



# ARCC UPDATE

March 2008

## *Alfa News*

by George Beston, Cobourg

The biggest news this month has been the formal introduction of the 8C Competizione Spider at the Geneva show. Specifications are little changed from the coupe, using the same 4.7 litre, 450 hp V8 and a six speed Selespeed paddle shift transmission. The top is strictly a power operated soft top, with no retracting hard top being offered. Again, the world will be restricted to 500 copies at a very handsome price.



Remo Ferri (top gun at Ferrari of Ontario) was interviewed by the Globe & Mail recently. He was asked about possibility of importing the 8C Competizione into Canada. He commented that the coupe was sold out with none coming to Canada, and that crash testing requirements would preclude the Spider being imported as well.

Alfa has made some useful weight reductions in the 159, Brera and Spider for the current model year by using aluminum callipers and suspension components, lighter wheels and tubular anti-roll bars. This makes good on a promise Alfa made last fall to reduce the weight of these vehicles. Other upgrades include improved seats, dual-zone a/c and a new satellite navigation system. Under the hood, the base engine is now a 185 hp 2.2 litre four.

On the other end of the scale, it seems that things are coming together for the Junior. The name Furiosa has definitely been discarded, but instead of Junior, the car will be named MiTo, which is a name coined by condensing Milano and Torino into one word.

This picture is from the online magazine Winding Road.



The launch of the MiTo is imminent, with its formal introduction coming at the Paris auto show in September.

There are many possible engine options for this car, and it will be interesting to see how much power is provided in export examples.

There are some reports that the MiTo will be coming to the U.S. in 2010, as a competitor to the Mini brand. This sounds encouraging, even if it's a bit of a stretch.

Stories about new Alfa Romeo offerings and their possible introduction in North America are starting to get a bit out of hand. On a corporate basis, Fiat could surely afford to introduce the 8C, the Spider, Brera, a new Spider and the MiTo into the American market, establish an appropriate dealer network and provide proper service and parts support. The big question is, will they actually do it? The process takes time, and so far there's no tangible evidence of it. Until some concrete steps are taken and some serious money is spent, we just don't know, and introduction dates are nothing but speculation.

## ***Club Activities***

The Toronto Chapter had another Pub Night in February, The turnout wasn't large, but those present decided that Pub Nights should become a regular event in the off-season.

The next event is our AGM at MiniGrid. This has always been an enjoyable evening with what my better half calls "retail therapy" thrown in.

Look over the list of planned activities for 2008 and mark them on your calendar!

## ***EFI Conversion***

**by George Beston, Cobourg**

My short article in the February Update got some interesting responses. Ernie Francia pointed out to me that the Alfa engine pictured, equipped with TWM throttle bodies, was also fitted with a Spica fuel injection pump. The title under this picture on the TWM site states that the engine is "fitted with K-Jetronic nozzles". Also, there seems to be a throttle position sensor wired into the car somehow. All I can say is that I'm stumped. If anyone has a deeper insight, let me know!

David Munro mentioned that he has chosen a different throttle body option, and that is to adapt some throttle bodies from a Suzuki GSXR to his twin spark engine's intake manifold. In this situation he would use these throttle bodies for the throttles and TPI sensor, and would still utilize the factory intake manifold for mounting the injectors. The picture below shows a trial fit of these throttle bodies on David's engine.



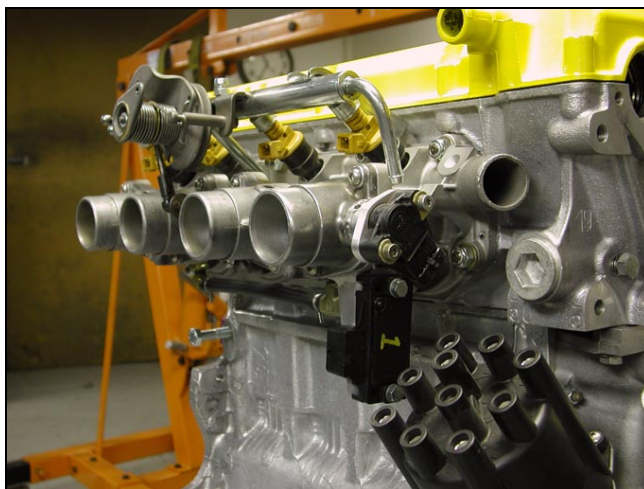
*Photo by Dave Munro*

Jim Steck let me know that he has modified Spica throttles by adding a throttle position sensor, and then adapting them to fit on a factory Alfa EFI manifold. Jim will do this to order. It's worth visiting his Auto Componenti web site to get an idea of all the things he can provide to enthusiasts.



*Photo by Jim Steck*

Here's what these throttles and the throttle position sensor look like on a twin-spark engine. Note that there is room behind the throttle mechanism for a fuel rail.



*Photo by Jim Steck*

For pre-twin spark Alfa Nord engines, Jim has modified Spica intake manifolds to allow the use of electronic injectors in place of the original nozzles.

Both of these conversions can use the original factory air cleaner system fitted to Spica engines.

These alternate paths are definitely worth knowing about. If you are contemplating your own project along these lines, they should be given some careful consideration.

In my case, these alternatives don't provide precisely what I'm trying to achieve, and anyway, I'm too far along with the option I've chosen to change now!

My next steps were to make up adaptors to get the Spica throttles to bolt up to the carburetor intake plenum on the upstream end and to fabricate some injector carriers which will fit between the Spica

throttles and the carburetor mounts, and fill the rest of the gap left by removing the carburetors.

Using aluminum plate, and the pattern of the back face of Weber carburetors, the adaptors shown here were fabricated and then welded to the Spica throttles.



*In progress ...*



*Finished shape ...*



*Welded and milled.*

To make up the injector carriers, I started with flanges scrounged from old carburetor mounts. The mounts were cut into two pieces through the rubber with a hacksaw. The studs were removed, and then the rubber was ground off the flanges with a wire cup in an angle grinder. The following picture shows the steps taken.



I paid a visit to the Metals Plus store in Whitby and bought steel tubing the right size (40mm) to fit inside the flanges. The staff at this store was very obliging. Despite the extremely modest scale of my order, they were more than willing to look through their stock, pick the tubing I wanted and cut it to the desired length of 2.25".



The next hurdle was to devise a way to install fuel injectors in these carriers. The key to it was the use of aluminum injector pockets made by MSD which can be epoxied into 0.75" tubing. These pockets are shaped to accommodate the business end of electronic injectors, and their O-ring seals.

While at Metals Plus, a length of 0.75" ID tubing was obtained for the injector pockets. The tubing was cut and shaped to weld to the carriers.



Here's an idea of what they look like when finished. Of course, painting them did nothing to detract from their appearance!



Finally the MSD injector pockets were machined to reduce their length and shoulder height to best suit this application.



The next article in this series will cover the fabrication of a fuel rail, adapting a throttle position sensor, and the installation of idle air and vacuum lines.

## Upcoming ARCC Events

**Toronto Chapter** – Preliminary schedule

Date	Time	Event
April 2	7 pm	AGM – MiniGrid
April 19	TBD	Tech Session
May 1	7 pm	Cruise Night
May 4	TBD	Sunday Drive
May 25	TBD	TBD
June 5	7 pm	Cruise Night
June 8	TBD	Sunday Drive
June 18-22		AROC Convention
June 22	TBD	Vintage Festival
July 3	7 pm	Cruise Night
July 6	TBD	Sunday Drive
July 13	TBD	Wine Tour

August 7	7 pm	Cruise Night
August 10	TBD	Simcoe Tour
August 17	TBD	Picnic, BBQ
Sept. 4	7 pm	Cruise Night
Sept. 7	TBD	Sunday Drive
Sept 21	TBD	Ferrari Club rally
October 2	TBD	Cruise Night
October 5	TBD	Fall Tour
November 6	TBD	Coffee Night
December 6	TBD	Holiday Dinner
February 28	TBD	Directors' Meeting

Watch for e-mail notices regarding the specifics of each event.

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