

# UNA NOTIZIA

VOLUME 22 , NUMBER 5 THE ALFA ROMEO OWNERS CLUB OF OKLAHOMA SEPT.-DEC.2008



Claudia and Alan Oswalt grill hamburgers for the after-rally picnic Aug. 25.

## Events

### JANUARY

10 Meeting, Keith and Gail Kelly, 4004 E. 88th St. Tulsa. Potluck dinner and business meeting 6:00 p.m.

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## Looking Forward, Looking Back

**N**eed a reason to attend our January 10 meeting? Other than the official reasons of planning the 2009 calendar, nominating the 2009 officers and directors and the Big One: deciding whether to accept Kansas City's request that we host the annual Eureka Springs event? Keith Kelly, who with wife Gail, will host the meeting offers these additional reasons:

- Naked Giulia (Giulia finally home by then, on a stand with nothing else)
- Exhibition of a real dirt track Enduro race car (1994 Cadillac Deville in the back yard, if Gail hasn't made him move it by then and if the weather/daylight is suitable,
- Being regaled by stories and pictures of good ol' boy dirt/dust track circle racing, no tech inspections required.

Keith and Gail's address is 4004 E. 88th Street, Tulsa. The potluck dinner will begin at 6:00. Bring food and drink to share and, if possible, RSVP to Autumn at [kuhawk4life@hotmail.com](mailto:kuhawk4life@hotmail.com).

Remember the fun of 2008 as you read the stories in this issue of *Una Notizia*. More stories: the bocce tournament, the trip to Pops and Keith's dirt racing story will be in the January issue.

All of that fun and more will be on the 2009 Calendar. So join us in looking back and looking forward for another year of Playing with Italian Cars.



Ready for the challenge race: Front row: David Simmons, Dani Perlingiere, Greg Gordon. Back row: Alan Oswalt, Eric Murer. The winner: Dani! (Photo by James Perlingiere)

## Member News

**C**ongratulations to *Trent Fowler* and *Mercedes Millberry* on their engagement and to *Garry Stotts* and *Sherry Evans* on their September 20 wedding.

## For the 2009 calendar?

by Dean Mandlebaum

**I** just saw an ad for a vacation and it had a web site listed, so I pulled it up. For “only” \$4980 per person per day, you can tour parts of Italy in a vintage Alfa (or Fiat or Lancia), which includes a person following you in the event of a breakdown and to wash and fill up the car each night. <http://www.vintagecartour.com/v3/cars.php>

David Hyman has suggested that we could advertise such a trip here in Oklahoma. We could offer a tour of Oklahoma sights of interest in a vintage 1964 Dodge Dart, in several different shades of primer, complete with an 8 track tape player, “2/70” air conditioning (Roll down 2 windows and go 70MPH) and Armstrong power steering.

It’s not a 1964 Dodge Dart, but it might work for the vintage Oklahoma tour. Check it out in Keith’s backyard at our January 10 meeting.



## Alfa for Sale

**R**ED 1978 Alfa Romeo Spider Veloce for sale. Pristine interior & exterior. Original miles when purchased: 103123; current reading: 07602. Was purchased in Walla Walla, Washington and driven to Kerrville Texas. It was gone over thoroughly, mechanically, before leaving Walla Walla. Re-upholstering took place in Kerrville. It has been sitting for over a year (garaged & covered) but was running in tip-top condition prior to that. There is no rust, dents or dings. Rag top in excellent condition. Interested? Call: Kat Foster-residence: 830.792.2128; office: 325.446.8300; cell: 830.285.0844. This would be my idea of a perfect Valentine’s present...or birthday...or anniversary...or just because gift! \$5500.00 OBO Additional head for the taking.

## Where’s the beef?

Max Blenkin  
December 31, 2008

**O**f all the weird trade deals in Australia’s long mercantile history, probably none see *Beef*, p. 6

## Pebble Beach Winner

Story and photo submitted by Jeff Lang

**A** 1938 Alfa Romeo 8C 2900B Touring Berlinetta sporting a lustrous PPG finish took three top awards: “Best of Show,” “Best of Class” and “Most Elegant” at the 58th Pebble Beach Concours d’Elegance® in Monterey, California this August. The Pebble Beach Concours d’Elegance is the world’s premier celebration of the automobile. Only the most beautiful and rarest cars are invited to appear on the famed 18th fairway of Pebble Beach Golf Links to see these masterpieces.



The Alfa Romeo, owned Jon and Mary Shirley of Medina, WA, was meticulously restored by Dennison International Motorsports, Puyallup, WA, and painted by Byers Custom & Restoration, Auburn, WA. The 8C 2900B was Alfa Romeo’s most prestigious grand touring car of the 1930s. Only 33 examples were ever completed for road use.

... from the 6C Alfa Romeo engineers developed the 8C 2300, whose engine with removeable aluminum alloy engine head was a world first.

# Did you get that Alfa from Mary Kay?

## Something about pink cars and Russ. . .

by Russ Neely

On September 10, Hattie Cunningham posted an email to the AROC-KC list. The subject line said: "Needs 'some' bodywork-91 Alfa Spider FS in Leeds.:

The body of the email said, "*Some bodywork*" indeed. *It's pink!*

She included the url of an ad from the Kansas City Craigslist.

OK, I am Always Lusting For Another, especially another Motronic Alfa Spider and I would deal with Pink. I clicked on the ad: *1991 alfo [sic] remeo [sic] spider con. runs and drives great need some body work asking \$1200.00 or best offer trade 816 XXX XXXX.*

And the four photos in the ad showed that it was indeed pink. Not a manly pink, but Mary Kay Pink. The driver's front fender ws pushed back. The interior was dirty, but the seats appeared ok in the photo. It had a set of five spoke wheels, so it was a Spider (Normale) not a Spider Veloce.

MapQuest said there was no town named Leeds in Kansas, but it found a Leeds, MO, which is east of downtown Kansas City, Missouri.

I immediately posted back to the list: *I am very interested. Could someone go look at it for me? Leeds, MO is in the eastern part of the Kansas City metro area. I have a wrecked 91 that I planned to build into a race car. But mine is hit all the way across the front all the way to the radiator support and themount where the forward end of the upper A arm bolts. The one in Leeds appears to need only a left front fender, which is much less body work.*

*And, Hattie, I promise it will not be pink when I am done.*

*I am especially concerned with rust. The plastic covers over the rocker panels can hide a bit of rust. It would be nice if the seats and such were good so I could sell them. And I will build a motor, so having a running Alfa would be good.*

*I will also call the owner tonight.*

Dan Hagrman and Glenn Cunningham both offered to go look at it.

That night, I printed out the ad, went in and kissed Peg, sweet talked her a bit, told her how

much I loved her and sprung the printout on her. That was not terribly successful.

She reminded me that I am prohibited from buying more cars until I get rid of some and until I had a place to park them.

I pointed out that I had cut up an 86 Quadrifoglio Spider and sent the body off to the crusher.

She pointed out that I had already brought home a junk 83 Spider to replace that one. That meant there were still nine Alfas and five Fords at our house. That is counting Peg's Jag as a Ford U Ar.

The next day I called the seller. He had his wife go out and describe the car to me. One taillight was broken. The rear window was torn, but the top was good. The tires were good. It supposedly ran and they had a clean title, or said they did.

I arranged to borrow a car trailer. My enclosed trailer is full of Alfa parts and my open trailer needs wheel bearings.

Peg barely spoke to me for two days. I got several 100 dollar bills from the bank, planning to go sometime that weekend, depending on what the hurricanes were doing to our weather.

Peg insisted that I wait a week and said that the Alfa was not going to be sold out from under me. Friday night, she finally said she would go with me on Saturday, but that she would read a book or something and would not so much as look at the Alfa.

We got away late Saturday. I wanted to leave at 7:00. I got up at 8:00. We crossed the Oklahoma line into Kansas and the traffic was wall to wall. We stopped We were forced off the interstate. I-35 was closed due to flooding.

We got to the seller's house about 3:30. The neighborhood was run down. Several houses were boarded up and not against Hurricane Ike.

The Alfa did run. The paint was pretty bad all over, but the transition from red to pink had been a good one. They had done the door jambs and under the hood. They had even painted the inside of the trunk, including the wheel wells.

***Peg  
barely  
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days.***



***It was very Pink. Mary Kay Pink. .***

Pink#3 prepares to leave Kansas City for its new home in Oklahoma: Shannon Hagrman, Peg Nelly, Dan Hagrman, Russ Neely, Jolene Justus, John Justus.

The only red was on the lower part of the engine compartment. It was very Pink. Mary Kay Pink.

And it did run. Turns out the title said, "Prior Salvage Vehicle." I pointed out that finance companies will not finance a salvage vehicle and got the price down another \$100. The son of the seller drove it onto my car trailer after the negotiating was done and the cash paid over. Glenn Cunningham came by to help load, but that was done. He did get some Milano parts I had brought for him and he brought me a new Optima battery.

We towed the Pink '91 to John and Jolene Justus' house. We looked at Pink Alfa and an Orange Montreal, both needing body work. Dan and Shannon Hagrman joined us and we all went out for a big Mexican dinner.

**BACK IN OKLAHOMA**

The next day at home, I drove the Pink '91 around my rural neighborhood. It seemed to run and drive fine. One brake light works. One power window works. We knocked the muffler apart loading it on the trailer, so it is loud. It goes, shifts and stops well enough to impress me. The speedometer and tach even work. The odometer says 43,000 miles. I have no proof of that. Perhaps when I run the compression check and tear the engine down, I will discover that it is indeed a low mileage Alfa, even if it is pink.

None of the neighbors noticed, or if they did, they did not come outside and admit to seeing pink Alfa. Sort of like admitting to seeing Pink Elephants.

I remembered a Mary Kay Pink '91 Spider on eBay two or four years ago. It was in Florida and sold for \$4000, which was quite cheap for a 91 at the time. I am sure the Pink color had something to do with that.

Well, wait a minute. I once painted an Alfa Pink. In fact, this Mary Kay Pink Alfa is the third Pink Alfa I have owned. And David Simmons once bought a Mary Kay Pink 74 GTV race car. That one promptly became Simmons Red and the Mary Kay advertising came off.

**PINKIE #1**

My first pink Alfa was an 82 Spider Veloce. I have always liked the "transition" Alfas. The 82 had the 75 to 82 body style, but that was the first year for the L Jetronic Bosch fuel injection.

I bought the 82 Spider in 1994. The engine was running on two cylinders and the transmission had problems. I rebuilt the mechanical and painted the engine compartment red. I took it to a body shop to have the side marker lights and all holes for the emblems welded up. They stripped it to bare metal and put on tintable catalyzed primer. They said that if they put a bit of red tint in the primer without also putting in a bit of black tint, it would come out slightly pink. I thought it would be painted within a month, so the color of the primer did not matter.

Now this was a manly pink. A dark reddish pink. And being primer, the surface was matte finish, not shiny. It was what Hot Rodders call "Suede"—Pink Suede. I liked the color so much that I drove it that way for five years. Pink Suede

paint, extremely wide steamroller-look tires and loud exhaust. The roll bar was just visible through the back window. It was obviously a street racer—in pink.

That car got named Pinkie by a friend. We were trying to hook up all the wires in the 1984 Spider race car I was building. Anytime we needed to know what plug went where up under the dash, Wayne would say, "I will go look on Pinkie." The name stuck.

I sold Pinkie and the new owner had it painted and upholstered and such. He resold it and eventually it got t-boned on the passenger side fender. I bought it back for \$800 because I knew it had a fully balanced and blueprinted engine, lots of new rubber bits, Centerline springs, Koni shocks, etc. The remains of the Alfa Formerly Known as Pinkie are in my backyard. If anyone wants a really good 1982 Spider rear clip, they are welcome to it.

## PINKIE #2

Pinkie Number Two was actually a very faded red 78 Spider. My plans were to move all the good 82 parts over to the 78 since it had a good body. The Alfa Formerly Known as Pinkie was so sprung up that the top would not reach the top of the windshield on the passenger side. And the 78 was more faded red than actual pink, but it got called Pinkie #2 because it was intended to receive Pinkie's parts and thus be the reincarnation of Pinkie. I had no intention of painting it pink, but still it was Pinkie #2,

## PINKIE #3

The 91 Spider we recently acquired is obviously Pinkie #3 or Pinkie Tres or Tray for short. But Peg says we should call it Mary Kay. Mary Kay Pinkie 3 will become a race car. The interior is not great and some parts are missing. I need to tear it all down to change the color from Pink to any other color.

The main reason it will become a replacement for my 1984 race car is the Motronic engine and other changes. Both run in the same SCCA class, ITB or Improved Touring B. But the Motronic has more compression and a higher lift intake cam. In ITB, the engine, transmission and rear end have to be basically stock. So better stock parts are bet-

ter. Plus the Motronic Spiders have a cross flow radiator for better cooling. And there are chips out there to program the stock computer. I could put in a complete aftermarket computer so long as it fits in the stock Alfa computer case and uses the same wiring connections and such. But a chip is a good place to start.

Since I already have a race car, I offered to build this 91 for Peg to drive. She was not interested. She likes her 91 Spider Veloce with only 35,000 miles quite well, thank you. Maybe I'll drive Pinkie #3. Peg bought me a pink shirt to match.

So there it is. The story of a Mary Kay Pink Motronic Spider and how it got from Florida to Nebraska to Leeds, Missouri to Edmond, Oklahoma. Or part of that story anyway.

## THE VERY FIRST PINKIE

PS. My first car when I was 16 was a pink 1957 Chrysler New Yorker. The color was sort of tan / pink, thus my father called it "titty pink." It was the color of road grime, and the only way to tell if it was dirty or clean, was clean had more shine.

But it had the big Chrysler 392 Hemi engine. That engine is referred to by Hot Rodders as an Elephant motor. Thus it was a Pink Elephant.

It had huge tail fins, four doors and huge bench seats perfect for trying to seduce sweet innocent young farm girls. But that is several other stories.



Another Pinkie, but not Mary Kay Pink.

The Hosting team of the popular British motoring interest show Top Gear often state that a car enthusiast must have owned an Alfa Romeo at some point before they can be considered a true petrolhead (meaning an extreme car enthusiast). [http://en.wikipedia.org/wiki/Alfa\\_Romeo#Alfa\\_Romeo\\_in\\_popular\\_culture](http://en.wikipedia.org/wiki/Alfa_Romeo#Alfa_Romeo_in_popular_culture)

## Even stranger than a Pink Alfa...

Information provided  
by David Small

A 1918 Curtis-Jenny aircraft engine, v-8 water cooled driving through a four speed chain-drive final built on a 1927 Fraser-Nash frame  
Toly Arutunoff: "It just goes to show. You give a British guy a piece of steel and he'll do something weird with it."



From the Cornithian Vintage Racing Site:

*"The races at Hallett were great! It was cool, clear and the track just keeps getting better. The Stephens hospitality is second to none as always. You need to go next spring just to see the Winner's Circle. What a great monument to a fine man. Great people, great party great racing and some really neat cars made for a memorable weekend. We were visited by a 1928 Frazier-Nash with a 1918 Curtis Jenny motor; 8.5 liters and 5:1 compression. It took real men to drive those cars at speed. They had just mounted new tires and had too much grip. The Frazier needs to slide or it "tips" over (not a good thing). Ten additional pounds of air to each tire solved the problem. Watching and listening to it was a real treat for all of us."*

Race results: Roger Sweet, 1928 Fraser-Nash, race 2=1:49.317, pts race=1:48.549

Beef, from p. 2 \_\_\_\_\_

came close to the 1978 scheme to swap 7,000 tonnes of Aussie beef and offal for 2,000 Alfa Romeo cars.

Cabinet papers for 1978 - released by the national Archives of Australia - reveal the government of Malcolm Fraser seriously considered going ahead with the plan.

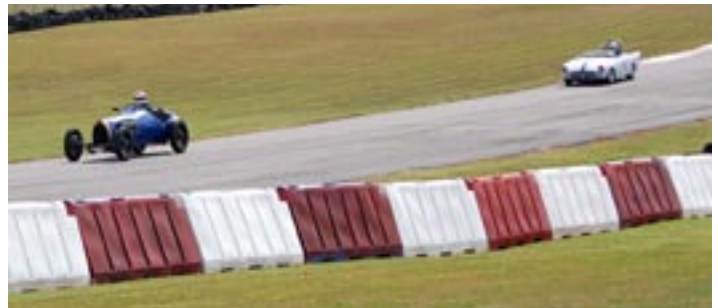
Under the deal, Alfa Romeo was prepared to buy 7,000 tonnes of beef and offal - it specified precisely what type and quantities - in return for the allocation of a quota to import cars to Australia of equivalent value to the meat.

The quota was apparently calculated as 2,000 cars, which would have been imported in

Other interesting cars at Hallett on Oct. 5 were 1931 or so MG-D supercharged car there--exquisite, but slow. Also saw a four-place (maybe only two) Allard street car, also British, and a Mini pickup--along with maybe five actual Minis--all in one place.

Two Alfas were racing, including AROCOK member Sam Partin. Results:

- John Page, 1965 Alfa Veloce, race 1=1:48.838, race 2=1:40.992, race 3=1:40.455, Pts race=1:41.554
- Sam Partin, 1966(or so) Alfa GT Junior, race 1=1:37.900, race 2=1:38.407, race 3=1:35.979, Pts rc=no time / dnf



The Fraser-Nash on the track at Hallett, Oct. 5.

addition to the normal Alfa import entitlement. The deal was regarded as an imaginative way to bypass EEC trade barriers.

In his submission to cabinet, the minister for special trade representations, Ransley Garland, said the proposal came from the Italian embassy in Canberra, with Alfa Romeo in Italy subsequently confirming it was prepared to

<http://www.businessday.com.au>

# Racing the wind: the 2008 Kart Challenge

The wind was the remnants of Hurricane Ike, which seemed to be headed directly for Oklahoma, at least, the weather forecasts were for wind and rain on our scheduled race day, September 14. The days leading up to it did nothing to discourage the accuracy of the forecasts. David Simmons started getting questions about whether we should reschedule the race. However, changing the date wasn't an option because of our catering agreement. So . . . the decision was to race if the weather was good and to have dinner if it wasn't. The weather was gorgeous; the food delicious; the racing fun. It was a perfect Alfa Adventure!



Don't drive like my brother! Trent Fowler leads his brother Scott around a corner during the Kart race. When the results were tabulated, however, Scott placed second and Trent placed third in the men's division.

Dani Perlingiere, Misty Gordon and Claudia Oswald are three in a row on the Kart track. (Photo by James Perlingiere)



Eileen Simmons fastens her helmet while husband David watches. (Photo by Eric Murer)



Mike Murray, Eric Murer and Scott Fowler focus intently on their Karts and the track. (Photo by James Perlingiere)

The 2007 Fastest Time of Day winner, Toly Arutunoff enjoys the 2008 race from a spectator's viewpoint. (Photo by James Perlingiere)





Looking relaxed but intense, Alan Oswald focuses on the track.

JRP Owner Alf Gebhardt conducts the drivers school prior to the race.



Fastest Time of Day: Eric Murer



Mercedes Millberry heads around a curve.



Easily the best-dressed person on the track, Bob Golkowski steers his kart around a curve.



Dani Perlingiere listens as dad James-gives her advice on the next race. Or maybe it's the other way around!



Challenge race winners: Dani Perlingiere, first; Alan Oswald, second; Greg Gordon, third.



Women's winners: Claudia Oswald, first; Autumn Perlingiere, second; Julie Perlingiere, third.



Men's winners: James Perlingiere, first; Scott Fowler, second; Trent Fowler, third.

# Rainy rally—but then sunshine!

## SENDING THEM OFF:



James and Julie Perlingiere



Keith Kelly and Nathan Swearingen



Rallymasters Jamie Perlingiere and David Simmons give instructions in the rain in the north parking lot of Gilcrease Museum. The Hare and Hound Rally was held Aug. 23.

After the ralliers left, David and Jamie changed a flat tire on Eileen's car. AJ the dog supervised.



Karl and Rosie Schmid

The summer and fall were filled with fun Alfa activities, but one of the best was a Hare and Hound Rally which involved many non-Alfas. The rally began in the north parking lot of Gilcrease Museum, with rain falling and the participants huddled under umbrellas.

Rallymasters David Simmons and Jamie Perlingiere conspired on the route, which led from the Gilcrease Museum to Pretty Water Lake near Sapulpa. But not in a straight line, of course, or without false markers along the way to fool rallyers into turning off course for a mile or two.

By the time the first car reached Pretty Water, the weather had turned into a beautiful, sunny

not-too-hot sunny day, perfect for the cookout that followed the rally, after the rallyers had answered trivia questions intended as a tiebreaker.

The trophies were stuffed Beagles and stuffed rabbits (Hare and Hound, after all!). First place went to Claudia and Alan Oswald, whose 164 was making its Alfa Club debut; Second place was won by Eric Murer and AJ Carrell in Eric's Un-Alfa, a Mustang. Coming in third were Ken and Leslie Warren and Dawn? in the Warren's Distinctly Un-Alfa, a ? pickup.

Rallyers reported having a lot of fun on the summer drive

David Simmons welcomes Tim Mayer and Vanessa Nea at the end of the Hare and Hound Rally. They competed in Tim's un-Alfa Corvete.



Nathan Swearingen and Keith Kelly celebrate the end of the rally. They added an "extra credit" question to the trivia sheet.

Damon Platt makes a point to his brother Brian at the end of the rally. The brothers completed in an un-Alfa (but Alfa red) Honda convertible.



Larry Johnston checks the trivia question sheet while son-in-law Todd Greathouse looks over his shoulder. The rally was a family affair for the Johnstons, involving wife Susan, daughter Janna Greathouse and grandson Nathan.



First place winners Claudia and Alan Oswalt hold their Hare and Hound.



Eric Murer and AJ Carrell and their second place trophies.



Leslie Warrn, Dawn Santee and Ken Warren pose with the third place Hare and Hound.

# Eureka!

## For the 25th time

by Russ Neely

### EUREKA PRE-HISTORY

This was the 25<sup>th</sup> anniversary of the Alfa Club going to Eureka Springs. Or I should say those in charge of the event say it is 25 years. I have a t shirt and a trophy plaque saying Eureka Veloce 1978. So I know I have been going there with Alfa friends for at least 30 years.

The explanation for the difference seems to be that we did not actually stay overnight in Eureka Springs for the first five years. We would drive to Branson, Missouri, and stay in a lodge. I think it was named Ben Tree Lodge or something like that. Branson is John Justus' home town and he lived there in those days. In fact, his brother was district attorney for the county Branson is located in.

And in those days, we all had CB radios. Remember those? On Sunday morning, John would take the lead and we would drive from Branson to Eureka Springs in a very Veloce fashion. With the CB radios, the leader had to get around a slow car and could talk the rest of the Alfas around. That meant passing on blind curves, going up hill and all sort of interesting places. I am sure many normal people on their way to church or wherever on Sunday morning knew we were all crazy.

And, as I said, John's brother was district attorney, so we thought we had a license to fly. So Eureka Veloce it truly was.

I moved to Oklahoma in 1982. Over the years since then, we have taken many routes to Eureka Springs. In the early days, we all met at Henryetta for breakfast on Saturday morning, drove to the winery at Ozark Arkansas for lunch, and raced up Route 23. That was again, Eureka Veloce.

### EUREKA THIS YEAR

As we got older and / or wanted to spend more time in Eureka Springs, we began driving over on Friday afternoon. Over the years we



Andy and Janita Anderson visit with Jeff Lang before Saturday night's banquet. Now residents of Arizona, Andy and Janetta are KC Club and Fall Fling founders.

tried many different routes. I think it was Don Wheeler who got lost and discovered route 90 across southern Missouri. It is the best semi direct route from Tulsa to Eureka Springs.

This year, our route was the normal 412 to Locust Grove and north to Spavinaw. The road from Salina to Spavinaw is twisty, hilly and a great Alfa road. But it is rather heavily traveled. We rarely get a chance to drive at our own pace.

This year, a white Oldsmobile was in the lead. He was going so slowly that even the semi truck behind him could have gone faster. When we got to Spavinaw, the Oldsmobile turned around and headed back. Peg and I decided that he was practicing to improve his speed through that section.

David was in the lead and he took a slightly different route from Jay. We went straight east into Arkansas, then north at Gravette to our lunch stop in Noel Missouri.

Our normal lunch stop was the BBQ place in Locust Grove. Since they were closed due to salmonella, or some unknown reason the Health Board deemed significant, we did not stop there. But as everyone knows, good BBQ is normally close to the edge.

Thus, we left an hour earlier than normal to arrive at Noel close to noon.

From Noel, I led as I prefer to drive Missouri highway 90 at my own pace. I must not have

been pushing it as Peg only complained a time or two. Plus when I stopped at each cross road the others caught up pretty quickly.

Route 90 is excellent blacktop pavement that loops and twists creating a great Alfa road. But one of the main advantages may be that there is almost no traffic to contend with. Thank you, Don Wheeler for getting lost that night so we could all enjoy a section of Eureka Veloce.

**WAIT A MINUTE! THOSE ARE ALFAS GOING BY!**

When we stopped at the T intersection that ends highway 90, we saw Alfas going south. It was the Kansas City group. Rather than waiting, we merged in front of Bruce and Phyllis Tilden in her cream 76 Spider.

The rest of the way to Eureka Springs was heavy traffic. That is normal on highway 62, which spoils the Alfa experience. Hi, ho, so it goes.

Peg and I drove our garage queen: the red 91 Spider Veloce with tan top. The Milano speedometer was broken and removed for repair. The recently acquired Pink 91 would have been interesting given that it is such an unusual color. But it was not road ready.

We met Garry and Sherri Stotts with their silver 84 spider, which used to belong to Jim Buck. In east Tulsa, we met David and Eileen Simmons in their 74 GTV and Larry and Susan Johnson in their red 91 Spider with tan top. That was the group from Oklahoma this year. Or at least the first group from Oklahoma.

After checking into the Inn of the Ozarks, we decided to ride the trolley downtown. As we walked to the trolley stop, Peg and I ran into Mike Hemsley from Mississippi and Kathleen Schweiger from Michigan. They had walked downtown through some short cuts. They came back on old 23, not realizing how long that route was.

Peg and I got to know Kathleen Schweiger and her friend Susie Perrotta at the Detroit AROC Convention two years ago. We drove around Lake Huron in the Lago Huron Mille Miglia. We got to know them even better at this years Chicago convention. And we invited them to come to Eureka Springs, which they both did.

Mike Hemsley is a well known author. He



Mike Hemsley and Russ Neely visit before the Saturday night banquet. Watch for Mike's story about Fall Fling in the Alfa Owner.

is regularly published in SCCA's Sports Car magazine and in Alfa Owner. Mike was also interested in coming, mostly in hope of being paid for his trip by Alfa Owner.

Larry and Susan Johnston had walked to the motel office to buy trolley tickets only to find that the trolley quit running in an hour. So we all got back in our Alfas and drove downtown. Parking costs about the same as the trolley.

After shopping a couple of hours, David and Eileen Simmons offered to drive to Ermilio's Italian Restaurant and make reservations. We counted up and determined that there would be thirteen of us. That meant having to tie knots in the corners of the table cloth. Think of the Last Supper painting about that one. It had Jesus and the 12 disciples. Leonardo DiVinci or who ever painted the Last Supper painted knots in the corners of the table cloth as 13 was considered an unlucky number. Ermilo's spread the 13 of us at three tables, so the above discussion is redundant.

Peg and I rode to Ermilo's in the back seat of Mike Hemsley's white 1972 Giulia Super. Kathleen Schweiger rode shotgun.

After supper, we all drove to the Crescent Hotel. The bar at the top of the Crescent has a wonderful view of the valley north of Eureka Springs. As usual, I wanted to stay until they turned the lights off on Jesus of the Ozarks statue. Since we were introducing Mike and Kathleen to Eureka Springs, Eileen explained that years ago I was drunk as usual in those days and I announced that I was not leaving the Crescent

until they turned the lights out on Jesus. The waitress announced in her most Bible thumping voice, "They NEVER turn the lights off on Jesus."

### SATURDAY

Saturday morning the rally started earlier than normal. We barely had time to drive for breakfast. Unfortunately, the Basin Park café was out of business. No more Jalapeño omelets to wake me up on Saturday morning.

The rally was presented by Bill Rinke. Bill lives near Eureka and did the rally this year and last. He owns several Alfas and he races a real Lotus Super Seven in historic races.

The rally went north on Route 23, cut west to Beaver and then north to the Mark Twain National forest. That is the most beautiful rally route in my opinion. Unfortunately, Mike and Kathleen were too busy taking photos for Alfa Owner to follow the entire route.

I had suggested that Mike should drive up the Pig Trail or Route 23 from Ozark to Eureka Springs which he did. Robert Bumpas had to explain the derivation of the name "Pig Trail." I figured it was because it followed a wild hog path through the mountains. Robert said it was considered a short cut from Little Rock to Fayetteville, home of the Arkansas Razor Backs.

Peg and I took longer than the three hours allowed for the rally and did not do well. But it was a great rally except for the missing sign that we spent so much time looking for. The rally started early and had a 3 hour time limit. According to the schedule of events, "The rally master plans a 3-hour time limit for this year's rally. With any luck, you'll have the afternoon free to roam around downtown, take a nap, or if necessary, overhaul an engine."

Back at the motel, most people went back downtown shopping. Peg would not let me take a nap, so she and I went to visit our Model T Club friends. The T group was touring the area the same as we were. Luckily, the Alfa group never caught up with the T group. They would have been running maybe 35 mph wide open.

### BANQUET AND MEMORIES

The Saturday night banquet was fun and the food was quite good for banquet food. As



Robert Bumpas, who knew the Pig Trail Story, models his doorprize, an Italian-colored scarf. Eileen Simons got one just like it!



Kathleen Schweiger and Peg Neely perhaps reminisce about National AROC Conventions they have attended.

always, door prizes were given out.

Peg and I sat with Mike Hemsley, Kathleen Schweiger, Susie Perrotta, Bernie and Diane Bennett and David Small. Except for Mike, we had all been on the Lago Huron Mille Miglia in 2007. And all but David and Mike had been on the tour of Illinois, Iowa, and Wisconsin at this year's Chicago Convention. Pre convention tours are a great new addition to the National AROC Convention.

It was announced at the banquet that Bob and Maridee Christian had come down to Eureka Springs on Friday and gotten married. That is strange. I thought they had been married for all the years they have been attending Fall Fling.

Since it was the Silver Anniversary of the Fall Fling, there were memories to be had. Andy and Janita Anderson drove in from their retirement home in Phoenix. Andy, Janita, John Justus

and Russ Neely all met at Alfa Aspen in 1977. Andy, Janita and John were founders of Strada Fantasma. I joined Strada Fantasma shortly after Alfa Aspen, but have not been a continuous member.

There were many photos from years past. Eileen Simmons and Phyllis Tilden both had "big" curly hair at one time. Many with gray hair did not have at times past.

We had a costume party at least one year. Andy Anderson was pictured as a crash test dummy. A couple and their son who have moved to Montana were there dressed as three Alfa snakes. I have forgotten their names, but daddy was Rob. (*Ed's note: Russ is describing the Parrish family.*) They all three had red pacifiers shaped like the Turk in the snake's mouth. Only their son, Cooper, normally referred to as Mini Cooper, kept the pacifier in his mouth all the time.

We told stories of Alfa adventures and misadventures in past years. I related an early tour where we found a train engine in a city park. Janita Anderson lay across the tracks in front of the train. And Jim who went by the nick name of "Spider" twisted his long handle bar mustache as Janita promised she would pay the rent owing the villain if he would only untie her. No one could remember Jim's last name.

After the banquet, the hospitality room was



Claudia Oswalt wants for the start signal at the beginning of the Sunday morning autocross.

Claudia drives the autocross course with a passenger during her first trial run.



open. It was too cold for the normal bench racing in the parking lot.

### SUNDAY

Sunday morning was the autocross put on by James and Jamie Perlingiere. Glenn Beckerdite won with James and Jamie in second and third respectively.

After the autocross we all lined up along the west side of the parking lot for the concours. Ralph Coldewe won with his gray 58 Giulietta Spider. Mike Hemsley got second with his white 71 Giulia Super and Ed and Carol Pace were third in their Red 164 Quadrifoglio.

The awards luncheon in the motel followed. Bruce Tilden again made wonderful hand made trophies. In addition to those mentioned above, the rally was won by Jamie and Autumn Perlingiere. Bruce and Phyllis Tilden were second and David and Eileen Simmons won third in the rally.

Bernie and Diane Bennett won the Quadrifoglio award for participating in, but not winning any of the competition events at Fall Fling.

Peg's sister-in-law was in Rogers Arkansas for a funeral, so Peg and I headed straight west instead of convoying home with everyone else.

And dare I say that a great time was had by all.



A line of Alfas (and one un-Alfa Mustang) wait for a chance to run the autocross Sunday morning.



David Simmons takes his GTV around the course



James Perlingiere takes his turn in the Perlingiere autocross Spider.

Doug Harris and his Mustang on the auto-cross course.



Garry Stotts polishes his Spider for the concours, held after the autocross ended.



Rich Hirsch, Alan Oswald and Ralph Coldewe discuss Ralph's beautiful gray Giulia.

Russ Neely and John Justus make a point during the concours while Glen Beckerdite looks at an autocross entrant.



Bill Rimke listens as David Simmons shows him the finer points of Milano ownership.



Alan Oswald and Larry Johnston visit before the Fall Fling banquet.

## 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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