



July Volume 2 2024

SCUDERIA CLASSICA

❖ BEERENBERG FARM CAFE

We have been there a few times for our breakfast runs, but in April the club went to the Beerenberg Farm Café for lunch and it was a great social event.

❖ PORCHETTA DAY

The boys at Doppietta again hosted the Porchetta day for the Club. This is a very popular event with porchetta rolls, sausages, plenty of deserts and this year we even had roasted chestnuts!

❖ I VISITED THE ALFA ROMEO MUSEUM

During my holiday in Europe, I visited the Alfa Romeo Museum in Arese, just out of Milano.





CLUB PRESIDENT

Enjoying a gelato and checking out a Fiat 500 in Alberobello!

Hello Members,

As many of you are aware I was fortunate enough to be able to spend 6 weeks in Europe recently, having just got back on the 7th July. I apologise for the lateness of the magazine - the second issue of the year usually comes out in June, but for obvious reasons I was not able to get it done.

Our itinerary started off in Northern Italy for about a week where we went to Genoa, Portofino and Florence and then visited some of my relatives in Milano. We then went to Austria and spent a few days in Salzburg and Vienna before starting a two week bus tour of Slovenia and Croatia. After the tour we returned to Italy for a week to visit Anna's relatives in Vieste (in the region of Puglia) and then finished off our trip with a week in Portugal.

It was a great trip and we saw some incredible places. The weather got quite warm towards the end and we had a few 37 degree days! While we thoroughly enjoyed ourselves, it is always good to be back (though I am not liking this cold weather!).

While in Europe I went to visit the Alfa Romeo Museum in Milano. It is a modern building over a few floors but is very easy to get around in, and well set-out. I have written an article and included a few of the photos on Pages 12 and 13. There are many cars on display, and the photos I have included represent a small portion.

Some observations I made while in Italy: Petrol prices were around 1.84 Euros per litre which is about \$3.05 AUD. An espresso which cost 1 Euro when I was there in 2017, is now 3 Euros. Restaurant prices in Italy are now very similar to prices in Adelaide (it used to be a lot cheaper to eat out in Italy). Alcohol and cigarettes are still very cheap in Italy. A packet of cigarettes was about 5-6 Euros, and a 750ml bottle of Limoncello was 8 Euros.

The Membership Renewal and Historic Registration days happened while I was away. I understand that they were quite successful, however there is a significant number of members who have not paid yet. I urge all members to renew their membership fees as soon as possible, as it is a lot of work for our committee to have to follow up with members. We also remind you that if you are not a financial member, you cannot drive your historic vehicle on the road - if you do you will be driving an unregistered, uninsured vehicle.

There have been some fantastic social events organised recently, and also some great runs (covered in this issue) and there will, of course, be more to look forward to in the coming months.

Regards,

Renzo Bonini



CLUB VICE PRESIDENT

Cari Scuderisti,

I trust that everyone is keeping warm and safe over the winter. I have spent the odd weekends this year taking my daughter on driving lessons around town. The hunt is on for a small, practical roundabout for a first car. It's a real pity they don't make the Alfa Giulietta or 500X anymore!

However, the recently unveiled Grande Panda marks a significant milestone for Fiat. As the first model in a fresh family of budget-oriented cars, it aims to appeal to younger buyers. Drawing inspiration from the iconic Fiat Panda, which has been synonymous with utilitarian motoring since its 1980 debut, the Grande Panda combines simplicity, coolness, and joy.

The Grande Panda features a spiral cable housed under the front hood, saving trunk space. Always connected to the battery, this cable simplifies charging at stations. The Grande Panda will be available in Europe, the Middle East, and Africa, in both electric and hybrid versions.

Fiat's DNA emphasizes that less is more. Unlike other budget cars, a simple Italian-made Fiat is a delight. The company aims to crack the code for small, affordable, fun cars. Despite predictions that the segment would fade away, the demand for Pandas remains strong. Fiat's unique position allows it to create vehicles that cater to European tastes while appealing to markets like the Middle East and Africa.

The new Fiat Grande Panda is an Italian blend of heritage and modernity that captures the spirit of motoring joy! Is the one for my baby girl? Hopefully Stellantis releases these to the Australian market.

Best Regards,

Sam Mancarella



THE 2023/2024 CLUB COMMITTEE

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	John Simonetti	Peter Neal	

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 an 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:

- 7th Aug - Walkers Arms Hotel
- 4th Sep - Walkers Arms Hotel
- 2nd Oct - AGM - Walkers Arms Hotel

UPCOMING EVENTS

- 18th Aug 24 Lunch at Pizzateca
- 22nd Sept 24 BBQ lunch at Birdwood Motor Museum
- 20th Oct 24 Lunch at the Boatshed Hallett Cove

NEW MEMBERS

SICC welcomes the following new members:

- Kevin Austin
- James Scott
- Peter Altree
- Robert Emanuele
- Gina Lippis
- Andrew Tideman

LIFE MEMBERS

- Dom Lepro
- Frank Terminello
- Tony Di Mauro

SCUDERIA ITALIAN CAR CLUB INC.

Founded 2008

ABN: 46 130 785 812

Club Contact: The Secretary
Raphael Cirillo
P.O. Box 2033, Kent Town, S.A. 5071
Mob: 0432 437 685

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)

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.

Website: <http://scuderia.asn.au>

Find us on 

SICC Social Club Calendar 2024

- ❖ August 18th Sunday - Lunch at Pizzateca
- ❖ September 22nd Sunday - Picnic Lunch / BBQ at Birdwood Motor Museum oval
- ❖ October 20th Sunday - Lunch at the Boatshed Café, Hallet Cove
- ❖ November - Italian Festival Month
- ❖ November 23rd Saturday - Christmas Dinner at the Altavilla Club

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



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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?



Over 30 members turned up on a fantastic day for the April run to the Finnis General Store for breakfast. We had an enjoyable drive up however some roadworks and heavy traffic meant we arrived late—some members were waiting for us at the venue.

Another great day and the breakfast was excellent!



For the May run we drove to the Riverside Restaurant at Chateau Yaldara in Tanunda. It was a beautiful setting amongst historic buildings and we had a large turnout of members. We had some new members who joined us for breakfast—welcome Peter and Meryl, we hope you enjoyed the run.



DOVE SIAMO ANDATI?

WHERE DID WE GO?

The June run was planned for the Providore Café in Woodside for breakfast. A small group set off on a cold June morning, and came into a little fog on the way. The drive up was quite enjoyable however, and the fog had lifted by the time the group got to Woodside. Everyone enjoyed a lovely breakfast before heading home under bright skies.



Around 25 member braved a cold windy morning for the July Club Run to Hahndorf. Members drove through the hills with a few light showers and the drive was quite exhilarating! Breakfast was at House and was as enjoyable as always.



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BEERENBERG FARM CAFÉ



thomaszollo

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The April social event was a drive up to Hahndorf for lunch at the Beerenberg Farm Café. The club has been to this venue for breakfast before and it proved very popular, so we thought we should try it for lunch.

Around 30 members enjoyed a pleasant drive up the freeway, however when we got to the roundabout approaching Hahndorf the traffic slowed to a crawl until we got to Beerenberg. It felt like all of Adelaide was in Hahndorf enjoying the perfect weather! The food did not disappoint, and of course the company was great! Everyone enjoyed the day and first timers at the Café were extremely impressed.



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PORCHETTA DAY

It is affectionately known as 'Porchetta at Doppietta' and it has become a popular annual event hosted by Raff and Legri at Doppietta. This social event held in May was again a great success and we had a good turnout of members and also some prospective members who came along to see what the club is about.

About 30 kg of mouthwatering porchetta was cooked, as well as Italian sausages and roasted chestnuts, and a number of members also brought along deserts, there was certainly no shortage of food.

It is fantastic to see so many members turn up to an event like this. On behalf of the Club I would like to thank all the helpers who put in a lot of work to make it happen, and especially the boys at Doppietta for their hard work and once again hosting the event.





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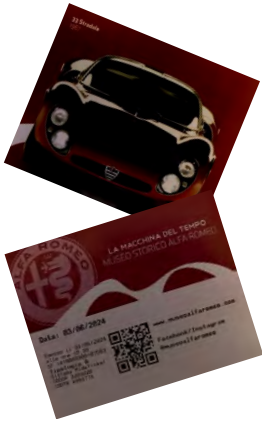
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ALFA ROMEO MUSEUM



My Entry Ticket

As many of you are aware Anna and I spent 6 weeks in Europe from the 27th May to the 5th July. One of the things I had planned was to visit the Alfa Romeo Museum while I was in Milan catching up with relatives. We spent the weekend seeing the sights of Milan with my cousin, Elisa, her Husband Valentino and their son Marco. However on Monday they all went back to work, so that is when I had planned to go to the museum. Anna wanted to come but she had caught a cold over the weekend, and we thought it was better for her to stay in the hotel and rest.

I caught a taxi out to Arese—getting there at about 10:30 a.m.. The museum building was a modern museum with a long covered walkway leading up to it. I paid my 15 Euros and entered the museum and found that there was a logical order in which to progress through the museum. There were hundreds of cars on show, as well as informational and historical videos in various small ‘theatres’ throughout the museum. Once I had been through the museum once it was easy to move around to any part of the museum to revisit the areas I wanted to see again.

It was a very well laid out museum, and very informative. I could have spent all day there, but thought I should head home after a few hours to check up on Anna. I have included below a few of the many photos I took on the day, but I took many more!

Renzo Bonini



Entry Sign



Entry Walkway



Entry Walkway



1961 Giulietta Sprint Speciale



1952 1900 C52 Disco Volante



1968 Carabo



1925 RL Supersport



1935 6C 2300 B



1962 Giulia



1954 2000 Sportiva



1913 40/60 HP Aereodinamica



1969 33/2 Coupe Special



1996 Nuvola



1963 Giulia TI Super



2007 8C Competizione



1977 Brabham-Alfa Romeo BT-45B



1931 8C 2300 Monza



1967 33 Stradale Prototipo



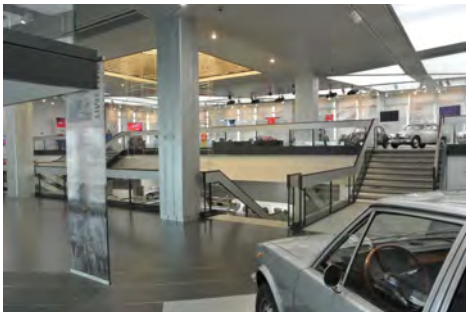
1968 Giulia Super



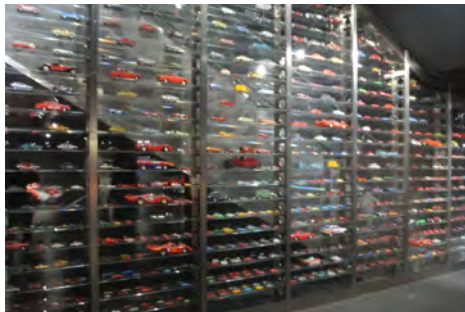
1972 Giulia Super 'Combinata'



1954 AR 51-1900M 'Matta'



Museum Layout



Wall of Cars



My cousins we met up with in Milano. From left to right—me, Valentino, Marco, Elisa and Anna.

It's a Small World!

You know those funny coincidences that sometimes happen when you travel?

Coincidence Number 1: I was standing near the entrance to the museum next to the car park waiting for my taxi back to the hotel. I watched a car stop in the car park and a couple got out. As they got closer I realised that it was Viano Jaksa (President of the Alfa Romeo Car Club here in Adelaide) and his wife Sylvia. They had visited the museum the day before, and had come back for lunch at the museum Café. Unfortunately I didn't get a photo with Viano and Silvia as my taxi arrived a few minutes after we met.

Coincidence Number 2: Anna and I did a 13 day Trafalgar Tour of Slovenia and Croatia. There was another Adelaide couple on the tour, Greg and Jenny Shultz. They were a nice couple and we spoke to them a fair bit, but we never spoke about our interests. In the last few days of the tour Greg came up to me and said 'I heard you are into Fiats'. It turns out he owns two X1/9s (and races one of them) and is a member of the Fiat Lancia Club. We had been travelling together for 2 weeks and only made the connection in the last few days.

Moment of Jealousy Number 1: We were out to dinner with a bunch of Anna's cousins in her home town of Vieste (in the Puglia region) and when I told the husband of one of her cousins I was in an Italian car club, he advised me that he used to be a test driver for Alfa Romeo from 1967 to 1974. At that time Alfa Romeo produced about 400 cars per day, and there were 30 test drivers whose job it was to test every vehicle that came off the production line. It must have been a terrible job but someone had to do it!

Anna and I with Greg and Jenny Schultz.



AUTO QUIZ

How well do you know your Italian vehicle manufacturers? And in particular how much do you know about what they did before they manufactured vehicles or other ventures they have pursued over the years? I have to admit I wasn't able to pick any of these. I would like to thank **Stephen Howson** for all the work he has done in putting this quiz together. It is an enjoyable exercise, and the answers make very interesting reading.

Renzo Bonini

Sport Utility Vehicles (SUVs) outsell Passenger Vehicles by a ratio of three to one in Australia. There are a plethora of SUV models available globally with Fiat, Maserati, Lamborghini and Alfa Romeo now providing customers with niche SUV offerings.

Pondering this shift, I was reminded that such changes in business direction were not uncommon in the history of Italian manufacturers. Research showed that some changes were organic, similar to the recent introduction of SUV models, while others were opportunistic or necessary for the survival of the business.

Below are listed ten Italian manufacturers along with ten associated products during their history. Test your knowledge, reasoning ability or luck by matching each manufacturer with an associated product. Note: Some manufacturers have more than one associated product and visa versa. Only one combination will match all manufacturers with the correct associated product. Answers can be found on pages 18 and 19. Good luck.

Stephen Howson

<u>MANUFACTURER</u>	<u>PRODUCT</u>
ALFA ROMEO	AIRCRAFT
CAGIVA	CARBON FIBER COMPONENTS
DUCATI	ITALIAN JEEP
FERRARI	METALLURGY
FIAT	MINI MOKE
LAMBORGHINI	NUCLEAR RESEARCH
MASERATI	OCEAN RACING YACHT
MOTO GUZZI	OFF ROAD VEHICLES
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RECIPES

CALAMARI RIPIENI (STUFFED CALAMARI)

From the website 'Memorie di Angelina'

Ingredients

- 500g (1 lb) squid, cleaned

For the stuffing:

- The tentacles from the squid, finely minced
- 1 clove of garlic, finely minced
- 1-2 anchovy fillets
- White wine
- 100 g (3-1/2 oz) stale bread, cut into small cubes, soaked in water and squeezed dry (or breadcrumbs)
- A handful of olives, roughly chopped
- A handful of capers, well rinsed
- A sprig of fresh parsley, finely minced
- A pinch of dry oregano
- 1 egg
- Salt and pepper
- A handful of raisins, soaked until soft and squeezed dry (optional)
- A handful of pine nuts (optional)

To finish the dish:

- 1 clove of garlic
- 100ml (1/4 cup) white wine, or more if needed
- 250g (1 cup) passata di pomodoro or chopped canned or fresh tomatoes
- Olive oil
- Salt

Method

Clean the squid if need be and separate the tentacles from the body (see Notes) .

Mince the squid tentacles as finely as you can manage.

Heat olive oil in a skillet and add the garlic and anchovy. When the garlic is just beginning to give off its aroma, add the tentacles and give them a good stir. Pour over the wine and let simmer for a few minutes.

Add the bread (or breadcrumbs), olives, capers, parsley, plus the raisins and pine nuts if using. Give everything a turn, and keep stirring until you have a smooth, soft but compact mixture that comes away from the bottom of the pot. Add a bit more wine if it looks a bit dry or some breadcrumbs if it looks too loose. Taste and adjust for seasoning, then transfer to a mixing bowl and let the stuffing mixture cool.

When the ingredients have completely cooled, add the egg and mix well.

Fill the squid sacs with the stuffing mixture, either using a small spoon or—much easier—a pastry bag. Leave some space at the open end and close the squid sacs with a toothpick.

In a sauté pan large enough to fit all the squid in one layer, gently sauté a garlic clove in olive oil. When it is just beginning to brown, remove it. Add the squid and turn them in the oil until they begin to stiffen and turn an opaque white. Then add the wine and let simmer for a few minutes.

Add the tomato, stir to mix it thoroughly into the cooking juices and cover. Let the squid braise until tender, probably a good 30-45 minutes (or longer if your squid is very large).

Serve the squid with their sauce while still warm but not piping hot.

Renzo Bonini



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Business card size	\$ 60.00 per year

AUTO QUIZ ANSWERS

Below are listed the answers and references to the quiz on page 14.

ALFA ROMEO – ITALIAN JEEP

The Alfa Romeo Stelvio is the company's first SUV, but it's certainly not its first truck. Alfa actually started building trucks in the 1930s, and in the early 1950s, it built some Jeep-like vehicles for the Italian military. The AR 51 and its civilian sibling, the AR 52, gained the nickname "Matta," the Italian word for "crazy." Apparently, this name was a reference to its impressive off-road abilities.

Road and Track by Chris Perkins (1 August 2017)

CAGIVA – MINI MOKE

Cagiva bought BMCs design for the Mini Moke, manufacturing them in Portugal using British built engines from 1990 until 1993. Intending to transfer production to the Bologna factory early in 1995, the tooling for the Moke was transferred to Italy late in 1993, but production never restarted.

Hemmings.com

DUCATI - RADIOS

In the early 1900s in Bologna there was great fervour in the electronics sector. Guglielmo Marconi was acclaimed throughout the world for the invention of radiotelegraphy. So, Ducati started its epic journey with the radio. Adriano Cavalieri Ducati patented a short-wave transmitter, with which he could connect with the United States. Together with his brothers Bruno and Marcello, on 4 July 1926 they constituted Società Scientifica Radio Brevetti Ducati.

Ducati.com

FERRARI – OCEAN RACING YACHT

Ferrari is diving headfirst into the world of yachting.

The Prancing Horse announced on Wednesday that it is preparing to enter the world of competitive sailing, with noted yachtsman Giovanni Soldini serving as team principal.

“We are about to embark on an exciting journey that will expand our racing soul,” Ferrari chairman John Elkann said in a statement “With this new competitive challenge, motivated by our innovative capacity and commitment to sustainability, we will push beyond current boundaries.”

Ferrari Is Building Its First Sailing Yacht for Ocean Racing (robbreport.com)

FIAT – NUCLEAR RESEARCH

Fiat launched a nuclear research program in the 1950s. It was the first private company in Europe to host its own nuclear reactor.

Fiat's nuclear activities began in the immediate postwar period, when the company financed initiatives meant to reconstruct applied and theoretical research on nuclear physics in Italy. However, its actual industrial involvement originated in the framework of the Atoms for Peace initiative, which provided the opportunity for the purchase of an American Machine and Foundry pool-type reactor for a research centre.

Atoms for Industry: The Early Nuclear Activities of Fiat and the Atoms for Peace Program in Italy, 1956–1959 (Barbara Curli)

LAMBORGHINI – OFF ROAD VEHICLES

Fitted out with wood and leather and as many in-car gadgets as the world really knew about at the time – the ‘civvie’ LM002 was launched. It had a 444bhp 5.2-litre Countach engine, a tubular steel spaceframe and all-independent suspension. Its Pirelli Scorpion tyres were designed to support the car's 2.7 tonnes when almost flat. It could crack 60mph in less than eight seconds. At the time it must have seemed less like a normal 4x4 than an extra-terrestrial planetary exploration buggy from a comic book.

www.autocar.co.uk/car-news/motoring/lamborghini-lm002-suv-revisited

MASERATI – SPARK PLUGS

Maserati, the Italian brand that started life producing spark plugs before producing iconic race cars such as the 250F and Tipo 61 ‘Birdcage’, and desirable GTs and sports cars from the 1947 A6 1500 to the upcoming Alfieri.

Società Anonima Officine Alfieri Maserati was opened officially in 1914 in Bologna as a workshop focusing on spark-plug production. Alfieri Maserati was aided by two of his brothers, Ettore and Ernesto, as he took the family lead after eldest brother and promising engineer Carlo had died prematurely in 1910 from lung illness. Maserati spark plugs were used by Italian airplanes during World War I.

Whichcar.com.au/car-advice/maserati---history-trivia-fast-facts

MOTO GUZZI – METALLURGY

Giorgio Parodi, his brother Angelo, and Carlo Guzzi created a privately held silent partnership "Società Anonima Moto Guzzi" on 15 March 1921, for the purpose of (according to the original articles of incorporation) "the manufacture and the sale of motor cycles and any other activity in relation to or connected to metallurgical and mechanical industry".

"Moto Guzzi website – Tradizione – The Origins"

MV AGUSTA - AIRCRAFT

The genesis of the Agusta company came in the early 20th century. Count Giovanni Agusta left Sicily for northern Italy, where he built his first aircraft, the AG.1, four years after the Wright brothers had made history in the US.

The First World War, which demonstrated the prospects of aviation, prompted Agusta to be decisive. In 1923, in the town of Samarate, he founded the Costruzioni Aeronautiche Giovanni Agusta S.A. (usually shortened to Agusta) aircraft factory. He died in 1927 at the age of 48, leaving his life's work to his wife Giuseppina and his sons, Domenico, Vincenzo, Mario and Corrado.

Aircraft orders were plentiful and business generally went well until 1945, when provisions of the peace treaty that ended World War II (reiterated in the Paris Peace Treaties, 1947), forbid Italy from producing aircraft. Acting quickly to save their business and their employees' jobs, the Agustas turned to an idea formulated by Count Domenico Agusta during the war. Domenico believed that the business could best be diversified and made peaceful by commencing the production of motorcycles, which would be needed by a country gutted by war.

History - MV Agusta | Press Centre

PAGANI – CARBON FIBER COMPONENTS

Pagani Automobili S.p.A. (commonly referred to as Pagani) is an Italian manufacturer of hypercars and carbon fiber components. The company was founded in 1992 by the Argentine-Italian Horacio Pagani and is based in San Cesario sul Panaro, near Modena, Italy.

Horacio Pagani, who formerly created and managed Lamborghini's composites department, founded Pagani Composite Research in 1988. This new company worked with Lamborghini on numerous projects, including the restyling of the Lamborghini Countach 25th Anniversary Edition, the Lamborghini LM002, the P140 design concept, and the Diablo.

In the late 1980s, Pagani began designing his own car, by 1993 the car was being tested at the Dallara wind tunnel with positive results. In 1994, Mercedes-Benz agreed to supply Pagani with V12 engines. The final car was named the Zonda C12 the first of the Zonda line.. It was first presented at the 1999 Geneva Motor Show.

Pagani (company) - Wikipedia



Lamborghini LM002

The Countach Evoluzione was designed by Lamborghini's "Composite Department" under the leadership of its chief engineer, young Horacio Pagani. **Pagani (company)** - Wikipedia



Agusta AG.1 biplane historicvehicles.com.au



154 civilian AR 52 units were produced-razaautomovel.com



The Ducati RR 3404.1 is an elegant pear tree wood radio, nicknamed "Breadbox" ('Paniere') due to its profile. Itaianways.com



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