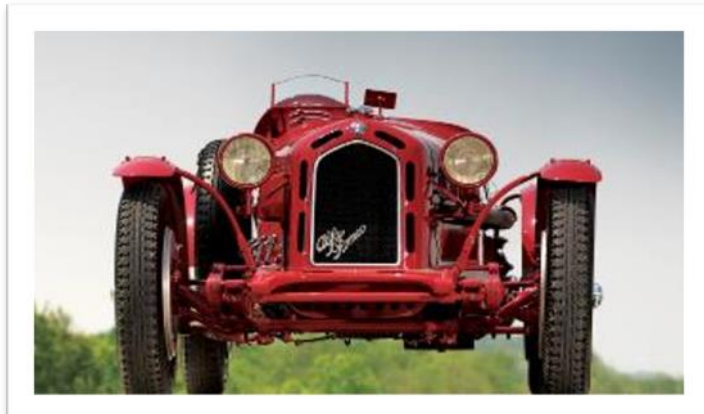


ALFANATIC

AROC - Wisconsin

*Wishes All Alfisti and Their Families
a Very Merry Christmas and
a Happy New Year*



In This Issue

- Gift Suggestions
- Events Calendar
- Stellantis News
- Dodge and Alfa Share
- The Busso V6
- Classifieds

Gift Suggestions for Alfisti

Books make a satisfying gift for many snowed-in car lovers. If we can't drive them, we can read about them.



For lovers of the Alfetta, there is the new title, *Alfa Romeo - Alfetta Coupe GT/GTV/GTV6* from Umberto Di Paolo, to be published by [Eau Rouge Publishing](#). It claims to be a comprehensive look at the history of the GT versions. Only 750 copies will be printed. Price is £75.00, plus £30.00 for shipping to the U.S., for a total cost of \$133.36 at current exchange rates.



There are no better reference books for 105/115 series Alfas than the series authored by Patrick Dasse. Individual volumes for each body style carefully document every model produced using information and production photos from Alfa's archives. Prices vary from \$80.00 to \$150.00, depending on model and are available from [Classic Alfa](#), as well as other sources.

Logo-wear and Other Alfa-themed Products

Don't forget that AROC-USA operates a [web store](#), carrying t-shirts, wine goblets, and everything in between. Prices range from \$9.00 to \$79.00. Fill this 20 oz. insulated stainless tumbler with your coffee to make your morning commute go faster. \$29.95, in the store. But if bank robbing is your forte, it's probably best to leave your Alfa-logo face mask at home. (\$8.50)



For hand-crafted items, try [NoveltyRabbit.com](#), operated by our Alfa friends in St. Louis. Sherri Coldewe does great embroidery work. We have two of her chairs and a set of her beach towels. She will custom embroider any of the patches in her repertoire on a denim shirt for you. Prices on request. I also see that Steve has a crusty but restorable '69 GTV for sale, asking \$9,000. Good winter project?



Local, Regional, and International Events Calendar, 2024 - 2025

Something missing? Send dates for events we've missed and we'll include them in the next calendar. email: rabhalter@att.net

2025

January 7-19	Mecum Kissimmee Auction, Kissimmee, FL
January 18-26	Arizona Auctions, Scottsdale and Vicinity, AZ
February 1-2	AROC Winter Retreat, Palm Springs, CA
February	Fueled Swap Meet, Date TBD
February 5-9	Retromobile, Paris, France
Feb 27-March 2	Moda Miami , Biltmore Hotel, Coral Gables, Florida
March 6-9	The Amelia , Amelia Island Concours d'Elegance
April 24-27	Anantara Concorso Roma , Rome, Italy
May 3	AROC-WI Das Kurze Klausenrennen, New Glarus, WI
May 16-18	SVRA Spring Vintage Weekend, Road America
June 6-8	WeatherTech Chicago Region SCCA June Sprints
June 11-21	AROC Goes to Italy, Steve Austin's Great Vacations
June 14-15	Le Mans 24-Hour Race
June 17-21	1000 Miglia , Brescia-Rome-Brescia
June 19-22	Indycar XPEL Grand Prix, presented by AMR, Road America
June 25	Tom Heinrich's Howl at the Moon Summer Solstice Happening
June 27-29	Cheese Capital Cup featuring Trans Am Speed Tour, Road America
July 17-20	WeatherTech Vintage Weekend with Brian Redman, Road America
July 31 - Aug 3	SportsCar Weekend with IMSA, Road America
August 15-17	GT World Challenge America, Road America
August 17	Pebble Beach Concours d'Elegance
August 24(t)	Geneva Concours d'Elegance, Geneva, Illinois
August 30	Kenosha Classic Cruise-In, Kenosha, WI
September 12-14	Ariens Art on Wheels Vintage Weekend with VSCDA, Road America
Sept 15-21	AROC National Convention, Crystal Lake, Illinois

Carlos Tavares Ousted Because of “Radical” Targets at Stellantis, Reports Say

By Reuters, from [Autonews.com](https://www.autonews.com)



MILAN — Targets deemed unrealistic or destructive by some board members triggered the sudden fall of Stellantis CEO Carlos Tavares just a month after he received their full

backing, two people with knowledge of the matter told Reuters.

Unhappy with his aggressive targets for sales and cost cuts, and his contentious dealings with the automaker’s suppliers, dealers, and unions, the board unanimously wanted Tavares to go, the sources said.

“Something broke in November,” one of the sources said.

Tavares resigned on Dec. 1, leading to a selloff of shares in the automaker, which owns brands including Jeep, Ram, Fiat, and Peugeot.

Details of the clashes leading to his ouster have not been previously reported. Tavares did not respond to requests for comment.

Stellantis finance chief Doug Ostermann said divergences between Tavares and Stellantis board members included priorities for the 15 months left before Tavares’ term was set to expire.

“Those related to tactical issues on how to run the business over that short-term time period, and what actions should be taken in regard to short-term metrics versus longer-term benefit of the company,” he said.

Disagreements also emerged on relations Stellantis was having with dealers, suppliers, unions and governments, Ostermann said. “Clearly we need to build back trust,” he said.

Ostermann spoke at a Goldman Sachs virtual conference on Dec. 4, the first public remarks by a Stellantis top executive since Tavares resigned.

Ostermann, who previously headed Stellantis’ operations in China, is now seen as a potential candidate to succeed Tavares as CEO. An American national, he has served in different positions in Stellantis and formerly at Fiat Chrysler, where he joined in 2016 as group treasurer.

He has played a key role in striking Stellantis’ current partnership with Chinese automaker Leapmotor.

Ostermann said Stellantis is confident that an expected improvement in performance could allow the automaker to

pay a dividend in 2025. He said the automaker, which in September issued a shock profit warning on its 2024 results, had the ability to generate cash and perform well in 2025.

Tavares Blaming U.S. Execs Annoyed Board Members

Tavares, who earlier this year was paid €36.5 million (\$38.3 million at current exchange rate) in compensation based on Stellantis’ 2023 results, had annoyed some board members in October, at the Paris auto show, by publicly blaming the automaker’s U.S. management for falling sales and rising inventories in that market, one of the sources said. But the board continued to back him.

In November, however, Tavares’ brash style led to a “totally untenable” relationship with the board, whose members represent major shareholders Exor, the Peugeot family, and the French government, the other source said.

When board members started asking more specific questions about the executive’s strategies, the person said,

“Tavares’ reaction was: ‘You do not interfere with my job — that is not your business.’”

Board members, irritated, continued pressing Tavares, the source said. They were unsettled by what they viewed as the CEO’s relentless but narrow focus on cost-cutting, which had caused supply disruptions and angered dealers. Those problems had been overlooked in previous years, when Stellantis was hitting double-digit profit margins.

Now those and other issues were causing angst across the sprawling company, as Tavares tangled with dealers, unions, suppliers and governments — and now board members.

“You cannot make enemies with everybody,” the person said.

The clashes led the board to oust Tavares with no one to replace him. It was a stunning reversal from its plan for a smooth succession when he retired in 2026 as scheduled.

Chairman John Elkann had declared on Oct. 10 that the board was “unanimous in its support of Carlos Tavares” even as the company jettisoned its CFO Natalie Knight and its North American chief Carlos Zarlenga the same day.

Stellantis Has Daunting To-Do List

Stellantis is now searching for a new CEO with a daunting to-do list: stabilize a global company with 14 brands, bloated U.S. inventories and falling U.S. and European market share — all while facing surging Chinese EV rivals, tough new European emissions standards and disruptive electric vehicle and trade policies championed by U.S. President-elect Donald Trump.

Stellantis’s profit warning at the end of September undermined Tavares’ reputation as an industry leader in maximizing profit margins and payouts for investors. Dealers, industry experts, and customers say the company has priced itself out of the market in both the U.S. and Europe.

Stellantis shares are down 43 percent so far this year.

Tavares was well known throughout his tenure at both PSA and then Stellantis — formed in 2021 when PSA merged with Fiat Chrysler — for his top-down leadership style, leaving no one in doubt as to who was in charge.

But in November, board members felt compelled to confront Tavares, one of the sources said. “Something had to be done,” the person said.

Tavares Had “Irrational” View on EV Quotas

One source said the first sign of tensions between Tavares and the board came over in recent weeks on how to handle European Union rules that will levy hefty fines unless

electric vehicles account for at least 21 percent of Stellantis’ 2025 sales — a big jump from the automaker’s 12 percent EV share so far this year.

Tavares refused to back an auto industry lobbying push now underway to renegotiate the rules, saying instead that Stellantis would simply work to avoid fines.

The board feared the company would have to “massively decrease” combustion-engine car sales to hit the regulatory target, one of the sources said.

Company staffers were “totally lost” over the “irrationality” of the view that Stellantis could achieve such a large EV share increase without fines, the person said, which prompted the board to question Tavares.

Both sources used the term “radical” to describe Tavares’ sales targets.

Tavares also outlined other controversial plans at board meetings in November, saying he wanted to drastically cut costs in Europe that had already been “cut to the bone,” one source said.

Tavares, the source said, also proposed a cash-management policy focused on 2024 at the expense of 2025 cash flow. This might have exposed Stellantis to a new profit warning in the future, the second source said.

Board members also bristled at Tavares’ often-contentious dealings with key players across what one source described as the “ecosystem” surrounding Stellantis, including tensions with “suppliers, dealers, consumers,” the governments of Italy and France, and U.S. labor unions.

Tavares, the source said, sometimes viewed suppliers as expendable in his cost-cutting drive, while board members worried that replacing trusted parts makers was not quick and caused disruptions.

“You cannot just say ‘you’re out’” to longtime suppliers, the source said. “That puts at risk your very capacity to produce cars.”



What the New Dodge Charger Tells Us About the Future Alfa Romeo Stelvio and Giulia

By: Alexandre, italpassion.fr

The electrical revolution is underway at Stellantis but it's not without its detours. The Dodge Charger Daytona, the recently unveiled car for the American market, provides information on what we can expect from future electric Alfa Romeos including the Giulia and Stelvio. These models, based on the same architecture, could benefit from the technological advances and powertrains seen at Dodge.

The STLA Large Platform: a Common Base



Dodge Charger electric motors and battery

The STLA Large platform, designed for medium to large sedans and SUVs, is the cornerstone of the Stellantis Group's future premium models. Alfa Romeo, Maserati, Dodge and Jeep share this architecture. For Dodge, this platform is home to a variety of engines, including :

- Electric 496 hp and 670 hp, in combination with a 100.5 kWh battery. They promise a range of 510 and 418 km (308 and 415 mi.) respectively.
- GME 3.0 L6 Hurricane combustion engine. With 420 and 550 hp versions, this engine sets a new benchmark for thermal performance.

These engines confirm platform versatility and open the door to similar configurations for Alfa Romeo, despite the fact that the European regulatory context is directing choices towards electric or hybrid solutions.

Dodge Charger Daytona: Internal Combustion Before Electric?

The most interesting news is that, according to Moparinsider, Dodge recently indicated that the combustion version of the Charger, initially scheduled to be



Hurricane 3.0L 6-cylinder engine

discontinued, could actually see the light of day before its electric version. The internal combustion version was not due to arrive until late 2025, but might now be available in early spring.

Remember that Alfa Romeo plans call for a 100% electric range by 2027. However, the new products seem to be evolving in line with market realities. As previously announced, a hybrid Stelvio could precede the 100% electric version. Unlike in the United States, where the Hurricane engine is the preferred choice, the European market could turn to a 1.6L 4-cylinder PHEV hybrid engine developed with Punch Powertrain. The 3.0L 6-cylinder Hurricane has no chance of arriving in Europe due to Euro-zone CO₂ emissions limits.

Nevertheless, this strategic shift by Dodge, which cannot ignore market realities and consumer preferences, will probably inspire European brands like Alfa Romeo, which must continue to offer a hybrid thermal alternative to the electric 100%. 🍀

Alfa Romeo Junior Swedish Car of the Year

Turin - The new Alfa Romeo Junior has been voted Car of the Year 2024 by the readers of Auto Motor & Sport Sweden. This achievement is a testament to the passion and anticipation that the new Junior has sparked among Swedish car enthusiasts. 🍀



The Rich History of the Alfa Romeo Busso V6 Engine

By Sammy James Moon, From Hotcars.com, Jan 21, 2021

Great engines come along every now and then. The motoring press will write about how great the motor in a certain car really is and how it's the main selling point of a particular vehicle. However, while there are many "great" engines out there, there can only be one that is the greatest, and one of the front-runners for that title is the fabled "Busso" V6. There is a reason some of the all-time great Alfa Romeos have this engine fitted.

The nickname "Busso" is in tribute to the engine's creator Giuseppe Busso, the former Ferrari engineer who developed this engine in the early '70s to go in the brand-new Alfa 6 sedan. However, the project was put on hold amid the fuel crisis, so by the time this 2.5 liter 12v V6 was introduced in 1979, it was already 6 years old.

While the Alfa 6 was somewhat forgettable, that engine really gave it a shot of life, with 156 bhp. This was Italy's fastest saloon with a 120 mph top speed and a soundtrack from the heavens!

Things Just Got Better and Better



Bosch fuel injection.

If anything, the engine's song could be heard clearer in this car, and by mounting it to a car with a perfect 50-50 weight distribution due to its transaxle gearbox, owners had a machine that would hit 60 in 8 seconds and do 127 mph (not far off Porsche territory at the time) with class-leading handling and road holding.

None of this really mattered though, as it was the sound of this engine and its inherent smoothness that really sold it. This engine burbled and warbled up the rev range making harmonious noises until about 4,000 rpm when it came onto cam and howled at the driver, begging that the loud pedal be mashed all the way to the floor. Seriously, you need to listen to a GTV6 on song.

Things got better though, as with the launch of the 75 (Milano in the U.S.) owners could choose a 3-liter option of the same engine, with some variants producing over 190 bhp. If that wasn't sweet enough, Alfa made this engine as beautiful as it sounded



when they turned it transverse for FWD application in the truly fantastic 164. With its big plenum on top, it simply would not fit the 164's engine bay, so they had to fit a smaller offset plenum with inlet manifolds going into the heart of the engine. By chroming those manifolds, Alfa made

the FWD Busso engine a work of art.

This new transverse unit was again downsized to 2.5 liters for use in the less fondly remembered 155. With a still-impressive 164 bhp, the motor was more than enough to slingshot this smaller model to illegal speeds very quickly.

The 24V Revolution

With a mid-life refresh for the 164 in '93 came an all-new Busso V6, the 24 valve version, with more power (up to 230 bhp in cloverleaf form) and a much higher rev ceiling of over 7,000 rpm.

This new motor allowed Alfa Romeo to stay in front of the competition in terms of engine dynamics and gave the 164 a big power boost. However, a certain amount of that wonderful V6 howl was lost and in its place came a much more aggressive, rorty note. While its sound was a departure from the legendary noise of the earlier engine, nobody could argue it still sounded simply epic!

Production of the 24V engine continued in a very similar form in the years ahead, in the successor 166, new GTV and Spider V6, and 156. The later 2.5 liter version made a decent 192 bhp, but required the driver to "wring its neck" past 7,000 rpm to get the most out of it.

Goodbye Old Friend

In a world of emissions regulations, a naturally aspirated lump, 30 years on from its development, had only days of shelf life left. But Alfa Romeo had one ace left up its sleeve—the 3.2 GTA engine. Used in the 147 GTA, the 156 GTA and the GT, this was the Busso's swansong, with 250 bhp and the ability to take the nimble 147 GTA to 60 in 5.6 seconds with a redline of 7,500 rpm.



The GTA engine is a true gem and was thought of by specialists of the time as one of the best-tuned engines out of any factory. They really don't make them like that anymore. It took the "rorty" note of the 24v engine and turned it up to eleven! Once it gets past 6,000 rpm it starts to sound like a race car and tugs at your heartstrings to keep accelerating.

Even after 30 years, this mighty engine was still keeping up with the best of them, and totally destroyed them in terms of character. But all good things must come to an end. Despite the fact that the latest iteration of the Busso met new Euro 4 regulations, and despite interest from engine builder Cosworth to buy the Arese assembly lines, Alfa discontinued its production in 2005, opting to use a GM Twin Phaser V6 in their new generation Brera and 159 models, bringing an end to 32 years of engineering excellence.

In a sad and tragic irony, Giuseppe Busso died a couple of days after the last of these engines rolled off the assembly line, a poetic end to a great man and one of the best engines we will ever see. 🍀

Sources: *alfaowner*, *Sammy Moon's Alfa Romeo V6s*, *Italicar*

Classifieds

Alfanatic will post brief non-commercial classifieds for members and friends at no charge. Email the [editors](#) to make a submission.

Wanted

Your classified ads! Posted free! Let us know.

For Sale

1958 Alfa Romeo Giulietta Spider Veloce 750F



Fully restored both mechanically and cosmetically with attention to details. These include the original livery as documented by the Alfa Romeo Certificato Di Origine. More importantly the Certificato validates the present chassis and engine numbers are those the Giulietta left the factory with in 1958. A touchstone piece incorporating Alfa Romeo World Championship winning technology wrapped in timeless Pininfarina coachwork. Selling price \$135,000. Ring or text Kevin Caulfield 612 702 8520.

1969 Alfa Romeo 1750 GT Veloce

USA specification. Very original and complete. Most documentation from new. An unrestored gem, that presents, runs, and drives well. \$46,800. Located in West Michigan. Contact: gerryalbers@yahoo.com

1971 Alfa Spider Veloce

I find myself in the position of having to sell my 1971 1750 Spider Veloce. My husband and I loved the car, (and have been members of the Alfa Club for years) but my husband passed away and it's just too much for me. As you know, Alfas need to be driven and I hate seeing this one just sit. It could use some body

work, but it runs like a champ. The carburetors have been modified but everything else is original, except the brakes have been replaced and just general maintenance. We've owned the car since 1973 so it's basically a two-owner car.

For more details and photo regarding this Alfa, go to the AROC website and check out the Alfa Marketplace. Laurie Larsen (LLarsen@ghtmi.gov) (West Michigan)

1977 Alfa Spider Veloce (mid-Michigan)

My 77 Spider Veloce has had the body totally redone and the engine, including the rebuilt Spica pump is great. But some gaskets need replacing and I am too old and mechanically challenged to take that on. Manuals and repair records, as well as several years of the *Alfa Owner* are also included. I will only allow it to be taken over by someone who can give it the care it needs to go the next 100K, and will be happy to talk with any interested and dedicated Alfisti!

We live in Florida during the winter and the car has never seen snow or salt since its complete body restoration a few years back. I have about \$20 grand in the car, but for the right person \$10 grand would be fine.

I am in Haslett, near East Lansing.
Richard Cole
drrichardcole@gmail.com

Minnesotan **Tim Parker** is selling an engine and block. The engine is “a pretty clean 2-liter **Alfetta engine/bell housing** with some ancillaries.” The block is a “clean, washed 2-liter **Alfetta GTV block**.” Both are ready for pickup at the Anoka, MN, airport and can be easily lifted into a pickup. Tim will provide photos and serial numbers and can be reached at 651-235-2776. When you call, tell him Tom Heinrich sent you.

Gary Tree is still trying to clean out his garage. He is parting a **1980 Spider** and has many other parts to sell, too numerous to list. A Series 2 Windshield, fiberglass bumpers, engine, transmission, door latches, etc. Just ask! Contact Gary at 608-209-2352, or gitreehouse@gmail.com

CONTACTS

PRESIDENT/TREASURER

Randy Swanson (13swanson@gmail.com)
N66 W6684 Cleveland, Cedarburg, WI 53012
262-377-7144, 781-5568 (w)

V.P., EVENT COORDINATOR

Bob Ludwigson (rludwigson@aol.com)
N88W22526 N. Lisbon Rd, Sussex, WI 53089
262-527-2396

EVENTS, MEMBERSHIP

Gary Schommer (alfaman@wi.rr.com)
W141N6672 Memory Rd, Menomonee Falls, WI
53051-5119
414 418 0879

WEBMASTER

Position Open - Volunteer Needed
www.aroc-wisconsin.org

NEWSLETTER EDITORS

Bob and Chrystal Abhalter
(rabhalter@att.net)
5406 2nd Ave, Unit 2B
Kenosha, WI 53140
262-577-5212

TECHNICAL ADVISOR

Al Pinkowsky (al@gt-motorsports.net)
520 Capitol Dr.
Pewaukee, WI 53072
262-695-4238, 414-774-8938

SUBMISSIONS

Do you have a story you'd like to share? Have a restoration in progress or finished? Taken a memorable road trip or have a funny car story? Pictures, lessons learned, maintenance tips? Whatever. The *Alfanatic* is always looking for material to publish. Email your submissions to the editor at rabhalter@att.net and share with your fellow Alfisti.

SCAM WARNING

No one legitimately representing AROC-WI will ever contact you to request you purchase gift cards or otherwise loan money on behalf of the club or its officers. Any such request should be presumed to be fraudulent.

DISTRIBUTION: The *Alfanatic* is distributed exclusively by email. To update your preferred email address reply to rabhalter@att.net. If you know a non-member Alfisti who would benefit from receiving the *Alfanatic*, send their email to me and I'll add it to the distribution list.

DISCLAIMER: Views expressed in the *Alfanatic* are solely those of the authors and are in no way endorsed by this organization or publication.

CLUB MEMBERSHIP is \$68 per year and includes both national and local memberships. Renewals or new memberships may be sent directly to the National Office or visit aroc-usa.clubexpress.com/.

