



September Volume 3 2021

SCUDERIA CLASSICA

❖ Lunch at Oakbank Steakhouse

After a lockdown and a few weeks of dodgy weather, members enjoyed a great run to Oakbank on a sunny day.

❖ The AGM in October

The Annual General Meeting is coming up in October, and as usual promises to be a big event!

❖ Destiny or Dumb Luck?

A member describes the roller coaster ride in buying a car from interstate during a pandemic!.





CLUB PRESIDENT

Hello Members,

I hope you are all surviving the cold and wet weather. Hang in there because spring is in the air and we can expect some warmer weather from here on!

I wrote my report once and decided to re-type it, mainly because the majority of it was about COVID. I think we are all getting tired of hearing about it, so apart from advising you to all stay safe, the rest of this report will be a COVID free zone!

The registration day was held at the end of June and was again a very successful day. While a percentage of members did not make it on the day, many have renewed since then. We think the rain kept a lot of people away! For members who were not able to make it on the day and still want to continue their membership, there is still time, so please refer to the article on page 16 for details. Thanks again to the boys at Doppietta for hosting the event!

The Annual General Meeting is coming up on the 6th October, and as usual the club will be providing pizzas for dinner. So come along, enjoy the food and company, and see who your committee will be for the next year. You may even wish to nominate for a role in the committee! Nomination forms and AGM details have been emailed to all members, and there is a copy in this issue of the magazine.

As I mentioned in the last issue, I am now settling into retirement and I have to say I am enjoying it! I seem to find myself being very busy all the time, to the point where I am not getting the time I would like to work on my cars. I can assure you that it is not jobs around the house that is keeping me busy either (so I can't blame Anna!). Being new grandparents is part of it (we do a bit of babysitting here and there) but we always seem to have something to do! I believe that as it warms up, and daylight saving commences, I will get more time to work on the cars!

It is great to see the number of new members joining every month. The club is growing steadily and we are financially strong. There has been discussion at the monthly meetings that when restrictions are eased to a reasonable level, we should hold a large event to give members an opportunity to get together. As always, we will advise you through the magazine and emails when such an event is planned. In the meantime we will continue with our regular social events (refer page 5 for the calendar for the rest of this year) and our club runs.

As I said earlier, stay safe, keep warm and we hope to see you all soon!

Regards,

Renzo Bonini



THE EDITOR

Cari Scuderisti,

There's a strong sense of Deja-Vu' with these last few months!

Whilst COVID-19 restrictions have once again plagued South Australia there remains a sense of normality within the current restrictions. It was nice seeing many people take advantage of the relaxed restrictions and enjoy an opportunity to go for a drive in the hills after lockdown.

With the September magazine comes with it that time of year where we call on our members to consider nominating for a committee position in 2021-2022. Our Annual General Meeting is booked for the 6th October at the club's spiritual home—San Marco's Pizzeria.

If you wish to nominate someone (or yourself) for a committee position please refer to the form contained both within this magazine and on our website at:

<https://scuderia.asn.au/nomination-form-for-committee-2021-22/>

Not a whole lot more from me this time around as I'm enjoying the club activities by proxy once again. With that said, remember when I said to watch this space for news about Lancia? Well recently on my news feeds these images of the 2003 Fulvia concept re-emerged. Take a look and enjoy for yourself.

Do you think that Lancia's working on releasing one of their classic marques in 2022-2023? Do you think they should? Let's chat about it when we meet again at the next club event! Until then, I hope you enjoy the September magazine, and I wish you all the best and good health.

Tanti Baci,

Sam Mancarella



THE 2020/2021 CLUB COMMITTEE

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Committee Members:	Gerald Marsson	Tony Dimauro	Darren Larmer
	John Simonetti	Frank Terminello	
	Domenic Lepro	Angelo Bruno	

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

Monthly General Meetings are held at the King's Head Hotel, 357 King William Street, Adelaide, on the first Wednesday of the month.

Committee Meetings, as required, take place at the same dates and location as the General Meetings and commence at 7.00pm., or on Microsoft Teams (if required).

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:

- 6th Oct — AGM—San Marco Pizzeria
- 3rd Nov—King's Head Hotel
- 1st Dec—King's Head Hotel

UPCOMING EVENTS

19th Sept Wallaroo
6th Oct AGM
12th Dec Christmas Function

Further events to be advised

NEW MEMBERS

SICC welcomes the following new members:

- Joseph McCann
- John Venditto
- Stephen Horwood
- Alexander Siros
- Chris Wormald
- Jim Button
- Bevan Bruse
- Romano Damiano

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: First Wednesday of the Month at 7.30pm

Venue: The King's Head Hotel, 357 King William Street, Adelaide (unless otherwise advised)

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 2021

September - Sunday 19th - Wallaroo

October - Sunday 10th - Winery Lunch

October - Sunday 31st - Auto Italia (On hold subject to COVID restrictions)

December - Sunday 12th December—Venue to be advised

NOTE: All Club Events are subject to government guidelines related to venue numbers, social distancing and isolation requirements.

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

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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?

WHERE HAVE WE BEEN?

On the 4th July the Club Run was set for a trip to Birdwood for breakfast at the Pomegranate Café. It was a sunny but cold morning when members met at the Tower Hotel, and the members enjoyed a great run to Birdwood. It was such a beautiful morning that the members all sat outside, and pulled the umbrellas down so that they could enjoy breakfast in the sun.



After the seven day lock down in late July, and as we did not have a Club Run on the first Sunday in August, Dom was getting itchy feet and needed to get out of the house, so he organised one of his unsanctioned runs. And because he had enjoyed the previous run to Birdwood he chose to go there again. The group met at the usual place and set out for a run up the Gorge Road to the Pomegranate Café where members enjoyed another day sitting out in the morning sun for breakfast.



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Our August social event was a drive to Oakbank for lunch at the Oakbank Steakhouse. Eleven members met at the Tower Hotel from 10:30 a.m. for an 11:00 a.m. departure. On one of the best weather days Adelaide had experienced for a while, we set off up Magill Road for a pleasant drive through the hills, and found that we got to Oakbank in just over 30 minutes.

Members enjoyed some great food for lunch, with those who ordered the schnitzel only able to eat about half of their serving!

After lunch some members went on for a coffee and desert at the Providore Café in Woodside, and later went to stock up on chocolates and other sweet treats at Melba's Chocolates and we also checked out the Wodside Cheese Wrights.



Lunch at the Oakbank Hotel Steakhouse



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Bookings





SCAN ME

ANNUAL GENERAL MEETING

Call for Nominations for the 2021/2022 Committee Year

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 22nd September 2021.

The AGM will be held at San Marco Pizzeria, 193 Payneham Rd, St Peters on Wednesday 6th October 2021 at 7.30pm.



Nomination Form for Committee 2021-22

I _____ Member No. _____
a financial [2021-22] 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
- This form is also available for download directly from <https://scuderia.asn.au/nomination-form-for-committee-2021-22/>



Nomination Acceptance

I _____ Member No. _____

a financial [2021-22] 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 [2021-22] 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 [2021-22] 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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SICC MEMBER PROFILE

Name	Stephen Horwood
Club position	Member
When you joined SICC	July 2021
Your Italian car	2005 Maserati Coupe Gransport
Details about your car, i.e. where did you find it, how long have you had it, what work have you done on it	I have been searching for this car for nearly a year and a half, several potential purchases that didn't eventuate and was very close to buying one out of Hong Kong. Eventually purchased in May of this year in Adelaide, just over 10 minutes away! The car is booked in for ceramic coating and now saving up for that big clutch change in the next year.
Anything you're looking for to complete your car	I would like to add the Drive by Wire Module from Formula Dynamics that should speed up gear changes. Changing into first with the F1 gearbox is like watching paint dry.
Favourite drive in your car	There haven't been a lot of opportunities, but a drive with my wife and daughter to Normanville with lunch at the Normanville Kiosk and Café was a great day out.
Your dream car	1960's Maserati 3500 Vignale Spyder – the closest car to Maserati's true racing heritage.
Favourite food	The family is vegetarian, so a piece of scotch fillet washed down with some Rockford's Basket Press Shiraz is always good.
Favourite TV show	For me its Netflix. Peaky Blinders and of course Formula 1: Drive to Survive.
Favourite movie	I'm a Quentin Tarantino fan – Pulp Fiction, Reservoir Dogs and Django Unchained are fantastic movies.
Most memorable moment	It has to be my three children Blake, Sharna and Abby.
Greatest likes	Liverpool Football Club – the 30 year wait is over! Seeing SKA bands, trying different food /restaurants, catching up with good friends.... and driving my Maserati of course.
Greatest dislikes	Baked beans and when technology doesn't work.



THE HISTORY OF THE FIAT LOGO



1899

FIAT

1901



1903



1923



1925



1932



1959



1968



1972



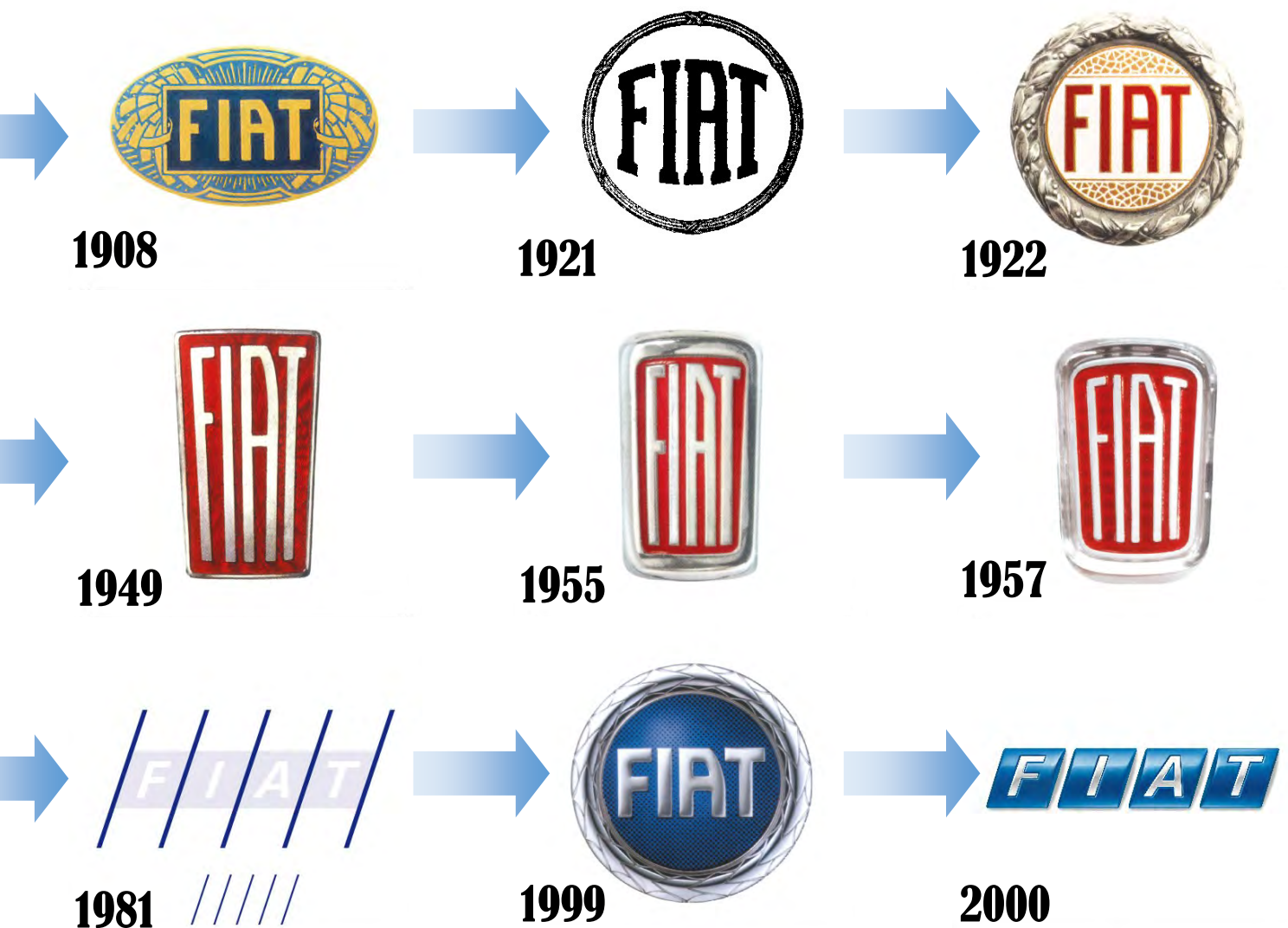
2006



FIAT's history and that of Italian industrialisation practically go hand in hand, with the corporation also playing a major role in the countries export. FIAT, the acronym for "Fabbrica Italiana Automobili Torino" was established in 1899 by a group of Turin businessmen headed by Giovanni Agnelli who decided to construct a motor vehicle prototype. The creative ferment and social milieu of the city in those years when Turin was a

veritable laboratory for innovative experiments, especially in the industrial sector, were ideal conditions for budding and enterprising investors. Very soon FIAT motor cars were selling well not only on the domestic market but also abroad, acclaimed as a luxury commodity for the elite consumer. The house's first trade-mark came out with its inception in 1899. It consisted of a brass parchment-like scroll on the hood in the typical style of the times with hand-engraved lettering and a blank space after the "N" followed by the serial production number. In the first publicity poster by Carpanetto punctuation marks were put in after each letter of the acronym. The gracefully twining 1901 trade-mark was clearly influenced by the prevailing art nouveau style. Another badge-like trade-mark appeared in 1903 with two stylised olive branches against a rising sun, most like an allusion to the biblical statement "Fiat lux". This device was placed in proximity to the pedal and the first time the acronym was given due prominence.

The oval trade-mark that was to become so popular first put in its appearance in 1908. It is arguably one of the best art nouveau-style trade-marks to have been designed in Italy. Golden lettering and decorations stand out against a Prussian-blue background and all the marque's motor cars up to the twenties sported this eye-catching trade-mark; it was designed by Carlo Biscaretti di Ruffia. In 1921 the house began entering motor racing competitions and the new round trade-mark with a laurel-leaf crown designed for the occasion of its first competition was more or less used with slight variations up until 1932, when it was replaced by



a rectangular trade-mark that was to become renowned on the famous Balilla model. Interestingly enough elongated block lettering without any flourishes and with the letter "A" typically tilted was adopted to confer the trade-mark a modern look. This trade-mark with the name FIAT against a red background was used throughout the thirties. Thereafter, only very slight changes were made and the trade-mark survived intact until 1955, and even then only the corners of the "A" were sharpened. In 1964 the circular, laurel-leaf-crown-embellished trade-mark was used again, but only on racing cars. 1968 was a year of radical renewal by Armin Vogt of the Swiss agency, Reiwald.

The new trade-mark was to become nothing less than the base element of FIAT's general identity. The challenge was to communicate the complexity of the firm, its vast product range and different sectors of operation, in as simple a manner as possible. To meet the challenge it was decided to focus on a single unifying element, the rhombus, in so far as it is a basic unit of architectural measurement. The device comprised four black rhombuses at a 72° angle with upper case Univers-style gold lettering. The rhombuses were changed to blue and lettering to white in 1972. The FIAT trade-mark thus obtained may be seen as the outcome of a simple editing or assembly operation, in a way not unlike the manufacturing process on the shop-floor. Beginning in 1981 car bonnets began to be graced by five tilting lines obtained by the intersection of the four rhombuses. These lines appeared smaller in the cars of the nineties.

1999, the centenary year, was remembered by reviving the laurel-leaf-crown adorned round plaque of the twenties, albeit in an updated version. Only the bonnet logo of new cars underwent restyling but not the official trade-mark, which was changed slightly the following year by Maurizio Di Robilant to give it a more modern touch. In the first years of 2000 succeeded to recover from the worst financial crisis which had ever struck the company; to celebrate such constructive experience, in 2006 the decision was made to operate a restyling of the logo, appointing the duty to Maurizio Di Robilant collaborating with the Centro Stile Fiat (Fiat Style Centre). The new logo draws inspiration from the well-known shield characterising Fiat cars from 1932 until 1968, with its red background and the vertically elongated font. All of which is mounted in a round chromed frame giving a three-dimensional effect. Such logo aims to show a scent of the Italian passion for technology and design, along with celebrating the round logo with laurel leaves of the twenties.

Alfa Romeo 916 GTV and Spider

The Modern Classic

A classic champagne on a boutique beer budget

There is always something special about the sensuous styling of an Alfa Romeo. It doesn't matter if we look at the basic four door Giulia Super family saloon of the sixties or the much loved 105 GTV of the same era, they all have something about them that makes them stylish and much adored, desirable machines.

The 916 GTV and Spider first design in the mid-1980s, are no exception. These unique, elegant and aerodynamic styled Pininfarina cars were first presented at the Paris Motor Show attracting a lot of attention. At the time, the photographers were banned from photographing the interior of the cars as it was still under development. The car was later formally launched at the Geneva Motor Show in 1994 and stunned Alfa Romeo fans waiting for the Alfetta GTV replacement, a time when Alfa Romeo had to re-establish itself in the coupe car market.

The world's press gave the car favourable commentary. The 1995 *Car* magazine's readers voted the GTV and Spider 'Best Designed New Car' and *Performance Car* magazine, at the time, wrote "I know what heaven is- it's the new 916 Spider with the top down". This Alfa also won 'The World's Most Beautiful Automobile Award' in 1995, and *Auto Car* magazine awarded it 'Car of the Year' around the same time.

Celebrities such as Jeremy Clarkson were much taken with the 916. Clarkson was quoted saying.... "I want one so much - it hurts" and described the new 916 Alfa as one of the best sports cars of its time.

Though Hollywood didn't use any of these cars in significant motion pictures, like they did the earlier Spiders in the film 'The Graduate', the Australian Film Corporation featured a red GTV in the movie 'Looking for Alibrandi'.

With a distinct, instantly recognisable, and eye-catching design, this car that re-introduced the sports coupe in the 90s for Alfa Romeo definitely has future classic status. Though a front wheel drive built on a heavily modified Fiat Tipo platform, (not something an Alfa purist wants to hear) the GTV delivered world beating front wheel drive performance. Rumour has it that the M100 Lotus Elan was used as the benchmark when the prototypes were being engineered. Some critics have argued that the 916 could never be a classic because of its front wheel drive configuration, but others discount this, claiming the well-engineered suspension of this car gives it go-kart feel and road handling like modern cars of today, making that an inexcusable reason not to buy one.

In Australia, the GTV was offered as a two litre, 4-cylinder Twin Spark or a Busso 3 litre (24 valve) V6. The two litre TS was capable of 215 km/h and the three litre V6 claimed a top speed of 240 km/h.

I purchased my 2 litre TS Spider three years ago and even though I have sunk a fair bit of money into it, it has tripled in value. Purchased with \$5000, the car is now insured for an agreed value of \$15,000. When I purchased mine there was a V6 version up for grabs in reasonable order for \$7000. Currently, similarly V6 examples are fetching close to \$30,000. This would suggest that demand for these cars is increasing.

To add to this, the 916 cars built before mid-2000 (Phase One and Phase Two vehicles) were the last Alfa Romeo cars to be produced at the historic Arese plant, something that makes them even more desirable to the Alfa enthusiasts looking for a worthy car to drive with historical significance.

Another reason that gives credence that these cars will become future classics is the attention the 916 gets in car parks. It is very rare that I take out my Spider without anyone commenting favourably about its styling and uniqueness-something that makes a car become a classic. The car seems to attract a lot of attention and interest with the top on or off.

Conceived in the mid-80s and produced between 1994 and 2004, the 916 GTV and Spider, like any classic Alfa, demand your attention and intrinsically stir emotions within you today, as they did at the time of their launch. In the tradition that all old Alfas appreciate, the 916 GTV and Spider have been quietly rising in value also. If you want one, make a move soon as many of the ones in poor condition have become organ donors or are in car heaven making the prices of the good survivors soar.

Without any uncertainty, I believe that the 916 GTV and its sibling the Spider are the most reasonably priced, collectable Alfa Romeos of contemporary times.

Frank Terminello



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The Alfa Romeo 916 Spider.





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DESTINY OR JUST DUMB LUCK ?

I fell in love with a 2017 Alfa Giulia about three years ago when a mate and I took one for a test drive at Solitaire Alfa. On a whim, I booked a test drive, knowing that buying, even a demonstrator, would be out of the question at the time. After the drive, I seem to remember saying to my mate that “who knows in 3-4 years I might be able to afford a second-hand one”. I certainly remember I bubbled with enthusiasm when describing the feeling of driving the beautiful car to my wife, Kerry, a latent rev head who learned to drive on a V8 and loves going to Drag races.

Three years on, I got caught in a sudden rain shower twice going to work in the early morning in my top down 2004 Alfa Spider. I love the Spider and drive it top down most of the time, even on cold frosty mornings. That said, arriving wet for work twice really made me question if the Spider was an ideal winter daily drive. Don't get me wrong, the thought of replacing the Spider with a sedan never entered my mind as driving a desirable, convertible in beautiful weather is one of my life's pleasures. Should I buy another Alfa as a wet weather drive? Can I afford another Alfa? What type do I buy? I wrestled with these questions for over a month and must have driven Raphael Cirillo from Doppietta Coffee and Cars and other club members crazy as I pondered the pros and cons of what to buy.

Perhaps its somehow related to Covid 19 and lockdowns but the market for quality second-hand cars in general and Alfas in particular is stronger than its for years. As a daily work commute, I need a reliable car so if I was going to buy an older vehicle on Historic registration it would have had to be comprehensively restored. As such, I knew I would be paying a considerable amount for essentially an old vehicle. Kerry announced over dinner one night that she was not in love with her Mazda 3 and “Perhaps we should sell it and you can use the cash towards a more modern Alfa”, Within minutes we were on Carsales.com together, viewing YouTube video and test reviews about Alfa Giulias. Having made the decision together to buy a Giulia, I had driven years before and dreamt of for years, things were to move quite quickly.

Carsales.com have plenty of new Giulias but very few second-hand ones and those few are all interstate. Of the 4 listed, one was a privately owned, relatively low milage, red 2017 Giulia Veloce model which was fully optioned with panoramic sunroof, alarm system and Harmon Kardon upgrade to the sound system. Unfortunately, it was located in Victoria which was in the middle of one of its Covid lockdowns and our border was closed to Victoria at the time. Despite this, it looked ideal as our next car. Buying privately has its pros and cons and the difficulty in test driving it and examining it closely for wear and damage are quite significant. We decided that we should contact the seller, express our interest and see where it takes us.

The seller contacted us the following day by message, exchanged phone numbers and we spoke at length about the car, the reason for its sale and all the usual things one does. Everything sounded good and he responded quickly to my request for a video walk around of the car. From what we could see there wasn't a mark on it inside and out, and the seller assured us it was mechanically perfect and in pristine condition. Our excitement was growing as was our concern someone else would see it and buy it before us. I did have one concern . . . the car lacked any badging, especially the “Veloce” . . . one way to differentiate it from baseline models.

In the next two days I did the usual REVS checks, has a desk top valuation done on the car, contacted Zagame Motors, from whom the car was bought. Contacting Zegame was the best thing I could have done, I was told the seller has a stellar reputation amongst the staff, he gave a silk tie to the sales person who sold him the car and routinely gives chocolates to the service mechanics for looking after his baby so well. Zagame checked the VIN and their delivery records for the car and assured me it was indeed a “Veloce” and that the seller had requested all badges be removed. The car had been serviced exactly in accordance with recommendation on time and/or milage. I found the seller was on Facebook and from there found he was a member of the Alfa Club of Melbourne. I contacted the seller numerous times and found him friendly and genuine. Kerry and I decided to buy the car provided the seller and I could agree on price and work out how to physically exchange cash and car in Covid Melbourne.

The seller was as keen to finalise the sale as we were and proposed he prepare a contract of sale involving an upfront money exchange to secure the deal with the balance to be half bank cheque and half BSB transfer on handover of the car. After a bit of fine tuning, the agreement was signed and I BSB transferred a significant amount of cash to his account. The agreement gave us the ability to back out of the deal and get our security back if the car was not as we were led to believe. The following day we were told that the seller had received another offer of a deposit by another buyer. To his word, the seller stated the vehicle was already sold. We had secured a very desirable car and were well pleased with progress so far. All that remained was how to pay for and collect the car from Melbourne in lockdown and return it to South Australia.



My first look at the Giulia

This photo was taken at noon in a typically foggy winter day outside my work in Stirling. . . heated steering wheel and heated car seats make for a nice morning commute



Sam Mancarella, who works between Melbourne and Adelaide and commutes between the two regularly offered to view the vehicle, hand over remaining money and secure the vehicle at his home in Melbourne and facilitate collection of the car by a freight company. Although this plan looked sound, checking with Sam's recommended freight company, the associated fees were quite high and in retrospect did also involve considerable inconvenience to Sam.

The cost of a one-way flight to Melbourne, thanks in part to Covid 19, have dropped significantly so we opted to fly to Melbourne and drive the car home. This also gave us the ability to make the buy/no buy decision ourselves and enjoy a long drive home, learning the car's features together. This plan was communicated to the seller who willingly agreed to meet us at the Tullamarine Airport, allow us a test drive to a coffee shop, complete the deal and drive the car directly home. Prior to booking the flights I checked exactly what we needed to do to legally comply with the Covid 19 Travel restrictions. At the time, travel to Melbourne was allowed providing we applied for approval of the Victorian Government. Returning to South Australia also required an approval from the South Australian Government, a period of isolation for 14 days with 3 negative Covid 19 tests. We immediately applied to the Victorian and South Australian for permits and I applied for 2 weeks annual leave from my employer.

We booked flights to Melbourne with Rex leaving very early in the morning, arriving about 9am. The plan was to drive during daylight hours directly home by night. The Victorian Permit arrived almost instantaneously. The South Australian one never arrived. Advice was received from the South Australian Covid Infoline that processing delays were huge and simply to take proof that we did apply and proof we did live in South Australia and show it at the border. The Rex flight was cancelled so we booked with Jetstar with arrival expected about 11am. This flight was also cancelled and we were scheduled to arrive at arrive at 4pm. We decided to add an overnight stop at Ballarat.

Sitting on the aircraft as it taxied out to take off, wearing face masks, \$20,000 back cheque, Victorian Permit and SA Permit application in our bag, we were excited but anticipated more bumps in the road ahead. We were met by the seller, truly lovely guy who had washed, polished, vacuumed and filled the car who took us to the local Maccas for coffee. A simple transaction complete with gifts of chocolates and wine from him to us and hand roasted coffee beans from us to him, we bid him farewell and started our journey home. Worst weather I have seen for years with sheets of rain cascading over the road. Honestly, I did not enjoy my drive to Ballarat at all. On a freeway within 2 mins of getting behind the wheel of the most expensive car we now own, in the dark at 100km/hour with Kerry issuing instructions and directions from her GPS. Sure, we missed the correct off ramp twice but finally got to Ballarat. The accommodation we had planned to stay in was now completely booked out. The place we finally found was more expensive but adequate for a simple overnight stay, the beer tasted good but the pizza from the Pizza Hut next door was truly awful.

We left early in the morning with weather a little better and our knowledge of the car growing. At a roadside toilet stop, I was able to bluetooth my phone to the car. About 100kms from the South Australian Boarder, my phone rang and I had my first handsfree call on the car. "This is Constable Ben Something-or-other from SA Police Force; we are looking at your application to travel and enter South Australia". I didn't have the guts to say we were already well on the road. Ben was a great guy who after hearing how little contact we had had in Victoria said he would discuss our case with his superiors and get back. Within 10 mins, he rang back with the good news. The South Australian Government had, the day before, changed the travel restrictions for residents returning. As we were only transiting through Tullamarine and a regional town, we would only need to get a single Covid test isolate until it was negative. I plucked up the courage and told Ben we are already driving home. His only reaction was to ask about the car. He told us he would message the border and give us approval to travel.

The boarder crossing was easy, despite me leaving Kerry's drivers licence on the photocopier at home. The Covid test at Taillem Bend with numerous Covid Test experienced truckies. Arriving home that night we hoped the negative test result would come soon. By lunchtime the following day, the test results came back and we were free. Better still, as I had 2 week's leave from work and no reason to stay home, I could reregister the car and truly enjoy our "new" car. While the missing "Veloce" badges had been an issue initially, the intervening years allowed me the option to buy the new carbon black "Veloce" badges which have only recently been released and which look great.

So, what is a Giulia Veloce like? . . . Clearly the best car we have ever driven. With luxury aplenty, stylish looks and an automatic gearbox, my wife loves it. For me, all of the above and flappy paddies and "DNA" switch adequately compensate for its lack of gear stick. Set to "a" or advanced efficiency the car returned about 6.7litres/100kms (or over43mpg) on a long trip to/from Jamestown and is perfectly set up to negotiate wet slippery roads with ease. Set to "d" or dynamic it steers and handles superbly and covers 0-100km/h in about 5.7 seconds and is way faster than anything I have driven including my two Toyota Twin Turbo Soarers.

Sure, we had lots of luck in our purchase and with changing Covid restrictions but buying the Giulia was destined to be a very pleasant experience . . . we bought a great car and one I had dreamed of for years at the right price and met a genuinely nice guy in the seller. Sometimes you just fall on your feet!



A great car, described well and at the right price . . . what more do you need when buying a car privately . . . wine and chocolates, of course!

Fortunately, I took a personal present to the seller, in anticipation of a gift.



MEMBERSHIP RENEWAL AND HISTORIC REGISTRATION DAY

The Scuderia Italian Car Club Membership Renewal and Historic Registration Day was held on Sunday 27th June. This event, as well as serving the function of membership renewals and historic registration, is always a great social event and a chance for members to catch up.

On behalf of the club I would like to thank Legri and Raff for again letting us use Doppietta Workshop to host a club event. This time it was in their new location in the city, and it proved to be a great venue to hold the event. As in previous years, the club provided muffins and coffees for all members who attended, and a coffee van was on site to supply the important cappuccinos and espressos to keep people going on what turned out to be a cold and rainy morning. Entertainment was provided in the form of Legri trying to stem the tide of flood waters with a broom!

Despite the weather, the day was very successful. A big thank you to Maria, Dom, Thomas Tony and Frank for being at the desks and stepping the members through the process on the day, to all committee members to helped to bring the event together.

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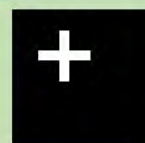


Say hello to Max!

Introducing my 9-month-old, darling grandson Max Mazzone (Terminello), future Alfa Romeo enthusiast! Hand positioned on the wheel.....fast forward 18 years and he'll be saying "Nonno, let's go for a drive to Cudlee Creek. I'm driving- you're too old!"

Frank Terminello

If you have any articles you would like to include in this section please email: editor@scuderia.asn.au



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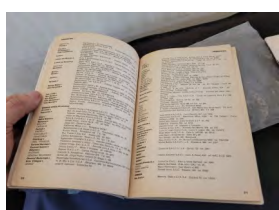
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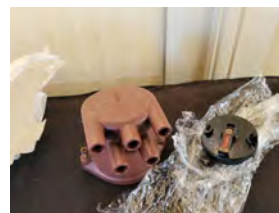
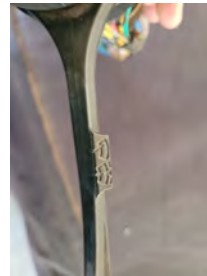
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FIAT Column Switch suits 1972 to 1982 Spider/Sports Coupe and Spider 2000 (can be used on older models with some modification).

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RECIPES

Nonna Mitolo's Traditional Tiramisu

Text and Photo from Broadsheet.com.au

Tony Mitolo runs McLaren Vale's [Pizzateca](#) restaurant, where he serves a traditional, creamy tiramisu made with savoiardi (ladyfinger) biscuits. Mitolo's Nonna, Anna, makes the restaurant's tiramisu every week – in fact, she insists it's made her way or not at all, says Annarita Mitolo, Tony's aunt.

"This no-bake Italian classic is our favourite and reminds us of our family Sundays together. When you make tiramisu with Nonna, she's the boss and she reminds you every week to 'put more; the people have to taste the coffee and Marsala'," says Annarita.

The Mitolo family say their Sundays together included more than enough food to feed everyone. "Nonna's and Nonno's culinary skills were mystical and we all thought they were the best home cooks around," says Annarita. "The ingredients they used came from their orto (vegetable garden)."

Though there are no veggies in this no-cook dessert, it's filled with flavour and perfected with time. Annarita says 90-year-old Nonna doesn't really *have* a recipe for her tiramisu – it's something she makes by eye – however, the family have recorded her moves over the years to share this quick and easy recipe with *Broadsheet* readers. "E basta, mangia e divertiti! (And that's it, eat and enjoy!)", say the Mitolos.

Serves 4–6

Preparation time: 30 minutes

Chilling time: 2 hours

Ingredients:

- 300ml espresso coffee, brewed
- 2 tbsp Marsala wine
- 4 eggs
- 100g sugar
- 500g mascarpone
- 300g ladyfinger (savoiardi) biscuits
- Unsweetened cocoa powder

Method:

- Brew coffee using a macchinetta. In a saucepan or other heatproof container, combine coffee and Marsala wine then set aside to cool.
- In a bowl, separate egg whites from yolks and whip egg whites until stiff. In another bowl, whisk the egg yolks with the sugar until pale and smooth. This should take 3 to 5 minutes.
- Add mascarpone to the yolks and whisk slowly with an electric mixer. Add the stiffened egg whites and mix through with a wooden spoon until smooth and creamy.
- Dip ladyfingers into the coffee and wine. Spread a layer of the biscuits in a serving dish and spread a layer of mascarpone mixture on top. Sprinkle with cocoa powder. Repeat layers once more.
- Sprinkle the top with cocoa powder. Chill for 2 hours before serving.



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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