



June Volume 2 2018

SCUDERIA CLASSICA

❖ DIECI ANNI

10th Anniversary Party!

❖ McLAREN VALE CLASSIC

Lunch at Pizzateca

❖ MEMBER PROFILES

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CLUB PRESIDENT

Welcome Members

It is already half way through the Year which is going by very quickly. As the old saying goes "Time Flies When You Are Having Fun".

We have had some interesting workshop visits and events since the last edition of the Club Magazine which have been a great success.

With pics and brief stories of the events in this edition of the magazine you can see we had quite a good turnout of members supporting the events ,which is good to see as the committee members go to a lot of work organizing them and it is disappointing when we do not get a good turnout.

We have also been able to negotiate a new venue for Auto Italia Adelaide 2018 which will be at St Francis of Assisi School Oval which is on Newton Rd and access is off Graves Street. The school oval is a far superior venue in many ways to host the event so we are looking forward to having another successful day. If you could put it into your calendars for Sunday 4th of November and save the date.

Also our Club registration day this year will be at the Rezz Hotel, Newton, in the Alfresco area at the back of the Café area. We will have an area around the back of Hotel to display our cars while we are there.

We are changing it from what we normally do every year with a breakfast barbeque, as it is a lot of work for the committee to handle at the same time as trying to do paperwork for membership and Historic registration.

As I mentioned in the last magazine it would be fantastic to see more members become involved in the Club and possibly decide to take up a position on the committee, either as a major position or just a committee member to help at events which will be voted on at the Annual General Meeting held in October.

Regards

Domenic Lepro

THE 2017/2018 CLUB COMMITTEE

President:	Domenic Lepro	0418 833 747	president@scuderiaitaliancarclub.asn.au
Vice President:	Jamie Tripodi	0419 038 189	vicepresident@scuderiaitaliancarclub.asn.au
Secretary:	John Phillips	0438 568 186	secretary@scuderiaitaliancarclub.asn.au
Treasurer:	Thomas Zollo	0403 164 365	treasurer@scuderiaitaliancarclub.asn.au
Authorised Officers:	Domenic Lepro Tony DiMauro	0418 833 747 0435 021 221	historicregistrar@scuderiaitaliancarclub.asn.au
Social Secretary:	Ric Ghion	0404 144 728	socialsecretary@scuderiaitaliancarclub.asn.au
Membership & Merchandising:	Maria Lepro	0401 539 419	membershipregistrar@scuderiaitaliancarclub.asn.au
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 Frank Terminello Bill Richards	Peter Lee Pam Miller	Tony DiMauro Renzo Bonini

MONTHLY RUNS

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 of the 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 interesting conversation. 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.

MONTHLY MEETINGS

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.

- 3rd July 2018
- 7th August 2018
- 4th September 2018

Find us on 

UPCOMING EVENTS

- 24th June Club Registration Day, Rezz Hotel
- 28th July Kublai Khan Mongolian BBQ Dinner, Parkside
- 5th August The Steakhouse, Oakbank Hotel Lunch
- 25th August SICC 10th Anniversary Party!!

NEW MEMBERS

SICC welcomes the following new members:

Jeffrey Blanco
Peter Waddy
John Ciccarello

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
0438 568 186

Scuderia Italian Car Club email: secretary@scuderiaitaliancarclub.asn.au

Monthly Meetings: 1st Tuesday of the Month at 7.30pm

San Marco Pizzeria, 193 Payneham Rd, St Peters SA 5069 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

June – Sunday 24th – Club Registration Day at Rezz Hotel, Newton (**8.45am till noon**)

July – Saturday 28th – Kublai Khan Mongolian BBQ Restaurant Dinner, Parkside

August – Sunday 5th – The Steak House, Oakbank Hotel Lunch (in lieu of the first Sunday run)

August – Saturday 25th - Dieci Anni Anniversario (10th Anniversary) Party! European Centre, Hindmarsh

September – Sunday 23rd - Tenafeate Winery Show 'n' Shine

October – Tuesday 2nd – Annual General Meeting

October – Saturday 20 & Sunday 21st – Burra Weekend

November – Sunday 4th – Auto Italia, St Francis of Assisi School, Newton

November/December – TBA – Christmas Dinner



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.



Updating of Vehicle Registration Details by DPTI

The Department of Planning, Transport and Infrastructure (DPTI) has been updating their database where there is no club attached to a vehicle with historic registration. This has caused some problems with club members re-registering vehicles and being asked for an MR334 form (Approval for registration of a vehicle on the Club Registration Scheme) before Service SA will process the renewal.

If you receive an EzyReg renewal form showing no premium details, etc. you need to go to Service SA to do the renewal. Advise them which club the vehicle is with. If they request an MR334 or other paper work please explain you are with Scuderia Italian Car Club and ask that they check with DPTI Regulation - Safety and Services Division.

MARINO ROCKS CAFÉ LUNCH

For our Sunday of the month run in May we met up at the Tower Hotel carpark to drive down to Marino Rocks for lunch at the Marino Rock's Café.

We had about twenty four members attending the event. It was my first time at the Café and we decided to sit downstairs overlooking the ocean which was a spectacular view. Even though it was a little windy and overcast on the day. The menu had a Greek/ Lebanese influence with fish its main focus, I ordered a Salad with calamari, prawns and scallops and it was utterly delicious while the others all enjoyed their food choices . We all had a very relaxing lunch with some members sharing stories of their projects and others in deep conversations with each other.

I would like to go again next year if possible to fit into the Club calendar.

Domenic Lepro



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Email: adelaideeuro@iprimus.com.au

Fiat 124 Spider Restoration

I purchased my 1976 124 fiat spider in December 2011 in reasonable condition but not knowing what laid ahead of me in owning a Fiat 124 spider.

When I purchased the spider it was somewhat modified by the previous owner and I had to start from scratch to bring the spider back to what it should have been. As well as quite a few interior parts that were missing, I had no front American bumper bar, a bad slipping clutch, bad shock absorbers, leaking oil from the differential, gearbox and engine, and original tyres that were 80% cracked; not mentioning awful North American wheels.

I had attended to most of the problems along the way but I had left the oil leaks to when there were substantial funds available. When I dropped off the spider to the mechanic, Mario Raschell, in July 2016 for what I thought a routine oil leak fix and service, I had no idea of what was to follow. I had received the dreaded phone call from Mario to advise that the engine required major surgery as well as the gearbox and differential required a few parts. The list of parts required came to 2 pages and I made the decision to proceed with the restoration.

The sourcing of parts took me 3 months to put together from Adelaide, Sydney, Germany, United States and Italy from eBay to spider parts suppliers.

The engine block was re-machined and rebored (to 84.8 mm) and the machinist had to repair a cracked cylinder (No. 3), as well as painted to its former glory.

The parts were subsequently sourced and put together and still a few further parts were required as the job went along.

One highlight of sourcing parts was speaking to a Vietnam veteran based in Texas, the proprietor of a Fiat spider parts business, at 3.30 am on a Sunday morning to explain to him he had sent me the wrong size of conrod bolts!

After a few hiccups and last minute drama, the rebuild was finally finished in October 2017 - some 15 months later.

Subsequent to the rebuild I received generous assistance from our president, Dominic Lepro, to replace the front black grill with stainless steel grills to complement the chrome bumper bars of the spider.

Although I needed substantial funds to bring the car back to a respectable level, I'm so happy I made the decision to restore as it drives like a new spider.

Thomas Zollo



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SICC MEMBER PROFILE

Name	Peter Lee
Club position	Member
When you joined SICC	2017
Your Italian car(s)	Two 1974 GT 1600 Juniors
Details about your car, i.e. where did you find it, how long have you had it, what work have you done on it	I have owned my blue coupe about thirty years now. I picked it up from a fellow in Lismore who was the second owner. During the time I have owned it, it has had extensive work done to bring it to as new condition. My red coupe was acquired from a friend in Toowoomba about eighteen years ago. It too has had the same attention as the blue one.
Anything you're looking for to complete your car	No the cars are complete.
Favourite drive in your car	All drives in an Alfa 105 are special but there are a few standouts like Loxton to Pinnaroo on the Browns Well Highway through to Bordertown on the Ngarkat Highway is one, very quiet roads with loads of high speed bends.
Your dream car	I am happy with my 105 Coupes but have a few dream bikes such as a 750 SFC Laverda. Wouldn't mind a 33 Stradala or Lancia Zagato Fulvia though.
Favourite food	I like all food. Depends on the mood - generally Middle Eastern or Asian.
Favourite TV show	None really. Nothing worth watching that hasn't been repeated.
Favourite movie	"Withnail and I"
Most memorable moment	The day I retired
Greatest likes	Beer
Greatest dislikes	Boutique beer



DIECI ANNI ANNIVERSARIO!



10th Anniversary Party!

Saturday 25th August 2018

European Centre, 2 Chief St, Hindmarsh

6.30pm till midnight

\$30 per head (\$12 per head children under 12)

Five courses including antipasto, ravioli, choice of 2 main courses (filet mignon or chicken schnitzel),
coffee and continental cake.

Beer, wine and soft drinks included.

DJ Wayne will entertain us with music.

Door prizes and give aways throughout the night.

RSVP is essential by 20 July 2018 - numbers are limited!

Email: president@scuderiaitaliancarclub.asn.au

Dress code: neat casual



REMEMBER WHEN...



10 YEARS OF CLUB MEMORIES



McLAREN VALE CLASSIC

and lunch at Pizzateca

This year we decided as a Club not to enter the event and get assigned a winery to attend. Instead we decided to meet at the Tower Hotel car park and set off to McLaren Vale also picking up some members along the way.

Once there we decided to park and admire the cars on display at Serafino's before the parade. Once the parade was over we made our way to Pizzateca for lunch as we had booked for 30 members. Once there we had a spot to put our cars on display as well a spot under the shade of the gumtrees where there was a cool breeze to enjoy the fantastic lunch that Vito put on for us.

We had to stop the food coming out as we were all full and we could not manage to eat any more, Vito and his crew went to great lengths to make sure everyone had a magnificent experience. The coffee and Limoncello at the end was a fantastic end to lunch - thank you Vito!

We will have to make it a yearly event for the Club, as all the members who attended enjoyed themselves so much they asked to be included next year.

Domenic Lepro



Pizzateca - a lovely spot!



Nick gets to drive the President's car!



Our member, Vito Mitolo, making our food.



Ric's newer car!



Picking up some other members at the Victoria Hotel





thomaszollo

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SICC MEMBER PROFILE

Name	Domenic Lepro
Club position	President
When you joined SICC	One of founding members
Your Italian car(s)	1968 Alfa Romeo 1750 MK1 1979 Fiat Spider 2000 2017 Abarth 124
Details about your car, i.e. where did you find it, how long have you had it, what work have you done on it	1968 Alfa Romeo 1750 MK1 bought it about 15 years ago from Darwin and restored it myself. 1979 Fiat Spider 2000 I bought this one about 8 years ago as a body shell and restored it also myself. 2017 Abarth 124 purchased from Legri at Adrien Brian and am currently giving it the Dom touch to make it a little different.
Anything you're looking for to complete your car	Always looking for things to improve my Babies
Favourite drive in your car	Most of the roads through the Adelaide Hills.
Your dream car	1967 to 1969 Alfa Romeo 33 Stradale.
Favourite food	Stuffed Squid tubes and Tagliatelle with beans the way my mother cooks them.
Favourite TV show	Top gear or as it is now known Grand Tour.
Favourite movie	Most of the James Bonds movies especially with Pierce Bronson
Most memorable moment	Birth of my Kids
Greatest likes	Being around to enjoy life
Greatest dislikes	Fake/mean and inconsiderate people



MOTORING MISADVENTURES

- a tale of youthful stupidity

I grew up on a fruit block a few miles from Berri in S.A.s Riverland. My mate Tom lived on the adjacent block. We were in the same grades at Primary and High school. We had a similar enthusiasm for mechanical devices, particularly if they moved under their own power!

In our pre driving licence days (not our pre driving days – we drove tractors on the properties from about age 8) a relative took us to Loxton one Friday night to see a travelling circus of “Hell Drivers”.

The stunts were pretty normal fare – ramp to ramp jumps, two wheeling, precision crisscross, staged crashes – but we were mightily impressed.

The next day being Saturday, parents various were absent, playing bowls or golf.

Now Tom’s father had converted a 1928 Morris Cowley saloon for use on the block. “Converted” is a somewhat grand term for removal of almost the entire steel body from the Morris, which, until that surgery, was a complete, sturdy and useable vehicle. The bonnet, scuttle and front guards remained with a wooden tray covering the rest of the chassis. There were no seats; the driver sat on the front edge of the tray, and there were no doors or windscreen.

We were confident of emulating the Hell Drivers with the Morris. Two wheeling seemed the most likely challenge for us. Accordingly, a long builder’s plank was supported on a wooden crate as a ramp, Tom took the first run. Without most of its body the Morris was quite light, and accelerated reasonably well.

As the right hand wheels ran up the plank, the supporting crate collapsed and our attempt at two wheeling ended in a shower of wood splinters.

In hindsight it was a much better outcome than could have occurred – the result of this device actually getting onto two wheels or rolling over doesn’t bear thinking about.

The old Morris was subject to all manner of teenage punishment around the property, but it did retain one inbuilt safety feature. The battery sat on the running board behind the front wheel. If we got too exuberant, the battery would fall off and progress would cease. That may have saved the Morris and us from a nasty end.

Roger Ingerson

Does my car need a seatbelt?

Under the Road Traffic Act and Regulations seat belts are required in the driver’s and front outboard seating positions from 1 July 1967.

Seat belts for all front seating positions (including in the middle of the bench seat) became mandatory from 1 January 1969 and for all seating positions from 1 January 1971 (i.e. including the back seat).

The level of safety provided by seat belts must not be reduced. Seat belts must not be replaced by belts of a lesser design rule standard.

A person must not sell a seat belt or part of a seat belt for use in a motor vehicle that has previously been installed in another vehicle.

Seat belts and anchorages for seat belts in motor vehicles (whenever manufactured) must be maintained in sound condition and good working order.

Number plates

At a recent Club event one of our members was pulled over by Police in relation to the plastic number plate on his classic vehicle. **These plates are no longer approved for use.**

Only number plates issued by Department of Planning, Transport and Infrastructure (DPTI) and made by the approved manufacturer comply with the requirements of the *Motor Vehicles Act*.

Number plates must be clearly visible from the front and rear of a motor vehicle and must not be obscured by a tow ball, load, plastic cover, dirt build-up or any part of the vehicle’s bodywork.

At night, the number plate on the rear of the vehicle must be lit with a white light, so it can be read 20 metres from the vehicle.

Taken from SA.GOV.AU website

JUMBLED WORD

Unscramble the four jumbled words related to Italian vehicles, then arrange the circled letters to form the caption for the picture below.

ARMITASE

			○	○			
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CHUTACON

○					○		
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ALCAIN

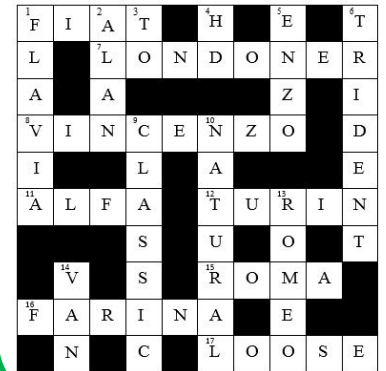
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PAVES

				
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Editor: Here is the solution to the crossword puzzle in the last magazine - how did you go?



Club members, Jannette and Carman Rossi, pictured right, made it into The Advertiser social pages by attending the d'Arenberg Cube Surrealist Ball in April.





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CLUB MEETINGS - OUT AND ABOUT

Meeting at 2H Automotive

The March meeting was held at 2H Automotive, Marleston, with a reasonable turn out of members. 2H build replicas of some of the world's best cars. They specialize in the 1988 Lamborghini Countach and the Porsche 356 Speedster. They also manufacture hot rod bodies and have built a stunning 1963 EJ Holden sedan.



Hugo was very entertaining and informative, telling us about the Porsche he was working on and showing us photos of some of his completed works. The night was chilly but the pizzas and wine warmed us up!



Meeting at Calabro's Workshop

The May meeting was held at Carmelo Calabro's workshop at Wingfield, with over 40 members attending on the night. Carmelo explained about the work he does there and about his current projects.



Carmelo and Michelle were the perfect hosts, with Michelle even preparing a cheese platter as Carmelo told her only about 12 members were coming. The Club provided pizzas for supper on the night which were devoured very quickly with only a sea of sauce stained pizza boxes remaining.

All members who attended commented on how much they enjoyed the night.





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ALFA ROMEO FOR A WEEKEND

At the 2017 Auto Italia I was lucky enough to win the first prize in the raffle – a drive of an Alfa Romeo from Solitaire Alfa Romeo. I was very excited about the prospect of driving an Alfa for a weekend – no matter what model (possibly a 4C?). Gordon Meek, Sales Consultant for Solitaire Alfa Romeo advised me that it will be dependent on whatever they had available on the weekend I chose.

I had a few busy weekends in the lead up to Christmas, and wasn't able to collect my prize until early 2018. I then decided I would leave it until my birthday in April and make a real weekend of it. My birthday was on a Monday this year (April 9th) so I booked the car in for the weekend of the 7th and 8th. The arrangement was that I would pick up the car at 5:00 p.m. on Friday and return it at 8:00 a.m. on Monday.

I arrived at Solitaire promptly at 5:00 p.m. and Gordon told me he had a bit of a surprise and had made sure his staff didn't tell me before I got there. The car I was getting was a brand new Alfa Romeo Giulia Veloce. And to top it off, it was red!

The Giulia Veloce is a 2.0 Litre turbo charged automatic (with paddle shift). It has a dual pane sunroof and everything that beeped and buzzed at me while I was driving. Options like lane departure warning, active cruise control, forward collision warning, blind spot warning, control crash avoidance and rear cross traffic alert (to name a few) all make sure you won't fall asleep – the car is constantly talking to you!

Some of the other cool features were things like active headlights (weird when negotiate your first round-about at night), heated steering wheel and a cooled glovebox! The car, overall, was very well optioned.



My plan was to take my wife Anna and my two youngest boys (Nicholas and Anthony) for a drive to the Barossa Valley for lunch. My oldest son Daniel and his fiancé Aneta would follow us in their car. We drove to the Barossa on the Northern Expressway so I could get used to the car on a relatively straight road. The 2.0 litre turbo has great acceleration even with four adults in the car. The ride is very smooth and the interior of the car is extremely comfortable. The active cruise control worked really well – I just had to learn to trust it!

We enjoyed a magnificent lunch at Jacobs Creek Winery and then went into Tanunda to look around the town and check out some shops, before heading to Maggie Beers Pheasant Farm for ice-cream and a coffee.

On the way home we decided to go to the whispering wall at the Barossa Weir. From there we headed back to Adelaide on the windy roads. On these roads I was really able to test the car and in my opinion it handled really well.

On Sunday we didn't go for any big drive, but just drove the car when we needed to go places. As an everyday car it is comfortable and a fun car to drive. It is also the type of car which does attract attention and you do notice a few heads turning – especially in red!

I really enjoyed my prize and I must thank Solitaire Alfa Romeo and Gordon Meek, and the Auto Italia organisers for the opportunity to drive such a great car.

Renzo Bonini



FIAT MEMORIES

Below is a copy of the original sales docket of Reg Warnes of Burra who traded his 501 Fiat in for a larger 510 Fiat. This car unfortunately went back to England in the late 1980s. I met Reg's oldest son in Burra, although he has since passed away, aged 92-93.

Another gentleman, who also passed away in his mid 90's, was Bill Sawyers. He lived on a station about 50 miles out of Burra and had inherited his father's 1914 Fiat model 52b. This was passed onto his eldest son Kym Sawyers who is currently restoring it. So that Fiat has spanned three generations and stayed in the same family since new - brilliant and amazing!!

Veteran and Vintage Fiat cars were very popular amongst Australian pastoralists for their reliability, economy and performance and were considered the Italian answer to Ford. In 1912 there were more than 200 Fiats registered in NSW. One asks, where are they now?

Most, after being used as workhorses and then shooting buggies, were then themselves shot at! They were unfortunately sold for scrap. Contrary to what they say Fiat stands for, FIX IT AGAIN TONY, in actual fact I was told by an elderly mechanic in his late 70's that Fiat stands for FIRST IN ALL TRIALS!

Ric Ghion

FOR SALE

Various parts for Fiat 124 and 850 - too many to list!
Contact: Thomas 0403 164 365 / email:
Thomas_zollo@chariot.net.au.

If you would like to list items for sale in the next magazine, send your details and any photos by 24 August 2018 to:
editor@scuderiaitaliancarclub.asn.au

PASTA NIGHT

We had a huge turn out for Pasta Night at the Marche Club, Paradise, on 25th May. Everyone who attended the event enjoying themselves immensely. The 3 types of pasta served were delicious including the antipasto plate and salads. Italian cakes and coffee were served at the end which finished the meal off perfectly.



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