

UNA NOTIZIA

VOLUME 26, NUMBER 2 THE ALFA ROMEO OWNERS CLUB OF OKLAHOMA FEBRUARY, 2012

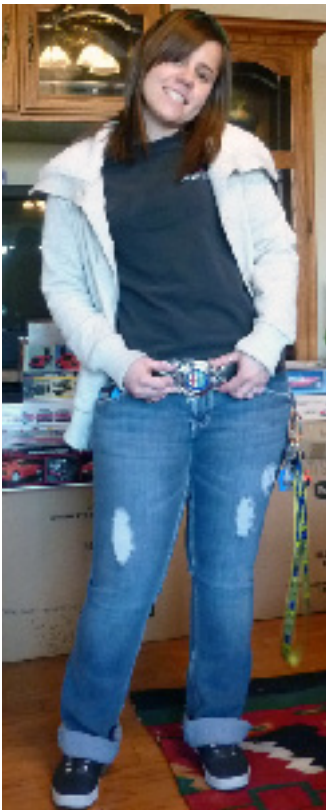
Romeo and Giulietta, 2012

February and the Celebration of Love. For Oklahoma Alfisti, that means our annual progressive dinner, Romeo and Giulietta. Every year the stops are interesting and the food delicious. For our 2012 celebration on Feb. 11:

- 5:00 p.m. Appetizers. Day & Nite Cleaners, 1012 S. Elgin, Tulsa. Hosted by Robin and Steve Kerynansky. The Kerynanskys purchased and have done extensive remodeling on this historic Tulsa Art Deco Building. You'll be impressed!
- 7:00 p.m. Entree. Ann and Jeff Vogel, 1422 East Old North Road, Sand Springs. Ann and Jeff's house is fascinating. Built for/by an artist, it's another "worth the trip" stop.
- 9:00 p.m. Dessert. Joan and Les Neidell, 5526 E 65 Place, Tulsa. A wonderful place with an always-warm welcome.
- After-dessert option. Feb. 11 is Autumn Perlingiere's 30th birthday. We're invited to her party at Homewood Suites, 71st and Garnett.

Please RSVP asap to Claudia Oswalt at rockytop60@aol.com so we can let the hosts know how many people to prepare for.

Romeo and Giulietta is the first of many fun Alfa events in 2012. Check out the Club calendar and mark your own calendar for a year of Alfa fun!



Dani Perlingiere models an Alfa belt she purchased during Peg Neely's Alfa Stuff Sale Jan. 15.

Events

FEBRUARY

11 Romeo and Giulietta

MARCH

17 Tech Session; Rebuilding a Head.

30 Dinner, Platt College.

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Joan Neidell, Claudia Oswalt and Autumn Perlingiere enjoy visiting during lunch at the annual Alfa Club planning session, Jan. 22.

Member News

Happy Birthday to *Autumn Perlingiere!* Our co-social director turns 30 on Feb. 11. . . . Sad news from *Jim Chandler.* His wife Johnna died in May, 2011 after a one-car accident in August, 2010. We extend our deepest sympathy. . . . Congratulations to *Karl Schmid* on his recent retirement.

Elections

At the planning meeting, the current officers and Board members were re-elected by acclamation. Robert Bumpas requested that he not be the Vice President for Arkansas. Last year, he and Jeff Lang shared the job. This year, it's all Jeff's! Check the last page of the newsletter for a complete roster of officers and Board members.

Russ Neely Trophy Request

Peg Neely has requested that the Oklahoma Chapter consider sponsoring the Russ Neely Fastest Time of the Day trophy at the national convention.

AROC established the award in honor of Russ and awarded it for the first time last year.

Sponsorship requires a donation of \$350. The Nashville chapter sponsored the trophy last year.

The business item will be voted on during one of our Romeo and Giulietta stops Feb. 11.

2012 AROCOK Calendar

JANUARY

- 15 Alfa Stuff Sale, Peg Neely
- 22 2012 Calendar Planning, Keith and Gail Kelly.

FEBRUARY

- 11 Romeo and Giulietta, various hosts. 5:00 p.m.

MARCH

- 17 Tech Session. Alfa Heads with Tricut. David Simmons' shop.
- 30 Dinner at Platt College.

APRIL

- 28-29 Overnight trip. TBA

MAY

- 4-6 Spring Fling, Washington, MO. St. Louis Club.

- 20 Kart Racing, JRP Track, Tulsa. (Tenative, depending on track schedule.)

JUNE

- 9-10 EuMoEx, Sand Springs
- 20-23 AROC National Convention, Toronto.

JULY

- 4 Party, Simmons

- 13-14 Moonlight Show and Cruise, Wichita, KS.

- 21 Tech Session

AUGUST

- 18 Evening drive, dessert

SEPTEMBER

- 8 Italian Car Show, Grapevine, TX

- 15 Southwood Baptist Car Show (tentative)

- 22 Arkansas Wine Tour

OCTOBER

- 6 Cookout at Claudia and Alan Oswald's

NOVEMBER

- 2-4 Fall Fling, Eureka Springs, AR.

DECEMBER

- 2 Holiday Brunch at Cane brake

Calendar Notes

As usual, the AROCOK calendar is a work in progress. Joan Neidell sent information that the Palace Cafe has a meeting room which accomodates about 20 people and that Biga will host a wine-tasting for us. Anthony Nigro contacted the Southwood Baptist Car Show organizers and will let us know the definite date. We'll notify you as other car shows are announced. Other members suggested impromptu drives and lunches/dinners in the area, so watch your email and the webpage for updates. 2012 will be another great Alfa Adventure year!

Planning for Another Alfa Year

Who knew that the day our of annual chili dinner and planning session would be so spring-like? Instead of the wintry weather we've had in the past, Jan. 22 was spring: 70 degrees. That didn't deter our enjoyment of Keith's outstanding chili or the fun conversations that were part of the day.

Keith and Gail Kelly hosted the event—Gail in absentia because of a seminar. Thank you, Keith and Gail, for hosting. And thanks to all the members who attended and brought delicious salads, appetizers and desserts.

The results of the meeting are on page 2 of this newsletter. Print it off and post it on your refrigerator or on a conspicuous bulletin board. Then mark your personal calendars and plan to join us in another year of Alfa Adventure.

And, if you discover another adventure along the way, share the wealth. Invite other Alfisti along by posting on our Facebook page, notifying Autumn and/or Claudia for an email blast or Eileen and/or Trent for posting on the Club webpage.



Autumn Perlingiere shares her excitement as her mother-in-law Julie shows a photo on her iPad. In the background enjoying chili are Keith Kelly, David Hyman and Alan Oswalt.



Toly Arutunoff enjoys dessert during the annual planning meeting Jan. 22.



James Perlingiere visits with David Hyman and Les Neidell.

Buying, Selling Alfa Stuff

Want to sell some Alfa stuff? Invite Oklahoma Alfisti over and watch your inventory decrease! That's what Peg Neely did on January 14. Oklahoma Club members sorted through and purchased enough Alfa Stuff to decrease Peg's inventory significantly. Even so, the day was bittersweet, as evidenced by an exchange between Dani Perlingiere and David Simmons, who was busy answering questions such as "What's this?" "Where does this go?" "Will this fit my Spider?" "Is this for a GTV?"

Dani: David, do you feel like an encyclopedia?

David: Yeah. A sad one.

Showing their injuries: Eileen Simmons, who shut her finger in Peg's car door shows her injured thumb beside Alan Oswald's broken wrist. Both Alfisti were out of casts a week later.



Keith Kelly reaches to the top of a shelf as Dean Mandelbaum watches.



Jamie and James Perlingiere inspect a pile of Alfa Stuff.



A Spider is on its way to a new home with the Perlingieres.



Scott Fowler holds an Alfa manual as he gazes around the shop.



Alan Oswald and David Dabney check out an Alfa part.



Ron Hunt, David Dabney and David Simmons tackle a pile of Alfa Stuff.

Will your next Alfa be a (GASP) Dodge Dart?

A FEW WEEKS AGO, JOHN HANSFORD EMAILED A QUERY: *SO, DO WE ALLOW/CREATE A CLASS FOR THE NEW DODGE DART AT AROC CONCOURSES?!?* SEE WHAT YOU THINK.

New York Times, January 9, 2012, 10:40 AM

In Compact Segment, Dodge Dart Aims for Bull's-Eye

By Jerry Garrett

WHAT IS IT? A compact sedan, destined to be loved if for no other reason than because it replaces the dreadful Dodge Caliber. Is it real? Chrysler's first compact sedan since the Dodge Neon shares many pieces with its spry corporate sibling under Fiat Group, the Alfa Romeo Giulietta. Not a bad thing. Not bad at all.

WHAT THEY SAID: "Dart has the look, style and features to set it apart from anything else in the class," said Richard Cox, the Dodge brand chief, at the press conference here. "The Dart will shatter consumer perception of what a compact car can be."

WHAT THEY DIDN'T SAY: So this is how Alfa Romeo finally regains a foothold in the United States — with an automotive Trojan Horse.

WHAT MAKES IT TICK? Take your pick: a 160-horsepower 2-liter 4-cylinder, known as the Tigershark; a 160-horsepower turbocharged 1.4-liter 4-cylinder like that in the Fiat Abarth 500; or a 184-horsepower Tigershark 2.4-liter 4, which will not be ready until four months after the initial introduction. These are paired with a 6-speed manual — available with all engines — a



6-speed automatic or, with the turbo, a 6-speed dual dry-clutch unit. Dodge expects the thriftiest Dart to return 40 miles per gallon in combined city-highway driving.

HOW MUCH, HOW SOON? Production begins in the second quarter of 2012. Pricing begins at \$15,995, excluding delivery, but could range north of \$20,000 with some of the many accessories promised.

HOW'S IT LOOK? Against tough, distinctively styled competitors like the Chevrolet Sonic, Ford Focus and Hyundai Elantra Dodge has raised its game. The Dart succeeds because it starts with a widened and lengthened Giulietta platform, and adds a body so voluptuous even an Italian might blush.



Dodge Dart's bold styling, Alfa Romeo Giulietta-based chassis and attention to interior detail were key elements in the Dart being named the "Most Significant Vehicle" at the North American International Auto Show by Autoweek. *PR Newsire*, January 13, 2012.



2012 Alfa Romeo Giulietta First Drive: Meet the Dodge Dart's Italian Cousin

By Michael Taylor Contributor | Published Feb 7, 2012 edited from: <http://www.insideline.com/>

HOW DOES IT FEEL? The 2012 Alfa Romeo Giulietta isn't the kind of car that goes around hunting the world's best hot hatches. It's not that kind of car, even though it wears the Alfa Romeo badge that promises sport, sport and more sport. That promise is the Alfa Romeo of yore. Today's Alfa Romeo is brisk, luxurious and brimming with assured handling.

There are several versions of the 1.4-liter Alfa engine, but only the MultiAir, with its flat torque delivery and light emissions, joins up to the DDCT transmission. The 1,368cc engine might deliver its 168 horsepower at 5,500 rpm, but it brings its 184 lb-ft to bear at a very diesellike 2,500 rpm. Alfa says it'll do zero to 62 mph in 7.7 seconds, though the gearbox means you can stand on the throttle, step off the brake and post an identical time like clockwork.

Mosey along in Natural mode and you'll find the transmission doing a very, very passable job of imitating an automatic transmission with a lot less fuel consumption and no gearshift torque interruption. Oddly enough, the so-called "Natural" mode is frustrating. It point-blank refuses to kick down midcorner, which makes trying to punch out of corners an insipid process.

Still, its start-stop works beautifully on the gasoline engine, and the Giulietta rolls off smoothly on part-throttle, shifting up gears so willingly that it changes from 3rd to 4th at just 2,000 rpm. It shifts both up and down with



impressive smoothness, though it's too eager to reach its taller gears.

The Dynamic mode is sportier than it has been before and, though it has excellent manual modes, it gets the job done almost as well as your own moves when it's left to its own devices in Drive. It holds on to the gear at high revs and downshifts under braking without upsetting the stability.

TIGHTENED DRIVING DYNAMICS. There are more agile front-drivers out there, but few are as composed and feel as unshakably trustworthy and forgiving as the 2012 Alfa Romeo Giulietta. New gearbox notwithstanding, it's a car that allows you to turn into any corner carrying demonstrably too much speed without either throwing you off the road in disgust or embarrassing you for your errors.

It has a lovely way of scrubbing off its speed via a combination of a clever skid-control system and a natural civility. There will be people who won't

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Membership Application

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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.

ever realize they've out-driven themselves purely because the Giulietta is so nuanced about how it gets them out of trouble.

Stand on the throttle way too hard or way too early and the car still manages to track where you pointed it. There's a mild bit of tire squeal, it runs a touch wide, but it never gets so far out of whack that you can't recover the situation.

It's similar on a fast direction change, where the Giulietta convinces you that you've done everything possible to gently set it up at its maximum for the fastest turn-in, only to find that it flicks back the other way with ridiculous effectiveness and with more speed than you initially thought possible.

It's the same sheer competence as it walks its way across midcorner bumps, even when it's all loaded up, and it just crosses miles with a fuss-free ease that has polish but falls oddly short of sparkle.

A PROMISING DODGE? Given how well the 2012 Alfa Romeo Giulietta handles itself at speed, it's a good bet that the Dodge Dart will have some good moves of its own. Although Dodge says that the Dart was retuned to suit North American roads, don't expect a complete dumbing-down.

All the good parts are still there, including a multilink independent rear suspension, and recent upgrades to the rest of the Dodge lineup prove that the engineers know how to dial in a good compromise between ride and handling.

Like the Giulietta, the Dart will only offer the dual-clutch transmission with the 1.4-liter MultiAir engine. It's a nice piece of engineering, but the 1.4 is only the midgrade offering in the Dart. There's also the larger 2.4-liter MultiAir engine, which offers either a standard six-speed manual or a six-speed automatic with a torque converter.

Combine the extra power with a very capable chassis and the Dart could be every bit as tossable as the latest Ford Focus. Pretty good company, if you ask us. Who knew you could learn so much from driving an Alfa?