



Alfa Romeo

Klub van Pretoria

Club of Pretoria

ARCOP

Veloce

Nuusbrief / Newsletter
2023/07



Alfa Romeo in turkoois met styl!

Komitee/Committee 2023

Voorsitter:

Gerhard vd Merwe 083 7214130
gerhard@turbonutters.co.za

Tesourier en Ledesake

Nielen Burger 083 3003409
staalburger80@gmail.com

Bemarking:

Henk Welthagen 082 9037986
henk@batterypro.co.za

Regalia

Frank Boontjes 082 9686227
frankboontjes@gmail.com

Byeenkomste:

Hendri du Plessis 083 6332444
hendri@qpsbrokering.co.za

Gerrit Faling 083 4199347
gerrit.faling@gmail.com

Ewan Botha 083 2984480
botha@gmail.com

Nuusbrief/Sekretaresse:

'Alet Erasmus 0827889108
alet@kleinfontein.net

Webmeester:

Ryan Young helpdesk@firehouse.co.za



ARCOP Bank besonderhede:

CAPITEC Savings Rek nr 1355340223

Branch :470010

Inhoud	/	Contents
Voorsitter		3
Redakteur		4
Byeenkomste		5
Aan stuur van sake		6
Lief en Leed		7
ARCOP Baandag inligting		8
Noggin & Sop en Sjerrie		9
ARCOP besoek Cor's Diner		11
Spit & Polish		12
The Piston Answers		19
Lag-'n-Slag		25

VERGADERINGS / MEETINGS

Die Klub vergader **elke DERDE Donderdag van die maand**, om 19:00 vir 19:30 by, Keunigstraat 180, Silverton, Pretoria. The Club meets **every THIRD Thursday of the month**, at 19:00 for 19:30 at 180 Keunig Street, Silverton, Pretoria.

VRYWARING / DISCLAIMER

Die opinies wat in hierdie nuusbrief verskyn is nie noodwendig die van die klub nie. Die klub aanvaar geen verantwoordelikheid vir die korrektheid van tegniese data of prosedures wat gepubliseer word nie.

The opinions expressed in this newsletter are not necessarily those of the club. The club accepts no responsibility for correctness of technical data/procedures which may be published.

ARCOP Voorsitter se storie



Gerhard van der Merwe

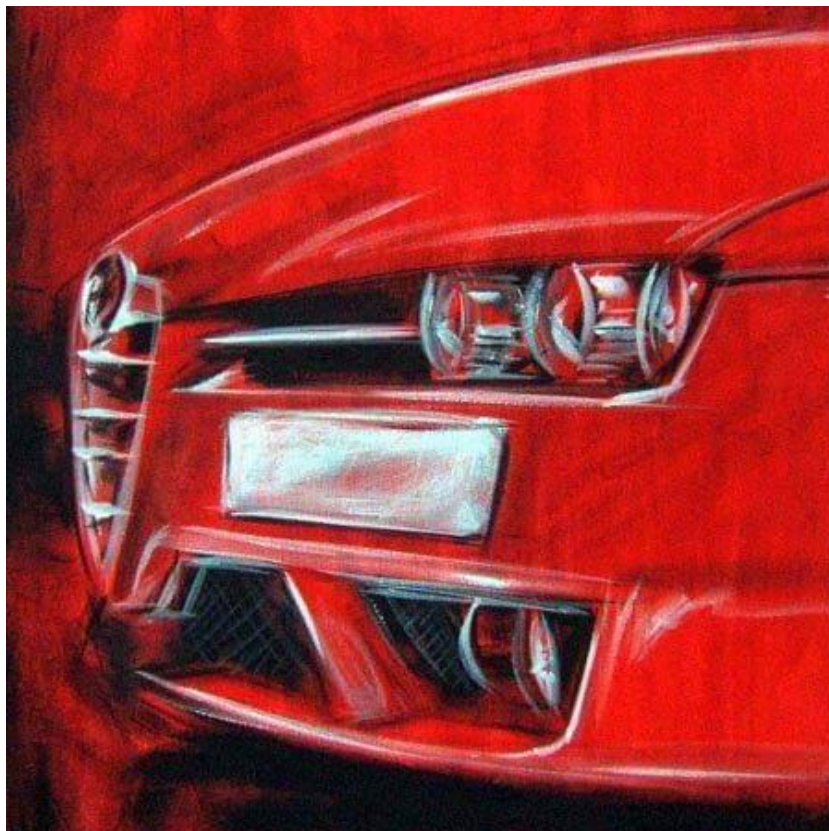
Die laaste noggin wat ons saam met die Sop en Sjerrie byeenkoms geskeduleer het, het heel gesellig afgeloop. Baie dankie aan almal wat sop, broodjies en vetkoek saamgebring het en wat deur ieder en elk geniet is.

Ons volgende byeenkoms op die ARCOP kalender, is Cars in the Park. Meer inligting sal ook tydens eerskomende noggin gegee word mbt parkering ens.

Daarna volg die ARCOP baandag in September. Kry solank jul motors gereed vir die baan. Meer inligting oor wat nodig is om deel te neem sal deurgegee word nader aan die tyd.

Die Mozambique wegnaweek in Oktober is ook nog in die pyplyn en ons sê dankie aan Hendri wat besig is met die nodige reëlings.

Sien jou by die noggin!



Uit die Redakteur se pen



In hierdie uitgawe 'n paar foto's van ons gesellige sop en sjerrie byeenkoms asook die jaarlikse Spit & Polish wat saam met POMC se European Day geval het. Baie geluk ook aan die weners van die geleentheid.

Baie dankie ook aan Corrie wat sorg vir die tegniese artikel Vrae en antwoorde oor silinders.

Volgende op ons byeenkoms program, is Cars in the Park wat die 6 Augustus plaasvind. Soos altyd is dit 'n luisteryke geleentheid wat deur ieder en elke geniet word!

Dan begin ons ook die dae aftel na die ARCOP Baandag wat hierdie jaar op die 10 September plaasvind.

Ek is maar altyd op die uitkyk vir 'n Alfa-vriend wanneer ek by 'n parkeerterrein is. So loop ek by Tyremart vir Marius raak. Op die uiteinde is beide ons Alfa's by die wielsporing afdeling en nodeloos om te sê, daar is 'n foto geneem!

Alfa Romeo gister, vandagvir altyd!

'Alet Erasmus



Toe loop ek 'n Alfa-vriend, Marius, raak by die wielsporing afdeling. Twee Alfa's bymekaar op een dag wat is die kans?!

ARCOP Byeenkoms / Events vir 2023

Datum	Byeenkoms	Byeenkoms 2	Plek
20/07/23	Noggin		Klub
06/08/23	Cars in the Park		Zwartkops renbaan
17/08/23	Noggin		Klub
10/09/23	BAANDAG/TRACK DAY?		Zwartkops renbaan
21/09/23	Noggin		Klub
01/10/23	Lente Braai		Klubhuis
19/10/23	Noggin		Klub
26-30/10/23 (4 dae)	Wegnaweek		Mozambique!!!
16/11/23	Noggin & AGM		Klub
19/11/23	Charity Run Paul Jungnickel en uiteet na die tyd		
10/12/23	ARCOP Jaareind funksie		

Sprint Balocco



Sprint Grand Prix



Sprint Plus



Sprint Trofeo



Alfa Romeo produced a very limited edition of the Alfasud sprint as we know the original Sud sprint but there was namely Sprint balocco, Sprint plus, Sprint grand prix, Sprint quadrofgllo and Sprint Trofeo limited editions not more than 200 cars to Germany and 400 to France these car very rare and in South Africa no more sprint and sud and 33 estimate of not more than 30 cars registered on road what a legend the unsung heros of beauty and performance unmatched normal aspirated just needs wings

- Justin Maroun

Aan stuur van sake

Tydens die eerste komitee vergadering van 2023, is die volgende saak op die tafel geplaas wat dan ook tydens die eerste noggin bespreek en so aanvaar is.

1. Lede moet teen **einde September** van 'n spesifieke jaar 'n minimum van **30 punte** hê om deel te neem in die klub voordeel (wat deur die komitee bepaal sal word) vir die **wegnaweek**.
2. Lede moet teen **einde November** van 'n spesifieke jaar 'n minimum van **40 punte** hê om die status van 'n aktiewe klub lid te hê en om te kwalifiseer vir **klub voordele**. Dit sluit in stemreg op die AGM van die klub.

Waarvoor kan 'n lid punte verwerf?

ARCOP LEDE PUNTETELLING

Bywoon van noggin	3
Bywoon van byeenkoms (event)	4
Deelname aan byeenkoms bv baandag, gokart, spit&polish	5
Self geskryfde artikel	3
Reeds gepubliseerde artikel, m.a.w. copy&paste	1
Foto vir nuusbrieff	2
Werk van 'n nuwe lid (wat aansluit)	5
“pop-up” byeenkoms	1
Bywoning AGM	10

Komitee vir 2023

Voorsitter – Gerhard vd Merwe

Tesourier en Ledesake – Nielen Burger

Byeenkomste – Hendri du Plessis, Gerrit Faling, Ewan Botha

Regalia – Frank Boontjes

Bemarking – Henk Welthagen

Redakteur - 'Alet Erasmus

Alhoewel daar verskillende portefeuljes is, word daar altyd as 'n span saam gewerk vir die uitbou van ons Alfa Romeo handelsmerk! Komiteede is klubdele Deel van die familie!

Onthou –

Om jou lidmaatskap- asook vrywaringsvorm in te vul!

Lief en Leed

Verjaarsdae en herdenkings

Julie 2023

Lede:	24	Neville Forssman
Gade:	7	Carina Grunder
	10	Mariaan Booyen
Herdenkings	7	Neville en Charleen Forssman

Ons wens vir Leonie vd Merwe spoedige herstel toe nadat sy 'n beenbreuk opgedoen het wat herstel is.

Laat weet asb indien jy kennis dra van klublid en/of sy/haar gade wat ongesteld is of wanneer jy goeie nuus het om te deel.



1961 Alfa Romeo Romeo 2 minivan

ARCOP TRACK DAY & ARNOLD CHATZ – IMPORTANT POINTS TO NOTE

The trackday to be held at Zwartkops promises to be great fun! The following points will assist to make the day run smoothly and avoid frustration.

WHAT TO BRING?

You will need a crash helmet, long sleeve shirt, long pants and closed, non-slip shoes. Bring along some cash for regalia and something to eat at the canteen.

WHAT ABOUT MY CAR?

Your car will be scrutineered before you will be allowed on track. The following have to comply, in order for your car to be allowed on track:

- Your car must be road worthy, therefore it has to have a legal seat belt, road tires in good condition, windscreen without chips or cracks and no fluid leaks.
- Your car battery has to be securely fastened.
- Your fuel tank has to be securely fastened.
- No loose body parts to be on the car.
- Brakes have to be in good condition and the brake pedal should be firm.
- Exhaust should not leak.

In order to enjoy your drive on the track even more, check the following before you go on track:

- Tire pressure should ideally be slightly higher than standard. This will help prevent tire deformation during cornering. For tires with standard pressure of 2.2 bar, increasing the pressure to 2.5 Bar should suffice. Do NOT over-inflate tires, as they may burst on track.
- Check water, oil and brake fluid levels and ensure all levels are topped up to the MAX mark.
- Ensure that there are NO loose items in the car or boot. Loose items shift and may cause damage.
- A good set of spark plugs can make a difference in performance.

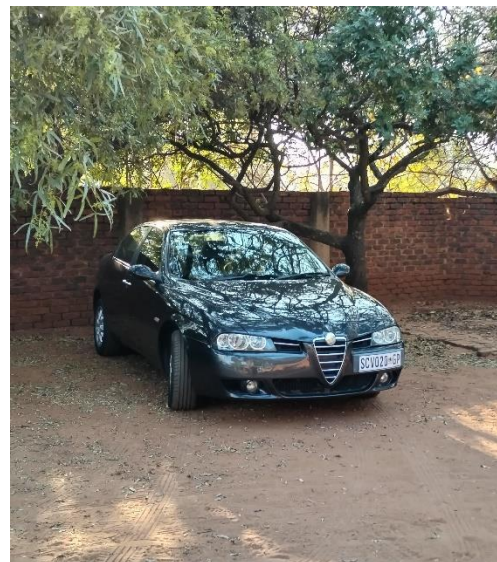
COSTS:

- Drivers = R 500pp
- Passengers = R 150pp

Registration on the day is open between 09H00 and 11H00.

Noggin 24 Junie 2023

Die Junie Noggin was sommer 'n dubbele lekkerte! Agv omstandighede is die noggin aangeskuif na die Junie byeenkoms se datum waartydens dit ons jaarlikse Sop en Sjerrie geleentheid was.



Die sop was soos altyd voortreflik, asook die brood wat daarmee saam voorgesit was.



Die sop potte en Charlene se heerlike brood en vetkoek!



Die deksels is af Vlnr Hendri se berugte ertjiesop, Henriëtte se geurige groentesop, Henk se blomkool en speksop en 'Alet se pampoensop



.....en die gebruiklike ciabatta brood met smeerbotter en appelkooskonfyt.



Daar is ge-sop, ge-sjerrie en gesels.....



So tussen die kuier deur, is daar ook gou vergadering gehou om die nodigste te bespreek.



Soos altyd, was die ARCOP Sop en Sjerrie 'n heerlike en gesellige geleentheid!

- 'Alet Erasmus

SPJT EN POLJSH – 9 Julie 2023

Soos verlede jaar, het ons saam met POMC se European Day, ARCOP se Spit & Polish byeenkoms aangebied. Die beoordelaars was Heinz Katzke en Gerrit Faling.



Heinz, Gerrit en Ewan

Daar was net 'n "oop" kategorie en 7 inskrywings. Die uitslag na beoordeling was soos volg:

1. Hilton Zetzer 1972 Alfa Berlina
2. Jean Redmond 1984 Giulietta
3. Jacques Labushagne 1982 GTV 2.0

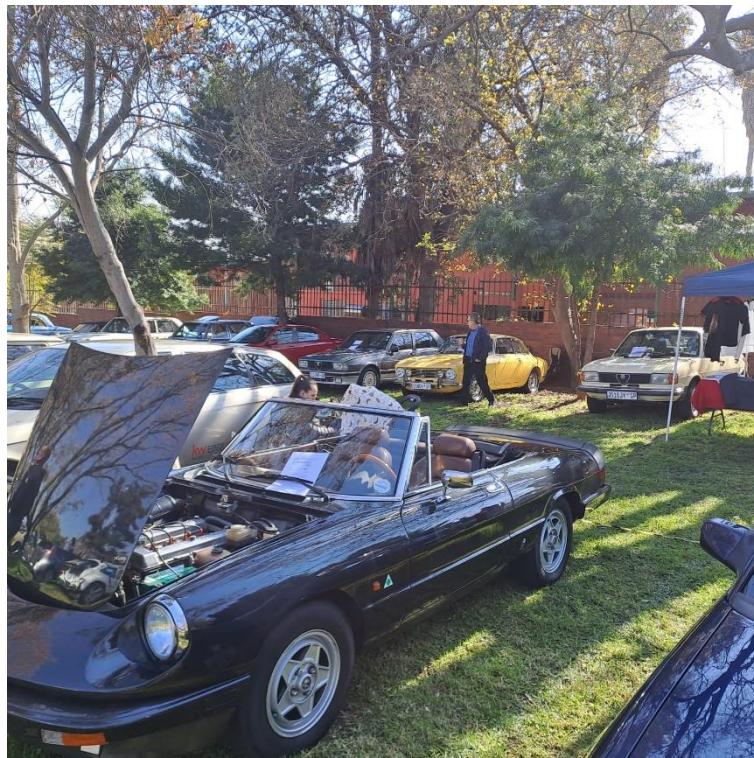




Kleurryke regalia tafels









Mooi in rooi.....





Dit was 'n mooi sonskyn wintersdag wat deur een en almal geniet is veral so tussen die uitstaande Alfa Romeo's op die terrein!

Foto's: Heinz Katzke en Frank Boontjes



Nothing exceeds the satisfaction of owning an
Alfa Romeo

Read what CAR Magazine had to say about the new Alfa Romeo Giulia Super in their road test of June 1966:

Some cars easily cause love at first sight. One of them is the new Alfa Romeo Giulia Super. Just sitting in the driving seat is quite an experience, and on the road it fulfils every promise given by its strong lines, armchair interior and business-like controls . . . more than justifies the manufacturers claim that this is the fastest 1600 c.c. production saloon in South Africa . . . the Giulia Super is a stirring car to drive, with flashing

performance, complete response to controls, and an outstanding measure of built-in safety. How it is possible to keep the price of a car of this performance and quality down to R2390 is Alfa Romeo's secret, but there is no secret about the fact that it represents very good value. There was a firm waiting list even before it was released – and this is a car worth waiting for!

Isn't it about time you saw your Alfa Romeo dealer?



alfa romeo giulia series

1673

The Piston Answers



Corrie de Wilde

By David Fussner of JE Pistons Reply

1) Does the future for higher performance piston material(s) lie in steel capped, forged, hypereutectic, or exotic (titanium)? Please comment from your experience.

David Fussner: It depends on the specific high performance application. I think forged aluminum (2618 alloy, in particular) will be around for many years to come, due to its toughness and superior resistance to mechanical damage from detonation. Today's forced induction engines with power adders rely predominately on massive cylinder pressure rather than high RPM like a naturally aspirated engines. So these boosted engines require a very strong piston structure, but in most cases can work with reasonable durability without a steel dome.

2) I have an '06 Harley V-Rod fitted with a Garrett T25 turbo. Have ported heads, Jones turbo cam, beehive springs, 1mm oversize valves (intake & exhaust), Carrillo rods, case brace with ARP studs. Total bike weight wet is 585 pounds. Mainly street cruising. What CR, coatings, head gaskets & possible dome configuration would you suggest, and why? Boost is currently between 8 to 12 pounds with stock compression.

David Fussner: The standard compression ratio of the V-Rod is listed by Harley-Davidson as 11.5:1. This is high for a turbo application. I would like to see 10.0:1 or less. This will likely require a reverse dish dome configuration. Comet makes excellent MLS head gaskets for the V-Rod.

A very good feature that the V-Rod is equipped with is Ion Sensing Knock Control. This feature instantaneously pulls back the ignition timing if it detects knock, which would be a great engine safety feature with a turbo.

3) My question about pistons is, would it be better to have the lower edge of the piston skirt thrust side left sharp to help scrape oil from the cylinder wall or smoothed to allow oil to help reduce friction between the piston and wall?

David Fussner: It would be best to be smoothed – for two reasons.

First, to allow entry of oil to lubricate the piston and cylinder and secondly, sharp engine parts are more prone to crack due to fatigue.

4) We are building more high end street engines under the “Pro Touring” and “Pro Street” categories. Being a “street” engine that is tracked occasionally, I like to use the 4032 material, even in a custom application, for its quiet operation. With the horsepower levels, larger strokes, and power adders in some of these engines I am concerned with the strength of the material. Is there a horsepower level/piston speed area I should consider a threshold not to pass with the 4032 material?

David Fussner: It sounds like you have had good success in the past with 4032. It is a very good material, with good expansion control and wear resistance. However, when you move into the use of power adders, the chance of getting into detonation becomes greater. That is the time to move to 2618 alloy, it is really tough and withstands detonation better than 4032. Always best to err on the side of caution in that situation.

The good news is that JE can apply its Perfect Skirt coating to 2618 alloy pistons. It is a specially formulated patented coating designed to reduce the clearance and allow the piston to run quietly, so you could have the best of both worlds.

5) A smaller pin height leaves room for a longer rod but reduces room for rings and puts the rod side thrust off the skirt and into the ring land area. Can you discuss these issues and recommend a minimum pin height for various engine uses, such as atmo, low boost (10 psi) street and high boost (20+ psi) race?

David Fussner: The compression height (pin height) is the main player in the determination of piston mass. So, a short compression height piston can yield a lighter piston. This is important in a high-rpm naturally-aspirated application. Extremely short compression heights leave less room for the rings and can cause the dome to crack along the wrist pin axis.

Boosted engines, on the other hand, rely more on higher cylinder pressure for power and require a heavier dome structure to withstand the additional cylinder pressure. Light weight and short compression height are not as important as high strength in these applications.

So, the minimum pin height would be less for a naturally aspirated high-rpm engine and more for the boosted engine. Also, aside from the rod length influence on the compression height, the reduction of room for the ring package can be a friction advantage if the second ring can be eliminated in N/A applications. But this would be much less of a consideration in a boosted engine where more advantage can easily be gained by simply turning up the boost.

6) For a street car: How do you determine whether you should use a cast or forged piston? Why do engine builders bore an engine that doesn't need to be bored, for example .030-inch over, when the block is fine? Do you recommend any coating on the pistons? If so, which one and why?

David Fussner: It's important to understand the primary differences between forgings and castings. Castings have no organized grain structure in the material and are therefore brittle. A forged piston, on the other hand, has "Feature Aligned Grain Flow" that is established in the material as it is being formed. This is the premier attribute of a forged piston that separates it from a cast piston. Feature aligned grain flow is the number one reason that forged pistons have such toughness and fatigue strength, and just as importantly, a property known as ductility. Ductility allows the piston to tolerate distortion without fracturing.

Ductility could be considered the opposite of brittleness.

If you were to step up to forged pistons, you would have the confidence in knowing that, properly installed, they would be able to handle nearly anything a street car would ever be capable of.

The engine builder might want to bore and finish the block to his own tolerances for roundness, taper and honing finish.

As far as coatings, JE can apply its Perfect Skirt coating to 2618 alloy pistons. It is a specially formulated patented low friction coating designed to reduce the clearance to nearly that of a cast piston, and allow the pistons to run as quietly as a cast piston.

7) I own a 1916 American LaFrance Pumper with an 850 ci (5.50-inch bore x 6.0-inch stroke) inline "T" head six-cylinder engine. The cast iron pistons weigh over 8 pounds each. I would like to use lighter aluminum pistons with a modern ring package. Can I install the much lighter pistons with no effect on the engine balance? The crank has no counterweights and the redline on this motor is 1,300 rpm.

David Fussner: The reciprocating motion of the piston is the origin of engine vibration. Reducing the weight of the piston by changing to aluminum will reduce the inertia force of the reciprocating piston by 60-percent. I would assume that this six-cylinder engine has the crankpins staggered 120 degrees from one another. If this is so, it is one of the smoothest running crankshaft balance arrangements known, even today. Since you mention that this crankshaft has no counterweights, I can only think that this engine would be happier with aluminum pistons.

8) Application is a blown big block on alcohol, max is 30psi boost, max rpm is 8,500, aluminum rods, Bruno drive, 3-speed Lenco, 4:11 gearing, 2200-pound Altered.

What should the piston dome thickness be to live under boost conditions? How far down should the first piston ring be from the deck of the piston? Recommend piston-to-bore clearance for above application.

David Fussner: These are guidelines, of course, but based on your description –

- The dome thickness should be .300-inch minimum.
 - The top land should be .400-inch minimum, and as thick as you can make the second land (+.200-inch), depending on how much room there is to accommodate these land widths.
 - To be on the safe side, .008-inch clearance would be a good place to start.
-





PRETORIA OUMOTORKLUB

CARS *in the* PARK



6 August 2023

LAZARUS



we
buy
cars



AUTO
GLYM



INFO

www.pomccitp.co.za

082 444 2954



Alfa Romeo History



28th June 1925The first Belgian Grand Prix was staged in Spa-Francorchamps, and won by Antonio Ascari in an Alfa Romeo P2. Ascari's car dominated the race so completely that he could even eat and drink slowly during a pit stop. The 36-year-old Ascari was killed while leading the 1925 French Grand Prix in an Alfa Romeo P2 in the first race at the new Autodrome de Montlhéry south of Paris. He left behind a seven-year-old son, Alberto, who would become one of the greats of Formula One racing in the early 1950s and who would also die behind the wheel at the age of 36.

- Proauto rubber

Ingestuur deur Johan Conradie

Advertensie
Glazemaster



Glazed and ceramic coated.

3 jaar produk gebruik.
- Frank Boontjes

Quintin 0810423423.

Lag - 'n - Slag

It's a good day. The bulb finally burned out on my check engine light.

When you can't find a parking spot, you turn down the volume to see better.



That's not a leak...
My car just marking its territory.

ADVERTENSJES

Ons Klubhuis is nou by

TurboNutters cc.

180 Keunigstraat, Silverton, Pretoria
Tel : 012 325 8739 / 012 326 4713
Sel : 083 721 4130 Gerhard
Epos : gerhard@turbonutters.co.za

Trustworthy Repairs on all Motor Vehicles





Alfa Romeo Passion. It's in our veins.

Advertensiekoste		
Besigheidskaart	R 25-00pm	R 300-00pj
¼ blad	R 50-00pm	R 600-00pj
½ blad	R 75-00pm	R 900-00pj
Volblad	R100-00pm	R1 200-00pj