



December Volume 4 2021

SCUDERIA CLASSICA

❖ Mannum Run

Members enjoyed an extra long drive through the Adelaide hills, a glorious day in Mannum and lunch at the Pretoria Hotel.

❖ Auto Italiano Concorso

On a pleasant day at the Parade Grounds, the club was well represented at this event which was part of the Adelaide Italian Festival.

❖ Christmas Lunch

A large attendance at the 2021 Scuderia Italian Car Club Christmas Lunch at Pizzateca, and we even had a visit from Santa!





CLUB PRESIDENT

Hello Members,

At this time last year, we were all hoping that 2021 would bring us a fresh start and that we would be settling in to a 'new normal' with COVID. I think most of us thought that this would mean that COVID would be under control and that we would be looking at a life that was close to what we had before this pandemic hit. Now here we are at the end of 2021 and it appears, at this stage, that things are not much better! We are still wearing masks when we are in public, we have opened up our borders, but that has let the disease into our state, and we are no closer to being able to travel overseas. COVID is still a significant part of our lives.

On a brighter note, club activities are continuing at a normal tempo, and other than having to comply with COVID requirements at the time of any event, we have been able to achieve something close to normality in our club events.

The club runs are continuing and venues have been very compliant in accommodating us for breakfast. Even when there have been tighter restrictions on numbers, we have managed to hold our events by either sitting outside or ensuring the venue had a large enough space to accommodate us. Our social events have also proceeded with few restrictions, and Maria has done a great job on managing numbers to those required by the venue. Our meetings have also continued as normal at the King's Head Hotel in the city, with only one committee meeting being held via VTC due to a short lockdown in SA.

The AGM was held in October at San Marco Pizzeria. I would firstly like to thank the members for re-electing me as president, and also thank all the members who have either re-nominated for committee positions, and especially those who have joined the committee for the first time. Please read the article on the AGM on page 8 of this issue, and see the list of your current committee members on page 4.

As we saw with the September issue of the magazine, the postage times are very variable at the moment. Some members received their magazines in a week, other didn't get them for four weeks! It makes it difficult to close off this report, but I will give it my best. I hope you have/had a fantastic Christmas and New Year. Enjoy the holiday season and the great weather we are having in South Australia at the moment, and I look forward to catching up with all of you in the new year.

Regards,

Renzo Bonini



CLUB VICE PRESIDENT

Cari Scuderisti,

It feels like déjà vu this time like last year with border controls, social distancing and limits on activity and travel. The good news is that we have improved for the better since last year thanks to the availability of vaccines proven to be safe and effective in limiting the spread and severity of COVID. Despite the challenges of this year, this club has enjoyed a terrific year with many exciting events and meetups – why would taking a jab or wearing a mask stop us from enjoying each other's company in a COVID-safe way?

I want to recognise a number of things this club has achieved this year which we can all applaud. First, we managed to amend the club's constitution to make an important amendment to better support our new joining members. Italiani like us and paperwork don't mix very well so it was a useful experience to not only sharpen up our constitution (which we should always do), but also to align it with the current requirements and regulations as mandated by state government. Many thanks to Frank Terminello and our hard-working club secretary – John Phillips – for their support in this activity.

Secondly I want to acknowledge our club social secretaries for this year Pam Miller, Tina Bruno and of course Maria Lepro who do a tremendous amount of work behind the scenes to make our club events and gatherings a tremendous success. These lovely ladies organise the venues, menus, gifts and logistics on all of our behalf and do their best to ensure that our members enjoy themselves at these events with their needs catered to. I invite you to join me in celebrating their achievements behind the scenes and I implore you to continue to RSVP accurately to our events next year – this is very important information we need from you to help our social secretaries get the most out of our venues and events for you. So please ensure that you respond to RSVPs and nominate how many of you attend (including children) so that you don't miss out!

Thirdly I would like to recognise our Club Captains. The boys of Dopietta – Raff and Legi – who, occasionally, plan breakfast runs when they fall out of bed early Sunday morning! More importantly though, the boys have rolled out the red carpet for us and our club hosting many of our events at their premises – including a lovely Easter lunch with that spit roast, and our Club Registration Day which included subsidized parking for members, and a coffee truck with snacks on the day. They welcomed us into their workshops checking out all the Italian muscle on the hoists and in various pieces in their workshop. Please join me to congratulate Raff and Legri on their tremendous support for our beloved club, and be sure to book your cars in to Dopietta for service! I am told that they may even accept VIC-plated cars for an extra fee!

Finally I wish to extend a heartfelt thank you to all of my fellow Scuderisti for electing me to the position of Vice President for the 2021/2022 year. I am humbled by the confidence you have in me and strive to make good on my appointment in working with our committee to make some really good progress in our operational, administrative and member services outlets. Last year we introduced innovative technology into our club operations (including our web store for merchandise) which we will expand to offer more services to our valued members.

With all of that said, all that remains for me to say in closing is to wish all of you a safe and Merry Christmas and a prosperous 2022. Be safe, not alarmed. Buon Natale!

Sam Mancarella



THE 2020/2021 CLUB COMMITTEE

President:	Renzo Bonini	0422 986 255	president@scuderia.asn.au
Vice President:	Sam Mancarella	0412 994 929	vicepresident@scuderia.asn.au
Secretary:	John Phillips	0438 568 186	secretary@scuderia.asn.au
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	Frank Terminello	0404 144 728	
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	Tina Bruno	0402 122 197	
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	Raphael Cirillo	0432 437 685	
Webmaster:	Sam Mancarella	0412 994 929	admin@scuderia.asn.au
Committee Members:	Jamie Tripodi	Frank Terminello	
	Domenic Lepro	Angelo Bruno	
	John Simonetti		

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 are called as required and do not necessarily coincide with general meetings

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:

- Jan—No Meeting
- 2nd Feb—King's Head Hotel
- 2nd Mar—King's Head Hotel

UPCOMING EVENTS

22 Jan 2022 Twilight Run (date to be confirmed)

Further events to be advised

NEW MEMBERS

SICC welcomes the following new members:

- Amit Bhusal
- Richard Rossi
- George Kiritsis
- Antonio Piscitelli
- Antoine Haddad
- Gregg Mitchell
- Antonio Sofia

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

Saturday 22nd January 2022 - Twilight Run—Date to be confirmed. Members will be advised by email.

The 2022 Social Calendar is yet to be determined. Members will be notified of upcoming events via email, and a proposed social calendar will be issued (also via email) in January 2022, and published in the March Issue of Scuderia Classica.

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 DID WE GO?

Once again Angelo and Tina invited the club members to their holiday house at Wallaroo for a barbeque lunch on Sunday 19th September. Unlike the previous year, which was a very hot day, the weather was much more pleasant, and even though numbers were limited due to COVID restrictions at the time, a large group made the trip to the Copper Coast to enjoy the day.

The men managed to create a smoke column from the barbeque that was reported to be visible from Adelaide, however we all settled down to a delightful barbeque lunch, supplemented with salads and deserts brought by attending members.

A big thank you to Angelo and Tina for again hosting this event and for turning on the perfect weather!



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On a cold and wet Sunday morning on October 3rd a small group of members braved the weather to head out to the Cudlee Creek Café for breakfast. Even though it rained, the drive was very enjoyable and the members were rewarded by the usual great breakfast on offer from Babette!



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Club members had been talking about having a social event at Mannum for some time, and on Sunday the 17th October it happened! We met at the usual place and then headed off through the hills along Gorge Road, through Gumeracha and on to Mannum for lunch at the Pretoria Hotel.

It was a very pleasant drive through the hills, and after a 'pit stop' to allow the cars to re-group, we all managed to arrive at Mannum at the same time. Soon after we arrived the Rolls Royce club rolled into town, and it turned out they were also having lunch at the Pretoria Hotel.

Both before and after lunch members went for a walk through the town to check out the shops and the scenery. It was another great social event and the members enjoyed the longer drive through the hills.



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SCAN ME

DOVE SIAMO ANDATI ? CONTINUED

WHERE DID WE GO?



On Sunday 7th November the social officers and club captains got together to organise a combined club run and social event. Most members met at the Tower Hotel and made their way to the Boatshed at Hallett Cove for lunch, enjoying the great weather and mild conditions. Other members drove directly to Hallett Cove and met the group there.

It was another glorious Adelaide day, and the drive south was very pleasant. All who attended commented on the quality of the food, and combined with the great company it made for another very successful event.

ANNUAL GENERAL MEETING

On Wednesday 6th October the Club held its Annual General Meeting at San Marco Pizzeria in St Peters.

I would firstly like to thank the members for electing me as president once more, I hope I can continue to serve the club well and we keep growing and improving. I would also like to thank Jamie Tripodi for his many years of service as the Vice President, and his support and advice along the way. Jamie has stepped down as Vice President after many years in this position due to work and family commitments. Jamie has, however, stayed on as a committee member. Sam Mancarella has been elected the new Vice President of the Club.

I would also like to welcome Tina Bruno as the Social Secretary alongside Maria and thank all the other committee members for their continued service. Please refer to page 4 for the full list of committee members. After the meeting everyone enjoyed the magnificent San Marco pizzas courtesy of the club!



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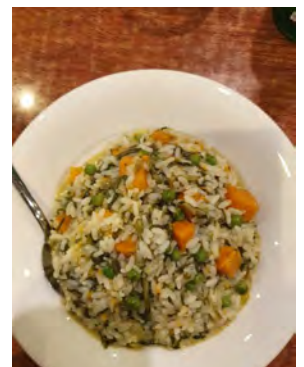


SCUDERIA LADIES NIGHT

Well done Maria Lepro on the idea of the Scuderia Ladies Night. Maria thought it would be a good idea to get the ladies together for a social event of their own, so that the ladies could get to know each other a little better.

The event was dinner at Sfizio Cucina e Caff  in Norwood on Friday 12th November. Eleven ladies attended and Maria advises me it was a most enjoyable night with lots of talking and laughter, a good venue and great food. The ladies all enjoyed it and have already begun discussing ideas for the next ladies night out. The aim of getting to know each other better was certainly achieved. After dinner a few members went across the road to a 24 hour bakery for coffee, and it is reported that Pam purchased a vanilla slice to take home (lucky Ken!).

A fantastic initiative from Maria, who is planning for this to be a regular quarterly event.



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AUTO ITALIANO CONCORSO

After being cancelled last year (the inaugural year for this event) due to COVID, the Auto Italiano Concorso went ahead this year on November 21st at the Parade Grounds in the city. It is part of the Adelaide Italian Festival and was held on the last day of a week of activities associated with the festival. We registered the biggest contingent of cars with 26 vehicles from our club. The registration fees for the vehicles were subsidised by the club, but I don't think that was the only reason we got so many entrants. It has been a tough year with not many opportunities to get the cars out of the garage, so I believe members jumped at the opportunity to get together and show their vehicles.

The weather forecast, which threatened rain all week, was amended on Saturday afternoon to 23 degrees, partly cloudy and 0% chance of rain! Thank you Bureau of Meteorology! The hardest thing for most members was that the organisers wanted us to arrive, as a group, at 8:00 a.m., which meant we had to meet at 7:30 a.m.! Dom picked the Wine Centre carpark on Hackney Road as a meeting place, and planned a route which assured us an easy drive into the city with no traffic lights to split the group. It all worked to plan, and we arrived there as a group at 8:06 a.m.

The cars were grouped together according to clubs on the Parade Grounds, and the event was open to the public from 10:00 a.m. until 3:00 p.m. Members who entered their cars were provided vouchers which entitled them to a coffee and cake in the morning (eclairs or cannoli!) and a pizza and drink at lunch time. There was a great variety of Italian cars and motorbikes on the display, I understand they had a total of 96 cars and 28 motorbikes. There were also vehicles on display from Solitaire and Zagame.

All in all I believe members who attended had a great day, and it was fantastic to see such events are happening again in Adelaide.

Renzo Bonini





SCUDERIA ITALIAN CAR CLUB ENTRANTS		
	Name	Vehicle
1	Alfonso Ruggiero	1963 Fiat 1100D Riviera
2	Angelo Bruno	2016 Abarth 124 Spider
3	David Innocente	1974 Innocenti Mini Cooper 1300
4	Frank Siciliano	1974 Lamborghini Urraco
5	Frank Terminello	2000 Alfa Romeo Spider 916
6	John Venditto	1970 Fiat 500L Bambino
7	Pam Miller	1998 Alfa Romeo 916 GTV
8	Peter Finocchio	1973 Fiat 500 Bambino
9	Peter Finocchio	1979 Fiat Spyder Convertible
10	Peter Finocchio	1967 Alfa Romeo Super Giulia
11	Renzo Bonini	1978 Fiat X1/9
12	Sam Raciti	1989 Lancia Integrale 8V
13	Sam Raciti	1986 Fiat Ritmo/Strada Abarth
14	Sam Raciti	1975 Fiat 128 Rally
15	Sam Raciti	1975 Fiat 127 Abarth
16	Thomas Zollo	1981 Lancia Beta Coupe
17	Bruno Franchi	1974 Fiat 128 Berlina 4P
18	Domenic Lepro	2017 Abarth 124 Spider
19	Antonio Piscitelli	1973 Alfa Romeo GT Veloce 105
20	Rino Ditrio	1975 Fiat 130 Coupe
21	Tony House	2017 Alfa Romeo Giulia Veloce
22	Domenic Calabro	1964 Fiat 2300 /coupe
23	Domenic Calabro	1974 Fiat 130 /coupe
24	Vince Augimeri	1959 Lancia Appia
25	Ant Ferrante	1984 Lancia Beta Coupe
26	Cheyne Johnston	Fiat 124 BC Coupe



CHRISTMAS LUNCH



The Scuderia Italian Car Club Christmas Lunch was held on Sunday 12th December at Pizzateca in McLaren Vale. Forty three members attended the event! A group of members met at the Tower Hotel, departing at 10:30 a.m. to make their way to the Victoria Hotel in O'Halloran Hill to meet up with members who live in the southern suburbs and only one person got lost (yes, that was me!).

The rest of the group arrived at Pizzateca at 11:30, and our table was ready for us at 12:00 noon. We sat down to a magnificent meal of antipasto, and arrosticini which was followed by the usual range of great Pizzateca pizzas. There was a visit by Santa and his helpers, and a Certificate of Appreciation was awarded to the Raff and Legri from Doppietta for their generous support of the club. Thank you boys!

It was a very enjoyable day and great to see so many members attend the event. A big thank you to Maria and Tina for organising the day, and to Vito and the staff at Pizzateca for their hospitality and for accommodating our ever changing requests.

Renzo Bonini





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CHRISTMAS CHERRY RUN

The annual Christmas Cherry Run took place on Sunday 19th December, just in time to have those cherries ready for presents or for the Christmas table! We met at the Tower Hotel at 8:30 a.m. for an 8:45 departure. It was a cool morning and the weather looked threatening, however in the end we only saw a few drops of rain—not enough to put the convertible roofs up.

We first drove to Birdwood to have breakfast at the Pomegranate Café. We enjoyed the usual great breakfast there, except Raff was disappointed to hear that they no longer make a 'Big Breakfast' so he had to settle for the 'Light Breakfast'.

We then drove back to Torrens Valley Orchards in Gumeracha where members were able to purchase good quality cherries at a very reasonable price. The weather held out and everyone enjoyed the day—another great club run!

Renzo Bonini



ADVERTISING IN SCUDERIA CLASSICA

If you or someone you know would like to advertise a business in this magazine, the advertising prices are :

Full page	\$400.00 per year
Half page	\$250.00 per year
Quarter page	\$150.00 per year
Business card size	\$ 60.00 per year



1961 RAC TOURIST TROPHY

In the 1961 RAC Tourist Trophy Ferrari 250 GTs took first and second place. The drivers were Stirling Moss (first) and Michael Parkes (second). Third place was Roy Salvadori in an Aston Martin DB4 GT Zagato

Seventh T.T. For Moss

BRITAIN'S oldest motor race, the Tourist Trophy, held for the fourth time at Goodwood, received an entry which could hardly be called International and when no less than seven of the entries withdrew, the race lost much of its interest. The Ferraris of Seidel and Berney were withdrawn from the big-car class, as were the Jaguar E-types of McLaren and Wicken; the latter, not having shown outstanding speed or reliability in sprint events, were withdrawn, reputedly on advice from the factory. This left the Ferraris of Moss and Parkes to face three Aston Martins, two Zagato-bodied ones for Salvadori and Clark and a normal-bodied one for Innes Ireland, all entered by John Ogier. The other entry in this class was a Chevrolet Corvette entered by American driver A. I. Markelson, which was not seriously considered. With five Porsches in the 2-litre class, four of them Abarth-bodied, two being from the works for Graham Hill and Herbert Linge, the Morgans and the sundry other sports cars which made up this class looked unlikely to get a look in. In the 1,300-c.c. class Volonterio withdrew his slow Alfa Romeo Giulietta SVZ and Mackenzie withdrew his Turner, leaving nine Elites to contest the class.

In practice Moss had a mild shunt in the Ferrari when a tyre burst but made fastest practice time on Thursday in 1 min. 34.8 sec., to Parkes' 1 min. 35.2 sec. On Friday he stepped into an aeroplane before practice finished to fly to Morecambe to switch on the illuminations, and Parkes did a bit of gamesmanship, roaring round in his bright red Ferrari to record 1 min. 34.4 sec. Salvadori was the fastest Aston with 1 min. 36.6 sec. and, barring misfortune, a Ferrari win for Moss, in the same car with which he won last year, looked to be certain.

At the start Parkes made a good getaway, followed closely by Moss and the Astons, and only Peter Lumsden was left on the line in his Elite. On the first lap Parkes led by a whisker from Moss, with Clark, Salvadori, Graham Hill, Hahnl's Porsche, Bill Allen's Elite and the Morgans of Shepherd-Barron and Lawrence in close attendance. Gradually the field sorted itself out, with the faster cars which had made poor starts working towards the front of the field, Lumsden storming along and breaking the class lap record, while Moss took the lead from Parkes on lap eight, these two being well in front of the Astons of Salvadori, Clark and Ireland. Graham Hill held a secure sixth place, obviously enjoying himself with the Porsche, but Fritz Hahnl was being embarrassed by Bill Allen's Elite and Shepherd-Barron's Morgan.

Parkes began to get a little wild in his efforts to keep with Moss and soon managed to demolish the wattle fencing at the chicane, and thereafter he regularly hung the tail out over the grass. The boot lid of Clark's Aston came open, but he was not black-flagged and he waited until his pit called him in. Olthoff's M.G. Twin-Cam set fire to its passenger's seat and he stopped to have the exhaust pipe bent clear, while Shepherd-Barron had to drop out of his excellent 10th place because his back axle was beginning to seize, and Graham Warner, who had been moving through the field after a poor start, stopped on Lavant Straight and abandoned the car. Porsche lost a car when Linge, who had never been very high on the lap chart, pulled off at St. Mary's.



THE MAESTRO.—While Parkes was throwing his Ferrari into slides all over the circuit, Moss just kept in front without any fireworks and eventually was able to make one less stop than the young Rootes engineer.



MAMA MIA!—Parkes' Italian mechanic became very upset when he saw the small piece of metal which Parkes had been called in to remove. He stopped four times for tyres and fuel and once for the piece of metal to be cut away.



PARKES IN FRONT.—For the first few laps of the race Michael Parkes kept his red Ferrari in front of Stirling Moss, but Moss soon got past and, making only three pit stops for tyres, left Parkes a lap behind.

GOOD TRY.—The heavier Aston Martins just could not keep with the Ferraris despite the fact that Parkes made unscheduled stops for tin-bashing. Salvadori changed 14 tyres for his third place.

Parkes made the first of his expected four stops for tyres after 19 laps, or just over 30 minutes of racing. The rear tyres were changed and he left within 40 sec. Next in was Salvadori, who changed all the tyres on the heavy Aston Martin and took on 5 gallons of fuel in just over a minute. Moss waited until his 24th lap before he came in to change all the tyres and take on a churn of fuel, taking only 34.9 sec. for his stop. One by one the big cars made their stops, the race order alternating according to who was in the pits and how long they stayed, but Moss was obviously going several more laps than Parkes on each set of tyres, hoping for one less change. Moss did not lose the lead after his stop and held Parkes at bay with a regular 7-sec. gap.

Article from Motor Sport magazine September 1961

Thanks to Ken Graves for providing the article.



THE HISTORY OF THE FERRARI LOGO

DID YOU KNOW?

Our Club got its name from the Ferrari logo. The word 'scuderia' means 'stable' in Italian. Enzo Ferrari originally called his workshop 'Scuderia Ferrari (Ferrari Stable)', hence the letters 'SF' on the Ferrari Shield. Read the article below for more detail.



1929



~1931



1947



1960



1981



1994



1994



2002



2002

In 1929 Enzo Ferrari opened the "Scuderia Ferrari" ("Ferrari Stable") in Modena as a mechanical racing car workshop and subsidiary of Alfa Romeo. Then, in 1943, the house was moved not far from Modena to Maranello on land owned by Ferrari. The little black horse standing on only one hind leg with its tail characteristically up-turned was set against a canary-yellow (the colour of Modena) background with an upper border bearing the national colours of Italy. The iconic device started appearing on all of the Scuderia's publications, signs, letter-headed paper, and official documents, but not on the cars themselves that continued to sport the Alfa Romeo trade-mark. The championship shield on the cars first put in its appearance at the 1932 edition of the 24-hours of Spa in Belgium, in which motor-racing competition Scuderia Ferrari had entered two cars. In 1947 Enzo Ferrari began making the cars that were to carry his name. In addition to the shield-shaped trade-mark a square trade-mark with the founder's family name was also designed. Its lettering with serifs was well spaced-out and was used as reference for the restyling of the logotype. In the first rectangular trade-marks the horse's hoof touched the upper bar of the "F" in the logotype. The latter logo is affixed to all Ferrari-constructed vehicles, be they saloon or competition cars, while only official racing cars sport the shield-shaped one. Shape- and appearance-wise, in over sixty years of the Scuderia's and the Ferrari marque's history the trade-marks have undergone a continuous but gradual and limited change. Ferrari's distinctive iconography was consolidated with the publication of the house's visual identity handbook edited by Pierluigi Cerri in 1994. The restyling was done by the Seidlcluss agency. The stallion's eye was touched up and the position of its legs set right, while logotype lettering was optically corrected as was the rectangular dot on the "i".

Article and images from museodelmarchoitaliano.com

This article has been abbreviated for publication. For the full article, including how Enzo Ferrari came to use the now famous rampant stallion in his logo, please check out the website.

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MEMBER PROFILE

Name	Sam Raciti
Club position	Member
When you joined SICC	2017? Or 2018... sorry! Don't remember!
Your Italian car(s)	FRANCESCA - Fiat 127 ANGELINA - Fiat 128 Rally REGINA - Fiat Strada Abarth 130TC LANA - Lancia Integrale 8V
Details about your car, i.e. where did you find it, how long have you had it, what work have you done on it	FRANCESCA - Fiat 127: owned since 2006. I used to drive past it quite a lot when I lived in Unley. It used to be parked in a side street and one day I knocked on the door and expressed my interest in it & desire to purchase it. The chap, it seemed was ready to move it along, so I bought it there and then! \$900 and it was mine :) She was in excellent original condition when I got her with only faded paint. Since then, "Francesca" has received a brand spanking new 70hp -1050cc Abarth engine, Extractors & big carb, coil-over shocks all round, Mags/tyres, new paint job, Instrument clusters & gauges, 5 speed gearbox, 127 sport front bucket seats. ANGELINA – 128 Rally. I purchased her from Switzerland where I saw her for sale in 2015. Numerous phone calls and conversations later (and \$22K) she was mine! I loved the Black bonnet & boot over stark white body look and the tasteful way she was restored. Not much work I had to do to her at all! Just mods to comply with Regency & SA road regs. REGINA - Fiat Strada Abarth 130TC is a NZ Import and was purchased for a song at \$4200 AUD! She cost \$3K to ship to me and she arrived in January 2021. Found her online and chatted to the NZ owner on messenger and we struck up our deal. Since she arrived, she has had a full back to bare metal respray, new complete exhaust system, all main suspension bushes replaced as well as numerous radiator hoses, filters, belts and the Solex carbs refurbished and a set of 16" X 7" Integrale rims + low profile tyres Regina passed Regency with FLYING COLOURS in November 2021 and road registered as "130 TC" she's a really really sweet drive now! LANA - is a 1989 model 8V Integrals and I purchased her in 2018 from Melbourne. She is originally an English Import where the conversion to RHD done. Since owning her all I have really done is replace her aftermarket wheels with proper 17" x 8" Integrale rims and low profile tyres and add coil-over suspension. Given her a thorough service and check, replaced all the main suspension bushes & engine supports, Hi Flo Air filter. Put her through Regency and she passed easily. She doesn't need anything else & I love driving this Legend!
Anything you're looking for to complete your car	FRANCESCA - MORE POWER!! Hehe 🤔🤔🤔 I do have a 90hp Abarth engine on its way to me from Europe so that should be nice. ANGELINA – Again, MORE POWER!! I have a 150hp "Stroker" engine on its way from Europe so that should be really nice! REGINA - An engine refresh or rebuild is on the cards... LANA - Not really, Love her how she is :)
Favourite drive in your car	Numerous roads in the Adelaide hills, especially Corkscrew Rd, and any of our freeways too! :)
Your dream car	Lancia Stratos.
Favourite food	Pizza.
Favourite TV show	OZARK – on Netflix.
Favourite movie	SCARFACE!
Most memorable moment	Finding out we were going to have a BOY years after having my 2 older daughters... 🤔
Greatest likes	Music, Performing Live Music, Cars.
Greatest dislikes	Rude people.

Sam's cars...



Francesca



Angelina



Regina



Lana

RECIPES

Fresh (Home Made) Pasta

The basic recipe for fresh egg pasta is 1 egg for every 100 grams of flour, and serving size is about 100 grams of flour per person, so the recipe below serves four.

Ingredients

Four eggs (room temperature)

400g Plain flour

Method

1. Place the flour on a bench top and make a well in the middle.
2. Break the eggs into the well.
3. Using a fork stir to combine the eggs and flour.
4. When the eggs are mostly combined with the flour start using your hands to continue mixing
5. Knead the dough for about 5 minutes until it has a smooth texture.
6. Roll the dough into a ball, wrap in cling-wrap and let it rest for at least 30 minutes.
7. After resting cut the ball into four portions, take 1 portion to roll out first and keep the other pieces covered with plastic wrap.
8. Dust the portion liberally with flour to prevent sticking

If you are using a machine:

9. Use the thickest setting first to roll out the dough into a flat sheet, dusting with plenty of flour.
10. Gradually work the dough through the machine to get it to one of the thinner settings (my machine has six settings, I start off at 6 and get it down to 2).
11. Once you have the pasta sheet at the desired thickness pass it through either the spaghetti cutter or tagliatelle cutter of the machine.

If you are using a rolling pin:

12. Roll the dough out into a sheet of the desired thickness
13. Dust the sheet liberally with flour and roll it into a log
14. Using a sharp knife cut the pasta into the desired width—thinner for spaghetti, medium for tagliatelle or thicker for pappardelle.

Please note that cooking times for fresh pasta are a lot less than dried pasta. As a guide, it is about 2 minutes for spaghetti, 4 minutes for tagliatelle and 6 minutes for pappardelle—but as usual you should taste it as you go. Fresh pasta may be frozen, however it should then be cooked frozen and not thawed—just add two minutes to the cooking times.

Renzo Bonini



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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