's Dugouts'



Gerald, Bill and Tony 'ready to cook up a storm'



Sandy, Maria and Barbara 'in Burra female prisoner attire'



Michael and Carmello 'this is a cool place'

AUTO ITALIA

Auto Italia 2016 which was on Sunday November 5th at the Campbelltown Soccer Club was again a huge success with a bigger and better event than the previous years. SICC strongly supported this event with a wide range of member's cars on display. The weather was fantastic for the event as was the atmosphere around the ground.

We celebrated 50 Years of Fiat 124 Spider and of Alfa Romeo Duetto at the 2016 event. With the Ducati Club also attending and displaying their motorcycles at the Event, later the committee struck a deal with the Ducati Club to make the Auto Italia Adelaide an annual event on their yearly calendar of Events.



PIZZA RUN

The first event for the year was our Pizza Run to North Haven, with perfect weather that night we all had a good evening with a nice drive down to the beach and along the esplanade to finish off with Pizza and socializing on the beachfront. We had quite a large turnout for the run which is an annual event which is very popular with members and their families.





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BBQ BREAKFAST

In February, we had our Breakfast BBQ at Mitcham Reserve with a quick run through the hills led by John Simonetti beforehand.

It was a bit of touch and go as it was raining early that morning and it slowed down to a constant drizzle while Frank Terminello and I prepared the bacon, eggs and hash browns.

For the 9.30 arrival of members and members and families that morning we achieved the slightly awkward feat by holding an umbrella with one hand to keep the grill dry and flipping the food with the other.

We were fortunate to have the Rotunda to keep the members dry and hot coffee to keep them warm, all in all it was a successful day.

Domenic Lepro



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SCHNITZEL NIGHT

On Friday, the 17th March we had our Club Schnitzel Night at the Cudlee Café we had so many members that wanted to attend we went over the 29-member limit because of the size of the Café. So, we did not upset any members on the night a few of the member sat in the outdoor garden area. While it was still light, it was fine but once it started getting dark the Café owner Babette found her outdoor flood lights were not working. So, she organized a numerous amount of tealights around the tables outside. If it was not for the fact that most of the members outside were male, it made for a romantic setting. Everyone that attended on the night enjoyed the food quality and quantity as well as the company.



ADRIAN BRIAN BREAKING NEWS

Gordon Meek Alfa Salesman extraordinaire previously at Belcar then up to recently at Adrian Brian will be starting a new chapter of his career. He will be Working for Alfa Romeo Adelaide. It will be official as of the 3rd of April

Alfa Romeo Adelaide will be a standalone New Car Dealership in Adelaide owned by the Solitaire Group. It will be the only place you will be able to purchase New Alfa Romeo's from as all other distributors in Adelaide are no longer able to access and sell them.

It will possibly be situated at Glen Osmond Road Yard which is one the existing Solitaire Dealership's. We wish him all the best.



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WANTED

Fiat Osca Motor
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Tel: 0400 166 160
Email: gerrmarr12@bigpond.com

SICC welcomes these new members to the club

Glenn Bottomley
Giacomo Venturini
Christopher Highet
Maureen Highet
Michaelangelo Severino
Peter Lee
Antonio Vignosna

Raphael Cirillo
Legri Moffa
Renzo Bonini
Anna Bonini
Ken Graves

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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.

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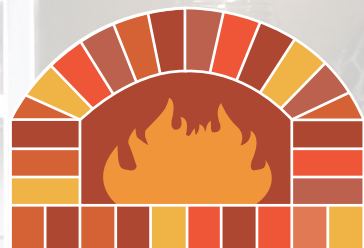
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