



June Volume 2 2020

SCUDERIA CLASSICA

❖ SICC Goes Digital

SICC's new Web-Site is unveiled, providing eCommerce capability and virtual meetings

❖ In Officina

Find out how our members keep busy in their workshops when not on the road

❖ Milan to Port Pirie

This member's car has links with the Adelaide F1 and the Alfa Romeo Benetton team!





CLUB PRESIDENT

Hello Members,

Welcome to the COVID Edition of Scuderia Classica. It has been a very difficult year so far, and very strange as well. We started off with the bushfires (they seem so long ago now) and since then the world has been gripped by the COVID 19 virus. I hope that you and your families and friends have all been well through all of this. We must continue to be safe and observe restrictions, however we should also be thankful that in Australia generally (and South Australia in particular) we have done extremely well to get on top of the pandemic. A thought also goes out to all our family and friends in Italy. They are also starting to beat it but they still have a long way to go. It will be a long time before the world really gets back to normal, and that may be a different normal to what we have been used to in the past.

For the club it has meant that all social activities have come to a halt. We have gone digital as a result of the restrictions and have been able to continue with committee meetings and monthly meetings on Zoom. It is a different way to hold meetings, and I think that everyone still prefers face to face, but it is good to have the option. While the monthly meetings will always be face to face in the future, the ability to have more regular committee meetings or ad hoc meetings to organise social events on Zoom will be very useful.

The new web site is also now live. The site has a fresh new look and features things like members only areas, blogs, on-line payment and much more. Please check it out at us at scuderia.asn.au New email addresses have also been created for the committee members. They can be found on the new web site or in the Committee details list in this magazine. A big thank you to Sam for all the hard work he has done to build the new web site.

As COVID restrictions are starting to lift across the state, we are hopeful that we will be able to resume many of our normal club activities soon. At the time of writing this article, we have been able to hold a Sunday run, we are about to have the Club Registration Day and this will be followed by our first face to face meeting for some time in July. We look forward to seeing you at these upcoming events!

Regards,

Renzo Bonini

THE EDITOR—COVID-19 UPDATE

Cari Scuderisti,

Well it has been a challenging couple of months for everyone and we're all hoping that we're starting to beat this terrible virus.

Over the last couple of months the committee have been virtually meeting on a regular basis to keep tabs on the developing nature of the pandemic, and how best to deal with club activities including runs, events and meetings. Had it not been for solutions like Zoom, this activity would have been very difficult to undertake.

By the same token this lockdown period provided useful time to revamp our club website—in particular launching the club's new domain: scuderia.asn.au. You can read more about its launch, as well as what Renzo and I have been able to work on in our garages.

Whilst the situation in South Australia seems to be 'on the up' it is critically important, for the health of all our members and their families and loved ones, that we don't become complacent. Recent events across the country have seen a concerning rise in outbreaks of community transmissions—this is where someone in the community is infected with COVID-19 and passes the virus onto other people—forcing the halt or retraction of eased restrictions.

Now it might be tempting for some to keep SA 'in a bubble' until the virus is eradicated, but we all know this is impossible. Even so, with the southern hemisphere now well into winter, this is an important time to remain vigilant. Be sure to continue observing social distancing, using discretion with your travel, and maintaining personal hygiene. It is also very important to ensure you get tested for COVID-19 if you have any symptoms—the resources on the right of this page are useful places to refer to for more information.

Renzo and I appreciate your cooperation with upcoming events and runs, make sure to RSVP to planned events so that the club can appropriately manage everyone's participation in club gatherings with our respective venues.

Finally, I wish you all the best of health and look forward to seeing you all again in SA.

Regards,

Sam Mancarella

COVID-19
TRUSTED SOURCES OF INFO

SA Health sahealth.sa.gov.au/COVID2019 <i>Local updates and information</i>	Australian Government Department of Health health.gov.au <i>National updates</i>
Smartertraveller smartertraveller.gov.au <i>The latest travel advice</i>	healthdirect healthdirect.gov.au <i>Check your symptoms</i>
Coronavirus Health Information line: 1800 020 080 <i>For general questions</i>	

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THE 2019/2020 CLUB COMMITTEE

President:	Renzo Bonini	0422 986 255	president@scuderia.asn.au
Vice President:	Jamie Tripodi	0419 038 189	vicepresident@scuderia.asn.au
Secretary:	John Phillips	0438 568 186	secretary@scuderia.asn.au
Treasurer:	Thomas Zollo	0403 164 365	treasurer@scuderia.asn.au
Authorised Officers:	Domenic Lepro Frank Terminello	0418 833 747 0404 144 728	historic@scuderia.asn.au
Social Secretary:	Cesare Aloï	0403 687 344	social@scuderia.asn.au
Membership:	Maria Lepro	0401 539 419	members@scuderia.asn.au
Club Shop:	Maria Lepro	0401 539 419	orders@scuderia.asn.au
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Public Officer:	Frank Terminello	0421 276 804	officer@scuderia.asn.au
Club Captains:	Legri Moffa Raphael Cirillo	0422 627 140 0432 437 685	captain@scuderia.asn.au
Webmaster:	Sam Mancarella	0412 994 929	admin@scuderia.asn.au
Committee Members:	Gerald Marsson Pam Miller		

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

SUBJECT TO COVID RESTRICTIONS

Due to construction works at The Maid Hotel, it is currently not available to us for the monthly meetings. We are going trial moving the meeting to the first Wednesday of the month and changing the venue to Pizzeria San Marco

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

Please ensure we have your correct email address.

The next meetings are on:

- 1st July 2020 at Pizzeria San Marco
- 5th Aug 2020 To be advised
- 2nd Sept 2020 To be advised

UPCOMING EVENTS

SUBJECT TO COVID RESTRICTIONS

26th July	Steak Lunch at the Oakbank Hotel
August	To be advised
September	To be advised
October	To be advised

NEW MEMBERS

SICC welcomes the following new members:

- Simon Mudie
- Sean Relikan
- Alister Willcox
- Gianfranco-Guido Frisari
- Lee Bennett
- Luigi Maresca
- Alfred Guglielmucci

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@scuderia.asn.au

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

Venue: To be advised prior to each meeting until a permanent location is found.

Find us on 

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 2020

April - Sunday 5th - McLaren Vale Vintage & Classic Day—Cancelled

May - Sunday 3rd - Chris & Maureen Highet's property at Harrogate - Postponed

June - Sunday 28th - Club Rego Day

July - Sunday 26th - Steak Lunch at the Oakbank Hotel

August - Sunday 23rd - To be advised

September - Sunday 13th - Winery Lunch

September - Sunday 27th - Bay to Birdwood 40th Anniversary

October - Sunday 18th - Strathalbyn Run - visit the new car Museum

November - Auto Italia

December - Christmas Function

If you have any suggestions for Club activities, please email Renzo:
president@scuderia.asn.au

NOTE: These Social Events are subject to government guidelines related to social distancing and isolation requirements.

For this reason all events after June are subject to change.



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.

IN OFFICINA

In Officina. In the Workshop. This is another regular feature which showcases the work done by our club members on their lovely cars when not out on adventures (Dove Siamo Andati is the article for that!) over the last few months. Since our adventures have been limited by the COVID-19 pandemic, why not start off this new regular feature in this issue!

During the isolation period Renzo repainted the bumper bars and spoiler on the X1/9. The bumper bars on the X1/9s were originally painted black. However on his car they were painted to match the body colour – red. Renzo decided he prefers them in black, so he took them off, stripped them down and repainted them. While he was at it, he also repainted the front spoiler! They look amazing Renzo! Can you come and paint my Coupe please?



Since I've been stuck in Melbourne all this time, I took advantage of my garage and equipment and did some much needed maintenance work on my Fords (eek! Not an Italian car, but built by Italians here in Australia!). I started off repairing a nasty rust hole on the rear driver quarter of my BA. This was the first time I cut into my car with an angle grinder and felt a lot of trepidation while doing it. I did use a repair kit with fiberglass filler. My plan is to replace this repair with a proper body panel in the future. I also replaced the starter motor that endured a long and dedicated service life after one too many school runs!

I spent some time on my G6. This time rebuilding the transmission's Valve Body to rectify an annoying 5 to 4 downshift flare. I didn't fix the original problem, but at least my gear shifts are silky smooth after replacing worn accumulators! I also replaced the front wheel hubs on this car, investing in a fresh pair of hubs that will hopefully last another 200,000k.

After shopping for some more coupe car parts, it was finally time to return back to the 'Barra' and replace the tailshaft with a reconditioned one containing a nice fresh centre bearing. There wasn't much left of the original one that's for sure!

Sam Mancarella

If you have any car work you would like to share, please email editor@scuderia.asn.au

SCUDERIA GOES DIGITAL

The COVID-19 lockdown provided me with lots of time at home. I managed to spend some time clearing my long to-do list—both for my daily cars and at home. This also provided me with lots of time in front of the computer to clear another to-do item—the Scuderia Club Website.

After giving our website a facelift a couple years ago the committee were keen to expand the club's web presence and use it to do more. Also since Renzo and I took over the magazine editorship we decided a fresh approach was needed—how can we publish articles to our members using both the website and the magazine in much the same way as a magazine has a digital option for subscribers?

So I rebuilt our website from the ground up—not only to give it a fresh look and feel but also to built it on a strong, stable and secure foundation.

This is why we launched our new website on our new domain—scuderia.asn.au.

If you try and visit scuderiaitaliancarclub.asn.au you will be automatically directed to our new website—Scuderia.asn.au

Our new website gives us three key capabilities that are important to our club:

First: A safe and secure platform to join, renew and manage club members. Club members will soon be able to manage their own membership details including address and contact information as well as booking historic inspections and log books.

Second: An information-rich platform to enjoy interesting club news ranging from feature articles, news and announcements and technical information. Club members will also be able to list their own For Sale and Wanted advertisements.

Third: An easy place to shop for club merchandise. Simply visit scuderia.asn.au/shop to order your own club goods including shirts, caps, jackets and keyrings. You can customise your order to select garment sizes and your choice of embroidered logos. Pay safely by credit card and choose from a range of shipping methods as well.



Another first for our club is using Zoom to host our meetings. This period provided our club with a valuable opportunity to trial the use of virtual meeting solutions for club gatherings. We successfully trialed Zoom for committee meetings where we were able to plan our activities going forward by meeting each other in the comfort of our homes.

We also hosted two General Meetings in May and June where we had a surprisingly positive turnout by members who only occasionally attend meetings. Whilst we're still learning how best to adopt this technology into our club, personally I was pleased by the adoption of this platform by many of our members—especially by the more senior membership among us.

This confirms for me the great potential this technology has as a complement to our face-to-face meetings to host committee meetings, member's-only events and perhaps even seminars.

If you have a great idea how we can use this technology in our club, let me know by emailing me at: admin@scuderian.asn.au.

Sam Mancarella

A stack of Australian currency notes in various denominations (10, 20, 50, 100) is shown on the left side of the advertisement.

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WE ARE BACK!

THE FIRST POST-ISOLATION RUN



As COVID restrictions are starting to lift in South Australia, we had the first club run since the pandemic put everything on hold on Sunday 7th June .

On a very cool and crispy morning eleven of us met at the usual meeting place, the Tower Hotel, at 8:45 a.m. for a 9:00 a.m. start. We made our way up through the Gorge Road through to Cudlee Creek, Gumeracha and then on to Birdwood. We enjoyed a great run through the hills, the traffic was light and the roads were dry. We parked in the Motor Museum carpark, and were immediately approached by a staff member. We thought he might not have been happy with us using the carpark, however he was just checking if we intended to enter the Museum, as the morning sessions were already booked out and we would not be able to get in until the afternoon. We advised we were just parking here while we were going for breakfast, and he was fine with that. I guess it's a sign of the times we live in.

We crossed the road to the Pomegranate Café. The owner was happy to see us (we had pre-booked) as I think business had been quiet. Once we provided our names and phone numbers in the attendance book, she advised us that due to the number of people she would have to split our group and have each smaller group sitting in a different room. Again, a sign of the times!

We enjoyed a magnificent breakfast (The Pomegranate always do a great job!) and when we finished the owner asked if she could take a photo of all of us next to our cars to put up on their Facebook page (see photo below). We were happy to oblige, and then we all made our way home to enjoy the rest of the long weekend.

Renzo Bonini



FROM MILAN TO PORT PIRIE

Anthony Germinario is a club member who lives in Port Pirie. Anthony has shared with us the story of how hew came to own this Alfa Romeo GTV 2.0. This car has a connection with the Adelaide Grand Prix AND the Alfa Romeo Benetton team!

IT was December 1985. I normally trade my cars in every 6 to 7 years and so I was ready to say farewell to my 1979 Mazda 626. The 626 had been a very nice car and the chances were that it would be replaced with another Mazda, probably a 929. That was until my wife came home from work with an ad from "The Advertiser". York Alfa in Adelaide was advertising the Alfa Romeo GTV 2.0. I was hooked and when I enquired about the price it actually fitted my budget.

I was so excited. I never thought I'd have the chance of owning an Italian sports coupe at least until I was much older! I travelled to Adelaide with the Mazda, hoping to soon be the owner of an Alfa. When I saw the car it was all I had hoped and more. I never like to test drive a car until I'm satisfied with the deal. Happily I was offered a satisfactory trade-in, so it was time to take the Alfa GTV for a spin and we headed up to Eagle on the Hill.

When I got behind the wheel there was no mistaking this for a "normal" car. The sound from the exhaust system was sweet and the car handled down the hill with ease. I did notice though that the odometer showed 200kms on the clock, yet this was supposed to be a new car, not a demo. On returning to the showroom I pointed out the odometer reading to the salesman. He had all the "right" answers and the price remained the same.

Before revealing the salesman's answer let me tell you a bit about this car. It was built in Milan, Italy in 1985. It's painted Alfa Red and the side skirt and trims that were normally black were painted red, along with the wipers, front spoiler and bumpers. The suspension is lowered and it is fitted with Rial sports rims, but that's not the end of the surprises.

In November 1985 Adelaide held the first official Australian F1 Grand Prix. One of the teams on the grid that year was the Alfa Romeo Benetton team, whose drivers were Gerhard Berger and Riccardo Patrese. Both drivers were supplied with Alfa Romeo road cars to drive during their stay in Adelaide, and I was informed that the GTV I was about to own had been driven by Riccardo Patrese. Being a serious F1 enthusiast this made the car more, rather than less, attractive.

As the years pass, 35 of them this year during which time has done 66,000 kilometres, I still think of those first 200 kilometres. They brought together 75 years of Alfa Romeo's power and passion and one of the best drivers in the world who later drove alongside Nigel Mansell at Williams F1. Patrese won 6 Grand Prix during his Formula 1 career. I remain the car's first owner, but fondly recall that it's first driver was F1 driver Ricardo Patrese.

In November 2019 the Alfa was fitted with its third set of tyres and serviced by the team at Eurosport Auto who have it running beautifully. As I drove it out of the city it sounded superb as its exhaust note bounced off the buildings on North Terrace. The trip home to Port Pirie via Kulpara, Bute and Port Broughton ensured enough twists and turns for the Alfa to show off its handling.

After all these years the car remains a pleasure to drive and still turns heads.

Anthony

Germinario



Anthony Germinario
and his Alfa Romeo
GTV2.0



AN ALFA AFFAIR



Before COVID-19 hit the state, I snuck in a proud father moment as I watched my daughter Sarah marry her partner Steven.

Perhaps the highlight of the event for Alfa fans would have been the fleet of Italian beauties that transported the bridal party in style. Rino Rossi's Giulia Super carried my daughter Sarah and I, whilst two contemporary Giulias got the rest of the bridal party to the church on time. My 916 Alfa Spider also featured in the wedding album.

The event was held on February 29 at Saint Ignatius' College's Chapel of the Holy Name and was followed by a large and lively reception at the National Wine Centre.

Steven has his own connection with Alfa Romeo, having owned an Alfa 75 several years ago. The happy couple would love to own a Stelvio together in the future.

Frank Terminello



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HOW I GOT INTO RESTORING CARS



I have always wanted to restore a vehicle, since I was a kid. I had dreamt of getting something like a Model T Ford and bringing it back to life. That dream never came true until after my children had grown up a bit and I had the time to start thinking about hobbies. I still wanted to restore something, but didn't have the space for a car. I decided I would try to restore a Vespa. It was a simple project to learn on and I could work on it and store it in my shed.

In April 2010 I bought a 1959 Vespa VBA 150 that I found on Ebay. It was in Mildura, so I bought it without seeing it first, but I had heard the engine running over the phone. The owner told me it originally came from Adelaide (he still had the original SA number plate) and it was roadworthy. I had it transported to Adelaide, and when I finally got it in the shed, I found he had been honest. The engine was in good condition and it didn't take much to get it registered.



I enjoyed driving the Vespa so much I kept putting off my plans to restore it. I rode it around for almost two years when in January 2012 I blew the clutch while riding through Port Adelaide. I decided then that it was time to restore it. I had joined the Classic Owners Motorcycle Club for historic registration, and through another Vespa owner in that club found a person called Mark Carter. He was an engineer with Optus, but had a side business restoring Vespas. Mark asked me from the outset what I wanted to do – he could restore it for me and he would charge an hourly rate plus parts, or I could do it myself, and he would provide as much advice and guidance as I needed for free and supply the parts.



I chose to do it myself – after all this had been my dream. I wanted to do a full nuts and bolts restoration and started pulling the Vespa apart, taking plenty of photos and bagging and tagging all the parts. The importance of this only became apparent to me when it eventually took me three years to complete the restoration. Having everything so meticulously recorded was far more reliable than my memory.

I chose to restore the Vespa to its original colour (metallic blue) and use all original parts wherever I could. Whenever I needed to buy new parts I ensured I bought from original suppliers, and avoided cheap replicas. I finished the restoration in May 2015. The result was great and I was proud to have been able to achieve this largely on my own.



As it was coming into winter, I never got to ride it much those first few months. However, on the long weekend in October 2015, it was a warm Monday morning and I thought it was a perfect opportunity to go for a ride along the coast. I only got from my house in North Haven to the Largs Pier Hotel when a car pulled out in front of me from the side street. I avoided the car but hit the median strip and remember flying over the handle bars. To cut a long story short I ended up with a broken collar bone, a broken rib and a broken hip. The scariest part was 6 weeks later when they found I had a slow brain bleed and ended up having emergency surgery to relieve the pressure on the brain.

When I was fully recovered, I had to think about what I was going to do. The Vespa was repairable (though it was a financial wright off) and I hadn't lost my nerve in terms of riding again, but I had to think about Anna. She didn't want me to ride again, and I had to think that every time I went for a ride Anna would be stressing about my safety. It was Anna who one day said 'At least if you had something with four wheels and you were surrounded by metal you would be safer'.

I wonder if she ever regrets saying that. In December 2016 I bought the Fiat X1/9 and in April 2017 I joined the Scuderia Italian Car Club.

Renzo Bonini





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SICC MEMBER PROFILE

Name	Tony House (Actually Anthony John House by my birth certificate but I hate Anthony).
Club position	Noobie.
When you joined SICC	Couple of months ago
Your Italian car(s)	2004 Alfa JTS Spider. 2 X Fiat 132s over my 40+ years of driving.
Details about your car, i.e. where did you find it, how long have you had it, what work have you done on it	Bought 3 rd hand 6 years ago, Carsales.com, no work other than routine servicing and minor repairs . . . always done by Eurosport Kentown.
Anything you're looking for to complete your car	Would love to find a replacement roof skeleton but coping with current one .
Favourite drive in your car	To/from Stirling/Happy Valley for work via the back road ie Iron Bank – Cherry Gardens.
Your dream car	Anything from Lamborghini or Ferrari . . . Settle for Alfa Giulia Quadrifoglio.
Favourite food	Love curry but happy with a good steak .
Favourite TV show	Quite like The Chase but like watching News and Science based docos.
Favourite movie	Indiana Jones and Last Crusade, Die Hard Series.
Most memorable moment	Kerry and I being driven and driving around Barcelona in a Lambo and Ferrari. (see photo below)
Greatest likes	Family gatherings with grandies, Playing Bridge with friends, Attending Concerts, Theatre and Musicals
Greatest dislikes	Snobs, Know-it-Alls, Two Faced people.



Tony and Kerry's 2004 Alfa JTS Spider



Tony and Kerry in Barcelona

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Poem :

My Slumber

I am entrenched on the sofa in my room
I try to resist my heavy eyes from closing
A gentle warm soft wind sends the curtains into a flutter
The air becomes still and only the sound of silence can be heard
My mind drifts away in the depths of darkness
I am floating and suspended in the vacuum of Neverland
I then awake from my slumber wondering where I am
Seconds go by before I realise I was only sleeping.

Thomas Zollo

RECIPES

Home Made Limoncello Recipe

Ingredients

20 lemons
1.5 litres of vodka
4 cups sugar
1.25 litres water

Method

Carefully remove the outer peel of the lemons with a vegetable peeler removing as little of the white pith as possible (the white pith is bitter).

In a large glass jar or bottle add the vodka and the lemon peel. Replace the lid and let it stand for 40 days in a cool dark place As it sits the vodka will take on the flavour and rich yellow colour of the peel.

After 40 days, combine the sugar and water in a large saucepan and cook until thickened (about 5 to 7 minutes). Let the sugar syrup cool before adding it to the vodka and lemon peel mixture.

Strain the mixture. I normally do this by folding a clean tea towel so you have four layers and placing it in a funnel. The lemon peel can be discarded.

Bottle your limoncello and keep a bottle in the freezer until ready to serve. This should store in the freezer without turning to ice. If you find your limoncello does turn to ice (don't worry the bottle won't burst) try using a stronger vodka next time or adjusting the volumes to increase the amount of vodka slightly and reduce the water by a similar amount (say 1.75 litres of vodka and 1 litre of water).

Renzo Bonini

If you have any recipes you would like to share with other members, please email them to Renzo : editor@scuderia.asn.au



Vodka and lemon peel mixture

ALFA ROMEO GIULIA QUADRIFOGLIO

ENGINEERED TO THRILL



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