



March Volume 1 2026

SCUDERIA CLASSICA

❖ Chocolate anyone?

When the monthly Sunday run includes a visit to a chocolate factory, you can be sure it will be popular!

❖ Twilight Run

This popular annual event was postponed in January due to extremely hot weather - but it was held in February on a perfect evening.

❖ What is 124 Day?

A motoring writer has declared 24th January (24/1) is 124 Day, and he thinks it should be a public holiday!





CLUB PRESIDENT

Hi Members,

We are off to another fantastic start to the year with a lot happening since the Christmas and New Year festivities. I hope you all had a great holiday season and are all ready for another great year.

As we have advised in the past, this is the first issue of the magazine to go to a digital format. Due to spiraling costs of printing and postage, the decision has been made to issue the first three issues (March, June and September) in digital format, however the December issue will be a bumper issue covering the whole year and will be issued as a hard copy magazine.

The first event of the year is always the Twilight Run to the Osborne Foreshore Playground. This is a popular event, and normally happens in January. However, this year it was postponed due to the extremely hot weather and was subsequently held in March.

The Cherry Run in December was so popular, that we had another one in January. The late season meant that there were still some cherries available in January. We also had a run in March which took us to Melba's Chocolate Factory in Woodside.

Our Sunday morning runs are becoming very well attended, and we often have over 20 members and their families attending. This is great to see and it demonstrates a healthy level of commitment from our members. As the numbers increase, however, it becomes more important to be able to provide accurate booking information to the venues we are attending, so I will ask all members to please RSVP to the organisers if you wish to attend.

I also must thank Gary Ford who has put his hand up to help organise the Sunday breakfast runs as Dom often has to work on Sundays. Gary's first run was to the Sheoak Café in Belair for the March run, and it was a great success. Gary has written up a list of suggested destinations for the year and is ready to take the lead whenever Dom has work commitments. Thanks again Gary for a great initiative.

And in breaking news I have just been advised that, following discussions with St Francis of Assisi School, Auto Italia this year will be held on Sunday 18th October 2026.

On behalf of the Scuderia Italian Car Club I would like to congratulate the Alfa Romeo Owners Club (SA Division) on their 50th anniversary. What a great achievement!

I hope to see you soon at one of our great upcoming events.

Renzo Bonini

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THE 2025/2026 CLUB COMMITTEE

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	Renzo Bonini	0422 986 255	
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	Raphael Cirillo		
	Domenic Lepro	0466 105 171	
Webmaster:	Don Napoletano	0423 062 800	admin@scuderia.asn.au
Committee Members:	John Simonetti	Frank Terminello	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 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:

- 8th Apr - Walkers Arms Hotel
- 6th May - Walkers Arms Hotel
- 3rd Jun - Walkers Arms Hotel

UPCOMING EVENTS

Save the Date: The date for Auto Italia has been announced. This year it will be held on Sunday 18th October.

NEW MEMBERS

SICC welcomes the following new members:

- Matteo Granozio
- Bernard Bednarz
- Raffaele Ranaldo

LIFE MEMBERS

- Dom Lepro
- Frank Terminello
- Tony Di Mauro
- John Simonetti

SCUDERIA ITALIAN CAR CLUB INC.

Founded 2008

ABN: 46 130 785 812

Club Contact: The Secretary
Peter Neal
P.O. Box 283, North Adelaide, S.A. 5006
Mob: 0412 734 479

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 2026

This is a preliminary Social Calendar for 2026 and is subject to change. The calendar will be finalised and issued to all members via email as soon as possible.

- ❖ April - Lunch at Pizzateca, McLaren Vale
- ❖ May - Lunch and Laps at the Bend
- ❖ July - Pasta Night
- ❖ September - BBQ at the Birdwood Museum
- ❖ Sunday 18th October - Auto Italia
- ❖ November - Lunch at the Boatshed Café, Hallett Cove
- ❖ December—Christmas Function

Details for these events will be advised as soon as possible.

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



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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?



After the Christmas Break members are always itching to get out in their cars and enjoy a drive in the hills in the warm weather.

Dom organised a second cherry run as there were still cherries available. The group met at the usual place and enjoyed a relaxing drive to the Grew Cudlee Creek Coffee Shop. A small group of members ventured on to Torrens Valley Cherries to grab some late season cherries.

A great day and a good excuse to get out after all the Christmas celebrations.

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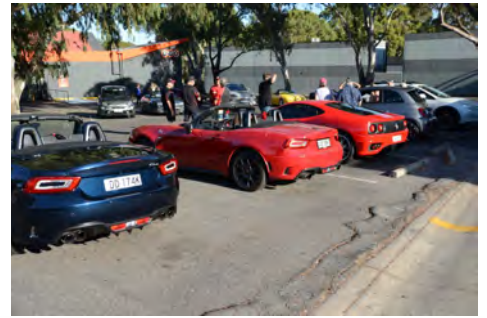
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DOVE SIAMO ANDATI?

WHERE DID WE GO?



In February we had planned to return to the Green Valley Strawberries Café, followed by a quick run to Melba's Chocolate Factory. However as Green Valley Cherries were fully booked, we had a last minute change of venue and went to the Woodside Providore instead. It was a perfect morning for a run up the hills, and everyone enjoyed the breakfast at the Woodside Providore, before a few of us ventured on to Melba's Chocolate Factory, where we stocked up on some great chocolates to take home (though I am sure most of it didn't survive the trip home!).

DOVE SIAMO ANDATI?

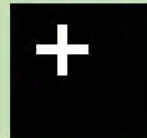
WHERE DID WE GO?



The annual Twilight Run which is normally the first social event of the year and held in January, was postponed due to a forecast 40° day.

It was finally held on Saturday 21st February. The weather was much milder and a group of about 20 members and their kids met at the Target Shopping Centre in Newton, and enjoyed a pleasant drive to the Osborne Foreshore Playground. We all enjoyed pizzas from Pizza-4-U (which was magnificent as usual) and each other's company until the sun went down.

This is a popular event every year.



thomaszollo

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DOVE SIAMO ANDATI?

WHERE DID WE GO?



For the March Breakfast Run a group of 16 members met at the Tower Hotel. This run was organised by Gary Ford, who had booked the Sheoak Café in Belair.

Due to their earlier bookings they could not accept our group until 10:30. Therefore we met a little later than usual at 9:00 for a 9:30 departure. We enjoyed a relaxed run through the hills to Belair, we didn't lose any members and we enjoyed a fantastic breakfast. Two additional members met us at the Café. Most of the group stayed until just before midday as we were enjoying sitting in the outdoor area soaking up the sun.

A big thank you to Gary for organising the day.



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ALFAS IN CLOVER

The Alfa Romeo Owners Club (SA Division) turned 50 this year. To celebrate they held 'Alfas In Clover' - a Show and Shine consisting of Alfa Romeos at Bonython Park, where the club held their first display 50 years ago with only 6 cars!

The event was held on Sunday 29th March from 10:00 a.m. to 4:00 p.m. and this time over 60 vehicles were on show. It was a family event and included a sausage sizzle and an all Alfa display.

A number of our members attended, and below are photos of their vehicles on show at the event.

The Scuderia Italian Car Club would like to congratulate the Alfa Romeo Owners Club (SA Division) on this milestone achievement, and wish them another 50 years of happy Italian motoring and great events.

Renzo Bonini.



CAR GIANT STELLANTIS

COPS \$3.7BN LOSS

One of the world's biggest car companies has suffered a massive \$37 billion loss and blame has been laid squarely on one key reason.

Stellantis, whose giant portfolio of car brands includes Abarth, Alfa Romeo, Ram, Chrysler, Jeep and Maserati has just recorded a net loss of €22.3 billion (\$37 billion) it said was due to "over-estimating the pace of the energy transition".

In other words lack of demand for its electric vehicles.

It has now made "a strategic shift to put customer preferences and freedom-of-choice back at the heart of the Company's plans".

Last month the planet's fifth biggest car company behind Toyota Group, Volkswagen Group, Hyundai Motor Group and General Motors was forced into an embarrassing backdown because customers had simply not signed up to its green energy dreams.

Those dreams have now become nightmares.

The \$37bn loss was even greater than the \$29bn predicted.

"Our 2025 full year results reflect the cost of over-estimating the pace of the energy transition and of the need to reset our business around our customers' freedom to choose from the full range of electric, hybrid and internal combustion technologies," Stellantis CEO Antonio Filosa said.

"In the second half of the year we began to see initial, positive signs of progress with the early results of our drive to improve quality, strong execution of the launches of our new product wave and a return to top line growth.

"In 2026 our focus will be on continuing to close the execution gaps of the past, adding further momentum to our return to profitable growth."

It turns out electric cars are expensive – for car makers and for customers.

Several of the world's largest car companies have taken significant hits to their bottom line in recent months with speed bumps on the road to electrification.

Ford has ended production of its electric F-150 Lightning and pivoted toward EVs, Mercedes invested in a new V8 engine when its battery models failed to electrify customer interest, and Porsche has reportedly slammed the brakes on an electric successor to the petrol-powered Boxster.

Aston Martin announced last week they had suffered a \$890m loss, due it over-estimating demand for EVs. While Lamborghini elected to cancel its own EV.

Its seems the green revolution is anything but.

For its part Stellantis is looking to a U-turn in a "major reset of the business".

On announcing the catastrophic loss, the company said it will now focus on "Resetting the product plan and EV supply chain to reflect customer demand and shifting regulations.

"A change in the estimation process for contractual warranty provisions; and

Other charges, mainly related to previously announced workforce reductions in Enlarged Europe.

In addition, the reset has empowered regional teams to accelerate decision-making and improve effectiveness across all business areas, while working to build closer, more productive relationships with the Company's dealer, supplier, institutional and union stakeholders."

That means, giving customers what they actually want.

Article by James MacSmith

Published in news.com.au 4th March 2026



Stellantis boss Antonio Filosa. Picture AFP



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THE BEST ITALIAN CARS EVER MADE

In this series on 'The Best 11 Italian Cars Ever Made' are featured the Ferrari F50 and the Alfa Romeo Giulia Quadrifoglio.

Source: Goodwood Road & Racing: <https://goodwood.com/grr/road/news/the-11-best-italian-cars-ever-made/>

Author: Russell Campbell

Date: 13th September 2024

#8 Ferrari F50



The Ferrari F50 might be many people's 'nearly' car for the best Ferrari hypercars, but it really shouldn't be. The F50 was a tough sell when it went on sale in 1995; a replacement for the legendary Ferrari F40, it was usually slower than its esteemed big brother. But the Ferrari F50 wasn't about speed. It was the first Ferrari designed to give its driver a full Formula 1 experience on the road, and it did that very well indeed. Its howling V12 produced a tune of pure motorsport – it was based on the engine in a Ferrari 641 F1 car – and lifting the huge rear clamshell revealed rear suspension mounted directly to the gearbox. The direct setup hardwired you to the Ferrari's (literally) spin-tingling power plant, proving supercars aren't all about outright speed.

#9 Alfa Romeo Giulia Quadrifoglio

Alfa Romeo is legendary for making pretty-looking cars often spoiled by the drive. The Alfa Romeo 8C looked absolutely gorgeous, and with a V8 engine feeding a rear transaxle it had all the right specs. Unfortunately, it just never lived up to the promise. The same is true of the carbon-fibre tubbed 4C, which had unassisted steering that was supposed to give you an uncorrupted connection to the road, but made the car undrivable on some surfaces.

Italy's ability to cock up cars should not be underestimated, but it played a blinder with the Quadrifoglio. As usual, it looked great and, as is customary for a four-door Italian saloon not built by Ferrari, had a Ferrari engine that offered all the performance you need. In the time when the BMW M3 was a brute, and the Mercedes C63 lacked culture, the Quadrifoglio was a sweet-handling delight with serious horsepower.





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IN CELEBRATION OF 124 DAY, HERE ARE FIVE FIATS WORTH CONSIDERING

In this article by David LaChance for Hemmings Marketplace, David declares that the 24th of January is 124 Day, and he feels it should be a public holiday! It is 60 years since the FIAT 124 was introduced, and David highlights some notable models based on vehicles currently for sale at Hemmings Marketplace.

Thank you to member Chris Highett for sending me this article.

Renzo Bonini

Article by David LaChance—January 24, 2026 in Hemmings Marketplace, Hot Listings

Today is January 24, also known in certain circles as 124 Day, and if it isn't a holiday, it should be. Fiat sold millions of 124s and their derivatives over the years, and they were once common sights in the U.S. before virtually disappearing from our roads. This year marks 60 years since the model's introduction, and they were built and sold around the world in sedan, station wagon, coupe, and — most commonly seen here — spider form.

Like so many of the memorable models that burst forth from Fiat's design studios in those remarkable years, the 124 was developed under the guidance of Dante Giacosa, the company's director of engineering. Giacosa at the time was promoting the 123 project, a front-wheel-drive car powered by a transverse four, but in-house politics resulted in the front-engine, rear-drive 124 being greenlit. "The conventional layout of the mechanical components and the absence of any innovative features to attract a public interest made it, to my mind, unlikely to remain competitive over a sufficiently long period," the engineer wrote in his memoir, *Forty Years of Design with Fiat*.

Yeah, about that.

The 123 became the Autobianchi A111, and went on to a modestly successful career spanning four years. The 124, on the other hand, was sold by Fiat through 1982, and was still so popular that coachbuilder Pininfarina renamed it the Azzurra and continued building it for another three years. In fact, the 124 Sport Spider badge had such staying power that Fiat applied it to the Mazda MX-5 Miata-based roadster it unveiled in 2016.

As it turns out, the combination of four-wheel fun and an affordable price tag was enough to "attract a public interest," as Giacosa put it. In honor of the 124's legacy, here are some examples of the model we found in the Hemmings Marketplace.

David LaChance



1967 FIAT 124 SPORT SPIDER

The 124 Sport Spider was styled by Pininfarina's [Tom Tjaarda](#), who recycled some of the elements of his [Corvette Rondine](#) show car after he'd failed to interest GM in putting that car into production. As a second-year model, this 124 features the 1,438-cc version of the DOHC four designed by Aurelio Lampredi, whose work can also be found under the hoods of some Ferraris. The Lampredi four — codenamed 124 — was one of the earliest production engines to use a timing belt rather than chains or gears to drive the overhead cams.

Note: this article has been edited for brevity and formatting purposes.



1974 FIAT 124 SPORT COUPE

The Fiat 124 Sport Coupe was designed by Felice Mario Boano, who was then working for the automaker's in-house design studio. For economy's sake, the coupe shared as many parts as possible with the production sedan.



1980 FIAT 2000 SPIDER

In 1979, Fiat renamed the 124 the Spider 2000, calling attention to the increase in the engine capacity to 1,995cc. In 1980, fuel injection arrived, raising output to 102 hp — more than 20 more than the carbureted engine. "It is a thoroughly enjoyable car in the best roadster tradition and, despite its years, it isn't dated," Road & Track summed up in its road test update.



1983 PININFARINA AZZURA

In 1982, when Fiat pulled out of the U.S. market, it was prepared to stop production of its Spider 2000 and its mid-engine X1/9 — until Malcolm Bricklin showed up. Sensing an opportunity, Bricklin worked with Fiat, Pininfarina and Bertone, the builder of the X1/9, to continue production of both models under the International Auto Importers, or IAI, banner. Pininfarina became the manufacturer of the 2000, which it renamed the Azzurra in the U.S., and the Spider Europa in Canada and Europe. Thanks to that deal, the car stayed on the American market through 1985, though it now cost as much as a BMW 3 Series sedan



2017 FIAT 124 SPIDER

The Fiat 124 was reincarnated for 2017 as the result of an agreement between Fiat Chrysler Automobiles and Mazda to develop a common rear-drive platform. Both the MX-5 Miata ND and the Fiat 124 were manufactured at Mazda's Hiroshima, Japan, factory, but the 124 was powered by a Fiat's turbocharged, SOHC, 1.4-liter Multitair four-cylinder, rather than Mazda's 2-liter naturally aspirated four, and had its own bodywork that borrowed cues from Tjaarda's 1966 design. Production of the 124 ended after the 2020 model year, which meant it fell short of the original's run by some 15 years.

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FIAT X1/9 1981 MANUAL

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This 348ts Rosso Corsa/Tan combination presents in stunning concours condition, and importantly is AUSTRALIAN DELIVERED.

The Ferrari 348 made its debut at the Frankfurt Motor Show in 1989 and was deemed "Best at Show". It was the first Ferrari ever at the time to feature a pressed steel chassis with tubular subframe. Further, the engine was positioned longitudinally with the transmission mounted transversally at the rear much like the F1 cars at the time. Not many 348s were delivered in Australia as the car was launched during a global recession, including Australia. Given the low production, the Ferrari 348 will remain an important and rare car in Ferrari's history. Once Luca Cordero di Montezemolo took over the reigns, production of 355, 360 etc skyrocketed in production as the cars were produced in greater quantities and sold into new markets, notably Asia and Middle East. Everything about this car is in immaculate condition. The 348ts was built between 1989 and 1993. Just 26 cars were made in RHD and only a hand full of red/tan combination (Trasversale Spider) were made for the world making this TS version a very rare Ferrari model.

Just some points all included:

- Trickle Charger
- Spare key
- This car has a factory fitted interior upgrade including chrome gear knob, dial ends and gauge surrounds (very rare factory option).
- This car is also fitted with a Capristo exhaust with a remote control
- I also have the original exhaust system which is included
- All the service books including leather case
- Schedoni leather travel case (very rare factory option).
- Ferrari indoor car cover and bag.
- Major cam belt service was completed in September 2023 by Veloce Motors.
- New complete set of Michelin tyres fitted to suit this model Ferrari

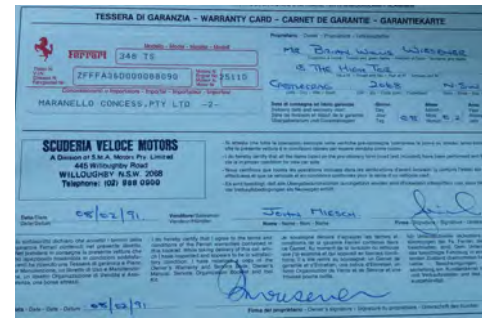
Just to be clear this is not a used and abused classic, this car has been very well maintained by Veloce Motors with only 38k miles. This is truly a concours collectable Ferrari which will continue to appreciate in value over time.

Price: \$249,990

Contact: Dino Greco

Ph.: 0411 023 888





RECIPES

FRITTATA

This recipe comes from the YouTube channel 'Vincenzo's Plate'. Please check out all his great recipes at www.vincenzosplate.com

Ingredients

- 6 sticks asparagus
- 6 eggs, free range
- 3 tbsp pecorino romano, grated
- 130 ml (half cup) milk, full cream
- Extra virgin olive oil
- Salt
- Pepper
- 1 handful parsley, chopped



Instructions

- Before preparing the frittata, preheat your oven to 180C/365F.
- Cut the asparagus by first removing the bottom ends and discarding them. The end part is tough and hard, so you don't want to use it.
- Chop the asparagus into small, bite-size chunks. When you get to the heads, be gentle with your knife because it is more delicate. Set the asparagus aside.
- Place 4-5tbsp EVOO in a non-stick skillet and heat over medium-high heat.
- Add the asparagus pieces and cook for around 10 minutes or until they become soft. Make sure to stir occasionally.
- Meanwhile, start to make the frittata mix by breaking 6 eggs into a large bowl.
- Season your eggs with a pinch of salt and a generous amount of pepper.
- Whisk your egg mixture well.
- Add the pecorino romano cheese, milk, and parsley. Continue to whisk the mixture well.
- Once the asparagus has softened, use a spatula to help you carefully pour out the remaining EVOO leaving just a little bit in the non-stick pan.
- Now place the cooked asparagus into the bowl with the egg mixture and stir with a fork to combine.
- Warm your pan to a medium-high heat and place the mixture back into it.
- Wait for around 2 minutes until bubbles begin to form around the edges. Don't touch the Frittata during this process, it will continue to bubble and almost appear alive!
- Once the top and edges of the frittata begin to cook but still appear runny, transfer the non-stick pan into the oven for around 10 minutes.
- Remove your Frittata from the oven once it has begun to rise and expand.
- Immediately place the plate on top of the pan securely – facing down.
- Carefully hold the handle of the pan with a folded towel/oven mitt. Place the plate on top of the pan and flip your Frittata onto the plate.
- Place the Frittata back into the pan so that the side touching the plate is now touching the bottom of the pan.
- Cook the bottom part over medium-high heat for 1-2 minutes.

Renzo Bonini



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