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Getting to know each other

September Volume 3 2018



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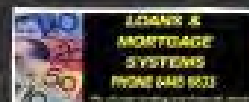
10.30am – 3.30pm

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FURTHER INFO & ENTRIES

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CLUB PRESIDENT

Hello Members

It is very scary how this year is going by so quickly and Christmas is only a few months away.

We find ourselves working flat out, keeping so busy that life passes us by very quickly that we do not make enough time for ourselves to enjoy life. We should stop and look at our lives and think how we can make more time for ourselves to have fun and enjoy life. That before we realize it for some reason or another we are no longer able to do so. (I lost a couple of good friends over the last few months due to illness.)

Since the last magazine we had our Registration day at the Rezz Hotel which was a great success and it went smoothly and made it easier for the committee members on the day without having to worry about setting up, cooking and cleaning up afterwards. It will probably be held at the Rezz again next year.

July we had our Dinner night at the Kublai Khan BBQ Restaurant with a good turn out of members on the night with over 38 members attending. The food was delicious with most members going up numerous times for more food and trying different combinations of ingredients. Especially testing their pain level of how many spoonfuls of hot chilli they were able to tolerate on their food.

August we went to the Oakbank Hotel Steakhouse for lunch, with a large group of members attending the day. We all had a good time with the food being so good, I would have ordered another serve of ribs if it did not make me look like a pig.

Also in August we celebrated our Club's 10 Year Anniversary at the European Function Centre. We had 136 people turn up on the night to help Celebrate the event. With good food and a huge drink and alcohol budget members let their hair down on the night. We had Thomas Zollo entertain us at the start of the night with his piano accordion skills. Then we had an Elvis impersonator entertain us after the main course. He interacted with the members and kids on the night to be very entertaining. Wayne also showed off his DJ skills by keeping people dancing right up to the end of the night. During the night we also conducted a free member raffle with numerous prizes given away, like a weekend use of a new Alfa Giulia donated by Solitaire's Alfa, Fiat.

As a reminder Auto Italia is on the 4th of November at the St Francis of Assisi School Oval and entries are open to register for the event.

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 Renzo Bonini Tony DiMauro	

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.

- 2nd October 2018 (AGM)
- 6th November 2018
- 4th December 2018



Find us on 

UPCOMING EVENTS

23rd Sept Show 'n' Shine
Tenafeate Winery

4th Nov Auto Italia, St Francis
of Assisi School

NEW MEMBERS

SICC welcomes the following new members:

Andrew Phillips
Maria Lina Cirillo
Ralf Centofanti
Sandro Deciccia

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 talian 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



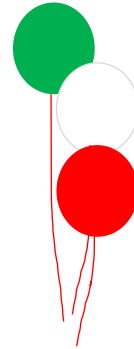
September – Sunday 23rd - Tenafeate Winery Show 'n' Shine

October – Tuesday 2nd – Annual General Meeting

October – Saturday 20 & Sunday 21st – Burra Weekend *POSTPONED*

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

November/December – TBA – Christmas Dinner



**** Start thinking about what you would like to see on next year's Social Club Calendar ****



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

CLUB REGISTRATION DAY

Nestled amongst the gum trees at Newton, lies the popular Rezz Hotel, the venue that was chosen for this year's Club Registration Day.

The weather that morning, though a little cold, was kind enough to allow us to pull off the covers, wipe away the dust and once again showcase our fine Italian-made machinery. The diverse range of vehicles owned by the club members could be seen in the parking lot, ranging from the docile family run-about of yesteryear to the testosterone injected, high performance vehicles of today.

Inside, the Rezz was buzzing with conversation. Members were seated around the tables enjoying their coffee and muffin (provided by the club) and catching up with fellow club associates. Some even took the opportunity to purchase a cooked breakfast, that the Rezz prepares so well.

While this was happening, we had our hard-working trio, Maria, Thomas, and Dom, doing all the administration tasks. Maria was once again super-organised, with her spread sheet of data in hand. Thomas was doing what he does best, looking after the money, and Dom was developing RSI, laboriously filling in log books. I need to say, he has beautiful handwriting with utmost care given to the formation of letters and spacing between words. I wish my students could do the same.

The morning was very productive with many memberships being processed. It was very enjoyable, providing us with the opportunity to relax in a comfortable environment and to chat to those who are passionate about the same thing, our love for Italian made cars.

A big thanks to the staff at the Rezz for being so welcoming and friendly, and providing us with exceptional service.

Frank Terminello





SICC MEMBER PROFILE

Name	John Phillips
Club position	SICC Secretary
When you joined SICC	Joined the club in 2013
Your Italian car(s)	Fiat 124 Spider built May 1979, 2 litre, Fiat Ardesia (State Blue) in colour.
Details about your car   	The car was purchased in Melbourne by my father in [2009] he used it as his daily drive in Canberra for some time. After an injury my father moved to Adelaide and we transported this car and his 1979 Lancia Beta Coupe back to Adelaide. Our car was one of 50+, I believe that were imported to Melbourne by Ital Motors in Hawthorn, Victoria. They converted them to right hand drive, this car was a very early import / conversion done in the early 1980's. The car was sold and maintained by Michael at Ital Motors for many years for the customer who had purchased it. The owners found little use for the car over time and it was bought back by Michael of Ital Motors and used by him as a daily commuter vehicle from Phillip Island to his Melbourne workshop for some time. It was originally sold new in California in May 1979 and maintained by Independent Fiat Services, 8594 West Pico Boulevard in Los Angeles. The business still seems to operate there today. Prior to my father purchasing the car the motor was completely rebuilt, clutch etc. in house before it was sold. The car then moved to Canberra where dad had many aspects updated/ repaired such as the brakes before it came to Adelaide. My father found after his injury the car to be very difficult to get in and drive and he kindly gifted to me. I was very happy to receive the car, drive it and over time I have been keen to detail and upgrade the car. I have replaced the drive line worn parts and most of the rear suspension. Other upgrades have included the removal of all the interior, with many repairs made as required and I had the seats reupholstered in Connolly leather [same colour as original vinyl], upholstery done by Bjorn from Frontier Trimming, a great job. A point of interest that I found while the interior was removed was an interesting feature of the car on the passenger side [originally the driver's side] sill, the paint work had been signed in the Pininfarina factory with the letter 'A' as in the picture (left). Not sure if this relates to the colour Ardesia or the worker who painted the car on the line. Over time I have tidied up the engine bay along the way ,along with other parts to maintain a car is safe working condition. It's a fun car to own and drive.
Anything you're looking for to complete your car	Nothing at the moment
Favourite drive in your car	I love driving it in the hills on SICC events but one of the most memorable drive ever was this year in January after the clubs Pizza run to the beach at Taperoo. Barbara and I then went for a drive on that very hot evening with the hood down and air conditioner on [yes! the car is fitted with air and it works well] we went around the Peninsula twice, then into the Port stopping at the 1 st Commercial Hotel for two long G&T's each sitting outside the hotel and then back home. Hot night, roof down, wonderful company and a cool drink, what more could you ask for.
Your dream car       	I have many dream rides in mind - 250 LM Ferrari [the noise of the timing gears and exhaust howl, wow] and its arch rival the Ford GT40 come to mind first, as well as the AC Cobra. I love the Australian specials inspired by Italian car shapes, in particular the JWF cars- Milano 750, Milano GT, Milano GT2 and Italia models that I grew up with in the 50's and 60's.

Favourite food	Any Italian inspired dish and of course good Red Wine.
Favourite TV show 	The Avengers from the 1960's, the cars, the look, the bubbles, fashions [YSL] are great, however the story lines, well we won't go there.
Favourite movie  	Usually a Bill Nighy movie - Wild Target, Love Actually and his latest 2018 movie 'The Bookshop' is great. 
Most memorable moment	Birth of my girls is a must, however receiving an Australia Day Silver Medal in January 2014 Awards through the building and construction industry was a big surprise and unexpected.
Greatest likes  	My two grandsons, football Sydney Swans [sorry], making and building things, restoring cars [currently last nut and bolt resto on my very first car a 1950 MGTD bought it in 1972 not been on the road since 1976]. Driving with the hood down or when I was younger riding a motor bike.
Greatest dislikes	Paperwork and writing reports, poor umpiring decisions, being ignored service wise when in a restaurant.





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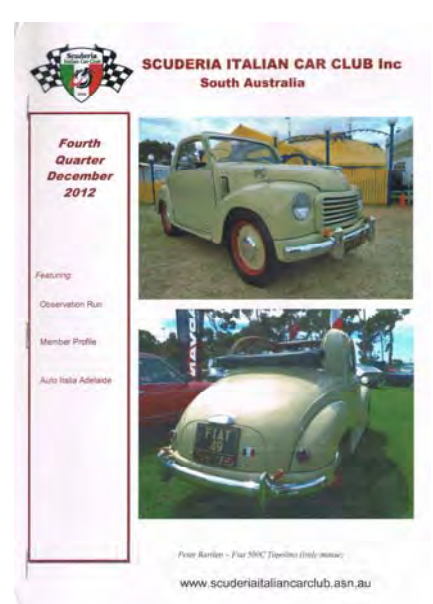
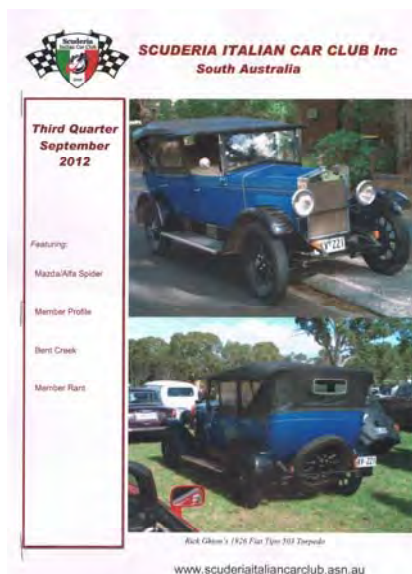
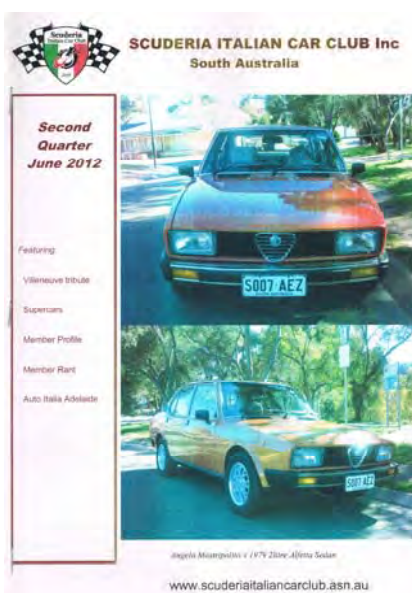
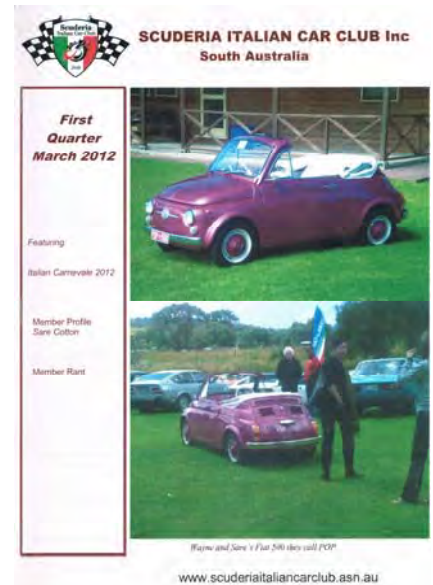
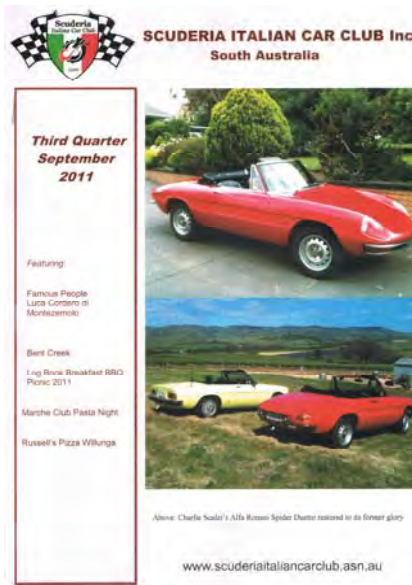
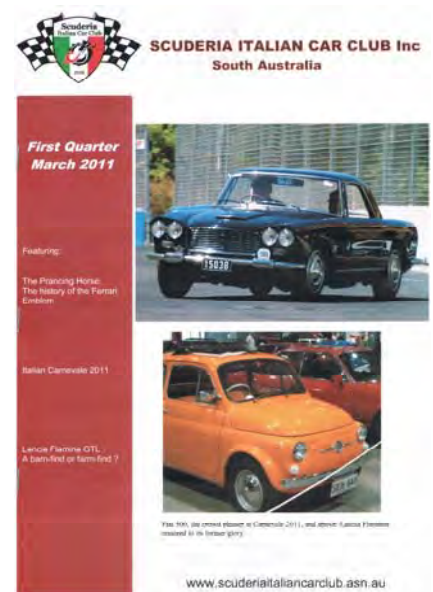
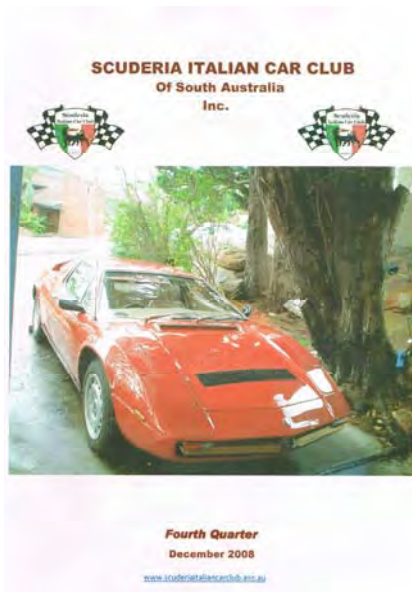
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Email: adelaideeuro@iprimus.com.au

9 scuderia classica

10 YEARS OF CLUB MAGAZINES...



KUBLAI KHAN DINNER

On Saturday 28th July a group of 30+ met at the Kublai Khan restaurant at Parkside for a fiery night of Mongolian BBQ, drinks and chocolate steamboat!

It was a bit of a rainy night, but somehow the President managed to get a park right out the front!



After selecting our ingredients and sauces, the chef cooked our food on the large hotplate, stoked with red gum.



thomaszollo
CERTIFIED PRACTISING ACCOUNTANT

THOMAS ZOLLO
GRAD. DIP. ACC. FTIA B.SC.

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Kent Town, S.A. 5067

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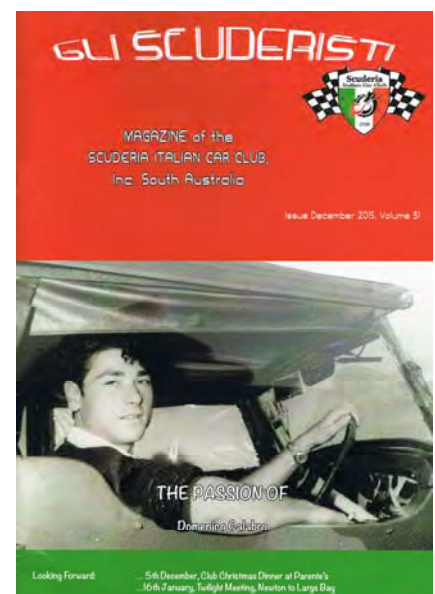
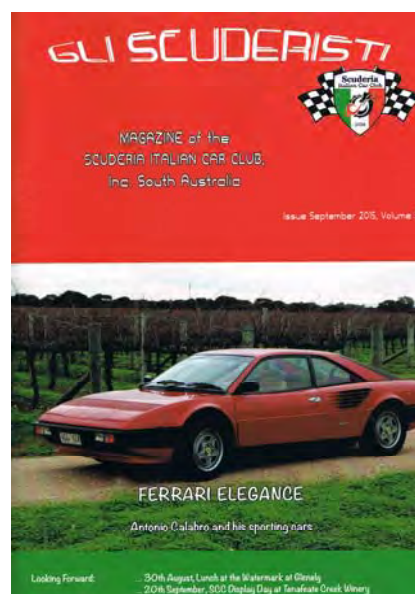
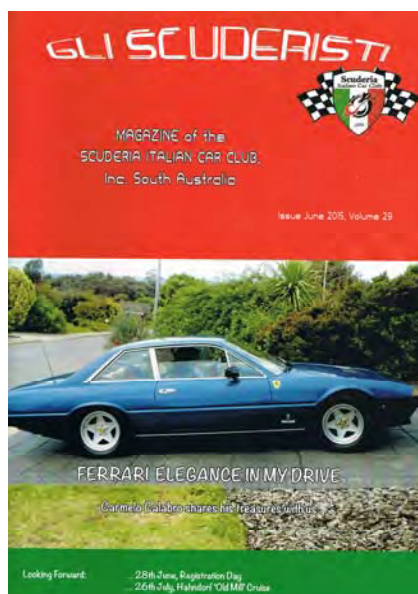
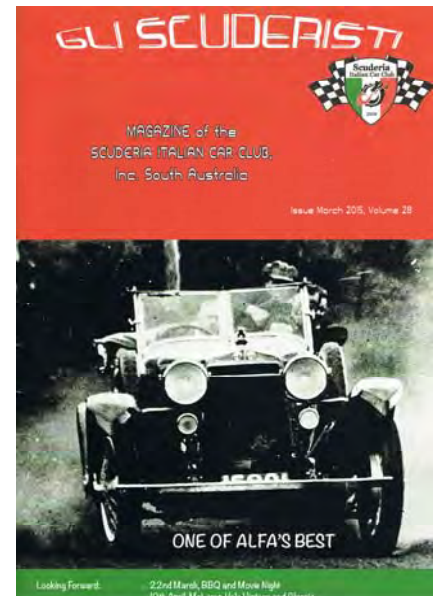
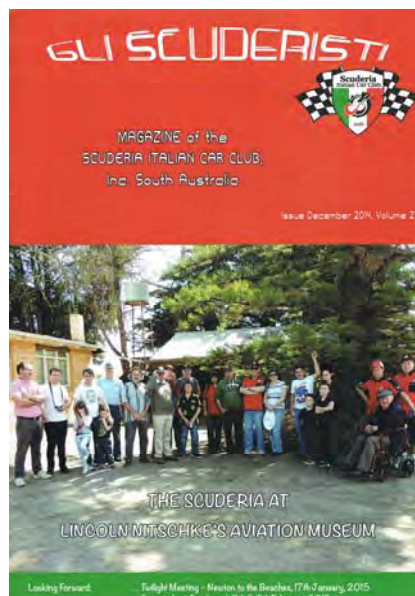
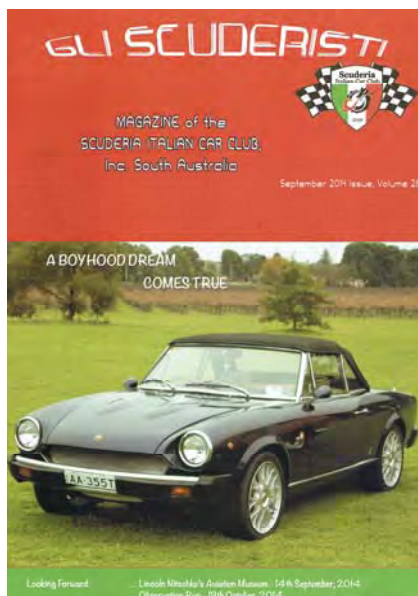
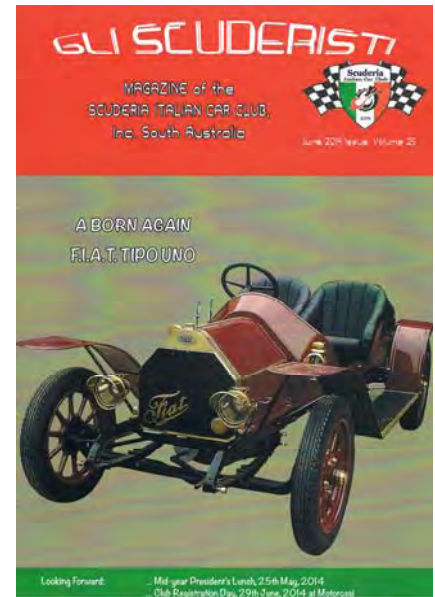
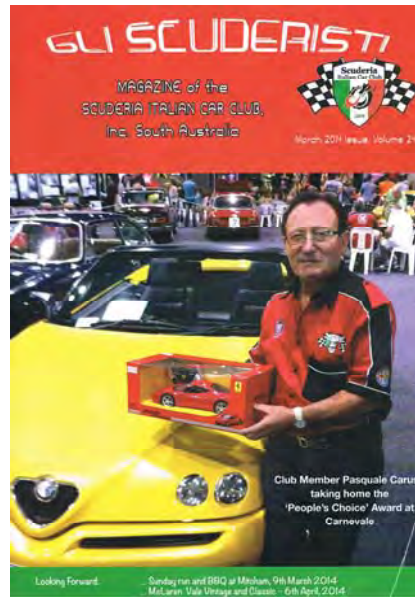
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10 YEARS OF CLUB MAGAZINES...



OAKBANK STEAKHOUSE LUNCH

On Sunday 5th August, members and friends drove to the Oakbank Hotel for lunch. The food and the company was excellent!

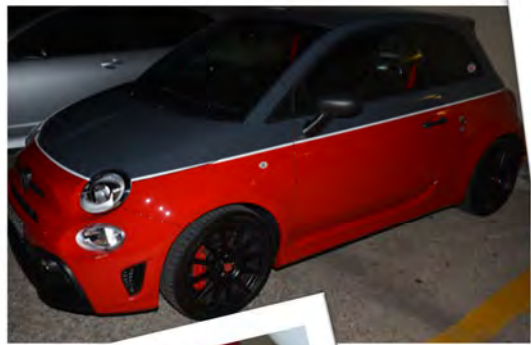




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10th ANNIVERSARIO PARTY!

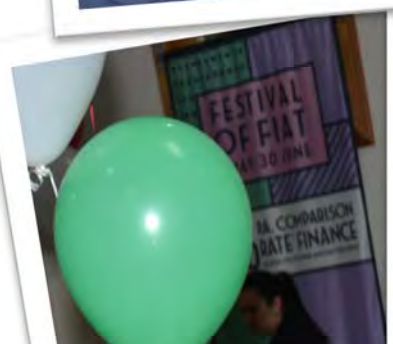


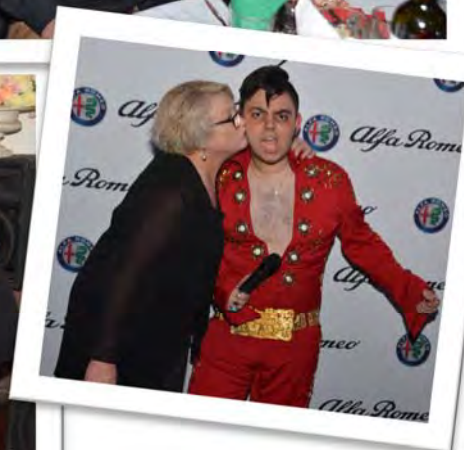
Thanks to Maria and her band of volunteers for planning and setting up on the night, with wonderful decorations in the hall, great prizes and a gift for the children!

Every member received a glass mug with the SICC logo and "Dieci Anni Anniversario" etched into it (10 year anniversary - for those whose Italian is a bit rusty!) If you're a member and couldn't make it to the party, you can pick up your mug at the AGM.

Frank Terminello and Dom Lepro welcomed everyone on this special occasion.

Thanks to Wayne for being DJ, Thomas for entertaining us on the piano accordion - and of course, Elvis!

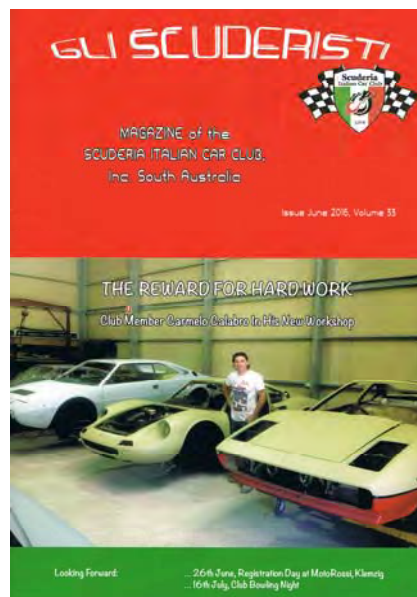








10 YEARS OF CLUB MAGAZINES...

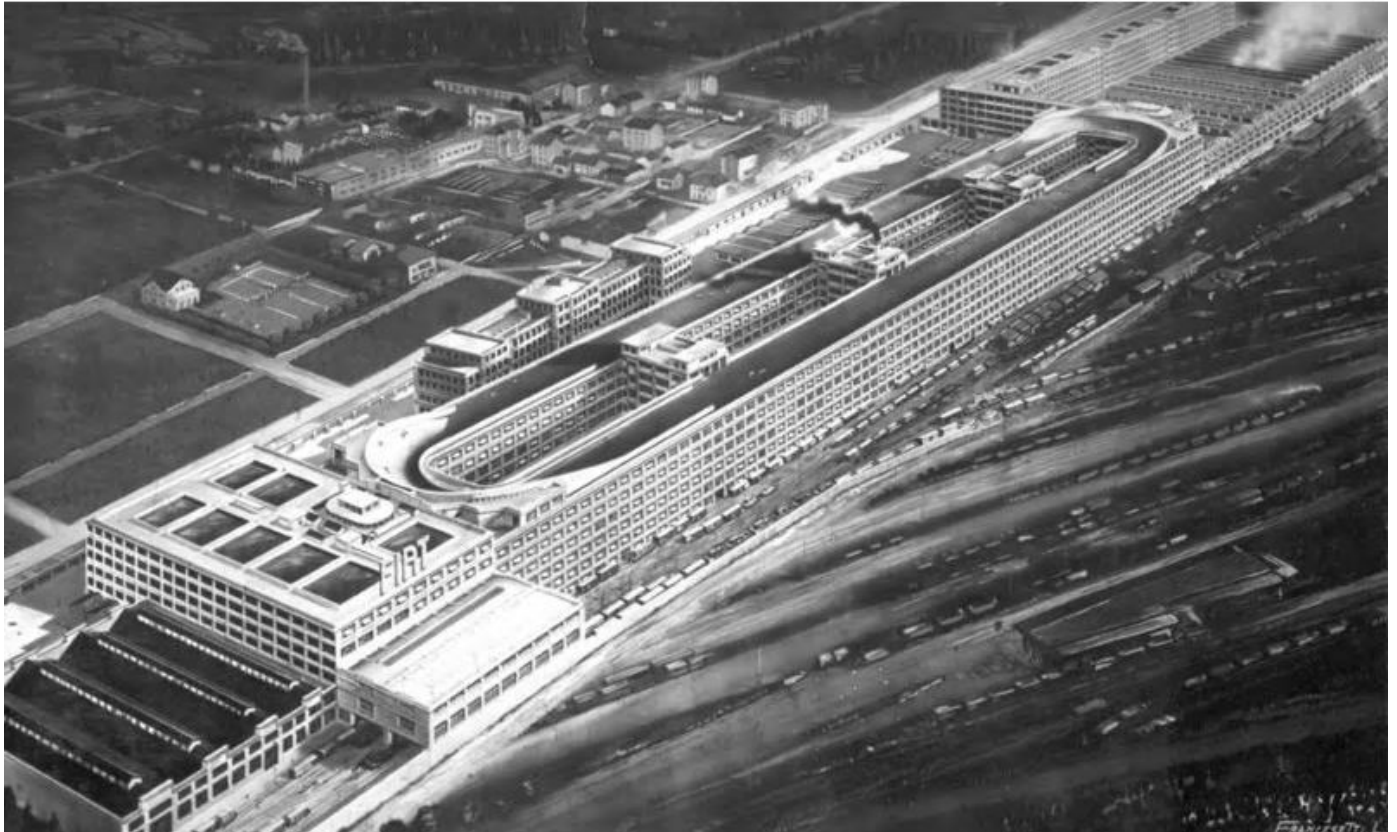


SICC MEMBER PROFILE

Name	Ric Ghion
Club position	Social Secretary
When you joined SICC	2013
Your Italian car(s)	FIAT 130 and FIAT 503
Details about your car, i.e. where did you find it, how long have you had it, what work have you done on it	FIAT 130 – I bought it from a friend's father in law from Adelaide in 2006. The engine has been rebuilt, along with auto trans and drivetrain. FIAT 503 – I bought it from Kimba, SA in 2008 and the engine has been rebuilt
Anything you're looking for to complete your car	No
Favourite drive in your car	Bay to Birdwood run
Your dream car	FIAT 500 with a 130 drivetrain
Favourite food	Fresh lobster!!! (Not last season's frozen one you buy for Christmas that tastes like flour!!!)
Favourite TV show	1 ADAM 12
Favourite movie	Pulp Fiction
Most memorable moment	Too many to list
Greatest likes	Doing what I enjoy doing
Greatest dislikes	Assholes



FIAT'S ROOF TOP TEST TRACK



Fiat's Lingotto factory was completed in 1923. Unlike any other automobile factory to date, the factory featured a spiral assembly line that moved up through the building to a concrete banked rooftop test track.

In the wake of World War I, when Fiat returned to making cars they held 80% of the automotive market share in Italy. Aside from a brief employee communist uprising in 1921, things were going well at Fiat and the company was ready to expand. The Lingotto factory in Turin you see here is the result of that expansion.

Building of the Lingotto factory began while World War I was still raging in 1916. Seven years later, in 1923, Lingotto was completed and ready to open for business. It was the biggest automobile factory Europe had ever seen and was the second largest in the world. Upon its completion Lingotto instantly became a symbol of Italy's proud manufacturing history. Only Ford's massive River Rouge Factory Complex could compare in size and scale.

Designed by engineer Giacomo Mattè-Trucco, the Lingotto factory was one of the first buildings of its size to rely heavily on reinforced concrete in the construction process. The five story building featured a simple loop rooftop test track with two banked turns that consumed a 1620 foot x 280 foot portion of rooftop. The test track's banked turns were constructed from an intricate series of concrete ribs in a construction technique that had not been used frequently before Lingotto's construction. It is safe to say the technique had never been used for a test track 6 stories in the air.

The roof top test track at Lingotto was not a novelty or an afterthought, but an integral part of the manufacturing process. The Lingotto factory featured a unique upward spiral assembly line. As each Fiat was put together it would progress upwards through the building story by story.

Each floor was sequentially designated to specialize in a major part of assembly. What would start on the ground floor as raw materials and individual parts became a running driving Fiat by the time it spiraled its way to the top of the building.

When a Fiat had finished its climb through the 16,000,000 square feet of Lingotto it exited the building by way of the roof. Each Fiat was taken on to the roof and around the banked race track to make sure the prior five floors of manufacturing had done their jobs to satisfaction. If the car was satisfactory, it would return down to ground level through one of the two spiral access ramps at either end of the test track.

The Lingotto test track became as well known as the factory it sat on top off in its day. The track was certainly the only one of its kind and honestly, how cool is having a rooftop test track? The Lingotto test track was even briefly featured in the Italian Job. During the famous escape sequence the red white and blue Mini's go 3 wide on the banked rooftop race course with police in hot pursuit. In the hundreds of times I watched that scene it had never occurred to me that the track really was on a roof.

If you have a Fiat 124 sport spyder, or a Topolino or any Fiat made between 1923 and the 1970s, it is possible the first miles your Fiat travelled were around Lingotto's roof top test track.

The Lingotto Factory was responsible for a large portion of Fiat production from it's opening until the 1970s when the design of the factory outdated it with contemporary automobile manufacturing techniques. In 1982 the factory was officially closed and the last Lancia Delta rolled off the line in Lingotto.

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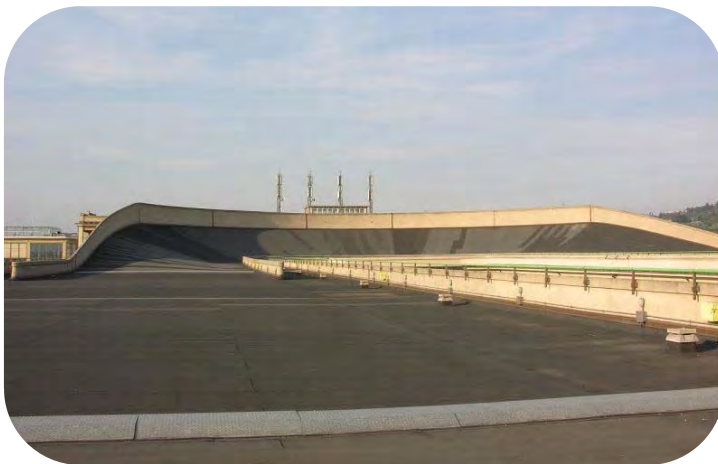
Normally you would expect to see pictures of a slowly decaying abandoned plant. 28 years after it closed you might think this building that was once on the cutting edge of technology may have been forgotten. This is one of the rare occasions where this is not the case. A few years after the Lingotto factory was closed the building was reimagined and redesigned as a massive public space. The factory now features shopping, a theatre, a convention center and an upscale motel.

Even the roof top test track is still intact, being used primarily as a meeting space for companies and car clubs, as well as a tourist attraction. Although it is disappointing the days of rooftop car testing are done (not even a rooftop track day), it is nice to see the rooftop test track and the historic Lingotto building are being used and taken care of in a manner befitting such an important and awesome structure.

Taken from an article in Jalopnik (www.jalopnik.com)



Below: The track today





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Little did I know...

There was a time long, long ago when I didn't know a Ford from a Holden, they were just cars!

Then into my life came Roger Ingerson, who knows most cars on sight, even a brief glimpse in movies. At the time of our first date in 1987, he had a Peugeot 404 sedan. He was very apologetic about only having this one old vehicle, albeit very comfortable and neat. I thought most people only had one car. It was called the Tim Tam because of its colour scheme. As time progressed the fleet grew. Clearly European cars were his passion and love, apart from me.

I became a pupil of the master identifier. Some I drive and especially love the Fiat 850s and Peugeots, mastering a variety of gear change configurations. I'm also a dab hand or rather foot at bleeding the brakes whilst perched up on ramps! At the foot of the guru I can now identify many types of vehicles. I may not know their vintage or details but can recognise a Citroen from an Alfa and have learnt to love or hate a number of cars as they come and go from the fleet.

My first European car was a Peugeot 205. After driving a sedate Cortina for some years this was the beginning of a love of driving European cars. The 205 was like a skate on wheels and I loved it and somehow never had a speeding fine!

But then I saw a 306 Cabriolet at Taylors in North Adelaide. I passed it each day on my way to work. Himself declared that we needed a convertible in the fleet.

The cabriolet was bright yellow with beautiful styling and just gorgeous. I'd become hooked on European cars and didn't take much persuading to make an enquiry and purchase. I loved my Buttercup and drove her for many years.

Little did I know in 1987 that I'd learn so much and enjoy our *pootling*** days together. We have had some mighty adventures in Peugeots across Australia. And the car we take out most often for a *pootle* is a Fiat 850 Spyder, I just love her.

** A *pootle* is our term for going out for a drive, just for the pleasure of being in the countryside in an interesting vehicle.

Carol Mc Sween



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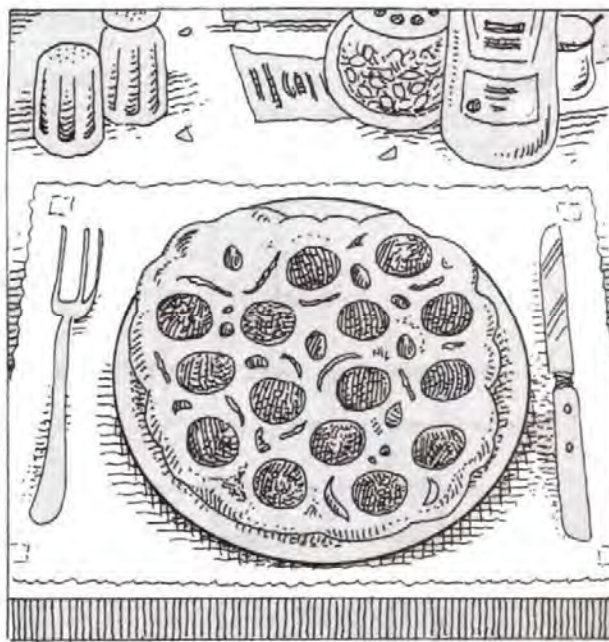
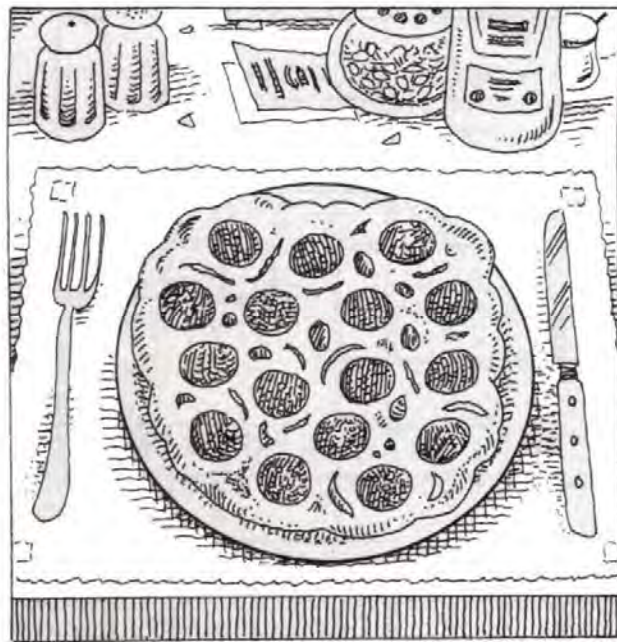
Domenica Lepro 0408 400 082
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COMPETITION

Spot the 10 Differences

For your chance to win a \$50 meal voucher for San Marco Pizzeria (supplied by SICC) find the 10 differences in the pictures below and send them to editor@scuderiaitaliancarclub.asn.au by 28 September . All correct entries will go into a draw for the prize at the AGM.



NEW WEBSITE...



Here is a sneak preview of our new club website which we hope will be ready before the end of the year.

There will be an easier to read format, new merchandise and a special Members Only section.

Of course we still have our Facebook page in the meantime with new photos added regularly - check it out!

...COMING SOON!

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 5 December 2018 to: editor@scuderiaitaliancarclub.asn.au

ARMITASE

M A S E R A T I

CHUTACON

C O U N T A C H

ALCAIN

L A N C I A

PAVES

V E S P A

Jumbled Word solution from last quarter's magazine:



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