



September Volume 3 2020

SCUDERIA CLASSICA

❖ Evening at Solitaire ❖ Lunch at Oakbank ❖ Tyre Talk

Members were treated to an evening of food, cars and information at Solitaire. Alfa Romeo, Fiat, Abarth.

Good food, great company and fantastic weather at the Oakbank Hotel.

Useful information on how long your tyres last and when to change them.





CLUB PRESIDENT

Hello Members,

The unusual year that is 202 continues, and it doesn't seem to be getting any better. We have to be sympathetic for our neighbours in Victoria, they have been doing it tough. Even New Zealand who thought they had eradicated it from their country and still had tight border restrictions were sent into a panic when some cases appeared out of nowhere.

Locally however, we appear to be doing reasonably well. We have had a few scares, and some restriction being lifted temporarily, but overall, for the time being at least, life appears to be getting back to somewhere near normal. For the club this has meant that we have been able to resume many of our normal activities. The club runs are back, on the first Sunday of the month, and we have enjoyed runs to Gumeracha and Strathalbyn. For the July social event we enjoyed a drive through the Adelaide Hills and went to the Steak House at the Oakbank Hotel for lunch. Somehow, even in the heart of winter we managed to have magnificent sunny mornings for each event.

In August Doppietta Coffee + Cars held a Coffee and Cars breakfast. All Italian Car Clubs were invited and there was a good attendance (on yet another sunny Sunday morning) to help Legri and Raff celebrate the opening of their mechanical workshop.

Covid restrictions have made it difficult to find a venue in which to hold our monthly meetings. We are trialling moving the meetings to a Wednesday night so that we can have them at Pizza San Marco (as they are not open on Tuesdays). We only received one negative response from the email I sent out to members, and attendance at the July meeting was good. We will raise it at the AGM (coming up in October) and make a final decision then.

The August Meeting was held at the Solitaire Alfa Romeo Fiat Abarth showroom in Eastwood, where members learned about the Alfa Romeo Preferred Partner Programme through which club members can get significant discounts on the purchase of selected Alfa Romeos, Fiats or Abarths.

At the time of printing we are still waiting to hear if some of the big events planned for later in the year are going ahead. The Bay to Birdwood in September and Auto Italia in November are still up in the air, and with things changing so quickly it must be difficult for the organisers.

Stay safe everyone, and we look forward to seeing you at future events.

Regards,

Renzo Bonini

THE EDITOR—COVID-19 UPDATE

Cari Scuderisti,

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>
Smartraveller smartraveller.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>	

Australian Government

Coronavirus (COVID-19)

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THE 2019/2020 CLUB COMMITTEE

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	Raphael Cirillo	0432 437 685	
Webmaster:	Sam Mancarella	0412 994 929	admin@scuderia.asn.au
Committee Members:	Gerald Marsson		
	Pam Miller		

MONTHLY RUNS

SUBJECT TO COVID RESTRICTIONS

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

Monthly Meetings are currently held on the first Wednesday of the month at Pizzeria San Marco, 193 Payneham Road, St Peters

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

Notice of upcoming Monthly Meetings and Committee Meetings is sent via email. **Please ensure we have your correct email address.**

The next meetings are on:

- **7th Oct. at Pizzeria San Marco (AGM)**
- 4th Nov. at Pizzeria San Marco
- 2nd Dec. at Pizzeria San Marco

UPCOMING EVENTS

SUBJECT TO COVID RESTRICTIONS

13 th Sept	Winery Lunch
27 th Sept	Bay to Birdwood
18 th Oct	To be advised
November	Auto Italia
December	Christmas Function

NEW MEMBERS

SICC welcomes the following new members:

- Andrew Phillips
- Antony Ferrante
- Nick Luminios
- Michael Kelman
- Michael Underwood

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

September - Sunday 13th - Winery Lunch—Location to be advised

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

October - Sunday 18th - To be advised

November - Auto Italia

December - Christmas Function—To be advised

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

All events are subject to change and members will be notified by email

If you have any suggestions for social events please email: editor@scuderia.asn.au



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.



DOVE SIAMO ANDATI



On a crisp Sunday morning we gathered at the usual meeting place for the July club run to Gumeracha. With a good turn out and a variety of cars we headed off for a leisurely drive up Gorge Road, through Cudlee Creek and on to Gumeracha. As it happens we were not the only Italian car club who decided to go for breakfast at the Rocking Horse that Day.

We enjoyed a great meal before making our way home for what turned out to be a very pleasant drive.



Our luck streak with the weather continued for the August run. We met again at the Tower on Sunday 2nd for a run to Strathalbyn for breakfast at the Appleseed Café.

While some members decided to meet up with us in Strathalbyn, seven cars left the Tower Hotel just after 9:00 a.m. for a pleasant drive up the Freeway, taking the Mt Barker turn off to Wellington Road, and finally Long Valley Road to Strathalbyn.

Another great breakfast was enjoyed by all!

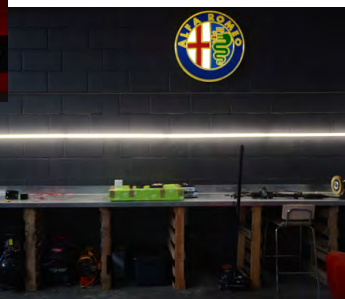


To help mark the opening of Doppietta Coffee + Cars a Macchine e Café (Cars and Coffee) breakfast was held on Sunday 9th August at the premises at 9 Florence Street, Hendon.

Italian sausages in bread, cooked by Dom, were served from 8:30 a.m. along with an assortment of biscuits, cakes and panettone. There was a coffee van serving the obligatory cappuccino to get the heart started on a crisp but sunny morning. Later in the morning Dom put the pork belly slices on the BBQ (served on bread) and these were just as popular.

There was a good attendance, as all Italian car clubs were invited, which meant a good variety of cars were on show in the car park and along the street.

Thanks to Legri and Raff (even though Raff couldn't be there) and their families for their hospitality and for what turned out to be a great event





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LUNCH AT THE OAKBANK HOTEL



For our first social event since the relaxation of the COVID restrictions we booked in for lunch at the Steak House at the Oakbank Hotel. As it was the first social event in a while, and people obviously needed to get out of their houses, we had a great turn out to this event.

It was a sunny morning, and while it was cool earlier in the day, by the time we left the Tower Hotel just after 10:30 a.m. those who could had their convertible tops down. We headed straight up Old Norton Summit Road, winding our way onto Greenhill Road, through Uraidla, Balhannah and on to Oakbank.

In total there were 21 members, partners and friends, and we sat down to a very enjoyable lunch. Everyone commented on the high standard of the food, and the staff at the Oakbank were very friendly and accommodating. It was a very relaxed afternoon, and it was after 3:00 p.m. before most people got up to leave.

Renzo Bonini



AGM - Call for Nominations

It's that time of year again so expect to receive a nomination form via email and nominate yourself or someone else to be on the Committee! Nominations close 23rd September 2020.

The AGM will be held at San Marco Pizzeria, 193 Payneham Rd, St Peters on Wednesday 7th October 2020 at 7.30pm.



Nomination Form for Committee 2020-21

I _____ Member No. _____
a financial [2020-21] member of the Scuderia Italian Car Club of South Australia
wish to nominate the below named Member for the position of:

Please indicate with a tick the position/s your nominee seeks to contest;

- | | |
|---|---|
| ☐ PRESIDENT | ☐ SOCIAL SECRETARY |
| ☐ VICE PRESIDENT | ☐ MEMBERSHIP REGISTRAR |
| ☐ TREASURER | ☐ PUBLIC OFFICER |
| ☐ SECRETARY | ☐ MAGAZINE EDITOR |
| ☐ CLUB CAPTAIN | ☐ WEBSITE EDITOR |
| ☐ GENERAL COMMITTEE MEMBER | |

This nomination form can be passed on to the nominated **Returning Officer**, posted to the **Secretary SICC P.O. Box 2033 Kent Town S.A. 5071** or scanned and emailed to secretary@scuderia.asn.au

- Protocol requires a person nominating any person/s - the nominee is aware of and willing to accept their nomination for the position indicated above.
- If you wish to submit multiple Nominations for positions please use a separate Nomination for Form each nominee.
- This form can be copied or you could ask for an additional form to be emailed to you if required from members@scuderia.asn.au



Nomination Acceptance

I _____ Member No. _____

a financial [2020-21] Member of the Scuderia Italian Car Club of South Australia,
welcome my nomination and stand for the position/s indicated:

Signature _____ Dated _____



Self-Nomination Declaration [if applicable]

I _____ Member No. _____

Being a financial [2020-21] Member of the Scuderia Italian Car Club of South Australia, I wish to nominate myself for the position/s of:

Nominee Signature _____ Dated _____

SICC member sponsoring this nomination/s:

Sponsor Signature _____ Dated _____

- Only financial [2020-21] Full Members (over 18 years of age), and Life Members are eligible to nominate themselves or others for positions and are able to vote.
- Associate Members and Honorary Members do not have nominating or voting rights.

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IN OFF DOPPIETTA C



For this issue's 'In the Workshop' we feature club members Legri Moffa and Raff Cirillo who have recently opened their mechanical workshop—Doppietta Coffee + Cars at 9 Florence Street, Hendon. It is a dream come true for them, and it has been a long road to get there.

Legri and Raff met on the first day, in the first lesson at school, and have been close friends since then. They were both always messing around with cars, Legri's first car was a Mazda 323, and Raff's was a Commodore. Eventually Raff turned his mind to Italian cars, and he bought himself 2 Lancia Beta's as a project. Then bought an Alfa 75 as well as a Fiat X1/9. When Legri crashed his car and needed one to drive around in temporarily, Raff lent him the Alfa 75, and set the course for Legri – his next car was an Alfa 75.

While at school the boys made their 'going out' money by going to U-Pull-It and sourcing parts to sell. Their knowledge of Italian cars meant that they knew which were the rare and more sought-after parts, thereby increasing their profits. They always dreamt that one day they would have their own workshop together, specialising in Italian cars.

After school, both boys went on to university. Legri studied architecture and Raff engineering. Eventually Raff started working part time for a mechanic, and Legri started work using his drafting skills in CNC machining. When Legri was made redundant after a year he joined Raff (full time) at the workshop, where he began his mechanical apprenticeship.

After four years, Raff decided it was time to move on. He was passionate about cars, and liked working with people, so he applied for a job with Adrian Brien Fiat. He won the job, however as they wanted him to learn the trade before he went on to the more exotic cars, he started off selling Kias.

After 6 months & the completion of his apprenticeship, Legri also moved over to Adrian Brien, however he went into the Fiat showroom. Eventually Raff joined him there, and they worked together there for a year before Legri decided it was time to go back to the skills he had learned at university.



FICINA

COFFE + CARS

He began drafting in his father's business, and later worked at Fulton Hogan as a draftsman. He also did some mechanical work in his garage at home but found that this was annoying his neighbours.

Raff eventually moved on to Solitaire Motors, and later on to Stillwell Ford. The dream of the workshop was still alive, and their goal all along was to make enough money to make this dream come true. No one would have guessed that the COVID-19 pandemic would be the catalyst to make the dream happen. Legri was made redundant from his job at Fulton Hogan, and they got together and decided that this was the time.

On the 1st July 2020 Doppietta Coffee + Cars opened its doors in Hendon. While their passion is still Italian cars, Raff and Legri will cater to all makes. They will not only do servicing and maintenance on all vehicles, they will also sell spare parts and carry out performance modifications. Their aim is to be honest, fair and transparent and regularly communicate with their customers so that there are no surprises when they collect their cars. I can also vouch for their coffee making skills!

Editor's note: the word 'doppietta' is Italian for double clutch.

Renzo Bonini



doppietta
coffee + cars

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Hendon SA 5014

admin@doppietta.com.au
www.doppietta.com.au

Legri Moffa
0422 627 140

Raphael Cirillo
0432 437 685



/doppietta.cc

EVENING AT SOLITAIRE ALFA ROMEO FIAT ABARTH



The August club meeting was held at the Solitaire Alfa Romeo Fiat Abarth show room at 113-115 Glen Osmond Road, Eastwood.

Sales Manager Gordon Meek invited the club to the showroom to inform members about the Alfa Romeo Preferred Partner Program which offers discounts to club members on selected Alfa Romeos, as well as Fiats and Abarths.

Afterwards members sat down to a variety of pastries provided by Solitaire, while the club supplied pizzas. There was also a selection of wines, soft drinks and water for members to enjoy.

After dinner members were able to look at a number of cars in the showroom. It was interesting to hear that new cars are currently in short supply because of factory shut downs in Italy due to COVID restrictions. However factories have now re-opened and some orders are already loaded on ships and on their way!

The Club would like to thank Gordon Meek, Rebel Tidmarsh and Caitlin Pole for their hospitality and hard work, and for putting on a great evening.

Renzo Bonini

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DOM'S TYRE TALK PART 1

HOW LONG DO TYRES LAST?

There's no definitive answer for how long your tyres should last, but it's recommended that you should always replace your tyres once they are **ten years** old. The advice for how many kilometres your tyres last varies widely from 10,000 to 50,000 kilometres.



THINGS YOU NEED TO LOOK OUT FOR ON YOUR TYRES

TYRE WEAR PATTERNS

			
SEVERE UNDERINFLATION	OVERINFLATION	POOR ALIGNMENT	POOR ALIGNMENT
Tyre pressures below the recommended level will increase braking distance, reduce cornering ability, and increase fuel use and wear on the outer edges of the tread	Over-inflated tyres will reduce steering and braking performance and wear out in the middle of the tread. Over-inflation will also make for a bumpy ride	Your car's wheel alignment can be knocked out when the tyres bump a fixed object, such as the kerb during parking. This can make the car less stable to drive and increase tyre wear and fuel consumption	

HOW DO YOU MAKE YOUR TYRES LAST LONGER?

Here are a few simple steps you should take to keep your tyres in tip top condition.

- ❖ Check the pressure regularly
- ❖ Check for damage and unusual wear and tear
- ❖ Make sure there is enough tread
- ❖ Don't overload **your car**
- ❖ Keep **your** wheels aligned
- ❖ Be mindful when mounting the kerb

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HOW DO I KNOW TYRES ARE WORN AND

Small bars of rubber running across the grooves in between the tread – called tread **wear** indicators – tell you **when the tyre is worn out**. If the tread is **worn down** to these bars on any part of the **tyre**, it's **worn out**, unroadworthy, and needs to be replaced.



CHEAP QUALITY TYRES VERSUS GOOD

As with most things, the primary difference between a cheap and expensive car tyre comes down to what it's made of. While both are made from rubber, cheaper tyres generally consist of a harder rubber compound, which is notably cheaper to manufacture, and has less rolling resistance (which can increase fuel efficiency), although may impact on stopping ability and cornering in the dry also in the wet they could be even worse. So in an emergency situation it would take longer to stop (up to twice as much as a good quality tyre) and would not safely steer you out of a dangerous situation. Where the more expensive tyres are made with a lot more high tech materials. and millions is spent on RND to make sure they can handle the speed and forces generated on today's cars. Allowing you to take corners and stop in emergency situations a lot quicker thus avoiding an accident and also handling wet conditions a whole lot better.

MATERIALS USED IN CHEAP TYRES

- ❖ Cheaper quality rubber
- ❖ Cheaper quality steel cord
- ❖ Recycled plastic as filler in sidewalls.
- ❖ No quality checks.

MATERIALS USED IN GOOD QUALITY

- ❖ Aramid.
- ❖ Kevlar.
- ❖ High tensile steel cord.
- ❖ Silica.
- ❖ Orange Oil Tech
- ❖ Carbon Black
- ❖ Natural Rubber
- ❖ Tyres are x rayed on completion.

Just to name some of them ,none of which is in a cheap tyre.



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I FELL IN LOVE WITH THE ALFA ROMEO



A famous automotive car show host once said that “You can’t be a true petrolhead until you’ve owned an Alfa.” I have a lot of respect for Mr. Clarkson, I agree with many things he says about cars, but let me suggest that he could have gone further here, as I think just being around one of the marque’s classics—a single drive, wrenching on your friend’s—is plenty right-of-passage worthy.

When I was a very little kid, my grandparents used to bring me to car meets and races taking place nearby, and that allowed my passion for classic cars to start well before it was time to consider what I might want to drive when the license arrived. Among all the Abarths, Ferraris, and Lancias that I’d admire on these family outings, there was a certain automaker that aroused the contrasting emotions like fear, respect, and knee-buckling love to a decidedly unmatched degree. Alfa Romeo seems more ancient than old, its history so long and rich that it reads more like myth than fact. There are too many brilliant cars to list, and today I’d like to just focus on the Giulia Super. It was never my favorite model, but it was the first one that triggered my love for Alfas, and for that it will always remain a favorite.

Today I’m 20 years old and those feelings haven’t changed. They grew up with me in between 1970s Italian crime dramas (where these cars were used by the police during pursuits, as in less-exciting real life), along with every YouTube video I could find, like the ones with Dorian Valenzuela and his very tidy Super.

Last summer I decided it was time to start searching for a Super of my own; I wasn’t too concerned with color, options list, engine spec, or year of production, I just wanted one. Eventually I found a Giulia Nuova Super in Verde Pino (pine green) that looked to be well preserved with its original red interior. It needed a little cleaning up cosmetically, and I was thrilled at the prospect of this light project: I had finally found the right car. It was just too bad that I was still unemployed and despite all my efforts could not afford the car.

Several months later, on a quintessential Saturday morning in autumn, I received a message from a dear friend. He texted to let me know his father had just bought a 1972 Giulia Super 1300. Despite the lingering pangs from having to let the green car “get away,” I was eager to have the chance to experience the feeling of sitting on the passenger seat of my friend’s dad’s better luck. Two weeks later, after the car had received a typical new-owner rejuvenation, my friend Lorenzo came to pick me up in the Giulia for a ride.

I was lying on the couch when I heard a louder-than-usual engine note coming from outside. Grabbing my backpack, I all but fell down the stairs and when I came out through the doorway the Super was there to greet me. Just opening the passenger door was enough to know it was going to be one the best days of my life—I said it wasn’t my favorite Alfa, but there are a lot to choose from, and lots of love to go around.

Inside I was struck by the smell and the immediate nostalgia that comes along with the scent of old leather and the perfume of fuel. No radio, no A/C, no ABS, no ESP, no launch control, no BS, just you and a car that’s all the better for all the things it lacks in that regard.

To reach the place where I wanted to take pictures of the car, we drove in between narrow streets surrounded by small stone walls. The view varied by the minute from wooded countryside and vineyards to villages where the clock’s seemed to have stopped—places that made the Giulia right at home, contemporary or futuristic even.

GIULIA SUPER — FROM THE PASSENGER SEAT

This car—and any relatively accessible classic—allows younger people like myself to experience an era which doesn't belong to us but that we love anyway. There are faster cars that cost less and are easier to fix, ones that you can still call classic even, but that's not the point. What makes it so special, whether it's owning it, driving it or simply sitting on the passenger seat, are the ways it makes you feel. Many old cars possess a certain percentage of pleasure just by way of being more analog than the modern fare, but when you mix in the charms of a spritely Alfa Romeo sedan it becomes a joy just to walk away and look over your shoulder in the parking lot. Everything becomes fun.

Every bout of period-correct acceleration, every upshift and downshift leaves you with a big smile, and you can't help but feel a little transported in time. The 1.3L twin-cam engine joined with the twin 40mm Dell'Orto carbs deserves classification as a proper musical instrument. I can't describe the mechanical symphony from this vivacious little gem of an engine properly, you'll have to experience one through your own ears if you haven't before. According to Lorenzo—remember I'm just the happy passenger in this story—the car handles incredibly well compared to expectations, the steering very direct and precise all things considered, and the same can be said for the pedals and the gearbox during gear changes. Not bad for a 45-year-old Alfa.

But what impressed both of us the most were the Super's sleeper credentials. It came well before the words super and sedan were ever considered as a market segment, and it would be trounced by the cars that came to fill the niche, but in many ways the Giulia Super laid the groundwork. A comfortable and pretty-but-pedestrian-looking car that hid its wilder side under the staid costume of four doors. The specs are modest—89hp for a 1010kg car with a top speed of 166km/h—but everything numerically measurable takes a back seat when you let the subjective feelings define your opinion of the Giulia Super. It's just satisfying. If you find yourself wanting more power, higher G-force capabilities and whatnot, there are plenty of cars that deliver that.

To repeat my loose thesis outlined at the start, you don't need to own an Alfa to consider yourself a vetted car enthusiast. Sometimes all it takes is a photograph to spark a lifetime of calling cars more than just your hobby, and sometimes it's just a ride in the passenger seat.

Taken from an article in Petrolicious (www.petrolicious.com)

Article and photos by Federico Delami



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Tom Votino (a/h: 8346 4190)

SICC MEMBER PROFILE

Name	Angelo Bruno
Club position	Member
When you joined SICC	July 2019
Your Italian car(s)	2017 Abarth 124 Spider
Details about your car, i.e. where did you find it, how long have you had it, what work have you done on it	As a young man always admired the 600 or 750 Abarth as well as the 124 Fiat Spider Convertible. However, when I left my home village of St Stefano, Benevento Italy in 1971 I knew other things had to come first. Then, as I entered retirement, my family are all grown and I have achieved the goals I have set for myself as a young man, I started to think about the car I had long dreamed of. Funny enough, I saw the 124 Spider Abarth advertised on Facebook. I took the opportunity to go for a test drive—it didn't let me down! I was impressed with how it handled the roads and bends along Eagle on the Hill. Needless to say, I bought the car early 2017. It has a 1.4 litre engine turbocharged with a soft top convertible. My car is a pleasure to drive, even more so when my family attend the Scuderia car club runs.
Anything you're looking for to complete your car	I have ordered a sports exhaust from America. Once I have installed that I will think things like a downpipe or a throttle body to improve performance.
Favourite drive in your car	Any drive through the Adelaide hills! I have driven it to Melbourne once and also a couple of times to Wallaroo
Your dream car	Either the Ferrari 360 Modena or the Lamborghini Gallardo
Favourite food	Any Italian Food! I like all foods and will try anything but because I was born in Italy I like all Italian foods.
Favourite TV show	I don't really watch TV, I tend to watch whatever my wife is watching.
Favourite movie	I don't watch a lot of movies either, but I used to like John Travolta movies like Saturday Night Fever and Grease.
Most memorable moment	I have been through a lot in my life, but immigrating to Australia was memorable. I was 18 years old, on a ship for one month, meeting people from different countries, it was very enjoyable.
Greatest likes	Working, I am a workaholic. I also love fishing—with some friends at Wallaroo. We relax, have a couple of beers and then get back and cook the fish on the BBQ.
Greatest dislikes	Nothing really, I get on with everyone and don't really have any problems with people..



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Poem :

I sit by my window

I sit by my window and draw back the curtains
The sunlight unleashes and spears itself through the window and bounces across the room
My eyes twinkle in the sunlight and my imagination begins in earnest
A new world is beginning leaving the old world behind
There are no empires or battalions to destroy one another
There are no diseases, hunger, enemies or greed
There are only love, peace, friendship and care
People will rejoice and bask in the glory of the new world
Is this wishful thinking or become reality
As time passes through the tunnel will there be light at the end of the journey
I close my eyes and fall asleep in my slumber land and soon forget what I have seen

Thomas Zollo

RECIPES

Creamy Mushroom Fettuccine Recipe

Ingredients

500g fettuccine
4 bacon rashers
1 tablespoon olive oil
1 onion
1 clove garlic
350g button mushrooms
300ml cream
1 tablespoon mustard
salt & pepper



Method

Add bacon to frying pan and cook until brown. Remove from pan.
Heat oil with chopped onion and garlic until onion is soft.
Add mushrooms and stir for 2 minutes.
Add cream and mustard. Cook until mixture is reduced and thickened.
Boil pasta in pot of water according to the instructions.
Add bacon to sauce and stir, season with salt and pepper according to taste.
Remove pasta from water & drain with scolapasta. Serve pasta and add sauce.
Serves 6 to 8 people or 4 with leftovers for lunch.

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

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