

UNA NOTIZIA

VOLUME 22, NUMBER 4 THE ALFA ROMEO OWNERS CLUB OF OKLAHOMA JUNE-AUGUST, 2008



Steven Kernyansky and Jim Chandler visit during EuroExtraganza June 14 in Sand Springs.

Events

AUGUST

23 Hare and Hound Rally, 10:00 a.m.

SEPTEMBER

14 Kart Race, JRP Speedway, 5920 W 51 Street, Tulsa. 3:00 p.m.

OCTOBER

4 Bocce Tournament, Simmons

24-26 Fall Fling, Eureka Springs.

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Fall Fun Just Around the Corner!

Join fellow Alfisti for late summer/early fall fun Saturday, Aug. 23. David Simmons and Jamie Perlingiere have put together a Hare and Hound Rally that promises to be a great way to spend a Saturday. The departure point is the north parking lot of Gilcrease Museum, 1400 Gilcrease Museum Road, Tulsa at 10:00 a.m. The Rallymasters promise a fun drive on some interesting Osage and Tulsa County backroads. They also say that they have taken green to new heights because the markers are all painted green! The ending point is a surprise, but be prepared for a picnic. The hamburgers and hot dogs will be provided. Bring a side dish or dessert to share. If you haven't RSVP'd to Autumn yet, please contact her at kuhawk4life@hotmail.com or 918-872-7355 and let her know you're coming.

Fall is one of our busiest seasons and this one promises to be no exception. After the Hare and Hound Rally, we'll do our annual Kart Racing. The date this year is September 14 at JRP Speedway, 5920 W 51 Street, Tulsa. Racing begins at 3:00 and a catered dinner with awards will follow. Be sure to RSVP to Autumn if you plan to come and race.

Our annual Bocce Tournament is scheduled for Oct. 4 at David and Eileen Simmons house. Watch your email, the website and the next issue of Una Notizia for details.

Finally, the premiere Alfa event in this area: Fall Fling, the annual gathering of Alfas in Eureka Springs. This year's event is the 25th anniversary of the first gathering and is scheduled for October 24-26. A registration form is included with this newsletter and is posted on the website (www.rocok.org). Download, print and mail to guarantee yourself and your Alfa a place in the celebration. Don't forget the hotel reservation!

As summer turns to fall, put the top down and cruise to an Alfa event. Or just cruise!

See you at a Club event soon.



David Simmons Sprint Speciale and Junior Zagato line up with Alan Oswalt's Duetto as part of the Alfa exhibit at EuroExtravaganza, 2008, in Sand Springs June 14.

Member news

Welcome to new members:
Sandra Smith, P.O. Box 5833, Springfield, MO 65801-5833; phone: 417-368-0960; flyngdchss@aol.com;
Dean and Carol Mandlebaum, 3524 E 70th Place, Tulsa, OK 74136-2447; phone: 918-698-7000; mandlebaum@sbcglobal.net; **Roger Padgham**, Rt. 2, Box 97, Marlow, OK 73055-9621; rpadgham@comserve.com.
Congratulations to **Garry Stotts and Sherry Evans** on their wedding, planned for September 20. Our thoughts are with **Don Murphy** on the death of his wife Bev and **Mercedes Millberry** on the death of her father. Good news from **Russ and Peg Neely**. **Peg** has recovered from her July surgery and is back to work.

Murder in Guthrie

If you've missed the reservation deadline for our Holiday Celebration in Guthrie—a murder mystery at the Stone Lion Inn—you might still be able to join your Alfisti friends. We have reservations at Stone Lion Inn December 6 -7 for dinner, the mystery, a night at the Inn (or nearby) and breakfast Sunday morning. Contact the Inn at StoneLioninn@aol.com or 405-282-0012 and check on the availability of rooms that weekend. We'll cross our fingers for a vacancy!

EuroExtravaganza, 2009

The 2009 EuroExtravaganza has been tentatively scheduled for June 20-22. Registration will take place the evening of

June 20. The car show, again in downtown Sand Springs, will be held Saturday, June 21. The major change in plans is to move the slalom to Sunday, June 22.

The Tulsa Jaguar Club, which organizes the event, is forming committees and asking for volunteers. Stay tuned.

Alfa Romeo's return to America comes into focus

Posted *Tuesday, August 19, 2008* <http://www.totalcarservice.com/?p=44> Source: Auto Observer

Be patient. In the inherently fast-paced automotive industry, it's quite a thing to ask. But that's exactly what Alfa Romeo has demanded of the eager legions of its fans in the United States. The Italian automaker may retain a sizable base of enthusiasts in America, but while rumors of its impending return to the market have been mounting for some time — with no clear end in sight — Alfa remains committed to coming back in full force. And when it does, it won't be for the sake of its loyal fans alone, but with every intention of attacking the entirety of the world's largest new-car market in full force.

Three major questions linger over Alfa Romeo's return to the US: namely, when, what and where. The "when" was anticipated to be next year, but with plans continuously being pushed back, sources indicate the new target is 2010, firmly. As for "what", initial reports suggested Alfa's return would be heralded by

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SEVERAL OKLAHOMA ALFISTI FORWARDED THIS GEM TO ME!



Chicago Report: 2008 AROC Convention

by Les Neidell

GETTING THERE

Joan and I left for Chicago Tuesday, June 17 at the ungodly hour of 5 AM so that I might be rested for my first AROC Board meeting early Wednesday morning as nominee director. (Thanks to all who voted for me – if you have “stuff” you want the AROC Board to consider please e-mail (gtvalfa@sbcglobal.net) me so that I have a written record of your request. Try to be as explicit as possible.) I was a little skeptical of local Chicago directions when my gps wouldn’t accept the hotel’s address. I tried to follow the map posted in the *Alfa Owner*, but it didn’t match with exits that we passed, so we found ourselves touring Chicago’s waterfront at rush hour! Turns out there are two Marriott hotels within three miles of each other, my gps finally got us to the wrong Marriott, but the desk there had a preprinted map & directions to the convention hotel. We found Russ and Peg Neely when we arrived; they had just completed the pre-convention tour, and were quite enthusiastic about it.

I had wanted to do the pre-convention tour but my affiliation with the EuMoEx show just didn’t permit this. Joan wavered between going and not going, as she found (1) the Recaro-style seats just don’t fit her, and (2) the noise level of my now supercharged GTV-6 somewhat unnerving. But now we’re planning to attend to 2009 Portland convention with the same car!

I entered the Autobahn Track Event (Thursday), the Autocross (Friday), the Concours (Saturday), plus we signed up for the Saturday night Banquet and the Sunday morning Awards Brunch. We passed on Friday’s Skyline cruise (\$150 per couple!) and the Gimmick Rallye (too stressful). So Joan explored downtown Chicago on Wednesday and Thursday.

The hotel was quite secluded, not convenient to anything, and did not provide van service to the train station. Also, the exhibits and vendors rooms were problematic – isolated and not well signed. We didn’t find out there were two

vendor rooms until Friday evening. However, the parking lot was ribboned off and as usual, parking lot sessions were one of the best features of the weekend.

THE TRACK

The Chicago club apparently is more of a social club than a driving club, which showed. I spectated, rather than participated at the track Thursday, as the GTV-6 developed a leak from an improperly sealed plug inserted when the car was changed from a hydraulic to a manual tensioner (NOT done by Hi Performance Store). While there was no chance for any engine problems I felt it wasn’t fair to other entrants to oil the track. Even though transponders were required, participants’ times were routinely missed, and a number of drivers got to do an extra two-lap session to get the required three limed laps.

Spectators were confined to the start/finish area, and so not much of the track action was visible. I did get an opportunity to “drive around” in a Montreal during the lunch break. An interesting drive-around – over ½ hour, with passing allowed on the straights, and no speed limits! It seemed to me that the 1.4 mile track is essentially two straights connected by a series of five turns – and that late apexes are the key. The Montreal driver never did figure that out (I kept my mouth shut), and finally after consistently getting into difficulty at ever-increasing speeds he decided to park.

Russ Neely would have a better perspective since he participated. Russ might also want to comment on the black flag waved at him for an illegal pass.

After the club track event an Alfa-only Enduro race was scheduled. Since we had dinner plans I passed. This apparently ended about 8 PM; many Alfisti spectators left the track between 5 and 6 PM, and found themselves caught in Chicago rush hour. What was a 45 minute trip in the morning became their own “enduro;” with return time to the hotel close to three hours.



The autocross just as the rain started. (Photo by Les Neidell)

THE AUTOCROSS

Friday AM dawned grey, with a rain forecast. We arrived at the autocross parking lot to find utter chaos. The site is apparently well-used for autocross, and a number of previous autocross markings obscured the Alfa course. Eventually the course was completely marked with granite dust, and at 10 AM the action got under way. But the Chicago club had not pre-arranged any course workers, and as storm clouds were threatening, volunteers were not forthcoming. Finally I and five other volunteered, with the agreement that after a half hour we would be replaced. Replacements didn't arrive for an hour, at which time the rains had begun.

Despite the excellent course markings, a number of drivers consistently missed gates. The final box required a complete stop, with disqualification threatened if not heeded. But this was generally ignored.

My first run was on a slightly damp track, and I ran over at least one cone. Full downpour during my second run, and my Falken Azenis tires, which were so great in the dry, simply slid from cone to cone. So I gathered Joan from her dry location under a trailer and motored back to the hotel.

CONCOURS

Concours day also began under a threatening sky. The concours was generally well laid out in a very beautiful park. I had enrolled the V-6 in a newly announced "modified" class, only to find



Transaxle cars in the concours, also under gray and threatening skies. (Photo by Les Neidell)

that without any notice this class was "canceled" due to the lack of entrants. My class contained 12 trans-axle coupes – perhaps the largest class at the concours. But only 5 of the cars were stock. I pointed this out to the concours judge but he obstinately refused to have a modified class.

I'm not a big concours fan, but I do like to have a level playing field if Joan and I are taking the time to prepare the GTV 6. Over the years this car consistently lost points for its non-stock items: alarm system, cruise control and window tint. We figured that the addition of a supercharger made us a non-starter.

During the judging the skies opened - a great equalizer. When the judges finally arrived at our car we had just finished toweling the car, but it stood in a pool of water, greatly discouraging any chassis examination. One of the judges questioned the Alpine stereo – dealer installed at time of the original sale. He insisted that an Alfa-badged radio was "factory." I showed him the original factory invoice (\$19,407.50 without radio) and explained that radios were always a dealer option.

To our utter surprise the GTV-6 garnered a third in class. First place in our class went to John Rady's Maratona (three shows, three firsts, John shows his car with mirrors positioned under the chassis), second to a lovely Calloway twin turbo.

We were told that 132 cars entered in the concours but it didn't seem so. Unlike Detroit, no historic cars surfaced, but there were six 750 Giulietta spiders – more than I've ever seen, four (five?) Montreals, and three or four 2600 cars.

Quite a number of rather scruffy cars – nice to see these. Overall – a very good representation of “production” Alfas from 1957 onwards.

BANQUET, AWARDS LUNCHEON

The banquet food was surprisingly good, as was the food at the Awards luncheon. Opening banquet speaker was Burt Levy. I think Burt realized that many had heard him previously (Seattle or Detroit – can’t remember) and his remarks mercifully brief. Not so for the featured banquet speaker, British author and Alfa expert, John Tyler. Hearing John ramble on for an interminable time positively reinforced our club’s decision NOT to have a banquet speaker in 2006. I think Joan and I will pass on future banquets.



Twin spark engine in a 101 Giulia (Photo by Les Neidell)

Alfa's return from p. 2

the Brera, 159 and 8C Competizione. While the latter is still in the cards - with a healthy portion of the 8C’s production still reserved for American consumption - the Brera and 159 are to be replaced by then, and the all-new MiTo and upcoming 149 would also form attractive offerings for American buyers. Plans for a crossover and a rear-drive luxury flagship (underpinned possibly by BMW or by Jaguar) are also under consideration.

Finally, if you thought the “where” was a no brainer, the question is broken down into both sales and production. Initially, Maserati was tipped to offer its sales network to its sister-company upon landing Stateside, however its 85 locations would not be enough for the type

Participants told us that the two best events at the 2008 convention were the pre-convention tour and the Skyline cruise, in which we were non-participants. Kudos also to the organizers of the track and autocross events for their extensive pre-arrival information. Too bad this great pre-planning didn’t carry over to the events.

Outside of our two conventions this was the fifth that I’ve attended. It would rank at the bottom of my list (Colorado, Los Angeles, Seattle and Detroit in chronological order) – not particularly memorable (except for our Competition chair getting black-flagged).

PORTLAND IN 2009, D.C. IN 2010

The 2009 convention will be held near Portland, and that club has planned a very active rally schedule (four proposed) in addition to a track event and the autocross. In order to facilitate concours scoring, this event will be held on Saturday, with the autocross on Sunday. Portland is a beautiful city with a thriving downtown; unfortunately the convention hotel is not actually in the city. The pre-convention tour will be around Mt St Helen, a trip that Joan and I took before the Seattle convention. Great scenery and demanding roads. Our plan at the moment is to take a full month’s vacation, touring the national parks and ending in Portland. Advantage to retired people!

Only one bid for 2010 – Washington, DC.

of volume Alfa Romeo would need. Fiat’s giant agricultural equipment subsidiary Case New Holland, based in Chicago, which could offer support for parts distribution, however sales would not be suitable. Fiat’s new partnership with BMW, meanwhile, could hold the answer, with Alfas being sold in MINI dealerships across North America. As for production, Alfa has long been tipped to be leaning towards dedicated manufacturing in North America to take advantage of NAFTA benefits and the weak American dollar, and while discussions are still ongoing - possibly buying excess capacity from Detroit - the final arrangement remains unclear. While we watch out for the answers to these questions, the one thing that remains crystal clear is Alfa Romeo’s intention of taking the North American market by storm.

EuroExtravaganza, 2008

Italian, other marques in Sand Springs

Rows of cars glittered in the June sunshine around the triangle in Sand Springs, June 14, the second annual EuroExtravaganza, co-sponsored by the Jaguar Club of Tulsa and AROCOK.

The event began the evening before in the parking lot of the Sand Springs Hampton Inn for registration and a tailgate party, which included a lot of car talk.

Saturday morning was set up around the triangle with all kinds of European cars, including Alfas. The morning was spent wandering through and admiring cars, talking about cars, reconnecting with car friends and taking part in the silent auction, held inside the Sand Springs Station.

After the show, the action moved to the K-Mart parking lot for the slalom. The differences between a slalom and an autocross didn't deter Alfisti, who had great fun participating and even brought home some trophies: James Perlingiere, Jamie Perlingiere, Alan Oswald, Claudia Oswald, Jay Hobelman, David Simmons and Keith Kelly all ran.

The awards dinner was held at Chastain's Casual Cafe in downtown Sand Springs and brought the event to its successful conclusion.

We're looking forward to 2009 and the Third Annual EuroExtravaganza!

Jamie Perlingiere drives between the cones during the Saturday afternoon slalom in the Sand Springs K-Mart parking lot.

Bob Golkowski and David Simmons visit on the Triangle in downtown Sand Springs during EuroExtravaganza, 2008



Dani Perlingiere waits for a ride in the Perlingiere autocross/slalom Spider.



Desperately seeking shade, Jay Hobelman's Spider and Steve Kernyansky's Roundtail are parked as close as possible to the Sand Springs K-Mart prior to the slalom.

The Lancias of Alfisti (and one Jaguar)



Steve Kernyansky talks to Claudia and Alan Oswalt about their Lancia.



Toly Arutunoff's Lancia



Jim Chandler's Lancia



Les Niedell's Jaguar



Larry Johnston watches as David Simmons and Keith Kelly check Keith's car for the slalom



David Simmons and Alan Oswalt wait in line for their turn in the slalom.



Some of the Alfas on display during EuroExtravaganza in downtown Sand Springs.

Wiscombe Hill Climb: May 11, 2008

Les and Joan Neidell visited England last spring. One of their experiences included this vintage car event, which they share with their car friends.

Story and photos by Les and Joan Niedell

This particular event was sponsored by the Vintage Sports Car Club; the majority of eligible cars are those built before 1941. It's really amazing to see these run; the hill climb is an ideal venue. Reasonably safe and very spectator friendly—in my humble opinion, much more user friendly than touring track days. Does anyone know of a possibility within 250 miles of Tulsa?

At least fourteen public events will be held at Wiscombe this year, as well as a number of non-public events—e.g., the Porsche Club.

The paddock was totally open; there was a full bar on the premises and a number of vendors tents. Each entrant got two practice runs and two competitive runs.

Wiscombe course is 1000 yard. These cars cover the course from low fifties (although the course record for these is 45.29) to about 75 seconds. The range of cars is enormous. The earliest car was a 1907 Corbin with a 4-1/2 liter engine. The smallest engined cars were 500 cc, where there was a 27-liter Hispano/Delage!

A GUIDE TO WISCOMBE PARK

WISCOMBE INFO

The fastest sections of the course are Wis and Castle Straights

There is a pedestrian crossing between The Essex and Swabench enclosures. Marshals will guide you across at appropriate times.

The length of the course is 915 metres. The average gradient is 1 in 13.6. The steepest section at Martin is 1 in 4.9.

You are asked not to drop litter, cans or ring pulls. Please use the bins provided.

Despite the organizers taking all reasonable precautions, unavoidable accidents can happen. In respect of these you are present at your own risk.



For an 'in car' experience on the hill go to www.wiscombepark.co.uk

About 2/3 of the course is among the trees. There is no return road, so groups of about 25 run up the hill to a staging area, and then the course is closed to allow the cars to return to the paddock.



Can you believe this house? The paddock area is directly to the right of the house—behind the start.



Here I am with the president of the Delage Owners Club.



This Aston-Martin was only on display. Apparently its handling is treacherous and it has killed at least one driver.



1929 Napier/Bentley with 24-liter motor. That's expensive wheel spin at the start. He also spun out when he smoked the tires again at the last turn.



1907 Ciorbin Vanderbilt Cup Racer—4-1/2 liters. Oldest car at the event.



Graham White—1935 Lea Francis



Probably an Austin 7—750 cc



Parking lot—1932 Morgan Trike



Paddock—Rolls Royce—about 20s. Many participants dressed in period costume.



Upper paddock, waiting for return to the staging area.



Parking lot—Tolly special—Lancia in front.



Not from Wiscombe—car dealer in Beaulieu. Unfortunately, a re-creation.



I think this is a 1912 Sunbeam. His time was about 75 seconds.

The really neat thing about the VSCC is that they limit each car/ driver to one award. So if someone gets and FTD, the next car in class gets the class award. There were 206 entrance in 17 classes and about 70-80 awards—not only for first and second in each class, but first and second on handicap improvement. (I don't know how handicaps are set); as well as FTD overall, FTD for pre-war, FTD for Vintage, FTD for Sports Car (and NO, I do not understand the distinctions.)

October 24-26, 2008

Strada Fantasma, the Alfa Romeo Club of Kansas City, presents

Fall Fling 25

(That ain't gray; it's SILVER!)

Join us for the 25th running of Fall Fling in Eureka Springs, Arkansas.

Where: Eureka Springs, AR and environs

What: Rally tour. Autocross. Concours.
Tire kicking. Hood popping.

Headquarters: Inn of the Ozarks
207 West Van Buren
479-253-9768
www.innoftheozarks.com

Make your reservation ASAP. Tell them you're with the Alfa club. Standard rooms are \$95, but you can pay more if you want something special like a jacuzzi or a suite. Just ask.

Questions? Call Phyllis. 816-942-6201.

Schedule (more or less)

Friday

Registration & happy hour
3:00 p.m. - 6:00 p.m. (ish)
Informal groups will scatter for dinner and return for drinks and tales.

Saturday -

Rally. Mid morning.
Banquet. 6:30 p.m. (ish) Start with drinks.

Sunday

Autocross. 9:00 a.m. (ish)
Concours. 10:30 a.m. (ish)
Awards Brunch. noon (ish)

Fall Fling - Registration 2008

Names.....

Car registration - \$30 per car.....\$ _____

Address.....
.....

Banquet Dinner - \$28 per person .. \$ _____

Select one for each person:

- Roast Sirloin of Beef
- Chicken Romano
- Baked Red Snapper

Phone.....

Awards Brunch - \$16.00 per person \$ _____

Email

Car description(s)

Total amount enclosed.....\$ _____

Approximate arrival time.....

Make check payable to : Strada Fantasma

Events you plan to enter

Send registration and check to:

Phyllis Tilden
11953 Avila Drive
Kansas City, MO 64145

- ___ Rally
- ___ Autocross
- ___ Concours
- ___ Saturday banquet
- ___ Sunday brunch

Make room reservations as soon as possible. We have a block of rooms held. Any not reserved by early October will be released.



Les Neidell and Bob Golkowski admire what's under the hood of Les' Alfa during EuroExtravaganza, 2008.

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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