



March Volume 1 2022

SCUDERIA CLASSICA

❖ Club Breakfast

Everyone enjoys a barbeque breakfast, and when members met at Thordon Park in late February for the Club Breakfast they were not disappointed!

❖ Twilight Run

After being postponed in January due to heavy rain, a large group turned up on a balmy afternoon late March for the Twilight Pizza Run to Osborne.

❖ From the Archives

A feature article from a 1969 Motor Sport magazine about a 2.0 Fiat Abarth 2000 winning the Grand Prix that year at Mugello near Florence.





CLUB PRESIDENT

Hello Members,

It is hard to believe we are already a quarter of the way through the year, but then as I look back to these first few months we have done a lot as a club.

Unfortunately the first social event for the year—the twilight pizza run to Osborne was postponed due to rain, however it was re-scheduled to late March. The sun was setting a lot earlier then but it was still a great event as usual! We also had a BBQ breakfast at Thorndon Park where over 30 people attended.

Club runs have been proceeding as usual, and our Club Captains, with Dom's assistance, are trying to mix it up a bit by including some longer runs. Some members like the longer runs so that they can have a decent drive in their cars, while others prefer the shorter runs so that they can still do things with their families on a Sunday. The Club Captains are looking at ways of splitting the runs to make it easier for all members (e.g. a coffee stop early in the run so that those who wish to get home early can head back while the others continue on to a breakfast venue further on).

The committee remains conscious that the club exists for its members, so we are looking at conducting a survey to see what the members want to see in their club. Questions will explore things like types of event and activities you are interested in, frequency of meetings and suitability of meeting venues and other issues that will inform the committee as to which direction you, the members, would like to see the club going in the future. Look out for details on the survey in the near future.

As the editor for the magazine I am always looking for articles, so if you have any ideas for an article, would like to let other members know about some work you have done on your car, want to sell car parts or a car or even if you have a recipe you think other members would be interested in, please contact me and I can help you out with it.

With the way the postage is going at the moment, by the time you receive this magazine Easter will be just about upon us. I would therefore like to wish you all Buona Pasqua (Happy Easter), try not to eat too much chocolate, enjoy the break and stay safe.

Regards,

Renzo Bonini



CLUB VICE PRESIDENT

Cari Scuderisti,

I echo what Renzo just said on the opposite page—my goodness how quickly time flies!

It was unfortunate the our first event of the year was washed out due to bad weather, my family and I were in town for the occasion and—you now that whole thing about time flying? - have been in Melbourne since then doing a whole bunch of life stuff, including a home mini-renovation. So it's great to see everyone enjoying themselves with the changed up club runs that the team have been trying out of late.

A big shout out goes to our social secretaries—Maria and Tina—who have worked real hard to put together an exciting and event-packed year ahead. You'll find that there will be no shortage of get togethers this year for everyone to come along to and enjoy—and I'll see you there as well!

As Renzo said we are putting together a very important survey to our members to better understand how you engage with the club, what type of events you prefer, how we conduct our meetings and where we have these—our venues. This is important information we need to help decide our future directions. Do we change our venue? Do we add another club run in the month? Is there something else we haven't thought about that you can suggest? You will expect to see plenty of focus on this survey in our next magazine issue, so please stay tuned!

I know I feel like I'm echoing Renzo here, and maybe I'll do it just one more time—a he said, please send out any interesting articles for our magazine. One suggestion I can add to this is product reviews. If you've recently purchased a new car, bike or a tool and appliance that you use to keep your pride and joy looking and running nicely, please consider writing a review on this—perhaps we might even have a common section in the magazine like our member profile that does this in a structured way. It just so happens that I have a product to review myself—an appliance that I recently bought which I am yet to test on my Spider. I can't wait to share this insight with you all next issue, hopefully in time for the next Super Cheap Auto sale!

Until then, I have some more plastering work to do (yay!), the house has been covered in dust for way too long! Ciao and Buona Pasqua!

Best Regards,

Sam Mancarella



THE 2020/2021 CLUB COMMITTEE

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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:

- 6th Apr—King's Head Hotel
- 4th May—Ignition for Men (Special Meeting)
- 1st Jun—King's Head Hotel

UPCOMING EVENTS

- 9th Apr 22 Easter Dinner at San Marco Pizzeria.
- 4th May 22 Special club meeting to be held at Ignition for Men—details to be advised.
- 15th May 22 Watch out for 'Porchetta at Doppietta'!

NEW MEMBERS

SICC welcomes the following new members:

- Anthony Kafkoudas
- Lewis Roberts
- Philip Both
- Alexander Carsiotis
- Vincenzo Salzano
- Stephen Howson
- John Reveruzzi

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.

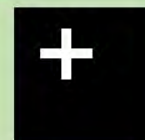
SICC Social Club Calendar 2021

April - Saturday 9th - Dinner at San Marco Pizzeria
May - Sunday 15th - 'Porchetta at Doppietta' (lunch)
June - Friday 24th - Pasta Night at Marche Club
June - Sunday 26th - Membership Renewal and Registration Day at the Rezz
July - Friday 22nd - Pizza Night at San Giorgio Club
August - TBA
September - Sunday 18th - Picnic/BBQ lunch at Birdwood Motor Museum Oval
October - 7th to 9th - Weekend to Melbourne visiting MotorClassica
October - Sunday 16th - Bay to Birdwood
October / November - Lunch at Wallaroo- TBA
November - Auto Italia- TBA
December - Christmas Lunch - TBA

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

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



thomaszollo

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Bookings →

SCAN ME

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?

As January is traditionally a quiet month for club events, Dom got itchy feet and decided to hold one of his unsanctioned runs. It appears a number of members were just as keen to get out for a drive, and twenty members attended the first run of the year to the Appleseed Café in Strathalbyn. Members enjoyed the longer run to Strath, and the usual great breakfast at the Appleseed.

In case you are wondering—'Dom's Unsanctioned Runs' is a nickname given to a less formal Sunday morning run held when Dom (or other members) do not want to wait for the formal Club Runs on the first Sunday of the month. Dom puts out the call (via email), and whoever is free is welcome to attend.





The February club run was another great drive through the hills to the Rocking Horse Café at Gumeracha. About sixteen members attended for breakfast, with most meeting at the Tower Hotel for an early start, while some members drove directly to the Café. Another great run, with the weather gods being kind to us.



For the March run we met at the Tower Hotel as usual, and a former work colleague of mine, Brent Ayris, came along to show us his newly acquired Mazda Autozam AZ-1, a tiny mid engine, 657 cc turbocharged gull winged Kei car (see first photo). Brent assured us it drives like a go-kart and is a lot of fun!

Brent couldn't make it on the run so the rest of us headed off up the freeway to the General Store Café at Finnis which is about 15 minutes past Strathalbyn. The Café was quite busy and made a great breakfast. Those present agreed that we should definitely go back in future. After breakfast some members enjoyed a great drive home, choosing to take the route home through Macclesfield and Hahndorf back to Adelaide.

DOVE SIAMO ANDATI?

WHERE DID WE GO?

CLUB BREAKFAST AT THORNDON PARK



On Sunday 27th February the club held its annual breakfast, this year it was at Thorndon Park. We had a large group attend with about thirty five members and their families. The cooks fired up the BBQs at 8:00 a.m. did a great job with the bacon, fried eggs and hash browns, while members arrived at 9:00 a.m. in time to sit down to a great breakfast and chat with other members. The weather was mild, and it was a very relaxed day, which is probably why most members stayed on until midday before we all made our way home. A special thanks to Maria and Tina for doing all the shopping and for another great job organising this event.

Renzo Bonini





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TWILIGHT PIZZA RUN

After being cancelled in January due to a very rainy day, the annual Twilight and Pizza run to Osborne was held on Saturday 26th March.

On a surprisingly warm evening for late March, a large group met at the Target Newton car park, placed their pizza orders with Maria, and were ready to leave for the coast at 5:30 p.m. The group made their way up Darley and Sudholz Road to Grand Junction Road, we then headed west until we hit the coast and subsequently turned north up The Esplanade and Lady Gowrie Drive to the Osborne Foreshore Playground.



MEMBER NEWS

WE SAID YES!

We are over the moon to announce that Nicolas and Melica were married on February 13th in a small ceremony at Paradise

Dom & Maria Lepro

On behalf of the Committee and members of the Scuderia Italian Car Club I would like to congratulate Nicolas and Melica on their marriage.

Renzo Bonini



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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
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Business card size	\$ 60.00 per year

THE HISTORY OF THE ALFA ROMEO LOGO



1910



1912



1913 ADVERTISEMENT



1922



1925



1935



1969

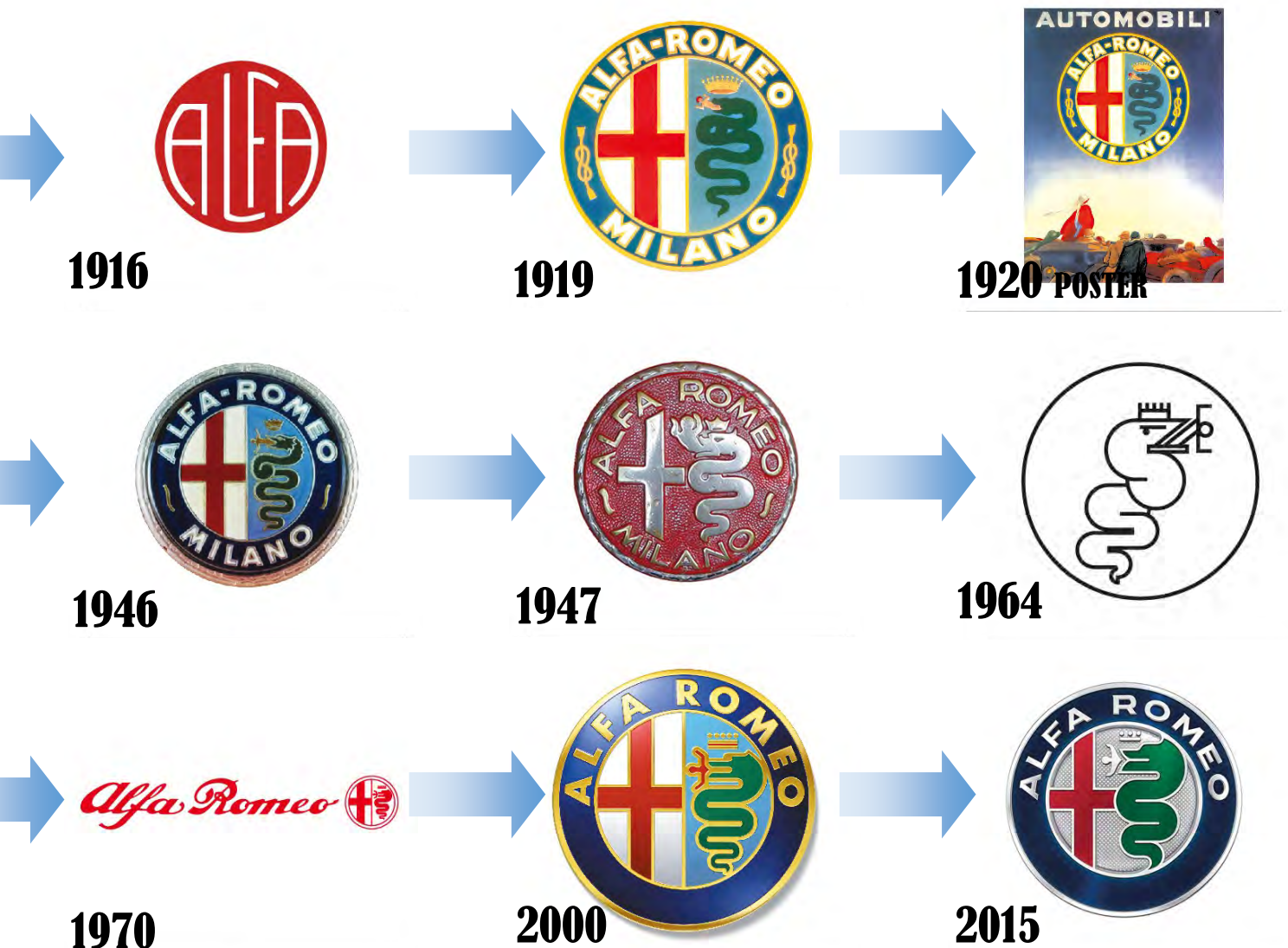


1970



1970

In 1906, the **Società Italiana Automobili Darracq** was founded in Naples. This was a subsidiary of the London branch of the well-known and wealthy French car factory. Initially, the new firm was simply called "Alfa", an acronym for "Anonima Lombarda Fabbrica Automobili". Its marque -plate portrayed sinuously arranged floral motifs typical of the art nouveau style. Ever since its establishment, the firm has played an important role in the automobile sector worldwide. It initially manufactured competition racing cars and subsequently medium to large cylinder capacity saloon cars. The marques evolution amply witnesses to the attention given by the firm to its image. From the start, it was to adopt as its main device the historical coat of arms of the city of Milan at the time of the self-governing city-states of Italy. In fact, in 1912 its trade-mark consisted in the city's emblem of a red cross against a white background used at the time of Giovanni da Rho together with the serpent of the Visconti family steeped in the traditions of ancient Lombardy. According to some authorities, this later devise originally represented the Biblical serpent swallowing a child against a light-blue background as adopted by the Milanese Crusaders for their heraldic banner. In any case, after vanquishing a Saracen knight who boasted "eating Christians" (see Ferrari), Arnolfo II adopted, to use Dante's words, "the adder that the Milanese displays" for his coat of arms. According to others, the symbol was taken from the image of a bronze serpent brought to Milan in 1002 and immediately reproduced on a column in St. Ambrose's Church. Be it as it may, these, then, were the motifs inscribed within a circular fascia of two ribbons tied together by a so-called Sabaudian knot with the wording "Alfa Milano" in lettering with serifs that went into making up the automobile manufacturer's trade-mark. The definitive wording, "Alfa-Romeo Milano" in slender lettering, was adopted in 1918 after the firm's acquisition by the Neapolitan engineer Nicola Romeo in 1915. The calligraphic logotype "Alfa Romeo", originally arranged on two lines and subsequently on one only, was to first appear on car radiators in 1922. The laurel leaf crown celebrating the victory at the first edition of the World Racing Car Championship won by Alfa-Romeo with its car "Alfa P2" was added in 1925. Two peculiarities are worth noting. In the first circular trade-mark the serpent appeared to be twisting its head a full three-hundred and sixty degrees, a detail missing in the 1935 version. But in a 1937 rendition during the Italian Fascist regime the wording was changed to an autarchic "Milano-Napoli" and the serpent was once more depicted with its head twisted all around! In 1946 after the fall of the monarchy and the proclamation of the republic the Saubadian knot was deleted and replaced by two wavy lines. As there were no restrictions or special criteria dictating its use, for several years the trade-mark was liberally interpreted. Between 1946 and 1950 the child devoured by the serpent was set at an angle and the laurel leaf crown was given less prominence. In 1964 the Giulietta Junior was graced by a stylised rendition of only the Visconti serpent facing to the right.



In 1969 in a rather disputable move the serpent was so stylised to the extreme and the child was wholly deprived of any human connotations. After the opening of the Alfasud plant at Pomigliano d'Arco near Naples the word "Milano" was dropped from the trade-mark and only the two Milanese symbols were maintained surmounted by the words "Alfa Romeo" in Futura-style lettering. As for the previous colour and monochromatic versions the new design was the work of Pino Tovaglia. In 2000 the trade-mark was touched up by Maurizio Di Robilant acquiring a more contemporary look.



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IN OFFICINA

IN THE WORKSHOP

3D PRINTING CAR PARTS

A couple of years ago I bought a 3D printer. Not because I had any real need for one, but I just wanted to see what they were about. I always had the thought in the back of my mind that it could be useful for some car parts one day.

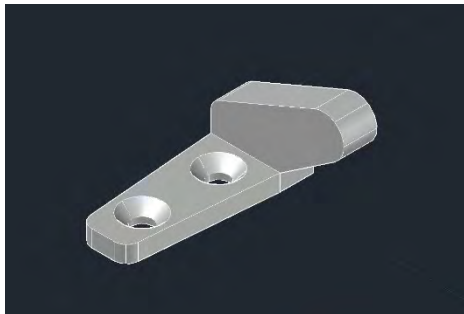
Aldi had advertised one for a reasonable price, so I popped down and bought one, along with a few spools of the plastic filament. I quickly found that you can download files of 3d objects from a web site called 'Thingiverse', and started printing a bunch of useless plastic items just because I could. I then started looking into things related to cars. You can get logos and keyrings quite readily, and there are a few bits for cars, but it is quite limited. The most useful thing I could find is a cup holder for the Abarth 124 Spider (I haven't printed that yet).

It soon became obvious that the next step for me was to get to the point where I could design and draw any car part I needed, and then print it. I have done 3D computer modelling, but that was 20 years ago. I went online to re-learn my skills in 3D modelling, and then started to practice on parts I needed around the house for various reasons, such as a plastic component to fix our vacuum cleaner. I went into 3D software and drew up the part, then learned how to export it to a format which the printer software could read, and voila! I had gone from an idea in my mind to designing, drawing and then creating the component to fix the vacuum cleaner!

I then got the opportunity to try this in the car parts world when a passenger side sun visor hinge in the Fiat X1/9 broke. I ordered a replacement hinge from the UK, but when it arrived, I found that the metal spindle which goes into the visor was a different size to the one on my visor, and therefore useless to me. Talking on various internet forums it was confirmed to me that the spindles come in two sizes. While the spindle was metal, the rest of the hinge was plastic. I thought I should be able to design up the plastic portion of the part and then print it, then remove the spindle from the broken hinge and epoxy glue it onto the newly printed part. The photos below show the original part (glued together for the photo), the 3d model, and the printed part. By mirroring the part, I can print the opposite hinge without having to re-draw it, and therefore replace both sides. While it did take some time to draw up the 3D model, it does become worth it when parts are difficult to find.

I have since printed other parts for my car like the centre caps for the mag wheels, as well as a FIAT logo which I intend to glue onto the centre caps. While this is only an entry level printer, and the printed parts are not the highest of quality, it has proved a useful tool when parts are not otherwise available.

Renzo Bonini



The old hinge (glued together for the photo)

The 3D model

The new 3D printed hinge



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FROM THE ARCHIVES:

2.0 FIAT ABARTH 2000 WINS 1969 MUGELLO GRAND PRIX

At the Mugello circuit near Florence, the 2.0 FIAT Abarth 2000 took out first and second place in THE Grand Prix event held on the 20th July 1969. The Drivers were Arturo Merzario (first), and Gijs Van Lennep/ Johannes Ortner (second).

MUGELLO

FLORENCE, ITALY, July 20th

THERE is argument among drivers as to whether the Targa Florio's "Little Madonie" circuit is more or less difficult than the circuit of Mugello near Florence. Suffice it to say that each is close to 70 km. per lap over mountainous, twisty roads and presents a formidable challenge to man and machine quite unlike that of the domestic tracks.

This unique quality entices a strong entry each year from British sports and prototype cars, eager to meet the challenge.

This year there were no less than 27 British cars entered, ranging from Taylor's Lola T70 Mk. 3B driven by De Adamich/Vaccarella, to the little Unipower of Forester/Martin. There were Chevron-B.M.W.s for Tangye/Smith; Brown/Baker; Skales/Bond; Morrison/Fletcher and Clydesdale/Hunter, while Mylius drove his solo. Garton and Mrs. Denton shared an M.G.-B, as did Dawkins/Eade, both cars running in Group 6.

Richardson's Ginetta G.16 suffered a practice accident and did not start. Jackson's Nomad Mk. 1 would not start, having fuel pump bothers in the heat. Le Sage's Crossle-Climax 2.7 had to have its condenser changed on the line, but disappeared during the first lap. Konig's Mk. 2 Nomad stopped out on the circuit on the second lap while Crossley was driving and therefore robbed its owner of a drive. The Cox Spitfire entry of two cars was halved by a practice accident leaving only the Marshall/Britten car to start. Wheeler's Sprite with Elan rear suspension was shared with Franey. Spero's Porsche 906 suffered body damage in practice and further damage during the race caused its retirement.

Godfrey/Pigneguy shared a Mk. II Sprite, as did Appleby/Lucas, while Mrs. Konig co-drove with Nigogosian in an M.G. version of the same car.

Other British entries were in the over-1,600-c.c. GT class, being Beeson's Ferrari GTB, and the Porsche 911s of Davidson, Vestey/Sadler, and Margulies/Mackie.

The race should have been a contest between the Porsche 908 Spyders of Toivonen and Koch/Dechent and the Alfa Romeo 33s of Zadra, Pinto/Alberti, Bordelli/Guigno (all running in Group 6) and the standard Group 4 Alfa Romeo 33s of Giunti/Galli (which made fastest practice time) and Dini/"Nicor" (second fastest). In fact, two works Fiat Abarth 2-litre "wedge"-bodied cars did far better than expected and the newer bodied (Group 6) car of Merzario led from the end of lap one to the finish, followed by its Group 4 sister car driven by Ortner/Von Lennep.

The Porsches and most of the Alfa Romeo 33s fell by the wayside and the De Adamich/Vaccarella Lola was well driven to third place despite time lost in the pits and lack of traction on the loose stones on the circuit.

Fourth place was gained by Werlich's 906 Porsche on the last lap from Munari's lightweight cut-down Lancia HF Spider. Munari had a fantastic drive but was hampered by several pit stops for repair of a broken seat. The first British car home was the J.C.B. Chevron-B.M.W. B8 of Baker/Brown which achieved a creditable sixth place overall, third in its class.

The 1-2 victory of the Fiat Abarths was well received by the enthusiastic crowd who were somewhat scornful of the demise of most of the Alfa Romeos. Merzario's drive was particularly impressive, since he managed the car single-handed for the entire race—no mean feat in the intense heat—to achieve an average of 77.745 m.p.h. for the 529.6 km. His time of 4 hr. 15 min. 55.8 sec. was nearly 7 minutes better than that set up by 1968 winners Bianchi/Vaccarella in an Alfa Romeo 33.—L. A. M.

Mugello Results Overall

1st	A. Merzario (2.0 Fiat Abarth 2000)	4 hr. 15 min. 55.8 sec.—124.392 k.p.h.
2nd	G. Van Lennep/J. Ortner (2.0 Fiat Abarth 2000)	4 hr. 18 min. 54.7 sec
3rd	A. De Adamich/N. Vaccarella (5.0 Lola T70 Mk. IIIB)	4 hr. 27 min. 08.0 sec.
4th	G. Werlich (2.0 Porsche 906)	4 hr. 43 min. 02.1 sec.
5th	S. Munari (1.6 Lancia HF)	4 hr. 46 min. 02.6 sec.
6th	P. Brown/C. Baker (2.0 Chevron-B.M.W. B8)	7 laps
7th	E. Bonomelli (2.0 Porsche 911)	7 laps
8th	E. Ostini/"Nomex" (2.0 Porsche 911)	7 laps
9th	"Hoga"/A. Federico (1.0 A.T.S. 1000)	7 laps
10th	M. Zanetti/V. Locatelli (1.0 Fiat Abarth)	7 laps
11th	S. Dini/"Nicor" (2.0 Alfa Romeo P33)	7 laps
12th	C. Zuccolli/"Ghigo" (1.3 Alfa Romeo GTA)	7 laps
13th	L. Cecchini (1.6 Alfa Romeo GTA)	7 laps
14th	M. Zanini/G. Pianta (2.0 Porsche 911)	7 laps
15th	J. Selz/B. Cheneviere (2.0 Porsche 911)	7 laps
16th	C. Cuenoud (2.0 B.M.W. 2000)	7 laps
17th	A. Moncini/L. Cabella (1.6 Alfa Romeo GTA)	7 laps
18th	S. Uberti/"Gianfa" (1.6 Alfa Romeo GTA)	7 laps

Group 6, 2,000-3,000-c.c. Class: No finishers.

Group 6, 1,000-2,000-c.c. Class: 1st: A. Merzario; 2nd: S. Munari; 3rd: 6 "Match"/P. Lado (2.0 Ferrari Dino), 7 laps; 4th: G. Bianchi/R. Giardi (1.1: Alfa TL2), 7 laps; 5th: G. Konig/G. Nigogosian (1.3 M.G. Midget), 7 laps; 6th: A. Mylius (2.0 Chevron B.M.W. B8), 7 laps; 7th: A. Bardelli/C. Guigno (1.6 Alfa Romeo TZ2), 7 laps; 8th: P. Forester/D. Martin (1.3 Unipower), 6 laps; 9th: C. Maglioli/R. Pinto (1.6 Lancia HF), 6 laps; 10th: C. Manfredini/C. Selva (Porsche 907), 5 laps.

Group 6, up-to-1,000-c.c. Class: 1st: "Hoga"/Federico, 7 laps; 2nd: M. Zanetti/Locatelli, 7 laps; 3rd: M. Baldo/R. Ramoino (1.0 Fiat Abarth), 7 laps; 4th: C. Marshall/J. Britten (1.0 Triumph Spitfire).

Group 4, 2,000-5,000-c.c. Class: 1st: A. De Adamich/N. Vaccarella. Group 4, 1,600-2,000-c.c. Class: 1st: G. Van Lennep/J. Ortner; 2nd: G. Werlich; 3rd: P. Brown/C. Baker; 4th: S. Dini/"Nicor"; 5th: J. Tangye/C. Smith (2.0 Chevron B8 B.M.W.).

Group 4, 1,300-1,600-c.c. Class: 1st: A. Bersano (1.6 Alfa Romeo TZ), 7 laps; 2nd: E. Tinghi (1.6 Alfa Romeo TZ), 7 laps; 3rd: B. Grelly (1.6 Alfa Romeo TZ), 7 laps.

Group 4, up-to-1,300-c.c. Class: E. Buzzetti/W. Dona (1.0 Fiat Abarth), 7 laps; 2nd: A. Fabroni/R. Rosati (1.0 Fiat Abarth), 6 laps; 3rd: E. Tondelli/A. Marzi (1.0 Fiat Abarth), 6 laps.

Group 3, over-1,600-c.c. Class: 1st: E. Bonomelli; 2nd: E. Ostini/"Nomex"; 3rd: J. Selz/B. Cheneviere; 4th: D. Margulies/R. Mackie (2.0 Porsche 911), 7 laps; 5th: P. Vestey/P. Sadler (2.0 Porsche 911), 7 laps.

Group 3, 1,300-1,600-c.c. Class: 1st: G. Belli/"Masceleros" (1.5 Fiat 124 Spider), 7 laps; 2nd: F. Ceccato/F. Pianezola (1.5 Fiat 124 Spider), 6 laps; 3rd: F. Cosentino/"Walfrido" (Fiat 124 Spider), 6 laps.

Group 3, up-to-1,300-c.c. Class: 1st: G. Nataloni/F. Morelli (1.3 Lancia Fulvia Sport), 7 laps; 2nd: "Poker"/G. Galimberti (1.3 Lancia Fulvia Sport), 7 laps; 3rd: G. Capra/Z. Filippi (1.3 Lancia Fulvia Sport), 7 laps.

Group 2, 1,600-3,000-c.c. Class: 1st: E. Zanini/G. Pianta; 2nd: C. Cuenoud; 3rd: D. Dolcetti/C. Belli (2.0 B.M.W. 2000), 7 laps.

Group 2, 1,300-1,600-c.c. Class: 1st: L. Cecchini; 2nd: A. Moncini/L. Cabella; 3rd: P. De Leonibus/L. Petri (1.6 Alfa Romeo GTA);

Group 2, 1,150-1,300-c.c. Class: 1st: C. Zuccolli/"Ghigo"; 2nd: S. Uberti/"Gianfa"; 3rd: A. Rosselli (1.3 Alfa GTA).

Fastest lap: Lap 2 of No. 14, A. Merzario (Fiat Abarth 2000), in 31 min. 02.7 sec.—127.943 k.p.h.

GERMAN GRAND PRIX—continued from page 984

It was a smiling day for Goodyear; they haven't won a Grand Prix for so long that they were beginning to forget how to smile. And Gulf Petrol have known all along that Ickx was their "Golden Boy".

* * *

To give a sense of proportion to aspiring Nürburgring "aces" the Austrian Dr. Marko lapped in 9 min. 51.7 sec. while winning the supporting Formula V race driving a Volkswagen-powered McNamara-Sebring single-seater car. An average of 138.9 k.p.h.

* * *

Rumour says that General Motors are sick of Ford domination in European racing and intend to use Opel to do something about it. As all ten finishers in the Formula One and Formula Two categories were Cosworth-powered and designed, and built with Ford money, it would seem that General Motors might well have something to be sick about.

RESULTS

Formula One and Formula Two

GERMAN GRAND PRIX—Formula One—14 laps—Nurburgring 319.690 kilometres—Very warm

1st	J. Ickx (Brabham BT26-Cosworth V8) (Entrant: Motor Racing Developments, England)	1 hr. 49 min. 55.4 sec.—174.498 k.p.h.
2nd	J. Stewart (Matra MS80-Cosworth V8) (Entrant: Matra International, France)	1 hr. 50 min. 53.1 sec.
3rd	B. McLaren (McLaren M7C-Cosworth V8) (Entrant: Bruce McLaren Motor Racing, England)	1 hr. 53 min. 17.0 sec.
4th	G. Hill (Lotus 49B-Cosworth V8) (Entrant: Gold Leaf Team Lotus, England)	

Fastest lap: J. Ickx (Brabham-Cosworth V8) on lap 7, in 7 min. 43.8 sec.—177.244 k.p.h.

Retirements: M. Andretti (Lotus 63-Cosworth V8) on lap 1, crashed; V. Elford (McLaren-Cosworth V8) on lap 1, crashed; P. Courage (Brabham-Cosworth V8) on lap 2, crashed; J. Bonnier (Lotus 49B-Cosworth V8) after lap 4, at pits with fuel tank leak; J. Rindt (Lotus 49B-Cosworth V8) after lap 10, at pits with ignition trouble; J. Oliver (B.R.M. V12) after lap 11, at pits with cracked sump; D. Hulme (McLaren-Cosworth V8) after lap 11, at pits with broken transmission; J.-P. Beltoise (Matra MS80-Cosworth V8) after lap 12, at pits with broken left front suspension; J. Siffert (Lotus 49B-Cosworth V8) on lap 13, crashed when front suspension broke.

13 starters — 4 finishers.

Formula Two

1st	H. Pescarolo (Matra-Cosworth FVA) (Entrant: Matra-Elf, France)	1 hr. 58 min. 06.4 sec.—162.407 k.p.h.
2nd	R. Attwood (Brabham-Cosworth FVA) (Entrant: Frank Williams Racing, England)	13 laps, 1 hr. 49 min. 57.1 sec.
3rd	K. Ahrens (Brabham-Cosworth FVA) (Entrant: Ahrens Racing Team, Germany)	13 laps, 1 hr. 49 min. 57.4 sec.
4th	R. Stommelen (Lotus-Cosworth FVA) (Entrant: Winkelmann Racing, England)	13 laps, 1 hr. 50 min. 13.9 sec.
5th	P. Westbury (Brabham-Cosworth FVA) (Entrant: Felday Racing Team, England)	13 laps, 1 hr. 51 min. 34.5 sec.
6th	X. Perrot (Brabham-Cosworth FVA) (Entrant: Squadra Tartaruga, Switzerland)	13 laps, 1 hr. 54 min. 53.1 sec.

Fastest lap: J. Servoz-Gavin (Matra-Cosworth FVA) in 8 min. 12.4 sec.—166.950 k.p.h.

Retirements: J. Servoz-Gavin (Matra-Cosworth FVA) on lap 7, engine; F. Cevert (Tecno-Cosworth FVA) on lap 10, engine.

8 starters — 6 finishers.

PICTORIAL REVIEW

CIRCUIT OF MUGELLO GERMAN GRAND PRIX V.S.C.C., SILVERSTONE & PRESCOTT



CIRCUIT OF MUGELLO

SOLO WINNER.—Merzario drove this works 2-litre Fiat Abarth prototype 529.6 km. in 4 hr. 15 min. 55.8 sec., single-handed, to win the race. Van Lennep/Ortner in a Group 4 Fiat Abarth were second.

RALLY MAN.—Munari drove the "F & M Special" lightweight Lancia HF Spyder brilliantly to win fifth place despite several pit stops to mend the seat.

WELL PLACED.—Brown and Baker shared the J.C.B. Chevron-B.M.W. B8 drive and earned a creditable sixth place.





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FOR SALE

1972 Fiat 128 SL 2 Door Sports Coupe. Restoration project. Body restored with steel fabrication and lead. Almost rust free. All parts available for a rebuild. Garaged for 15 years. Open to offers. Phone Mark on 0402 906 780.



RECIPES

'Nduja Pasta

What is 'Nduja?

'Nduja (pronounced en-DOO-ya) originates from Calabria and is a soft, spreadable fermented pork salume spiked with chilli (a lot of chilli!). Due to its high fat content it melts when you cook with it. It can be dolloped onto pizzas, spread on crusty bread or used in pasta sauces, as in the recipe below. It not only adds heat, but will also add a different flavour dimension to your sauce. It is not easy to find but continental stores are beginning to stock it as it becomes more popular.

Serves 2

Ingredients

- 160g short dry pasta (penne, casarecce or similar)
- 2 tbsps extra virgin olive oil
- 1/4 medium red onion, sliced
- 1/4 cup 'nduja
- 1 cup whole peeled tomatoes, crushed with a fork
- salt

Method

1. Put a large pot of water on to boil.
2. Meanwhile heat the olive oil in a large frying pan over a medium flame on the stovetop.
3. Add the onion and sauté until tender.
4. Add the 'nduja and stir until it melts.
5. Add the tomatoes and a pinch of salt, to taste. Stir and simmer for 2-3 minutes. Turn off the heat.
6. Meanwhile, when the water comes to a rolling boil, salt it generously and add the pasta.
7. When the pasta is very al dente (usually about one minute before the recommended cooking time) use a slotted spoon to transfer it onto the sauce.
8. Stir all together over a high heat until the 'nduja sauce evenly coats the pasta.
9. Taste the pasta, and if it is still too al dente, add some of the pasta water into the sauce and continue cooking until it is done to your liking.
10. Serve immediately.

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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