



# ARCC UPDATE

February 2008

## Alfa News

by George Beston, Cobourg

Despite earlier news that the new 169 will use a platform shared with Jaguar, some reports are circulating about a link with Cadillac to share the Sigma (CTS) platform for the upcoming 169 sedan. This would have made a lot more sense in the days of the GM / Fiat partnership, but nothing can be ruled out any more with regard to alliances and partnerships. Time will tell on this one.

One thing that can be ruled out is something that has been reported a couple of times in foreign press. It seems some bright spark came up with a report that future Alfas would have rear engines to enhance the marque's sporting image. Of course, this will never happen. The writer responsible undoubtedly missed the distinction between rear wheel drive and engine location, and should get an informed editor to look over his or her work before it's published!

Road and Track has come up with a tantalizing photo-illustration of a new generation spider. The accompanying article implied it will be based on the Junior. It might come to the US after the existing Spider and Brera are launched in 2009.



Other US plans reported include the launch of the 169 in late 2009, and possibly a midsize SUV to compete with the likes of BMW's X3.



Here's a picture from the Top Speed site of a 159 variant that the factory is reportedly considering, an AWD, V8-powered GTA! Introduction is reportedly slated for the Geneva show this year, with a market introduction in the 2009 model year. If this is true, they can sign me up for one.

I recently came across a review of the current Spider published in England and written by Jeremy Clarkson. I was starting to really dislike this man's work from reading his recent Subaru article in the Toronto Star in which he thoroughly trashed the new Impreza and anyone who likes it. Well, it seems Mr. Clarkson is fond of Alfas, so I'm going to have to reserve judgement, as I should have all along. If you want to read some amusing reviews of current Alfa Romeo offerings by Jeremy and others, check them out at: <http://driving.timesonline.co.uk> Be warned, he takes some broadside shots, but his love for Alfas comes shining through anyway!

## Membership Renewal

For a second year in a row it doesn't appear necessary to charge for membership renewals for the membership year starting March, 2008. Dues will definitely be required again starting with the membership year beginning March, 2009.

## ***EFI Conversion***

by **George Beston, Cobourg**

In last month's issue, I raised the possibility of carrying out an EFI conversion on a '60's-era 105 series spider. The intended benefits include better fuel economy and overall clean running. The primary constraint is to maintain the same look under the hood.

One large hurdle is to find a throttle body setup to meet these needs. There is one supplier, TWM Induction, which makes throttle bodies designed for this purpose. Here's a picture from the TWM site showing what they look like installed on one particular Alfa engine.



The good part is that they are available, they bolt in place where carburetors currently go, and you can buy those state-of-the-art intake trumpets for them. The downside is that they cost about \$400 each. This particular set-up uses the SPICA throttle mechanism, which makes sense if you're starting with a SPICA-equipped Alfa. As shown here, the linkage seems to create a problem fitting a common fuel rail, and even with the stock air cleaner setup it would change the look of the engine compartment.

Throttle bodies are apparently also available from Weber and perhaps others, but I've not been able to get a price on them.

Other options include using a late model Alfa intake manifold, adapting motorcycle throttle bodies, or making my own. As a starting point, I got out some SPICA throttles I already own and cleaned them up to see if I could work with them:



On the plus side, they would obviously perform the throttling function, linkage is already built in, and

the spacing of the holes for mounting studs is the same as for carburetors, although they will have to be enlarged from 6 to 8 mm.

What they need is adaptors on the outboard end to fit onto the air cleaner plenum, and another set of pieces to take up the length used by carburetors and to incorporate fuel injectors. Since the length of the throttle units is much less than the length of carburetors, there definitely is room to insert some sort of fuel injector mounts.

*To be continued ...*

## ***Upcoming ARCC Events***

This year's event schedule has been completed. Watch this space for coming events as they are planned.

## ***Alfa Romeo Club of Canada***

### ***National Executive***

Read Collacott	President	(613) 489-3192
Harry Hamilton	Western VP	(403) 463-2235
Tony Adams	Eastern VP	(416) 222-2406
Jack Thompson	Past President	(780) 481-1708
George Beston	Treasurer	(905) 372-3552
Christine Pickering	Secretary	(416) 498-6553
	Messages	(416) 499-7129
	Fax	(416) 499-4517

### ***Regional Contacts***

Don Best	Vancouver	(604) 939-5056
Bob Merchant	Calgary	(403) 244-9150
Chesley Wells	Edmonton	(403) 963-9199
Anthony Tersigni	Toronto	(905) 918-0457
Jack Livingstone	Ottawa	(613) 232-6335
Yves Boulanger	Montréal	(450) 692-7478

### ***ARCC Update***

Editor: George Beston  
Telephone: (905) 372-3552  
E-Mail: [gbeston@eagle.ca](mailto:gbeston@eagle.ca)

### ***ARCC On-Line***

Our Website: <http://www.alfaclub.ca>  
Webmaster: Adam Di Carlo  
E-Mail: [dicarlo\\_adam@hotmail.com](mailto:dicarlo_adam@hotmail.com)