



❖ BIRDWOOD MOTOR MUSEUM

A great day hosted by the Birdwood Motor Museum, included a BBQ lunch on their grounds and free entry to the museum.

❖ **PORCHETTA DAY**

Porchetta cooked for hours on the spit, served in a roll with salad, who could resist it? This event is becoming very popular with members!

❖ ST JOSEPH'S CULTURAL DAY

The club was asked to display some cars on the grounds of St Joseph's Primary School in Payneham for their All Italian Day. It was a great event.





CLUB PRESIDENT

Hello Members,

The weather has turned cold, the skies are grey and we are getting a fair bit of rain, but that is not stopping our members getting out and enjoying themselves!

We are still getting great attendance in our Sunday morning club runs, and Dom is trying to think outside of the square by finding some alternative routes to get to our chosen breakfast destination. So far, we have had some pretty good weather considering, although Dom did have to cancel one of the unsanctioned runs due to excessive rain.

The social events have also been well attended, with the Porchetta Day being a huge success. With over 60 people in attendance, it was great to see some faces that we hadn't seen in a while. Maria and Tina continue to do a fantastic job in coming up with different events. Thanks also to Raff and Legri at Doppietta for hosting the event at their new premises in Walkerville.

As a result of discussions at a recent committee meeting, a Special General Meeting was held during which the motion was put forward to raise the membership fees to help keep up with rising costs faced by the club. The fees had remained at the same level for 15 years (since the Club's inception) and while the Committee would have preferred to keep them down, the motion was raised and agreed on by members at the Special General Meeting. Please refer to Page 5 for details of the new fees.

Along with the rising costs of running the club (magazine costs, insurance costs etc.) the committee would like to continue to bring the great social events to our members, many of which are subsidised or paid in full by the club. This relatively small increase in the fees will allow us to continue doing this.

And one great event to look forward to is the 15-year anniversary celebrations. The Social Secretaries are busy trying to pin down a date and venue for this, and when they do, we will let the members know as soon as possible – and you can be assured it will be a fantastic night!

I hope to see you all soon.

Regards,

Renzo Bonini



CLUB VICE PRESIDENT

Cari Scuderisti,

Whilst we snuggle up for the winter months next to a cosy fireplace, a nice glass of red wine, and a warm bowl of spezzatino, I'm reminded that the end of financial year is once again upon us, and so too is another club membership year.

Earlier this month our club voted to raise its membership fees. This was a necessary move to cover the rising costs of subsidised events, operations and insurances, in line with indexation. Whilst—like myself—you may have been reluctant to support this, I'm sure that on the balance you'd agree that the value we each receive from this club—together with the benefits of historic registration—you'd agree it's more than a modest ask.

Whilst we're on the subject of operating costs, fuels and such, let me tell you about two exciting new Italian vehicles coming to our shores later this year. The Alfa Romeo Tonale and the Abarth 500e are two of the most anticipated new models to arrive in Australia in 2023. Both are electrified vehicles that aim to combine performance, style and efficiency in the competitive small SUV and hatchback segments.

The Tonale is Alfa Romeo's first plug-in hybrid vehicle, and it promises to deliver a dynamic driving experience with a stunning exterior design. The Tonale will be offered in two variants in Australia: the Ti and the Veloce, both featuring a 1.3-litre turbocharged petrol engine paired with an electric motor on the rear axle. The combined output is expected to be around 180kW and 450Nm, with an electric-only range of up to 50km.

The Abarth 500e is the first electric car from Fiat's performance sub-brand, and it replaces the petrol-powered 595 and 695 models. The Abarth 500e features a 114kW/235Nm electric motor on the front axle and a 42kWh battery pack, enabling a 0-100km/h sprint time of 7.0 seconds. The Abarth 500e also boasts a sound generator that mimics the sound of an Abarth petrol engine, and three drive modes: Turismo, Scorpion Street and Scorpion Track.

Both the Tonale and the Abarth 500e are expected to arrive in Australian showrooms in late 2023, with pricing and specifications yet to be confirmed. They will face tough competition from rivals such as the Audi Q3, Volvo XC40, Mercedes-Benz GLA, Mini Cooper SE and Hyundai Kona Electric. With an up and coming young driver among my family these two cars are definitely being closely considered for inclusion in the Mancarella stable.

Well, that's it from me. I look forward to seeing you soon when I'm down in Adelaide later in the year for both work, and play!

Best Regards,

Sam Mancarella



THE 2022/2023 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
Treasurer:	Thomas Zollo	0403 164 365	treasurer@scuderia.asn.au
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	Frank Terminello	0404 144 728	
Social Secretaries:	Maria Lepro	0401 539 419	social@scuderia.asn.au
	Tina Bruno	0402 122 197	
Membership:	Tony House	0413 758 575	members@scuderia.asn.au
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	Sam Mancarella	0412 994 929	
Public Officer:	Frank Terminello	0421 276 804	officer@scuderia.asn.au
Club Captains:	Legri Moffa	0422 627 140	
	Raphael Cirillo	0432 437 685	captain@scuderia.asn.au
Webmaster:	Sam Mancarella	0412 994 929	admin@scuderia.asn.au
Committee Members:	Domenic Lepro	Frank Terminello	
	John Simonetti	Angelo Bruno	
	Wayne Fricker		

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 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:

- 5th July—Walkers Arms Hotel
- 2nd Aug—Walkers Arms Hotel
- 6th Sept—Walkers Arms Hotel

UPCOMING EVENTS

- 21st Jun 23 Club Registration Evening
- 25th Jun 23 Club Registration Day
- 28th Jul 23 Pasta Night Marche Club
- 26th Aug 23 Pizza & Pasta San Marco Pizzeria
- 17th Sept 23 Clare Valley Lunch at Watervale Hotel

NEW MEMBERS

SICC welcomes the following new members:

- Felice Ferraro
- Adriano Cisternino
- Ron Grabbe
- Peter Cailis
- Antonio Comisso

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: Walkers Arms Hotel, 36 North East Road, Walkerville (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 2023

- ❖ June 21st Wednesday—Club Registration Evening
- ❖ June 25th Sunday—Club Registration Day
- ❖ July 28th Friday—Pasta Night at the Marche Club
- ❖ August 26th Saturday—Pizza and Pasta night—San Marco Pizzeria
- ❖ September 17th Sunday - Drive to Clare Valley, Lunch at Watervale Hotel
- ❖ October 6th Friday—Motorclassica in Melbourne
- ❖ November (date TBA) - Drive to Victor Harbor and Lunch
- ❖ December 2nd Saturday—15th Anniversary/Xmas Show Combined

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

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



IMPORTANT INFORMATION ABOUT CLUB FEES

At a recent Special General meeting the issue of the membership fees was raised, and after much discussion it was agreed that the annual membership fees will be raised from \$60.00 to \$80.00. Accordingly, the initial membership fee will be raised from \$105.00 to \$125.00. This is the first time fees have been raised since the Club's inception 15 year ago.

This decision was not taken lightly, however with the costs of running the club increasing, and our wish to continue to provide members with a variety of fun and interesting social events (many of them subsidised or paid in full by the club) it was agreed that this was a necessary step. Events like the porchetta day, the BBQ Breakfasts etc. are becoming increasingly expensive to run. Additionally the club subsidises many events and we would like to continue to provide all of this and more to our members.

In an effort to keep the increases at a reasonable level, the membership fee for family members has been maintained at \$25.00.

MEMBERSHIP CONDITIONAL (HISTORIC) 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 \$125.00. This includes the cost of a Club Shirt, Club Key Ring [membership number], and name badge. In subsequent years, membership/associate fee is currently \$80.00. 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. **Please note that due to the tightening of State Government requirements, all members requiring Conditional (Historic) registration must have their fees paid and books signed by 30th June.**

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?

On Easter Monday a 'Bunny' run was organised to capitalise on the long weekend and the forecast good weather. A large number of members attended, and it was a perfect day for a run up to the Cudlee Creek Café. Some fantastic cars turned up for the run, and as usual, breakfast at the Cudlee Creek Café was great!



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DOVE SIAMO ANDATI?

WHERE DID WE GO?

On the first Sunday in June we met at the usual place for a run up to the Cudlee Creek Café for breakfast. The group headed up through Norton Summit then Basket Range, up to Lenswood then left at Cold Stores Road and Fox Road to Cudlee Creek. It was a very enjoyable run and great breakfast as usual. Many thanks to Dom for organising the run and sacrificing himself the day before doing a test drive on the selected route.



thomazollo

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BIRDWOOD MOTOR MUSEUM

LUNCH DAY

A social event that was postponed due to bad weather last year was the Sausage Sizzle at the Birdwood Motor Museum. This event, which is hosted by the museum, allows the club to park its vehicles on the museum grounds, we then use the museum facilities to cook our sausage sizzle and have lunch. Free entry into the museum was included.

It was a very enjoyable day, except for the European Wasps that started buzzing around when the food came out. Mel spent most of the day trying to swat the wasps away with her 'supercoat'! Overall it was a great event and well organised by the Birdwood Motor Museum. And as usual a big thank you to the social secretaries, Maria and Tina, for making it happen.



My Supercoat will protect me!



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PORCHETTA DAY

On Sunday 7th May the boys at Doppietta (Raff and Legri) once again hosted a porchetta day, this time, however, at their new workshop in Walkerville (just next to the Walkers Arms Hotel).

Sixty eight people attend the event, and made sure that we got through the 20 kilos of porchetta that was cooked. Raff, Legri and Dom started cooking the meat at 8:30 in the morning, and it was after 1:00 in the afternoon before it was ready. At one stage we thought we lost Raff in the smoke! However all agreed it was worth the wait. The porchetta rolls were delicious, and a few people even went back for seconds.

Desert was birthday cupcakes which Maria had baked to celebrate Pam's birthday on the day.

While there was a short spell of rain, it did not last long, and the sun came out to make it a very pleasant day. The porchetta day is always very popular and members were already asking on the day when is the next one?

Renzo Bonini





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Pellegrino Moffa
0422 627 140

Raffaele Cirillo
0432 437 685

ST JOSEPH'S PAYNEHAM CULTURAL DAY

On Friday 19th May Emily Parella the Italian Teacher at St Joseph's Primary School in Payneham organised an Italian Day for parents and students. The Scuderia Italian Club was invited to bring a few cars to show on the day so we asked for volunteers—noting it was a Friday, and they wanted us there at 8:00 a.m. before the school traffic started.

Frank Terminello, Peter Neale and myself were available. Frank brought his 2000 Alfa Romeo Spider, Peter his 2007 Alfa Romeo 939 Spider and I brought my 1978 Fiat x1/9. We arrived early on an overcast morning, and for a while we were all hopeful it would not rain. We were treated to a hot coffee from Caparezza Espresso and warm zeppole from Zeppole and Co. to keep the chill away, however soon it began to rain.

The various classes entertained parents with Italian themed performances in the main hall. Radio Italiana 531 was broadcasting from the school. By the time the performances were finished and the students began recess the rain stopped so the students had plenty of opportunity to view the cars and the Vespa which was also on display.

I would like to thank Frank and Peter for coming along with me to help make the day a success for the school, I know that Emily and all the teachers sincerely appreciated us volunteering our time.









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DINNER AT NU THAI

The June social event was dinner at the Nu Thai Restaurant. Owners Thomas and Cathy are members of the club and it is the second time we have had dinner at the restaurant as a club. The food was absolutely delicious and the hospitality from Thomas and Cathy and all the staff was first class! Everyone enjoyed the great company as well as the food, and I think we all agreed that this has to become a regular fixture on our social calendar!

Renzo Bonini





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THE HISTORY OF THE INNOCENTI LOGO



FERDINANDO INNOCENTI



1947



1960



1961



1963



1964

Lambretta

1965



Innocenti

1966



1972



1972



1976



1976

The engineer Ferdinando Innocenti began in 1931 in Lambrate (Milan) the production of seamless tubular scaffolding that had wide application in construction, in the construction of temporary scaffolding and sports grandstands. Starting after the war, the business diversified with the production of motor scooters and, later, of motor vehicles.

The company owned a logo in 1947 representing three letters "i" framed in an oval; they symbolized the three sectors of activity: mechanical, motorcycle and automotive. The logotype, in stick characters, was inscribed in a rectangle with rounded edges. Under this logo was born the famous Lambretta produced in 1947 and, since 1960, all the cars built under license from the British Motor Corporation; in particular, a model of the English house Austin.

Cont....

In 1963 the logo was modified with only the letter "i" in the oval and, in some applications, subjected to the Innocenti logo; often, in the absence of graphic rules, it was replaced with a different calligraphic logo.

Then, with the new "L Innocenti" logo, the new production of models with a British Leyland engine and Bertone bodywork began in 1972.

With the De Tomaso management in 1976, the official name changed to "Nuova Innocenti". The new logo, designed by Michele Spera, represented the white letter "i" on a blue background which, rotated by 45 degrees, could also reproduce the letter "n". The logo was reconfirmed.

Article and Photos from: museodelmarchioitaliano.it/en

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PRODUCT REVIEW

Many thanks to club member Jim Button who recently tested the Repco Eclipse Ceramic Polish on his Bluette Alfa 105. Jim loved the product and has provided the following review:

PRODUCT: Repco Eclipse Ceramic Polish

At \$28 a bottle, reasonably priced compared to other manufacturer's equivalent products (\$50 to \$65)

It was recommended to me by a friend.

MY EXPERIENCE:

Very easy to use..... What I did:

1. First wash the car and rinse off with hose
2. Now directly spray on the Ceramic finish onto each body panel and brightwork
3. Note the now *excellent* water beading on the paint and chrome; wipe off with a leather
4. Wait about three minutes then gently "polish" off the very faint haze with a microfibre cloth
5. Stand back and admire the resulting excellent shine and protection!

THE VERDICT:

- Definitely got my vote. I will now use this product every time I wash "Alf".
- I understand the microscopic ceramic "layer" gradually builds up after each use.

Thanks Jim, I can't wait to try it out!

If you have any products, tools or gadgets you have tried and would like to review please email: editor@scuderia.asn.au



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FROM THE ARCHIVES

THE GREATEST CARS EVER BUILT

THE AUSTRALIAN MAGAZINE APRIL 8-9 1989

In an article published in 'The Australian' lift out magazine in 1989 titled 'The Greatest Cars Ever Built', eight out of the twenty five cars listed were Italian vehicles. Reflecting on the question 'what makes a car great, author Mike Kable suggested it is not always the obvious things like size and price as 'tiny low-cost vehicles such as the Austin 7, Fiat 500 and Citroen 2CV are regarded as some of the all time greats because of their significance in the evolution of motoring.'

Mike goes on to sat that 'The basic ingredients are style, engineering, refinement, innovation, individuality and performance relative to a car's specifications.' However he also believes it is more than this, and other considerations are appeal, artistry, mechanical advancement, driving satisfaction co-ordination, flair and function.

Other vehicles included in the list are: AC Cobra (1963-68), Audi Quattro (1980-), Austin 7 (1922-39), BMW 328 (1938-40), Cadillac (1912), Chrysler Airflow (1934-37), Bentley 4 (1927-30)Benz Patent-Motorwagen (1886), BMW750iL (1987-), Chevrolet Corvette (1963-), Citroen 7CV Traction Avant (1934-55), Citroen 2CV (1948-), Citroen DS (1955-75), Duesenburg Model J (1928-29), Ford Model T (1908-28), Ford Falcon GTHO (1970-72), Ford Mustang (1964-75).

Alfa Romeo 6C 1750/8C2300 Sports (1927-34):

This rakish wire-wheeled roadster, with exotic Zagato and Touring-styled coachwork, was among the most desirable sports car of its era. Vittorio Jano designed the twin-cam, six-cylinder and straight-eight engines. The car notched up many successes in events such as the great Mille Miglia ("1000 miles") road race.



Alfa Romeo 8C2900 (1935-41):

Perhaps the most beautiful sports car of all time, the fabulous 2.9 was also the fastest in pre-war years. Fewer than 40 were built but they won the Mille Miglia four times and the Spa 24-hour classic twice. The twin cam, eight cylinder, twin supercharged engine was a positive powerhouse. It also boasted fully independent suspension.

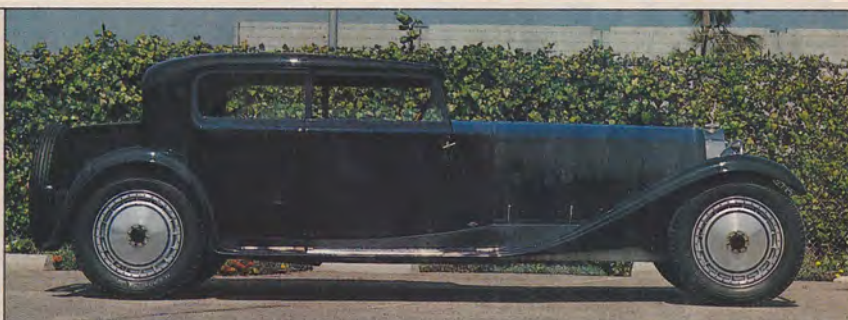
Bugatti Type 57 (1934-40):

If ever a thoroughbred chassis inspired the world's best stylists, it was the 3.3-litre, twin-cam, straight-eight Bugatti. They fashioned a whole variety of exotic sports, coupe, cabriolet, touring and sedan bodies for this fabulous car, which looked its best, in my eyes, in voluptuous Atalante coupe form. Any Type 57 today has to be among the world's most valuable classic cars.



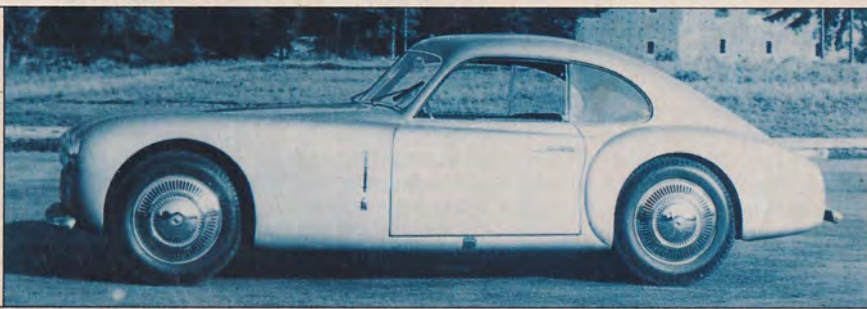
Bugatti Type 41 Royale (1926-33):

This is the ultimate classic car, as borne out by the world record price of \$14 million paid at auction in 1987 for one of the six Royales that were built. They all survive. The Depression of the 1930s foiled Ettore Bugatti's plans of commercial success with the massive 12.7-litre Royale, which cost twice as much as the contemporary Rolls-Royce.



Cisitalia 202 Coupe (1946-55):

An exquisite example of Pinin Farina's artistry, it is the only car to be selected for permanent display in the Metropolitan Museum of Modern Art in New York. It was based on Fiat 1100 mechanical components and it was said of the perfectly proportioned Italian classic that its body slipped over its chassis like a dust jacket over a book.

**Fiat 500 (1936-48):**

Austin popularised the small-car concept, but Fiat took it a step forward with the famous 500, alias Topolino ("Little Mouse"). The front-engined, rear-wheel-drive 500 was cheap, but refined, with a four-speed synchromesh gearbox, independent front suspension and hydraulic brakes. Its tiny four-cylinder 569cc engine gave outstanding fuel economy. The Nuova 500, christened Bambino, featured an air-cooled, twin-cylinder, rear-mounted engine when it was launched in 1957.

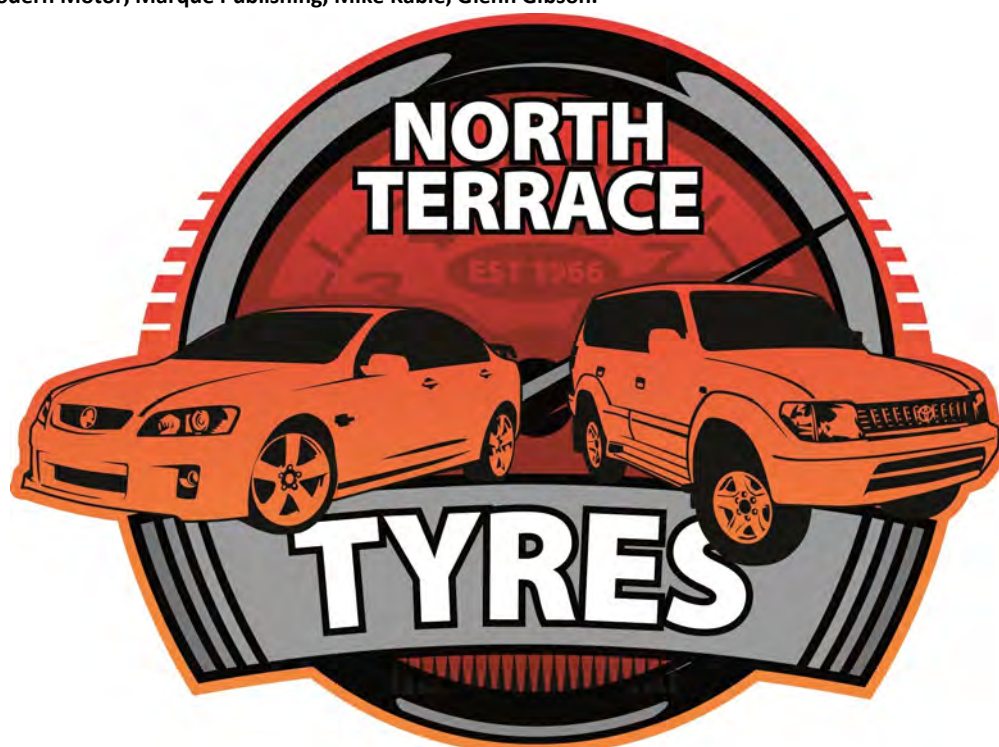
Ferrari 250 GTO (1962-64):
Last of the illustrious Italian marque's front-engined competition cars, it is considered by many *aficionados* to be its most glamorous model. The beautifully proportioned 3-litre V12 thoroughbred was a prolific winner of endurance events including the Targa Florio, Tour de France, Tourist Trophy, Nurburgring 1000km, Sebring 12-hour and Daytona 24-hour classics. The Spider (open) version was called Testa Rossa (red head).

**Ferrari Dino 246 GT/GTS (1969-73):**

The dainty mid-engined V6 Dino, named after the late Enzo Ferrari's son, was an affordable Ferrari that sold here originally for \$14,000 and is now worth upwards of \$100,000. With superb individualistic styling, it is acknowledged as one of Pininfarina's prettiest cars, and a vivid performance to a top speed of 240km/h from the modestly sized 2.4-litre twin-cam engine, is among its virtues.

The Australian Magazine April 8-9 1989. Author: Mike Kable

Photos: Modern Motor, Marque Publishing, Mike Kable, Glenn Gibson.





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