



March Volume 1 2019

SCUDERIA CLASSICA

❖ REZZ LUNCH

Pasta !

❖ TWILIGHT RUN

Pizza & drinks at sunset

❖ MEMBER PROFILES

Getting to know each other





Join us to go around



MOTORSPORT PARK

12th - 14th April 2019

Tailem Bend S.A.



Join us, help make the Nationals more national. Come to South Australia for the events first time away from the Eastern states. Enjoy the new locations, new track and new friends as we work on both competition and social programs to make the 2019 Fiat Nationals the best ever.

Competition Program

Friday	Sprint Day
Saturday	Motokhana
Sunday	Show & Shine



Social Program

Friday	Welcome BBQ/Dinner
Saturday	Winery Run/Bus trip Fiat 501 Centenary Event
Sunday	Display day in conjunction with "The Bend" European Cruise Day Presentation Dinner

For event details and registration - www.fiatnationals.com



CLUB PRESIDENT

Hello Members

The year got off to a great start and we have had a couple of very successful social events already.

The twilight run to North Haven turned out to be a very relaxing evening. We have also had a lunch at the Rezz Hotel which was preceded by a run through the Adelaide Hills for those who were interested, while other members met at the Rezz.

While on social events, the Social Calendar for the year is progressively starting to get locked in, and we will keep you informed of upcoming events both through the Club Magazine and via emails. We have some exciting events planned, most of which are outlined in the Social Calendar page later in the magazine. As I indicated in my last report, we are still looking for a Social Secretary for the club, so if anyone is interested in filling this position please let me know.

The social events take a lot of organising, particularly those in which food preparation is involved (BBQs etc.). We appear to have the same club members doing the running around, setting up and doing the cooking and clean up. If other members are able to offer help with some of these activities for upcoming social events it would be great.

The club is also looking for a more suitable venue in which to hold its monthly meetings. While the club appreciates Carmen offering Pizza San Marco, as a venue, the club understands that he has to open up especially for us (the restaurant is not normally open on Tuesday's) and we don't want to continue placing that Burden on Carmen. I would like to thank Legri and his father for offering us the Boardroom at their Hutt Street premises, and while that venue remains as an option, the committee feels we should try out a few different options before deciding on a regular venue.

We are also regularly looking for articles to make our magazine bigger and better and of course more interesting. If you have any ideas for articles, please forward them to the editor. If you have done work on your car, bought a new car, visited an interesting car museum or have some technical information related to cars you think others should know – anything that might be of interest to other members - simply write a few paragraphs and send them with any related photos to us for inclusion in the magazine.

I would like to wish the Club and all its members all the best for the coming year, and look forward to seeing you all throughout the year.

Regards

Renzo Bonini

THE 2018/2019 CLUB COMMITTEE

President:	Renzo Bonini	0422 986 255	president@scuderiaitaliancarclub.asn.au
Vice President:	Jamie Tripodi	0419 038 189	vicepresident@scuderiaitaliancarclub.asn.au
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Club Captains:	Legri Moffa Raphael Cirillo	0422 627 140 0432 437 685	clubcaptain@scuderiaitaliancarclub.asn.au
Webmaster:	Sam Mancarella	0412 994 929	webmaster@scuderiaitaliancarclub.asn.au
Committee Members:	Gerald Marsson Domenic Lepro Wayne Fricker		

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 April 2019
- 7th May 2019
- 4th June 2019

UPCOMING EVENTS

24th March BBQ Breakfast, Mitcham Reserve

7th April Pizzateca Lunch, McLaren Vale Vintage & Classic

5th May Harrogate Run, Chris & Maureen Highet's property

NEW MEMBERS

SICC welcomes the following new members:

- ❖ Luke Civetta
- ❖ Claudio Galloni
- ❖ Nicola Moffa
- ❖ Carlo Talladira
- ❖ Paul Mathews
- ❖ Adrian Villana
- ❖ Anthony Bonini
- ❖ Peter Finocchio

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
0438 568 186

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

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

Venue to be advised via email prior to each meeting

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 2019

March - Sunday 24th - Free BBQ Breakfast - Mitcham Reserve
April - Sunday 7th - McLaren Vale Vintage & Classic Day - Lunch at Pizzateca
April - 12th- 14th - Fiat Nationals at The Bend (see page 2)
May - Sunday 5th - Lunch at Chris & Maureen Highet's Harrogate property
June - Sunday 30th - Club Rego Day - Rezz Hotel
July - Friday 26th - Marche Club / Campania Club - To be confirmed
August - Sunday 25th - Lunch at Café Astros, Hawthorn - To be confirmed
September - Sunday 29th - Bay to Birdwood
October - Sunday 27th - Auto Italia, St Frances of Assisi school, Newton
November - TBA - Drive and Lunch at Osteria Sanso, Kanmantoo
December - TBA - Christmas Lunch



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.

Club 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.

SEAT BELTS - UPDATE

Please note recent changes to seat belt law, as per below.



Government of South Australia

Department of Planning,
Transport and Infrastructure

Reference: 13461705
Enquiries to: Brendon Batt
Telephone: 08 8402 1864

**REGULATION SAFETY &
SERVICES DIVISION**

77 Grenfell Street
Adelaide SA 5000

GPO Box 1533
Adelaide SA 5001

Telephone: 08 8343 2222
Facsimile: 08 8343 2768

ABN 92 366 288 135

Federation of Historic Motoring Clubs
PO Box 703
PLYMPTON SA 5038

Dear Federation,

SEATBELT LAW CHANGES FOR HISTORIC VEHICLES

I am writing to advise you that regulation 37(1) of the South Australian Road Traffic (Road Rules—Ancillary and Miscellaneous Provisions) Regulations 2014 has been repealed, taking effect as of 13 December 2018.

The repealing of this regulation means that people travelling in vehicles registered on the Club Registration Scheme (the Scheme) that are fitted with seatbelts must wear those seatbelts.

Previously, this regulation effectively exempted any person travelling in a vehicle registered on the Scheme from wearing a seatbelt, even where the vehicle has seatbelts fitted. As you are aware, a review of the Scheme saw changes to the eligibility age of vehicles from 1 July 2017. As the Scheme is now open to later model vehicles, vehicles that are 30 years old or more (on a rolling basis), many of which are fitted with seatbelts, such an exemption is no longer suitable.

In addition, vehicles registered under the Scheme are now subject to seatbelt and child restraint laws under the Australian Road Rules (the ARR). While rule 267(1A) of the ARR still provides an exemption from wearing a seatbelt if one is not fitted, this exemption does not apply to a person who is under seven years old. In addition, any child under the age of seven must be restrained in a suitable, properly fastened and approved child restraint.

While it is appreciated that this may pose difficulty for vehicles in modifying them to provide for seatbelts and child restraints, allowing children to travel in vehicles without being appropriately restrained is not considered appropriate. Given one third of driver fatalities involve people not wearing a seatbelt, the decision to repeal regulation 37(1) is consistent with South Australia's Road Safety Strategy.

Attached is a copy of the Gazette Notice for your reference. It would be appreciated if this information could be communicated to your members.

Yours sincerely

A handwritten signature in blue ink, appearing to read "Emma Kokar".

Emma Kokar
Registrar of Motor Vehicles

20 December 2018

Big Road Trip in a Little Car!

On December 27th 2018 Anna and I set out on a two week road trip in the Abarth 124 Spider. Yes I had convinced Anna to go in the Spider, despite her reservations about how much luggage she would be able to take, how comfortable the car would be for a long drive, and, most importantly, how much shopping she would be able to do!

For luggage, I measured up the relatively small boot space and bought two duffle bags sized so they would fit snugly in the boot. When Anna packed her bag she was surprised to find that she could fit everything she thought she needed for the two weeks. The only exception was two large jackets we knew we would need for our visit to Cradle Mountain in Tasmania. These were placed in a separate bag and laid flat in the 'well' at the bottom of the boot. The duffle bags then fit snugly over these and other small items (camera equipment etc.) tucked around them.

That was it – we were packed and set off early on the Thursday morning, our plan being to get to Mt Gambier by around lunch time, have lunch and spend the afternoon looking at the Blue Lake and the Sink Hole before making the short hop to Portland to spend the night. We got to Portland early enough to go for a walk along the bay, look around the town centre and have dinner before settling into our hotel.

The next day we headed for Apollo Bay, where we would stay for two nights. Along the way we visited the Bay of Islands, the Grotto and what is left of the Twelve Apostles, stopping for Lunch at Port Campbell. We got to Apollo Bay mid-afternoon. The drive to this point, while offering some magnificent views, was still not what we expected of the Great Ocean Road.

Apollo Bay is a beautiful little town on the coast, and, from what we learned next day, really marks the start of the Great Ocean Road proper. The next morning we set off again, our aim was to take out time along the Great Ocean Road, stopping at a couple of towns along the way and wherever we found scenery that interested us. This was more like what we expected the road to be. Breathtaking scenery mixed with winding cliff side roads. The biggest problem was the number of cars on the road – many of which were not comfortable driving at anything over 50 km/h! However the views were worth it and we stopped at Lorne and Anglesea. The drive back to Apollo Bay was equally frustrating with the amount of traffic, but equally as beautiful.



^ Sink Hole, Mt Gambier

The next morning we hit the road at 7:00 a.m. to head for Melbourne. This proved more rewarding. The road was basically empty, and we had a perfect run from Apollo Bay to Torquay. Roof down, Beautiful weather and magnificent roads – this is what I had dreamed of!

Melbourne was great – we caught up with some friends who live there for lunch at a restaurant in Mt Dandenong, some friends from Adelaide for lunch at the Casino, and spent New Year's Eve with some other friends watching the fireworks from their balcony.

On the evening of the 2nd Jan we put the car on the Spirit of Tasmania for the overnight 'cruise' to Devonport. We arrived in Devonport at 6:00 a.m., had some breakfast and then drove to Launceston.

We based ourselves here for three days. On the first day we did things around Launceston – a cruise on the Tamar River, visited City Park and checked out the city centre. On the second day we drove to Binalong Bay the 'long' way (via Scottsdale) and looked at sights like the Little Blue Lake, Lillydale Falls and a Lavender Farm. From Binalong Bay we checked out the 'Bay of Fires' before heading back to Launceston via St Marys – the St Marys Pass is probably the best drive we experienced in Tasmania – though the speed is restricted to 60 km/h as the roads are very narrow and winding.

Day 3 in Launceston was spent walking the Cataract Gorge – a magnificent walk that starts 10 minutes from the city centre.

The next day we left Launceston to head for Cradle Mountain – another great drive! We stayed at the Cradle Mountain Resort, and were advised that the roads between the resort area and Lake St Clair (the best place to view Cradle Mountain) was essentially closed to cars during daylight hours, and the best way to get there was either by shuttle bus or by a bus tour. We promptly booked a bus tour which included many other points of interest in the area. However on this day the top of the mountain was shrouded in clouds – we were told that there is generally only about 30 clear days per year to view the mountain.....(continued over)

< The Blue Lake, Mt Gambier

The next day we headed to Strahan – and of course it was a blue sky day, but we just didn’t have the time to go through the process of catching shuttle buses to and from the lake. We stopped and looked at Cradle Mountain from a vantage point along the way but it didn’t have the same impact as the view from the lake.

In Strahan we did the obligatory Gordon River Cruise – now I know what all the greenies were fighting for all those years ago, the views along the Gordon River are pristine and absolutely magnificent. As part of this cruise we visited Sarah Island which was a convict settlement where the convicts were put to work building ships. If you are ever in Strahan you should check out the play ‘The Ship that Never Was’ which recounts an interesting story about some convicts who built a ship, and then stole it to make their escape.

The next day we headed back to Devonport. We were not due to get on the ferry back to Melbourne until the evening of the following day, so while in Devonport we had time to check out some of the nearby towns like Sheffield and Deloraine, taking in a cheese factory and chocolate factory.

On the evening of the 9th January we boarded the Spirit of Tasmania for the trip back. We arrived in Melbourne at 6:00 a.m. and basically drove off the ferry and kept going until we got back to Adelaide (with necessary food and fuel stops). We arrived home at 4:00 p.m. that afternoon.

The verdict? The car performed exceptionally well. Fuel consumption was better than I expected given that the car was pretty loaded with luggage and 2 adults – the average for the trip was 6.7 litres per 100 km. The cabin, while quite small, is surprisingly comfortable even for long distances – you need to make use of every nook and cranny in the cabin to fit everything you want to have with you. Would I do it again? I certainly would, but I think Anna might need some convincing!

Renzo Bonini

Efficient packing >

Lavender fields
(below)



From top down: The Grotto; Twelve Apostles; Cataract Gorge Launceston; Little Blue Lake (Anna & Renzo)



Photos (clockwise from top left): Bay of Fires; Strahan; Gordon River; Cradle Mountain; Cataract Gorge.



SICC MEMBER PROFILE

Name	Salvatore (Sam) Mancarella
Club position	Web Editor
When you joined SICC	October 2018
Your Italian car(s)	1) Belle - Abarth 124 Spider (2016) 2) Monica - FIAT 124 Sport CC (1974) 3) Sofia - FIAT 124 Sport CC (1973)
Details about your car, i.e. where did you find it, how long have you had it, what work have you done on it	- Ariana (my wife) let me buy Belle as an early birthday pressie after seeing one in the flesh at the preview showing in September 2016. I've driven it and babied the heck out of it. I promised myself not to buy another black car again but found myself wanting after seeing one in the flesh! - I bought this as an abandoned project in 2015 in Melbourne with very clean, straight body with little rust. It remained garaged in my brother-in-law's place until July 2018 when my family moved back to Melbourne. It's in my garage waiting for me to get stuck into it this year. - Sofia is the car that started it all for me. I was once a Ford fanatic. Despite having Fords in the family for as long as I can remember, my late father kept retelling his fond memories of his first car – a white AC Coupe. So when he passed away suddenly back in Christmas 2013 I came upon Sofia by chance. She's a fixer-upper but I fell in love the first time I drove her and snapped her up as a resto-tribute car.
Anything you're looking for to complete your car	Body panels mostly (no surprises there!) Boot lid, doors, bonnet. I've sourced a shop online that sells Lada panels which I can source floor pans from. Maybe an 1800 engine and 5 speed...just in case the one I have in storage is no good.
Favourite drive in your car	If my commute wasn't as dusty and full of heavy vehicles, the drive to work because I get to spend some of it on the Esplanade. And its a therapeutic drive home for me.
Your dream car	Just one? Really? Ok. - Giulia Q - Classic Fiat Spider - AC Coupe
Favourite food	I'm missing my good old-fashioned home cooking (the best I can cook for myself is boiled water and eggs) so pasta with passata sauce and the odd pizza or three.
Favourite TV show	I'm a geek so Star Trek Discovery, South Park, It's Always Sunny in the Paradise, The Expanse, Gotham, Trailer Park Boys, Red Dwarf, I have too much TV time...
Favourite movie	Hmm, some of the Star Treks, the classic Star Wars, all of Mel Brooks and Monty Python movies as well (I'm so excited my daughter just got cast in her school play this year – Spamalot!)
Most memorable moment	I have two memorable kids' stories, both when they were two. When my son Jacob came running out to the backyard (looking like a footballer running onto the field) to help daddy do the gardening – I couldn't say no. When my daughter and I demolished a big bag of Smiths chips together for the first time.
Greatest likes	Being in lovely, like minded company where everyone is free to be themselves, our similarities are celebrated and our differences embraced.
Greatest dislikes	Scemoniti



ANY GIVEN REASON
"FOR THOSE WHO GET IT"

MILLE MIGLIA MAGIC!

Further to Renzo's article in March 2018 about the Mille Miglia Museum, we have a member who actually attended the Mille Miglia race – John Phillips Snr (father of our Club Secretary) – this is his story of the event.

1997 was the year I decided to get myself to the Mille Miglia and I enlisted Mike Kable to facilitate the arrangements. Mike spent between 3 to 5 months in Italy, mostly every year. He loved the place! Back then he was freelancing as a motoring writer for The Australian newspaper, after stints as Motoring Editor at the Australian and Sports Car World.

The Mille Miglia is unique in the world. Only cars that have entered in the original road race competition held between 1927 and 1957 or replicas of those cars can enter. Two tragic crashes in 1957 causing the deaths of three participants and nine spectators, (including five children), ended the Mille Miglia, when road racing on public roads in Italy was banned. There were 56 race related deaths in total over 30 years. So officially it is not a race these days but an historical re-enactment instead.

For two weeks the Mille Miglia takes over the city of Brescia. There are no tickets to purchase and no bookings to make. Everything is free with no officialdom! Mike had organised a "Press Pass" for me; however, I never had to use it at any time.

The other surprise to me was the food. Every meal in Brescia was a gourmet delight with fabulous lunches and wine at reasonable cost. It is a lovely old city, not really on the tourist trail like say Rome and therefore it is easy to get around and enjoy.

The event, organised by the Automobile Club of Brescia, is held annually in May and the field of entries was limited to 360 of the best sports cars in the world, (since increased to over 450 cars in recent years), including for instance cars like OSCA, nine of which were entered in 1997. When the Maserati brothers lost control of their company, they started again, using the first letter of their Christian names to form the new marque name (OSCA). They produced some wonderful and highly sought after vehicles as well as racing engines in special chassis. Other low volume makes entered included Lombardi, seven Cisitalia and quite a few others.

(continued over...)



Nardi-Danese 6C (above); Ferrari 250 MM (top right)

The headquarters for the Mille Miglia organisation was the Hotel Vittoria. Coming out onto the forecourt I saw Phil Hill standing by the car he was to drive and had a long chat with him. What a lovely man. He is the only American driver to have won a World Driver's Championship which he did for Ferrari. I thought of all of the sports cars he could have chosen to drive but he was in this 1947 Ferrari Corsa with no doors, just low cut bodywork and aero screens: 1000 miles of hard work ahead! I thought something more comfortable would have been preferable. On saying goodbye I shook his hand and it was the hardest, toughest hand I have ever had the pleasure to shake. He was a mechanic and worked on his cars himself just like Jack Brabham and the great Herman Lang of Mercedes fame! Not many of them but all world champions. Phil Hill passed away in August 2008, aged 81.

I purchased a train ticket from Milan to Desenzano, a small town on Lake Garda about 20 km from Brescia where I stayed at the Hotel Astoria, a small private family run place where Mike Kable stayed for years before he moved to an apartment further around the lake. In Desenzano on the lake shore is a memorial to the Schneider Trophy seaplane races held there in the 1920's and in particular to the Italian army officer who lost his life. This is also worth a look.

Now if members plan to visit the Mille Miglia and fly into Milan airport like I did, there is an excellent ten minute bus service from the airport to the main Milan railway station (Milano Centrale). When purchasing your train ticket to Brescia (or Desenzano if you choose to stay there), make sure that you see the Milan station main concourse hall before you catch the train and allow time to do so because you can buy train tickets without going there. Look up and what you see will stagger you. It is magnificent and not to be missed! I would call it Italian Art Deco architecture, completed in 1931 at Mussolini's behest when he made the trains run on time!

John Phillips - Adelaide, December 2018

Check out more photos at: <http://1000miglia.it/>



Cistalia (above); Lancia Aurelia b24 Spider (below)



Hot heads behind wheel

FERRARI drivers are the most likely to have a row with their partner while at the wheel, a study has found.

Research by dashcam firm Nextbase found that 89 per cent of drivers of the Italian supercars confessed to often squabbling with partners on the road. Skoda drivers

were the least likely to row, with just 34 per cent saying they bicker while at the wheel. Overall, 52 per cent of the 2000 UK motorists quizzed said they often rowed with their partners while driving, with 41 per cent saying it had got so heated it "took their mind off the road".

^ Article from The Advertiser, Mon 18 February 2019



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TWILIGHT RUN

It was a warm summer's evening on Saturday 19th January 2019. I was driving Isabella (Belle) – my black, 2016 Abarth Spider – towards the Target Newton carpark, eager to meet up with fellow Scuderia members on my first club run. I took Grand Junction road from New Port, with the top down, the doof-doof music competing against the Record Monza exhaust for my ear's attention (I like it when I can hear them both!). My spider hit its first 10,000 km milestone by the time I reached my destination.

Was I the first to arrive, or did I go to the wrong meeting place? I barely got the time to ask myself this before Domenic and Maria arrived in their Spider – I love that deep dark blue! – along with Renzo and his lovely red X1/9 – complete with corno (I should take mine out of the glovebox and show it off proudly) – along with several others. We waited around a little while longer for others to arrive, finalized our pizza orders, and then we headed out with Dom and Maria in the lead.

I was eager to discover our route for this run to Osbourne Park – a park I'm very familiar with having driven past it daily to get to and from work. Would we make a quick dash around the hills on the way? Is there another mysterious road I don't know about? So it came as a complete surprise to me that the route our run – my first for Scuderia – was the exact but opposite way I got there in the first place! Fair enough I first thought. By the time we hit Grand Junction again my stomach began its operatic sonnet, telling me how it approved greatly of this direct and to the point run towards cibo!

We reached our destination in short time, picking up a couple other members along the way. We met up with Bill, Sandy, Pam, Ken and others who had taken the time to claim the picnic spot on our behalf. We parked up, unloaded and did our meets and greets with the rest of the crew and before too long our pizzas arrived together with the big eski of cold drinks leftover from past meetings.

Over the course of the evening we enjoyed the company of Carmelo and his beautiful, shiny new 575, an immaculately and lovingly restored 1961 Autobianchi Bianchina Trasformabile, chrome bumper hunters passing by in their American muscle, and my buddy from work in his red spider, who came to help me finish my pizza for me. All of this was against the backdrop of an amazing sunset along the coastline.

A beautiful evening with great weather, driving beautiful cars, sharing in warm and friendly company in a loving family dynamic, birra in one hand and pizza in the other – a perfect summer's evening!

Sam Mancarella







What's "Alfisti" and is there a cure?

Alfisti is the collective noun for people who share a passion for all things Alfa Romeo related.

This passion often starts as a gentle appreciation of the Marque, but typically develops into a deep, almost irrational, devotion.

It transcends nationality, age, gender, language, politics and religion.

Joining the ranks of the Alfisti is not, as some people have suggested, developing a medical condition, but it does frequently manifest in physical symptoms ranging from trembling anticipation to teary nostalgia when in the presence of an Alfa.

There are Alfisti who don't actually own an Alfa, but they are usually in transition between cars.

Sourced: <http://www.aroc-uk.com/east-englia/facts.html>



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CLUB WEBSITE

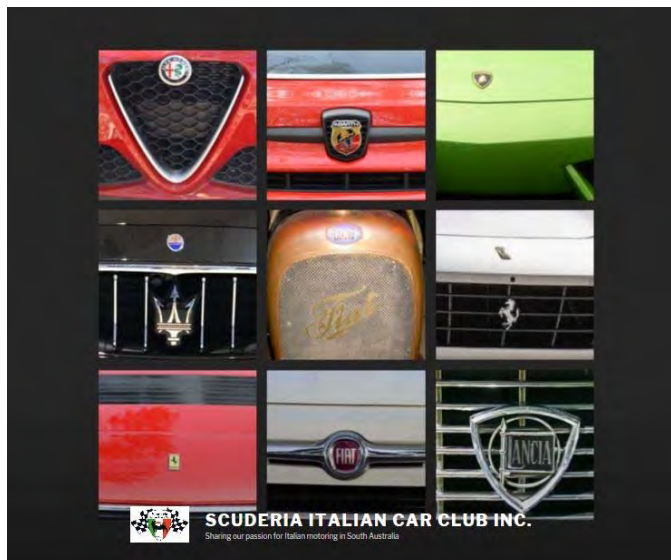
Salve, from the Internets!

Salve, cari amici! I'm Sam Mancarella and it's my privilege to be the new web master/web editor/internet-host-man for the Scuderia Italian Car Club of Adelaide.

As you may already be aware, the new website is now up and running with a fresh new look that delivers the best user experience whether you access our website from a computer, tablet or phone. However, that fresh specimen of online beauty isn't just skin deep. Our new website represents a radical shift from its predecessor, making use of Wordpress – an open source content management system.

Content management systems, like the one now running our website, let you create online kiosks, online portfolios, blogs, calendars and e-commerce (online stores) sites; simply and easily with just a few mouse clicks and key presses. Web pages and blog posts can easily be authored using built-in editors. Photos and video can easily be uploaded and added to pages much like one would use Microsoft Word to create a document with pictures and WordArt. Moreover the content management system lets you create users and user roles so that parts of a website can be accessed only by members, or that members themselves can create their own blogs and photo galleries, much in the same way as you'd use Facebook to create and share posts with your online friends.

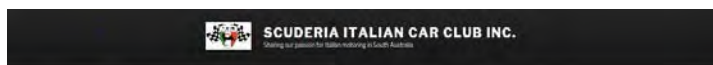
So what does this mean for our website? Over the coming months you'll see more content become available on our website for all to see and get a taste of our rich and diverse local community centred around Italian motoring, and perhaps become part of it themselves. During this time you'll also see an entirely new section of our website available exclusively to members. So you'll be able to use your username and password to login to the members' area of our website and get insider information on upcoming events and events passed, access exclusive technical resources and useful tid-bits, and share your experiences with other Club Members safely and securely. For Committee Members this also allows us to deliver member services more effectively such as online purchasing of merchandise, membership management and renewal, and member-wide communication via email, web, social media or SMS – all at the same time.



With all of these useful website features upcoming for our website, the single most important consideration above all else is the security and protection of private Club information and private personal information of members. One of the first tasks on my plate is to establish the Club's privacy policy to ensure that we clearly disclose what information we collect, what information we retain, and what information we share of our members – rest assured we won't be sharing member information with third parties, nor will we keep any payment or credit card information either. Remember, as Club members you pay for your membership and access to its resources, we don't harvest free users to sell onto others. As is always said in business, if you're not a paying customer, you're the product.

So that's about it from me for now, I welcome your feedback comments and bright ideas on how I can make our website better for all of us, so please do not hesitate to have a chat with me anytime.

Sam Mancarella



REZZ LUNCH

On Sunday 3rd March the club held a Pasta Lunch day at the Rezz Hotel.

Members who wanted to be involved in a club run prior to the lunch met at the Tower Hotel. About 7 cars headed off for a run through the Adelaide hills on what turned out to be quite a warm day. Raff and Legri lead the group on some great roads in a one hour run which finished at the Rezz Hotel.

At the Rezz a number of club cars were on display in the carpark, while over 30 members and their families enjoyed the 'all you can eat' pasta lunch. The menu included ciabatta bread with olive oil and balsamic dipping sauce, three different types of pastas and a garden salad.

All in all it was a very enjoyable and relaxing day and members expressed how much they would like to do it again – when the weather was cooler!





SICC MEMBER PROFILE

Name	Frank Terminello
Club position	Public Officer, Committee Member
When you joined SICC	2008
Your Italian car(s)	2000 Alfa Romeo 916 Spider 2 Litre Twin Spark
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 purchased the car just over a year ago from a gentleman in Murray Bridge. Domenic Lepro and I made the journey to check it out and ended up coming home with it. The car was in very good order and essentially needed the front brakes rebuilt, a couple of bushes for the front sway bar and an air-conditioner re-gas. There were some cosmetic blemishes that required attention which I attended to myself and a wonky driver's door window regulator that luckily, miscellaneous bits and pieces from Mitre 10 and the assistance of a mate that sorted it out.
Anything you're looking for to complete your car	The only thing that I would like to do is replace the two front seats that are currently covered in fabric with leather. I haven't been able to find any in South Australia and to transport some from another state is very expensive. To recover the existing ones, is also quite pricy so I haven't done anything yet.
Favourite drive in your car	My favourite drive has always been through the Adelaide Hills with my favourite destination being the Cudlee Creek Café. I have to say though, that driving through the hills in an open top offers a very different driving experience. It gives you a feeling of serenity yet freedom at the same time. However, I must say, I do drive a lot more conservatively than I did when I had my Alfetta GTV as I don't think the thin layer of hair on my head is going to be of any good in protecting my skull in the event of a roll-over.
Your dream car	I have never been one that has aspired to owning a Ferrari or a Maserati or some high-performance car that you can't drive around the city because the engine is too lumpy, or the plugs foul up. However, what I have dreamed, about is having a purpose built garage with stark white walls complimented with Alfa red timber work, glossy white floor tiles, surgically clean stainless-steel work benches and lots of Alfa memorabilia hanging on the walls. In this garage I would have three pristine red Alfa GTVs. I would love to be the proud owner of a 2000 Litre 105 GTV, an Alfetta GTV V6 and a 916 TS GTV. I would need at least one V6 to listen to that melodic engine note that an Alfa V6 can only produce.
Favourite food	Barbeques and Italian Food
Favourite TV show	There are two TV shows that I have been enjoying for years. MASH and Seinfeld. I have been watching these shows for years and I don't think I will ever tire of them.
Favourite movie	I have lots of movies that I could watch over and over again. I love to watch comedies, but I also like watching serious flicks. A great movie I watched recently was 'Hacksaw Ridge'. It was a true story about a medic during WW2 who saved the lives of numerous people. Many of these people had in the past, mistreated him because he refused to carry a gun due to his religious and personal convictions.
Most memorable moment	The day I met my wife, the birth of my three beautiful daughters and the arrival of my gorgeous granddaughter Lily.
Greatest likes	Decent, honest people
Greatest dislikes	Self-centred, egotistical megalomaniacs



Frank's granddaughter, Lily (below) experiencing the excitement and thrill of an Alfa! (Frank advised she "will one day be an Italian car lover").



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FIAT TAGLIERO SERVICE STATION

Located in the centre of Asmara, Eritrea's capital city, is the Fiat Tagliero Service Station. It was built in 1938 and designed by famed Italian architect Giuseppe Pettazzi, as an architectural ode to the automobile, like Fiat's Lingotto factory in Turin (*featured in the last magazine*). But the Tagliero is thousands of miles from Italy's industrial heartland.

Asmara is the largest city in Eritrea and was incorporated as its capital by the Italians during their colonial rule of the African country. Pettazzi built many Art Deco buildings in Eritrea during this time, but this service station – modelled on aeroplane design as evidenced by its “wings” – is his most famous.

The Fiat Tagliero Service Station is a petrol station that includes a central tower with office space, a cashier's desk, and a shop.



The building's flighty design is widely understood as a problematic nod to Italy's Fascist history; it was built just months after the country's aeroplanes dispensed thousands of sulphur mustard shells over Eritrea, killing tens of thousands of innocent civilians.

During construction, authorities attempted to convince the architect that the building's wings required pillars, as a safety concern. Pettazzi refused to comply and went so far as to threaten the service station's contractor and an unassuming construction worker with a handgun in a dramatic display of conviction standing atop his creation. Clearly, he felt the supports were not necessary, and he won the argument.

Pettazzi's act is unsurprising, as architects who were too avant-garde for Mussolini's Fascist Italy (and Europe in general) were sent to Asmara to design wildly imaginative buildings as a way to illustrate Italy's idea of a modern city in their newly-taken territory. Pettazzi fit the bill.

A remarkable example of Italian modernist architecture, the Fiat Tagliero Service Station remains structurally sound to this day and has survived numerous conflicts and war. It was restored in 2003 and is unable to be altered by law. Thanks in part to this striking service station, Asmara was declared a UNESCO World Heritage Site in July 2017.

Taken from articles in Jalopnik (www.jalopnik.com) and Atlas Obscura (www.atlasobscura.com)

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FOR SALE

- ❖ Various parts for Fiat 124 and 850 - too many to list!
Contact: Thomas 0403 164 365 / email:
Thomas_zollo@chariot.net.au.
- ❖ Various Alfa 75 Parts – wide range of parts varying from external and internal parts, to engine and suspension parts. Enquire on 0432 437 685 regarding what you need in particular. Raphael
- ❖ Eric Dipiero has numerous Fiat 124 parts for sale - he also has early Fiat Spider doors and bonnet with no humps for sale contact him on 0419820990.



2019 Lamborghini Aventador



Visit Pizzateca at the Fringe!

A plug for one of our members: We discovered Pizzateca in an alleyway off Rundle Street, with wines from V.Mitolo and Son - made in McLaren Vale by Vito and his son, Tony, and usually only available at Pizzateca's home base. It will run throughout the five weeks of the Fringe, from Wednesday-Sunday, 4pm 'til 3am.

The Club is booked for lunch at Pizzateca in McLaren Vale on 7th April - limited numbers so keep your eye out for an email soon.

Editor



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