

UNA NOTIZIA

VOLUME 23 , NUMBER 1 THE ALFA ROMEO OWNERS CLUB OF OKLAHOMA JANUARY, 2009

Off to a Great Start!

The New Alfa Year is off to a roaring start! Thanks to Keith and Gail Kelly for hosting the January 10 meeting, which was well-attended and filled with wonderful food and friends. We planned the 2009 calendar, re-nominated the current officers and directors and agreed to Kansas City's request to host the Eureka Springs event this year. It's going to be a busy year!

Next up on the Club calendar is one of our favorite and best-attended events: Romeo and Giulietta, our annual progressive dinner to celebrate Valentine's Day. It's an early celebration this year, since the date is February 7. If you haven't already RSVP'd to Autumn, email her at kuhawk4life@hotmail.com and then plan to drive your Alfa (or un-Alfa) around the Sand Springs vicinity. Here's the schedule:

- Appetizers at 5:30 at Karl and Rosie Schmid's home: 820 S 263 W Ave, Sand Springs (next door to the Simmons; park at either house). Phone: 918-865-2883.

- Soup and salad at David and Eileen Simmons: 922 S 263 W Ave, Sand Springs. Phone: 918- 865-4957 Eileen's cell: 918-520-5799.

- Entree at Alan and Claudia Oswald's home: 14112 W Overlook Drive, Sand Springs. Phone: 918-407-1227

- Dessert at Larry and Susan Johnston's home: 4019 S Rolling Oaks Drive, Tulsa. Phone: 918-445-8678

If you can't make all of the stops, join us along the way.

Alfisti are the adventurous types, whether it's Keith Kelly's dirt racing or Russ Neely and a rare Alfa Van, acting out a murder mystery, playing bocce or even having a meeting. Accounts of all of the above are in this newsletter. Read, enjoy and mark your calendar to join the 2009 Alfa Adventures.



Treasurer June Mustari ponders her paperwork as she gives her report at the January 10 meeting.

Events

FEBRUARY

7 Romeo and Giulietta

MARCH

8 Wine Tour/
Krebs
18-22 Tulsa Auto
Show (tentative)

Inside

Member News	2
2009 Calendar	2
Hallett to Dirt	3
Alfa Van Visit	3
Guthrie Murder	6
January Meeting	8
POPS	9
Bocce	11



They won't be giving up their day jobs for acting any time soon, but the December 6 Murder Mystery at the Stone Lion Inn in Guthrie did reveal some unexpected character traits among Oklahoma Alfisti. *Front row:* Julie Perlingiere, Eileen Simmons, Susan Johnston, Claudia Oswald. *Second row:* Russ Neely, Joan Neidell, Larry Johnston. *Third row:* Peg Neely, James Perlingiere, Alan Oswald. *Fourth row:* Autumn Perlingiere, David Simmons. *Top row:* Jamie Perlingiere, Les Neidell.

Member News

Welcome to new member *JR Purvis*, 4134 E 37th Place, Tulsa, 74135: 918-638-8595; purvisw@cox.net, Oklahoma Alfisti in the news: *David Simmons* in his GTV was the cover of the January *Alfa Owner*; *Claudia Oswalt* auto-crossing at Eureka Springs was a great photo accompanying the article about Eureka Springs. *Brianna Harris* was interviewed on OETA's Oklahoma News Report about her participation in Tulsa Memorial High Schools' robotic program. Happy 80th Birthday to *Harold Tompkins*. *Cliff Whisler, John and Rose DiMaggio and Russ and Peg Neely* attended a surprise party hosted by Harold's daughter.

Eureka! is ours

At the January 10 meeting, AROCOK members voted to accept Kansas City's request that we host the annual Fall Fling event in Eureka Springs. The Kansas City group has scheduled the event and reserved the hotel: October 23-25 at the Inn of the Ozarks. Watch for opportunities to volunteer for this fun-filled event.

After 25 years, the Kansas City group deserves a break!

Enzo Ferrari managed Alfa Romeo's racing division during the 1920s and '30s. . . The 1750 Veloce, introduced in 1967, is commonly regarded as the "classic Alfa-Romeo design."

2009 Nominations

At the January meeting, Dani Perlingiere moved nomination of the current officers and directors. Her motion was seconded and approved. Nominees are:

- David Simmons, President
- Alan Oswalt, Vice President, Tulsa
- Russ Neely, Vice President, Oklahoma City

- Robert Bumpas, Vice President, Arkansas
 - Keith Kelly, secretary
 - June Mustari, treasurer
 - Larry Johnston, director
 - Steve Kernyansky, director
 - Scott Fowler, director
 - James Perlingiere, director
 - Jamie Perlingiere, director
- The 2009 ballot is included with this newsletter. Return it by email to Keith Kelly at kgrpkelly@aol.com or mail it to Keith at 4004 E 88th Street, Tulsa, OK 74137.

2009 Calendar

FEBRUARY

7 Romeo and Giulietta

MARCH

8 Wine Tour/Krebs
18-22 Tulsa Auto Show (tentative)

APRIL

12 Meeting/Tech Session
25 Kart Racing

MAY

1-3 Spring Fling, St. Louis
10 Members Request Tech Session

JUNE

14 Members Request Tech Session
19-21 EuroExtravaganza, Sand Springs. Co-sponsor with Jaguar Club of Tulsa.

JULY

4 Party
12-19 AROC National Convention, Portland, OR
12 Members Request Tech Session

AUGUST

9 Members Request Tech Session
22 Hare and Hound Rally

SEPTEMBER

14 Meeting/Bocce
26 Meeting

OCTOBER

11 Members Request Tech Session
23-25 Eureka Springs

NOVEMBER

14 Pops, OKC
15 Members Request Tech Session

DECEMBER

3 Holiday Party

The second Sunday of each month is a Members Request Tech Session, hosted by David Simmons. If you're requesting a tech session, let him know the topic at least a week in advance. He can get the word out to other Alfisti who want to be part of the tech session, who want to learn or who want to hang out with other Alfa Guys,

From Hallett to the Dirt Track

by Keith Kelly

The President of my Company says: "Hey, there is a race at the dirt track in Muskogee coming up. It is 100 laps, "run what you bring" and no yellow flags. You have to keep racing around broken and wrecked cars, lost tire and other car parts. It is not a demolition derby, they just don't clear obstacles. They only stop the race if someone is on fire, or the track is blocked. Eighty four cars started the last race and only eleven finished. You also take a passenger. Let's build some cars and go racing!"

The car I intended to use blew up and caught on fire at the last race.

What Keith and Patrick raced for two week-ends:: a 1993 Cadillac One race was in Muskogee; the other in Clinton..



Keith as the "Dusty Grog" after 100 laps of dirt racing with a radiator leak which outlined the shoulder straps of his seatbelt.

The Van That Got Away

or

Why Peg and Russ Are Still Married

by Russ Neely

Peg and I had a visitor Friday night, January 23. Vince Strazzabosco arrived about 7:15 in a medium blue 1973

Alfa Romeo F-12 Diesel Furgone van. "Furgone Van" is redundant as Babelfish.com translates Furgone as Van. It is apparently pronounced Fur Goin Nay.

The story starts when it was mentioned on Alfa Digest that there was an Alfa Van on eBay. Go to eBay.com and search on item 110334433613.

I flagged the listing to watch. As the auction approached its close and the price was only



Behind the Blue Swallow Motel in Tucumcari, NM,, Vince's Alfa Furgone meets an old VW van. Photo by Vince Strazzabosco

\$1025, I called Peg about raiding our savings for a couple of thousand. I figured shipping it from Santa Barbara to Oklahoma City would cost at least \$900. Peg, of course, denied my request.

I kept watching and finally placed a bid as I do not have such a rare Alfa and the price was so low. I got out of the bid and my marriage was saved.

The winner, Vince Strazzabosco, posted to Alfa Digest that he had won. I posted back that I was second high bidder and either lost out or caused

him to pay more than he might have otherwise. And I thanked him for saving my marriage.

Vince and I swapped a few emails. I told him there was a bed waiting him, if he came through Oklahoma City. He took the week off work and flew to Los Angeles on Monday, January 19. The van was not quite ready to drive so he did not get away from the seller's place until late afternoon. And then he had to replace the old 6.00 x 16 tires.

Vince kept in contact with his progress all week. The van would run 60+, but felt most comfortable at 55 mph or 90 kph. The van has no tachometer on the Perkins diesel engine. But at 55 it sounded right to Vince. Plus any faster and the box of a van got wanderlust. That may have been due to worn front suspension or the side wind and the draft from semi trucks passing him at 20 mph faster than he was going. He said he spent the trip watching his mirrors.

When he arrived at our house, we went for Oklahoma BBQ. He said the ribs at Earl's were great as there are no good BBQ places near him.

Vince has a 74 spider with very low mileage, but it arrived at his house disassembled. He had a list of spider parts he needed. We found some parts on Saturday morning. But I was not able to persuade him to fill the back of the van with parts. Something about not wanting to acquire more stuff than he really needed. Since I have way more parts than anyone needs and he had a truck, I had hoped to gain some storage space.

Vince also has a BMW 2002 Ti. That is the



Vince and Russ pose with the Furgone during its visit to the Neely home.

European carbureted version of what came to the USA as the 2002 Tii. I told Vince that years ago, when my son was born, we looked for a car with a back seat. After looking at Volvo, Saab, etc, I decided that I wanted either a BMW 2002 or an Alfa GTV. I could find lots of 2002's, but no Alfa GTV's. Plus the Alfa had twice as many camshafts, mechanical fuel injection instead of a 2 bbl carb, four wheel disk brakes, and a five speed. The Alfa was just more technically interesting. We finally bought a used 71 GTV with 50,000 miles. A year later, my son grew legs and we traded the GTV for a new 1975 Alfetta Sedan.

Vince and I talked about hot rods, muscle cars, vintage Nascar racers and stuff until midnight. I enjoyed his company. In spite of being in Chicago, he had not attended the AROC convention last summer. He did promise to join AROC, now that he has two Alfas.

John DiMaggio came over bringing a bunch of hub caps I had given him to sell on eBay. I had spider steel wheel hub caps, but Vince's 74 has plastic centers. I think my hub caps are all Graduate.

We took some photos and had to pull start the Furgone. The starter had give up shortly after he left California. He had been calling wreckers to tow start him every morning. Given the low temperature that morning, I had to pull him a



The interior of the Furgone

couple of blocks. He drove back to my house to load his suitcase while the van warmed up.

I looked under the front end. It has an exhaust leak. Or sounds like it does. With the egg beater sound of a diesel, it was hard to tell. The front suspension was interesting. The front spring is transverse. The upper ball joint clamps to the end of the spring. It has open, greasable u joints, rather like short drive shafts. No rubber enclosed CV joints here.

I have no clue where to get parts for it. I guess he needs to check with some of the parts houses in Europe.

On Sunday morning, Vince posted the following to Alfa Digest:

Just some info for those wondering, and more details to come

later....

The blue Furgone from Santa Barbara, CA and I arrived home in Naperville, IL at 4:10am Sunday, 1/25/09. We ran the last leg, from Russ Neely's grand palace in Oklahoma City, essentially non-stop, stopping only for food, diesel fuel, bathrooms, and a couple curious LEOs. Temp when arriving was -2 degrees below zero.

There were no major issues aside from the starter

Chrysler, Fiat, Alfa?

Chrysler LLC and Fiat S.p.A. will bring seven new vehicles to North America under their alliance--four with Chrysler brands and three as Fiats or Alfa Romeos.

The vehicles will be built at Chrysler plants in North America and sold through select Chrysler, Dodge and Jeep dealerships, according to sources who have seen the product-sharing agreement. The plan includes vehicles on four Fiat platforms--in the microcar, or A, through the mid-sized, or D, segments. The two companies have not decided on timing or volumes. Teams at both companies are hammering out details of a plan they hope to make final by April 30. . .

The agreement calls for two minicars in Europe's A segment, the Fiat 500 and one with a Chrysler or Dodge badge. A CSM Worldwide report says the 500 could be sold in the United States in 2012.

that stopped starting the first morning. One headlight bulb is not working anymore, there's wheel bearing grease all over the rf wheel, the exhaust sounds like it's Holier than thou, and I doubt if it would go much faster than 60-65 mph. Oh, and it gets really drafty and the heat doesn't work well when it's cold out. Now to warm up, get some rest, and try to get back to normal.

vince

More information: Although titled as a 1971 in order to circumvent the smog laws, the Furgone has been documented as a 1979 in this letter: from Centro Documentazione Alfa Romeo:

Dear Mister Strazzabosco, with reference to your request we are informing you as follows.

According to our documentation files, the chassis number AR 14060.0008587

originally corresponds to an Alfa Romeo F12 Furgone, manufactured on the 30th

January 1979 and sold on the 28th February 1979 in Italy .

The body colour is light blue.

Yours, Sincerely,

Marco Fazio

The five-door minicar could be based on the next-generation Fiat Panda, a small five-door hatchback that is the biggest-selling small car in Europe, where Fiat dominates the segment.

A Panda-style vehicle would give dealers a city car. The 500 is something else altogether--a small, retro three-door that has Mini-style cachet without the Mini price. The 500 is Europe's second-best-selling minicar, trailing the Panda.

"The 500 is selling like hotcakes, even in this difficult economic environment," said Nigel Griffiths, an analyst for Global Insight in London. "It has been a runaway success."

Under the plan, Chrysler dealers also would get a subcompact, or B segment, Fiat, most likely derived from the next-generation Fiat Grande Punto. ***Dealers also will sell the Alfa Romeo MiTo, built on the same platform.*** (emphasis added).

Automotive News, Jan.30, 2009.http://reviews.cnet.com/8301-13746_7-10149957-48.html

Murder in Guthrie

by Eileen Simmons

It's a sight not too often seen. Alfa Guys, usually up to their elbows in grease, oil, paint and various Alfa parts, were wearing suits and bow ties! The wives were looking glamorous, too.

The occasion was our holiday celebration, a murder mystery at the Stone Lion Inn in Guthrie. The mystery took place in 1948 at an exclusive club and the characters had dark secrets, unsavory backgrounds or both, all connected to the recently ended WWII. So, for the evening, Alfisti adopted those persona, some more convincing than others.

The most despicable, and therefore, the murdered one, was played by David Simmons. He died during dinner—in such a convincing man-

ner than he scared the daylights of out me, to say the least. After that character died, his twin brother appeared—a very nice person. The twin had to prove his identity by showing his giant red birthmark on his left cheek—not the cheek on his face, either.

In a nice bit of typecasting, James Perlingiere played the part of an Italian “businessman.” The best costume awards have to go to Julie and Autumn Perlingiere who came up with genuine 1948 dresses and minks for the occasion.

Club members shared the evening with non-Alfisti, one of whom asked, “Are you all family?” Wonder what made them think that?

Joan Neidell and Peg Neely visit during appetizers



Stone Lion Inn owner/hostess Becky Luker hugs Jamie Perlingiere. This might have been before Jamie spotted her tattoo.



Julie Perlingiere and daughter-in-law Autumn review characters and clues.

Larry and Susan Johnston listen attentively as the mystery unfolds around them.



Joan and Les Neidell rehearse their lines. Joan's character was a spendthrift wife; Les played the part of her attorney husband, who went to the dinner hoping his girlfriend would show up.

Three elegant Alfisti: Alan Oswalt, James Perlingiere, Russ Neely



David Simmons replaces his belt after proving he is the "good twin."



Julie Perlingiere's character gives Alan Oswalt's character the low-down on yet another person at the elegant dinner that night in 1948.

Who me? Larry Johnston's character seems to be saying to Becky Luker.

The January 10 meeting in photos

A huge “thank you” to Keith and Gail Kelly for hosting the January meeting. Maybe it was because we hadn’t been together for a while, or because this was a real meeting with serious business or just because a cold night is a great time to spend with warm friends—whatever the reason, turnout was terrific. We visited, ate, conducted business and enjoyed each other’s company.

We’re looking forward to more of the same in 2009.

JR Purvis, Steve Kernyansky and Trent Fowler pay close attention during the business meeting.



Joan Neidell and Gail Kelly visit in the kitchen.



David Hyman and David Simmons have a serious discussion.

POPS: The Ultimate Sugar Experience

by Russ Neely

I first became aware of Pops when a billboard showed up on I-35 on my route to work. It said something like, "Have you ever seen 50,000 pop bottles? Coming June 2006." I figured that someone was constructing a building using pop bottles surrounded by mortar.

Peg did some investigating and found out that Aubrey McClendon was buying up land around Arcadia, Oklahoma. And he was building a service station / quick shop that would offer many varieties of soda pop.

Aubrey McClendon is the founder and majority stockholder of Chesapeake Energy Corporation. Chesapeake has bought up a bunch of land around 63rd & Western in Oklahoma City. They have constructed so many office buildings that it is now referred to as Chesapeake City.

Peg works with the wife of an electrician. He was working on the wiring of the Pops station. Apparently, there were many changes to the architectural drawings and Pops did not open in June of 2006 as advertised.

As it is only about six miles south east of our house, we drove by the construction site. The building is a giant cantilever construction of round pipes. The pipes are all anchored around the building with the cover over the gas pumps extending outward with no other supports.

After the station opened, we went there to eat. It was so crowded that we never got in. We did take a quick tour to look at the merchandise they were offering, including more varieties of soda pop than I knew existed. The front and back walls of the building are glass and lined with bottles of soda in a splendor of colors.

And the sign out front is a big soda bottle shape that changes color at night. It is a really pretty building.

The Oklahoma Alfa Club decided that Pops would be a good destination for a tour, so one was planned for Saturday November 8. I got my pink 91 spider put together enough to be road worthy. John DiMaggio came by in his 76 spider and a friend, Larry Downs drove my Milano.

When the three of us arrived, David Dabney



Russ and Peg Neely are color coordinated with Pinkie on the November trip to POPS. Russ found a pink POPS hoodie, but it didn't fit and he decided against buying it.

was there in Gina's 74 spider and David and Eileen Simmons were there in the 74 GTV. Oz and Claudia had left home driving both their Alfetta and the Duetto, but both Alfas had mechanical problems. As a result, David and Eileen were the only Alfa from Tulsa.

Cliff Whisler drove his pickup. After we had eaten, Harold Tompkins and Cecil Tangier arrived in Harold's 84 Spider. That made a total of six Alfas. We managed to all park together so Eileen could take photos.

We got two booths to eat. Peg had a cheeseburger and I had Quesadillas. Both meals were quite good. I had a Blueberry Soda, which was unusual to say the least. Peg had a fountain diet coke.

After eating and taking photos, the Alfas all drove up to our house, which is about six miles. David looked over Peg's 74 GTV to see what parts he might have that we are missing.

After a nice visit, everyone left. David and Eileen de it back to Stroud before the Winery closed. Acquiring Oklahoma wine was one of the purposes of their trip.

The Alfa Romeo Spider has always been a favorite among sports-car purists, and the essential late-sixties version can still turn heads. Part of what sets this classic charmer apart is its racing heritage and a brand of technology that, for its time, was uncommon in a street automobile.



Alfas and their owners in the parking lot of POPS: Harold Tompkins and his Spider; David Simmons and his 1974 GTV; Russ and Peg Neely with Pin-



John DiMaggio with is Spider; Larry Down and Cliff Whisler with Russ and Peg's Milano; David Dabney with wife Gina's Spider.



A front view of the six Alfas at POPS in November, 2008.



Three Oklahoma City Alfisti: John DiMaggio, Cliff Whisler, the late Cecil Tanger.



A few months after the POPS excursion, Harold Tompkins celebrated his 80th birthday. Cliff Whisler and Russ Neely helped him celebrate.

Bocce!

The annual Bocce Tournament in October had fewer participants than usual, but it was as much fun as ever. Players followed the normal schedule of play bocce, eat and play more bocce. A photographic look at some of the players and their form:

Trent Fowler carefully plans the path of the bocce ball he's about to throw.



Scott Fowler follows through on his toss as Alan Oswalt watches.



Mercedes Milberry prepares to toss the bocce ball as Claudia Oswalt watches.



Trent Fowler and Alan Oswalt watch as David Simmons measures—always an important part of a bocce game.



Russ Neely and Alan Oswalt intently watch the unfolding mystery at Stone Lion Inn in Guthrie.

Membership Application

Name _____

Address _____

City _____ State _____ ZIP _____

Phone _____ email _____

Tell us about your Alfa(s) _____

Dues are \$65.00/year, renewable on anniversary. Send check and application form to June Mustari, 4128 E. 37th Place, Tulsa, OK 74135.

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