



Christmas Volume 3 2017

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CLUB PRESIDENT



I would like to thank all members that asked me to stand again as the Club's president. I am deeply honored to once again take up this position of President of the Club, especially as next year (2018) the Club will be celebrating its 10 Year Anniversary.

We will be having a few events to celebrate the Club's first 10 Year milestone. We will be redesigning the Club emblem back to its original design which was altered a few years back. With that, we will redesign the car sticker and possibly alter the key rings to incorporate the new Club emblem.

I would like to thank the outgoing committee for a job well done and thank you all for the support you have all given me throughout the year.

Also thank you to the new committee most of which are the same as last years except with the appointment of the new Club Captain being John Simonetti and the new Magazine Editors Bill and Sandy Richards.

We just had the largest events of the year which I am proud to say were extremely successful, starting with the weekend away at Burra. A big thankyou goes to our host Ric Ghion who facilitated a relaxing and enjoyable weekend.

Then we had the Auto Italia Adelaide which our Club had a strong presence at, showing that we are a strong club with the number of members' cars that attended on the day. Also, thank you to everyone who helped on the day. A big thankyou to Viano, Gordon, Adam, Nic whom were on the organizing committee. Also, thank you to members of all the Clubs that helped on the day to make it successful.

Our last event was the Carnevale which Ric did an excellent job organizing and coordinating. I'd like to thank Ric as well for the fact he spent most of the two days manning the display. Also thank you to members whom helped him on both days talking to and handing out Club application forms.

I wish everyone a Merry Christmas and Happy New Year and wish you all the best for the coming year.

I am looking forward to another enjoyable and productive year as the president of the Scuderia Italian Car Club.

Domenic Lepro

THE 2016/2017 CLUB COMMITTEE

President:	Domenic Lepro	0418 833 747	president@scuderiaitaliancarclub.asn.au
Vice President:	Jamie Tripodi	0419 038 189	vicepresident@scuderiaitaliancarclub.asn.au
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Membership Registrar & Merchandising:		0401 539 419	membershipregistrar@scuderiaitaliancarclub.asn.au
	Maria Lepro		
Magazine Editors:	Bill & Sandy Richards	0414 781 037	editor@scuderiaitaliancarclub.asn.au
Public Officer:	Frank Terminello	0421 276 804	publicofficer@scuderiaitaliancarclub.asn.au
Club Captain:	John Simonetti	0414 846 183	clubcaptain@scuderiaitaliancarclub.asn.au
Committee Members:	Gerald Marsson	Peter Lee	Tony DiMauro
	Frank Terminello	Pam Miller	Renzo Bonini
	Bill Richards		

MONTHLY RUNS MONTHLY MEETINGS UPCOMING EVENTS

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. Bernards 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. While 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.

General Meetings commence at 7.30pm.

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

- 5th December 2017
- 6th February 2018
- 6th March 2018

5th December Christmas drinks at Parente

20th January Twilight Pizza Run to Osborne

25th February Members BBQ breakfast run to Mitcham Reserve

25th March Marino Rocks Café brunch

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.

SICC Social Club Calendar 2018

January – Saturday 20th – Twilight Pizza Run

February – Sunday 25th – Mitcham Reserve Free BBQ Breakfast

March – Sunday 25th – Marino Rocks Café Brunch

April – Sunday 22nd – 10th Anniversary Run with McLaren Vale Classic & Pizzateca lunch

May – Friday 25th – Pasta Night at Marche Club

June – Sunday 24th – Club Registration Day

July – TBA – Mongolian BBQ Restaurant Dinner

August – Sunday TBA – The Haus, Hahndorf

September – Sunday TBA - Tenafeate Winery Show 'n' Shine

October – Tuesday 2nd – Annual General Meeting

October/November – TBA – Burra Weekend

November – TBA – Carnevale

December – TBA – Christmas BBQ Family Day

December – TBA – Christmas Dinner

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AUTO ITALIA 2017

This year's Auto Italia was another great success showcasing everything Italian on wheels, the theme for this year was a celebration of the anniversaries of – 70 years of Ferrari, 60 years of the Fiat 500 and 50 years of the Fiat 124 Sport.

Held at the Front Oval at Campbelltown City Soccer Club, this time, gave the event high visibility from Stradbroke Road which attracted a larger number of onlookers on the day.

The sun shone and the rain stayed away throughout the event, with over 150 cars and motorcycles on display. Ferrari, Lamborghini, De Tomaso, Lancia, Alfa, Fiat, Vespa, Ducati, Benelli, Gilera and many others were all well represented on the day.

A wonderful event with great food and music creating a festive atmosphere. All the major Italian vehicle clubs were well represented and we all made many new friends along with catching up with some old friends who share the same passion. New cars were also on show with Solitaire and Adrian Brien showcasing the latest models from Maserati, Alfa Romeo, Fiat and Abarth.

Unlike previous years, many trophies were awarded to cars in different eras along with the regular people's choice award. This was well received as it gave everyone an incentive, with vehicles old and new, to present their cars and bikes in the best possible way.

The Leukaemia Foundation, this year's chosen charity raised much needed funds from the gold coin donations for entry to the event. A big thank you to the Auto Italia Committee, the many volunteers and the Campbelltown City Soccer Club for a great day. I'm sure next year will be bigger and better.

John Simonetti



Winner - Carmelo Calabro's Ferrari



Dominic Calabro accepting his trophy



Runner up - Roger Buratto's Lancia Integrale



Winner - Dominic Calabro's Fiat 130

CARNEVALE 2017



Vice President, Jamie Tripodi's daughter, Isabella



Dominic Calabro with an unnamed model

OBSCURATI

CURIOSITIES FROM THE AMAZING WORLD OF ITALIAN CARS

Alfa Romeo 'Romeo 2' van

By James Wheeler

Alfa Romeo produced their first commercial vehicle in 1914 with a lorry based on the 20/30hp chassis. Many lovely trucks followed and were produced by Alfa Romeo with their typical Italian design flair, but in the early 1950s a smaller commercial vehicle was required. In 1954 the 'Romeo' was introduced alongside the larger Alfa Romeo trucks and amazingly this vehicle in all its derivatives and models was produced until 1983.

When the Romeo first appeared it was considered to be almost revolutionary despite its semi-traditional pressed steel box section chassis. To obtain the lowest possible internal loading platform front-wheel drive

was adopted with a four speed ZF gearbox, a courageous choice at the time employed by very few manufacturers. Fiat and Lancia did not build front-wheel drive vans until the next decade.

The engine choice was equally original. The petrol version used the twin cam 1290cc unit from the Giulietta in 37hp form, and the diesel engine (diesel was itself an unusual option in a small van at the time) was a supercharged two cylinder unit.

There were numerous factory built variants of the Romeo, a normal panel van with no rear side windows, a van with two or three side windows depending on how many rows of passenger seats were fitted, pick-ups, flatbeds, normal cabs, crew cabs, minibuses, etc. Added to these were

countless conversions built by different coachbuilders such as car transporters, advertising units, mobile market stalls and other specialist vehicles.

In 1956 the Romeo was replaced by the Romeo 2 and was visually identical except for the badging, and the model range was also unchanged. In 1967 the front panel of the Romeo 2 was updated with a wider chrome and mesh grille and became known as the A12 (A for autocarri – truck cab version with open chassis) and F12 (F for furgoni chiusi – closed van version). The A12 and F12 were fitted with a 1290cc Alfa Romeo twin cam 'Nord' engine with 52hp (up from 37hp in the Romeo 2) driving the front wheels through a four speed ZF gearbox. In 1973 the A12 and F12 were also offered with a four cylinder

Perkins diesel engine as fitted to the Giulia Saloon. The maximum speed for the petrol engined A12 and F12 versions was approximately 115km/h, and to rein in this tremendous velocity, the Romeo 2's braking system of drum brakes all round was upgraded to disc brakes at the front with drum brakes at the rear.

Between 1967 and 1971 the A11 and F11 were also available alongside the A12 and F12. These were visually identical to the A12 and F12 but had a lighter payload and a lower engine horsepower to enable access into Italian cities that stipulated that for commercial vehicles to be allowed into the city centre, the carrying capacity and horsepower had to be below certain amounts.

The final incarnation of the A and F series vehicles was revealed in 1977, with big black plastic radiator grilles replacing the chrome and mesh ones, and all the lovely chrome badging giving way to black adhesive stickers. These vehicles were expensive to purchase and production ceased in 1983 after only 17,299 had been manufactured in 16 years.

Alfa Romeo made their last commercial vehicle, the AR8 model, in 1988. The AR8 was built in the south of Italy beside the Alfasud factory in a joint venture with Fiat, Iveco, and OM, but when the Fiat Group purchased Alfa Romeo in 1986 production of Alfa Romeo vans was reduced and then finally stopped in 1988.



Reprinted from issue 165 (2009) of Auto Italia magazine courtesy of www.auto-italia.net

SICC MEMBER PROFILE

Name	Raphael Cirillo
Club position	Member, since June 2017
Your Italian car(s)	• Alfa Romeo 105 • Alfa Romeo 75 • Fiat 500 Lounge
Details about your car(s)	Unfortunately, like most of us, I suffer this incurable disease that means I have too many cars and not enough space. In fact, it is the lack of space that stops me from adding to the collection. The 105 has a particularly beautiful story; when my parents got married, they went to live in Italy for 2 years and my Nonno bought the car brand new as a wedding gift. My Father brought it back to Australia and drove it daily until 2004 when the piston rings went and at that stage, it was handed over to me to restore. Ten years later along with plenty of help from Legri, she was finally on the road, and worth every minute of the wait. My first Alfa was actually a 75 many moons ago, and after having 3 of them over the years, but selling them to be 'responsible', it didn't take long for me to miss owning one. An uncanny chain of events occurred; my cousin had bought a 75 with my help but came into mechanical troubles not long after, however while I was away on holidays in Italy, he was convinced by an unscrupulous mechanic to buy a crashed 75 in order to fix his car. Long story short, I swapped my Barina (remember what I said about being 'responsible?') for two 75 wrecks and proceeded to build one good car out of them. Legri and I rebuilt the engine, popped in some Bilsteins, lowered it and put a loud exhaust on it. Plenty of fun indeed!! As for the 500, since they were new I always wanted one, and when the opportunity came up at work to grab the last 100hp 1.4, I couldn't say no. Like always though, the modification bug has bitten me again, so on my last trip to Italy, I couldn't help but buy an Abarth turbo manifold and a set of Brembo calipers. Watch this space!!
Anything you're looking for to complete your car	Anyone got a GTAm head lying around that they want to offload?
Favourite drive in your car	Lobethal Road and Mount Lofty are personal favourites, although the problem is having to navigate through all the pot holes and roadworks in cars that are super low and super stiff to get there.
Your dream car	Undoubtedly a Ferrari F40 if money was no object, however a Lancia Stratos replica with a big bore 24v Busso V6 is probably more attainable!!
Favourite food	All of the things!!
Favourite TV show	Breaking Bad and Mad Men are personal favourites, even if I'd rather spend time behind the wheel rather than in front of the TV.
Favourite movie	Thank You For Smoking; some say I bare resemblance to the main character (and not for his luscious head of hair)
Most memorable moment	Italy winning the World Cup in 2006 was pretty special, but so was hearing the 105 run for the first time after rebuilding the engine. My fiancé would argue otherwise, I'm sure!!
Greatest likes	Cars and people, which explains why I'm crazy enough to do what I do for work!!
Greatest dislikes	Communists and tax.



Fiat 500



Alfa 105



Alfa 75



thomaszollo
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BURRA WEEKEND STAY

SATURDAY 30TH SEPTEMBER – SUNDAY 1ST OCTOBER

The Scuderia Italian Car Club again planned a weekend getaway event to Burra over the October long weekend. Burra did not disappoint in any way, the weather was superb for the event with the historic location looking its best, with all businesses and tourist venues in the town doing a great trade.

Most members made their own way up to Burra on Saturday morning many stopping on the way to visit local events in towns they passed through [Manoora Craft Markets one example]. On arrival in Burra the old Kooringa Hotel was again our meeting point for a sausage sizzle BBQ lunch on arrival. The club's host at the old hotel, Ric Ghion, greeting all members in his usual warm welcoming manner. Members enjoyed a great lunch and lots of catching up. Tony and Anthony DiMauro already had the evenings feast rotating slowly [a huge porchetta], wow it looked great and the smell, well...

Most members elected to stay at the recently renovated Paxton Square Cottages opposite the old Kooringa Hotel. The accommodation has been updated and the units are now very comfortable with all modern necessities. Others elected to bunk down in the hotel that Ric has continued to renovate, a great venue for club members to have access to. After booking in and some time to explore the town, we all gathered back at the hotel for late afternoon nibbles. Then followed a most wonderful dinner prepared by members and served in the hotel dining room. Lots of laughs, stories, fine food all washed down appropriately. Entertainment continued with pool on the full size table, darts, etc. and of course videos.

The following morning we all rose to a stunning day and a breakfast BBQ at the old hotel - Anthony again doing a great job with the eggs and bacon. The Observation Run / Walk [as it turned out for many] was again prepared by Gerald Marsson. The weather leant itself for most members to walk around the town square and follow the observation notes, very enjoyable.

Lunch was again an event prepared by members at the old hotel. We all enjoyed a relaxed long lunch. As most members made their way back to home late Sunday, many said they had stopped in again on towns on the way back, always lots to see.

Again we must thank Ric Ghion for his hospitality - a big effort and well worth it. Also, thanks to all members who supported the event and helped make it happen. It was a great success. For 2018 the event is planned to be on again and if you have not been to the Mid-North, Burra area, plan to put it in your diary next year – and bring your Italian car.





SICC MEMBER PROFILE

Name	Legri Moffa
Club position	Member, since early 2017
Your Italian car(s)	• 1969 FIAT 500F • 2013 Fiat 500 Twin Air • 1988 Alfa 75 • 2016 Series2 Alfa Giulietta Super
Details about your car(s)	Where do I start!?! The 1969 500F I have owned for the last 4 years, its current state is disassembled, panels unstitched, sand blasted and primed ready for paint. Motor has been rebuilt to a modern/customised Abarth spec. with the block donated from a previously owned Fiat FSM Niki. Every nut and bolt has been restored and ready for assembly. The original plan was to drive it in time for my wedding, but time is slipping by! The 2013 Fiat 500 twin air was purchased new by my mum and later took ownership of that after my mum decided to purchase the new Fiat 500x for herself. My fiancé Anthea is currently driving and loving this car! The 1988 Alfa 75 2.5 is currently in my garage where I am converting its automatic transmission to manual, donated from a previously owned Alfa 75 3.0 Potenziata. I have always loved this car and up until the purchase of my new Giulietta was always a very fun and exciting every day car. The new 30 year rolling historic registration will be a great help and an incentive for getting this beast back on the road! Last but not least is my newly acquired 2016 Giulietta Super, I decided to purchase this as a gift to myself, the excuse being for getting my new job at Adrian Brien Automotive. Always a great reason to purchase a new car! It was the last new Alfa Romeo available at the dealership and am proud to own this great piece of Adrian Brien history. I doubt my list is yet to end, if I can find some storage I am sure I will add more to the collection!
Anything you're looking for to complete your car	A 500F oil pump in great condition. Emulsion tubes to suit a Panda head for the 500F.
Favourite drive in your car	Adelaide Hills, Mt Lofty, Chain of Ponds, Lobethal
Your dream car	Ferrari Dino 246
Favourite food	Could easily eat Pizza every day!
Favourite TV show	Walking Dead
Favourite movie	Fight Club
Most memorable moment	Visiting my home town San Giorgio La Molara with Anthea.
Greatest likes	A clean engine bay. Restoring old engines.
Greatest dislikes	Things that are out of place/ untidy. Running out of room in my garage!



2016 Series 2 Alfa Giulietta Super



2013 Fiat 500 Twin Air



1988 Alfa 75



1969 Fiat 500F

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SCENIC RUSH

VANCOUVER CANADA



In July 2016, while holidaying in Canada, we went on a Scenic Rush exotic car driving experience. While Sandy was a passenger, keeping me on the correct side of the road, I drove five supercars from West Vancouver, along the Sea to Sky Highway and back. The normal experience is only four cars - Lamborghini Gallardo (553 hp), Nissan GT-R (545 hp), Audi R8 (420 hp) and Ferrari F430 Spider (490 hp) but due to an extra driver wanting to take the tour, I got to drive a Corvette Z06 (650 hp) as well!!

Normally the drive is 2.5 hours and 80kms, but with the extra car/driver we would have covered an easy 100kms, allowing over half an hour driving each vehicle.

I chose the Lamborghini as the first of the five exotic vehicles to cruise the coastline. The drive along the Sea to Sky Highway and back was very scenic, although the weather was a little gloomy at times. In fact, the whole experience was almost cancelled due to rain in the morning. They don't run the experience in the wet anymore after a mishap with their Lamborghini and a bridge in wet weather. Fortunately you take out good insurance as part of the experience!

All of the cars have F1-style paddle shifters and automated clutches. All vehicles also have a fully automatic mode. I drove in automatic mode and didn't switch to paddle shifters, as the other local drivers did, as of course I was driving on the other side of the road. I was instructed to not turn off launch control and to not pass the lead vehicle driven by Thom, the owner of the business, who was driving a Tesla P85D – with what is known as Insane Mode!

Along the way, we stopped to switch cars with the other drivers. These stops provided opportunities for photos with the stunning backdrop of the islands and mountain ranges of the Howe Sound.

At one stop, Thom took us for a quick drive in the Tesla on Insane Mode which reached 60km/h in 3.2 seconds – it was like taking off in a plane but without any noise at all (wheel spin or engine noise).

All in all it was a fantastic driving experience. One we would highly recommend to anyone who is not put off by driving on the right.

Bill Richards



Bill driving the Lamborghini



Driving along the coast



Bill driving the Ferrari





VEHICLE SPECIFICATIONS

EXTERIOR COLOUR: Ithaca Verde (Pearl Green)

STYLE: Coupe

ENGINE: 5.2L V10 DOHC

HORSEPOWER: 553 hp @ 8000 rpm

MAXIMUM TORQUE: 398 ft-lbs @ 6500 rpm

TRANSMISSION: 6-Speed eGear Automated

DRIVETRAIN: AWD

TOP SPEED: 315 km/h

0-60: 3.7 Seconds

MSRP: \$260,000 Canada / \$198,000 USA



VEHICLE SPECIFICATIONS

EXTERIOR COLOUR: Rosso Corsa (Racing Red)

STYLE: Convertible

ENGINE: 4.3L V8 DOHC

HORSEPOWER: 490 hp @ 8500 rpm

MAXIMUM TORQUE: 343 ft-lbs @ 5250 rpm

TRANSMISSION: 6-Speed F1 Electrohydraulic

DRIVETRAIN: RWD

TOP SPEED: 310 km/h

0-60: 3.6 Seconds

MSRP: \$295,000 Canada / \$211,500 USA



Sandy & Bill with the five cars

**SICC WELCOMES
THESE NEW MEMBERS TO THE CLUB**

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Allan Carli
Dale Ashby
Stan Giannopoulos
Joe Alfonsi
Nicholas Siewertz Van Reeseme
Alfonso Ruggiero
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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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