



*Alfa Romeo*

*Klub van Pretoria*

*Club of Pretoria*

*ARCOP*

*Veloce*

Nuusbrief / Newsletter  
2024/10



***Where beauty exists, Alfa Romeo is present.***

## *Komitee/Committee 2024*

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### 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 .....**



Frank Boontjes

Goeie dag mede Arcop Lede .

Ons trek al in Oktober en het nog nie reën gehad nie. 🤔 Dit was bloedig warm die afgelope naweek en hoop vir bietjie verligting.

Ons het Sondag die 29e September uitgery Kitty Hawk toe, ongelukkig was ons 1e keuse Die Vlakvark toe, en daar moes inderhaas van plan verander word. Maar dit was 'n aangename dag en ons het lekker geëet en saam gekuier. Die finansies is besig om te knyp en besigheid het onheilspellend stil geword vir verskeie van ons. Ons hoop en vertrou dat alles voorspoedig verloop vir Jacques Labuschagne , Paul Schoeman na hul onderskeie operasies en ook vir Mariaan Booysen (haar operasie is aangeskuif na 12 November). Ons dink aan Lou Erasmus wat op die 29e Oktober geskeduleer is vir sy operasie. Hul is almal in ons gebede en gedagtes.

Ons het weer ons gebruiklike Paul Jungnickel Charity run volgende maand en vra lede om ruim voorsiening vir hulle te maak en hoop om hierdie jaar 'n groot opkoms te hê. *Ons het besluit om ons wegnaweek na volgende jaar te skuif weens die beroerde finansiële toestand en ander verpligtinge.* Ons hoop om goeie terugvoer van die lede daaroor te kry .

Ek het opgetel dat Heinz Katzke se moeder onlangs verjaar het en soos 'n *gentleman* betaam gaan ons nie ouderdom praat nie, maar van ons as klub wil ons haar net gelukwens met die mylpaal. Hoop om julle in groot getalle te sien by die noggin.

Mooi loop julle.

Ciao



## Uit die Redakteur se pen .....



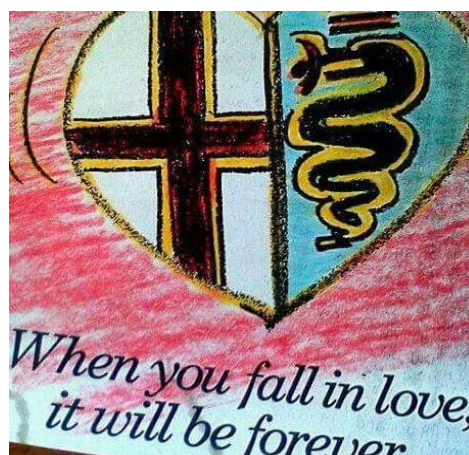
In hierdie uitgawe het ek vir jou foto's en inligting van die afgelope paar weke se byeenkomste. Daar was die noggin van September, waarna die middagete by Kitty Hawk plaasgevind het. Alhoewel die wind behoorlik gewaai het, was die geselskap en die kos deur elkeen geniet en ons kon ons Alfa's bymekaar trek vir 'n paar mooi foto's!

In die begin van Oktober was ek in The Grove waar die Alfa Romeo Tonale uitgestal word. Gaan maak gerus daar 'n draai en kry die gevoel agter sy stuur! Buiten vir die gereelde tegniese artikel, is daar 'n interessante artikel oor die 1900 C52 Disco Volante Spider..... en 'n "verrassing" aan die einde van die nuusbrieff.

Kry asseblief solank wit olifant items asook nie bederfbare produkte vir die inwoners van Paul Jungnickel Tehuis bymekaar wat ons in November gaan oorhandig. Dit kan ook afgegee word by Turbonutters.

Alfa Romeo ..... gister, vandag .....vir altyd!

*'Alet Erasmus*





## ***ARCOP Byeenkoms / Events vir 2024***

Datum	Byeenkoms		Plek
17/10/2024	Noggin		Klubhuis
20/10/2024	Middagete / Brunch in Italiaans 😊	Vertrek 11:00 van koeksusterkruising	<b>La Fiamma, Fairie Glenn - 11:30</b>
24/11/2024	<b>Paul Jungnickel Charity Run</b>		
01/12/2024	Jaareind funksie		Smoking Tyre Pub



### **PAUL JUNGNICHEL TEHUIS**

Klere, skryfbehoeftes, toiletware, nie-bederfbare kos, medisyne soos pleisters, verbande, kombuis skoonmaakmiddels ens ens. Bring asb saam na elke NOGGIN of tussendeur kan dit by Turbonutters afgelewer word.

### ***AGM tydens November noggin!***

***21 November 2024***

Volgens die ARCOP konstitusie dien die voorsitter 'n twee jaar termyn waarna hy wel weer herkies kan word. Frank Boontjes het hierdie jaar sy eerste termyn as voorsitter hanteer.

***Alhoewel daar verskillende portefeuljes is, word daar altyd as 'n span saamgewerk vir die uitbou van ons Alfa Romeo handelsmerk! Komiteede is klublede ..... Deel van die familie.***

## ***Aan stuur van sake .....***

**Tesourier: Nielen Burger**

*Die registrasievorm gaan saam met die ledegeld (R500) betaling, maak dus seker dat beide gedoen is.*

Dit is belangrik om elke jaar heraansluiting te betaal om sodoende ook te kan kwalifiseer vir jou 10jr, 20jr en 25jr lidmaatskapbaadjie. Indien jy 'n jaar van registrasie oorslaan, moet jy weer van vooraf begin jare “bymekaar maak” om te kwalifiseer daarvoor.

### **ARCOP's banking details**

**Membership fees for 2024 – R500** 🍀

**ARCOP  
Capitec Savings  
1355340223  
Branch :470010**

Racing is something that most people will never understand. It's not just a sport or something to do on Saturday night and Sunday. It's a way of life!! Once your in it, it's in your blood. Once you make your first run... you can't stop. The track is home away from home. You smell that race fuel, rubber, and when you hear those engines scream.... it's music to your ears. Also the love of the racing family!! Re-post this if you love racina!!

## ***Lief en Leed***

### **Verjaarsdae en herdenkings**

SEPTEMBER 2024

Lede:

28 Hendri du Plessis

Herdenking:

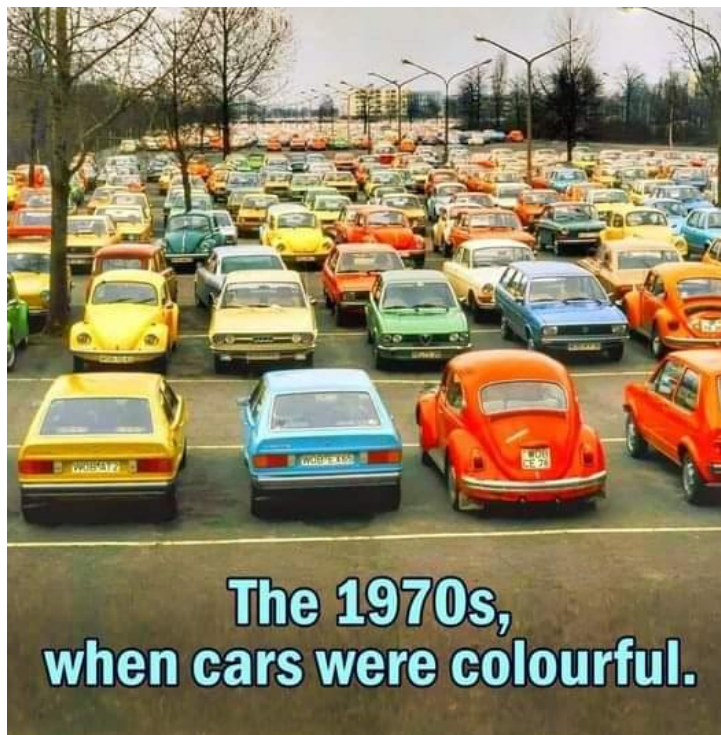
10 Jan & Marie de La Rey (oud lid)

30 Jacques & Jackie Labuschagne

Ons is dankbaar dat dit sover goed gaan met die herstelproses na rugoperasies van Jacques Labuschagne en Paul Schoeman.

Sterkte aan Lou Erasmus (rugoperasie 29 Oktober) en Mariaan Booyen (operasie 12 November). Beide se operasies is uitgestel na die nuwe datums.

**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.**



## ***Noggin 19 September 2024***

Op die derde Donderdag van September, het Hendri du Plessis weer gesorg vir 'n heerlike broodjie met maalvleis en gekaramaliseerde uie! Dankie Hendri, dit was soos altyd heerlik!



Dit was lekker om weer vir Johan Minnie in ons midde te kon ontvang ..... ons werk aan die man wat se hart steeds Alfa klop, om weer vir hom 'n Alfa aan te skaf!



Meneer die Aankondiger (Lou Erasmus) het op gepaste wyse die Voorsitter aangekondig om sy woord te spreek!





Die Aankondiger Lou Erasmus, die “Ma” van die Alfiste, Henriëtte vd Merwe ..... en die klub se Sjef, Hendri du Plessis.



Die ARCOP Punte wisseltrofee gaan hierdie maand aan Nick Booysen.



Die ARCOP Aansporings wisseltrofee gaan aan Nielen Burger  
Soos gebruiklik is daar nog gekuier na afloop van die amptelike sake afgehandel is.  
Foto's: 'Alet Erasmus



## ***Kitty Hawk – 29 September 2024***

Die wind het nou behoorlik gewaai by Kitty Hawk! Die windkous het sommer so reguit gestaan! (Sigbaar agter die Alfa's tussen die takke deur.)

Maar die Alfiste het die sterk wind trotseer en netjies langs mekaar ingetrek vir die saamkuier.



Daar was ook 'n paar motorfiets entoesiaste op die terrein.





HONDA detail op die band.



Die uwe was ook daar. 😊

Foto: Frank Boontjes



Deon Viljoen om die tafel saam met Hendri, Frank en Lou.



Gevulde sout pannekoek.



Hoender snitzel met slaai.



Stokvis (Hake) met aardappelwiggies.





Daar is “vreet”saam verkeer terwyl ‘n helikopter kom land het en so een of twee klein vliegtuie die aanloopbaan gebruik het.



Op pad terug na ons Alfa's na afloop van 'n heerlike saamkuier!

'Alet Erasmus

## ***ALFA Romeo Tonale uitstalling by The Grove***

Vir 'n geruime tyd word die drie Alfa Romeo Tonale motors by The Grove inkopiesentrum uitgestal. Verskeie vriende wat weet van my Alfa Romeo voorkeur, het al 'n foto of meer gestuur van die uitstalling. Die 2 Oktober het ons die sentrum besoek en uit nuuskierigheid gaan kyk ek gou of die Alfa's nog daar is. Groot was my glimlag toe ek die drie daar sien staan.



Nadat ons ons beplande sake afgehandel het, is ons en ons middelste seun Tobie, na die Alfa's. Hy het 'n paar jaar gelede 'n Giulietta gehad en Alfa's bly hom steeds na aan die hart.

Die uitgestalde motors was oop sodat hulle van binne besigtig kon word. Die uwe het haar nie twee keer laat nooi nie! Die dag se lekkerte is afgerond met koffie en wafels met 'n mooi uitsig!







Die glimlag sê alles ..... En 'n mens mag maar droom!



Watter een dink Pa moet ons huis toe neem?! 😊







Terwyl ons wafels geëet en koffie gedrink het, was die uitsig op die Alfa's mooi!

'Alet Erasmus



# Titanium Valves



Corrie de Wilde

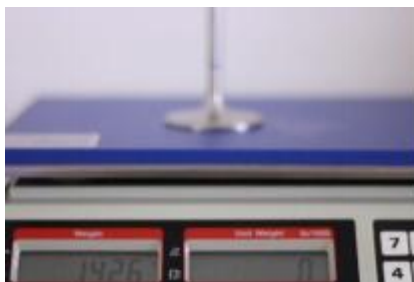
## The Skinny On Titanium Valves With Ferrea

By [Greg Acosta](#)

When it comes to selecting the proper engine valves, there are two factors constantly being balanced — durability and weight. A lightweight valvetrain is generally a happy valvetrain. However, in order to shave weight, the only real option when it comes to valves is to use a lighter material. That means titanium. However, there exists a lot of confusion and misunderstanding around the lightweight supermaterial.

While it's often thought that titanium is, as the name suggests, an impervious Titan of a material, the fact is, it has some specific vulnerabilities that have to be taken into account. In the proper application, titanium valves are a phenomenal choice. However, as [Ferrea Racing Components'](#) Zeke Urrutia explains in this video, there are considerations that need to be taken into account, as “Ti” isn't the be-all, end-all material for valves.

One of the first considerations in using a titanium valve, especially on the exhaust side, is how your engine makes power. While forced induction typically creates too much heat for titanium valves, Urrutia points out that in high-end race engines running on methanol or other alcohol-based fuels, where exhaust gas temperatures are significantly lower than their gasoline counterparts, a titanium valve on both the intake and exhaust can be taken advantage.



**The number-one advantage titanium valves have over stainless-steel valves is mass. Ti valves weigh significantly less than an equally sized stainless valve.**

That leads to another point. In applications where the exhaust temps are too high for a titanium exhaust valve, but valvetrain weight is still a concern, Urrutia will often recommend a stainless steel exhaust valve combined with a titanium intake valve. That will be able to take advantage of a reduction in valvetrain mass, while maintaining durability on the exhaust side.

One thing that the average enthusiast might not think about (but as you're reading EngineLabs, you're probably not just the average enthusiast), is the compatibility of titanium valves with different valve guide materials. While Ferrea coats its titanium valves in chromium nitride (CrN), Urrutia still recommends that some form of bronze guide be used in an application using titanium valves. "There are a lot of bronze valve guide materials out there, whether it's Ampco 45 or a copper-bronze, both materials work really well," Urrutia explains.



**Another consideration when using titanium valves is the valve guide material and any coating(s) applied to the valve itself. All of Ferrea's titanium valves are coated in Chromium Nitride, and Ferrea suggests bronze valve guides for their heat-dissipation properties and the material's inherent lubricity.**

The bronze guide material offers a lot of advantages, both in general and specifically with titanium valves. First, is that it dissipates heat very well, and as mentioned earlier, heat is the enemy of a titanium valve. Second, the bronze guide materials have inherent lubricity in them, which helps keep friction in check and prevent galling of the valve stem.

There are quite a few maintenance and material considerations with your engine when running titanium valves, like checking to make sure there isn't any undue wear on the valve and that the stem hasn't stretched, but as long as you are aware and head into the process with your eyes open, the benefits offered by lighter-weight valvetrain components typically far outweigh any material concerns. And, ultimately, that's what Ferrea Racing Components wants to do — educate the end user so that they can make the right decisions with getting the right parts and the right performance.

## ***Alfa Romeo History***

Track test on the 1900 C52 Disco Volante spider



Some of the few existing images of the track tests conducted by racing driver (and official Alfa Romeo test driver) Consalvo Sanesi on the 1900 C52 Disco Volante spider, chassis 135900003. Literally a flying saucer landed on Monza circuit, under Gioachino Colombo's attentive gaze in first pic, where between 1952/53 it spent most of its time, except for some rarer open road tests. The destabilizing beauty we see today was actually born from the wing profile principle, which to be more efficient wasn't only marked in the longitudinal sections. But also in the transversal ones which, compatibly with wheels and suspension size, were rounded outwards and lowered towards the front to favour, at least theoretically, aerodynamic penetration. Touring grants lightness (735kg), and excellent wind efficiency (CX 0.25), the tuned-up 1900 engine reaches 158hp and 225kph. In parallel with the 2000cc class, two other 6-cylinder 3000cc units are set up, for 230hp and 240kph. Here comes the trim problem, further favoured by the suspensions, more suitable for a road car than a racing one: Sanesi notes that the sex-exciting pointed bottom, above a certain speed, generates a lift effect which lightens too much the rear and raises it, making it

unstable. In fact this issue, also present on the breathtaking coupé, will stop the project. Nevertheless Sir William Lyons will be deeply inspired by these shapes for the Jaguar D-Type first and later the E-Type. No way, it's precisely the tormented shape that's not efficient, given that both Jags presented the same lift problem (resolved in the D-Type with a conspicuous vertical spoiler) and, contrary to appearances, they will both have a much worse CX than the Alfa: between 0.45 and 0.49 depending on the versions. (*Artisan makes - Facebook*)





By Melton Davis



## ... AND ALFA ROMEO'S "DAY OF THRILLS"

**I**N ONE of the most cock-eyed public relations stunts any auto firm ever thought up, Italy's Alfa Romeo organized a "Day of Thrills" a few weeks ago. The varied and unconnected events took place in the pine woods of Castelfusano, near the sea a few miles outside of Rome.

The idea for this wild-eyed automobile circus came from a somewhat similar display developed at Monza, where the Portello firm has been bringing "personalities from the world of art and culture together with champions from the sporting world and auto technicians."

The number of spectators was limited to one thousand. The mere public was allowed to watch from the side of the track, but the visitors' enclosure was clearly marked. This was a specially constructed grandstand halfway along the straightaway of a three-mile track.

The guests included the diplomatic corps, representatives from the Vatican City, politicians, writers, painters, sculptors, big shots from business, and from other sports. The big names from films, radio and theater showed up, and of course most of Rome's title holders, phony and otherwise. Some newspaper and magazine writers managed to get in.

The show was billed as original. That was an understatement.

First, the mayor of Rome, Signor Rebecchini, officially opened the festivities. The next part of the program was a parade of all the old Alfa Romeo models, beginning with the Darracq 1906. Then came the firm's pride-and-joy, the Grand Prix Type 159, twice world champion, and four types of the "Flying Saucer" (the 3500 and 2000 coupes, and 3000 and 2000 Spiders). The Alfa Romeo team of drivers ran these through their paces, whizzing by at about 160 miles an hour.

The pretty ladies who were in the invited guests' enclosure greeted the passing of the champions with small screams of pretended terror. Some nice lapping

was done by Guidotti, driving the "Flying Saucer" 3500 which came in second in the Mille Miglia, and a good performance was put up by the Swiss, Zehender, driving the 2000 "Saucer."

About ten world champions were then presented. They included top experts from motorcycle and speedboat racing to skiing. Fourteen special body types of the Alfa Romeo 1900 rolled up with 24 mannequins showing the same number of styles, all based on the theme "Fashion and Automobiles." The color of the dresses matched the machines, which were by Pininfarina, Boneschi, Colli, Castagna, etc.

A guest of honor was Anthony Quinn, who said he'd order three of the "Disci Volanti" if they'd throw in the models.

**T**HEN came the climax. Italy's racing champions took some of the guests for a top-speed whirl around the track. Diplomats, stars, poets, painters and so on.

Ascari, Villoresi and Farina from Ferrari took turns driving the stock cars as did Fangio from Maserati.

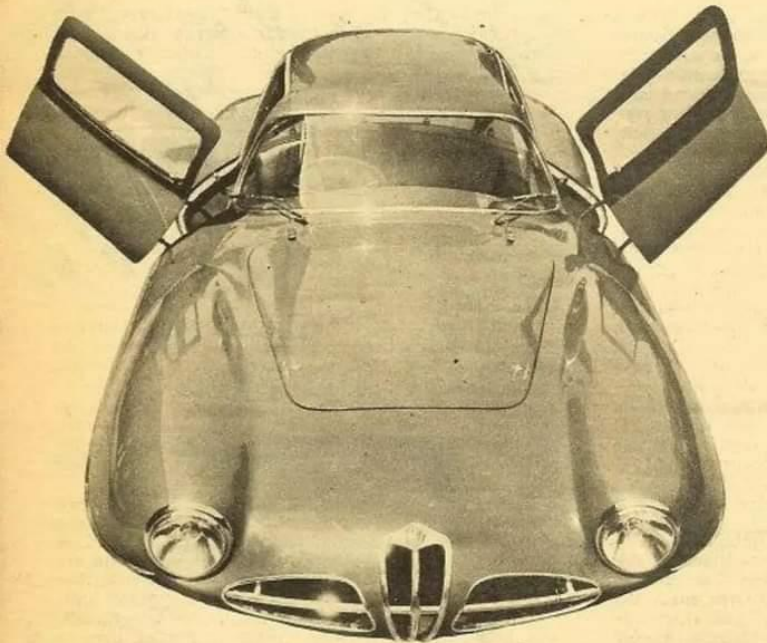
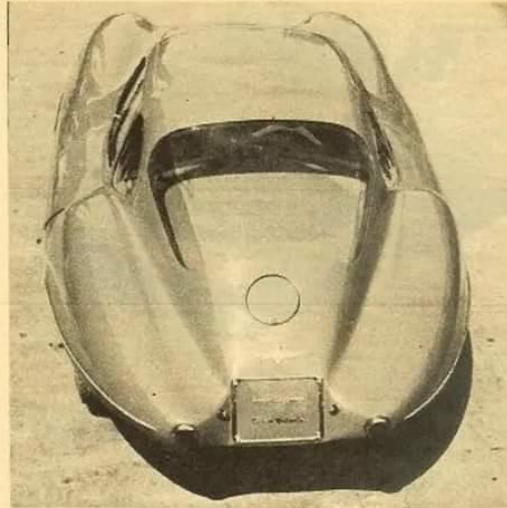
The whole was topped off by a block-long buffet with everything available from Scotch to ice-cream in fancy shapes.

All in all, quite a show, including some unforeseen excitement. Discipline on the track was bad and some of the guests just wouldn't get off when warned. A jeep-load of tough Italian cops, the "Celere," who are used to breaking up political riots, zoomed onto the track uttering sharp cries and wielding their shillelaghs. No one moved except the Alfa Romeo officials, who broke the day's speed records in getting over to the police and calling them off.

Everybody went home, tired, replete with thrills and food. The next day I got into my weary Fiat 1400 rather shamefacedly. After all, it makes 65 mph with some difficulty and the body is by Sturm and Drang instead of Vignale, Ghia or Bertone. ●●●



# ITALY'S "FLYING SAUCER" COUPE.....



Because of the marked "tumble-home" of the body sides, the "Flying Saucer" coupe must swing its doors up at a sharp angle. Side view (next page) shows exhausts along side.

22

Rome:  
**N**EWEST and most startling of Italy's sports cars is Alfa Romeo's coupe version of the "Flying Saucer." The body of this two-litre car looks as though it had been designed on Mars but actually was created by Touring of Milan.

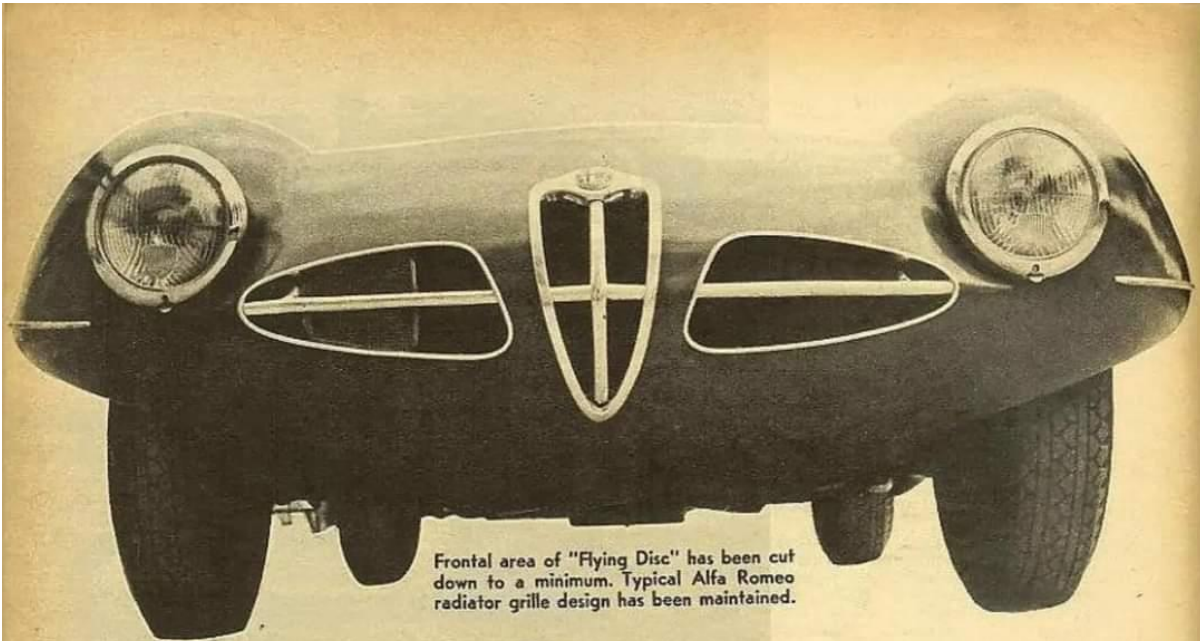
It makes use of the aerodynamic principles which inspired the original ultra-light roadster model of the "Disco Volante" but it is a completely re-designed automobile—and the proposed price is \$6000 in Italy.

The engine is identical with that of the open roadster but this addition of a roof and coupe bodywork has not resulted in a hybrid model. Instead, this is a harmonious combination of the lines of both. The windshield is constructed so that driver has greatly increased field of vision.

The engine has four cylinders with a total displacement of 1997cc, just under two litres. Bore and stroke is 85 by 88mm, over square; compression ratio is 8 to 1; maximum brake horsepower is approximately 130.

The chassis has a tubular framework, with body panels welded to it. Front suspension is independent coil spring; rear has a normal axle with radius arms to take braking and torque loads. The transmission is four-speed synchromesh and the brakes have forced ventilation. Wheelbase is only 87½ inches; height (loaded) is a shade under 47 inches.

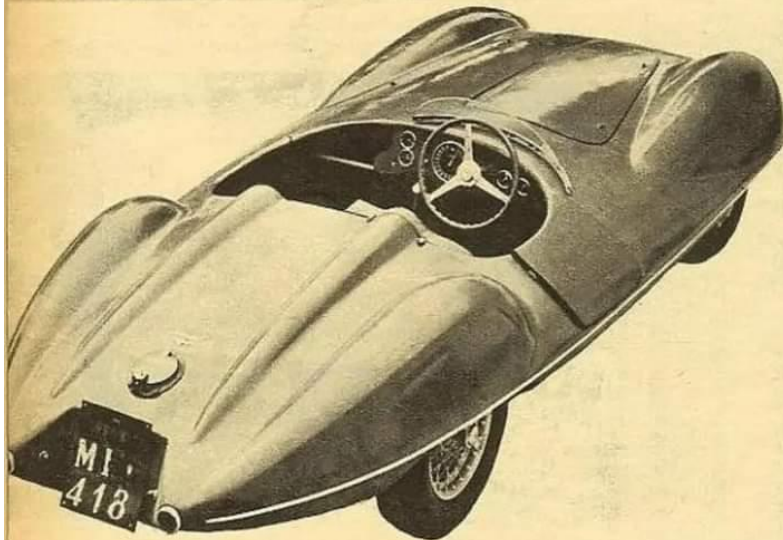
Top speed—and this from only two litres—is in the neighborhood of 138 miles per hour! ●●●



Frontal area of "Flying Disc" has been cut down to a minimum. Typical Alfa Romeo radiator grille design has been maintained.

# LATEST Italian SPORTS

NEWEST ALFA ROMEO 183-CUBIC INCH SPORTS CAR DEVELOPS



Sleek, low design of Alfa Romeo sports car resembles aerodynamic lines of an airplane.

By WILLIAM CARLETON

THE sports car world was thrilled by the recent re-entry of Alfa Romeo into the sports car field with their *Disco Volante* ("Flying Disc").

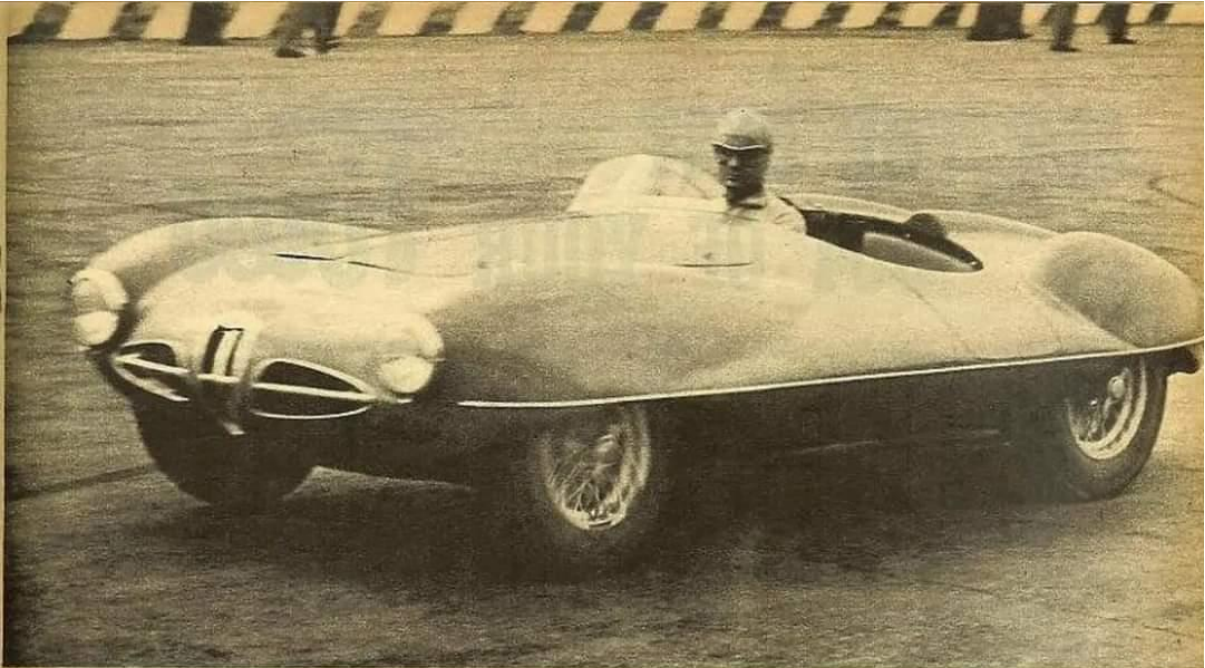
One of Europe's foremost race car drivers, Consalvo Sanesi, a member of the official Alfa racing team, tested the new super-sports racer on the track at Monza, Italy.

Alfa's challenge to Ferrari's sports car supremacy is a low-slung, three-litre car with a special aerodynamically-styled body by Touring. The "Flying Disc," as it is called, has a 200 horsepower, six-cylinder overhead camshaft engine.

An even lighter version, with a two-litre powerplant is currently under construction, and will make its appearance in the near future.

The car tested by Sanesi had a total piston displacement of 2,295cc, handled extremely well, cornered like a grand prix car, and whizzed along the straights at 160 miles per hour! The compression ratio is 8 to 1; and three dual carburetors are used. The bore is 82.55mm and





# RACER

## 200 HORSEPOWER

the stroke is 92mm. A pressure-fed oil pump circulates the lubricant through a forward mounted radiator, keeping the oil at the desired temperature.

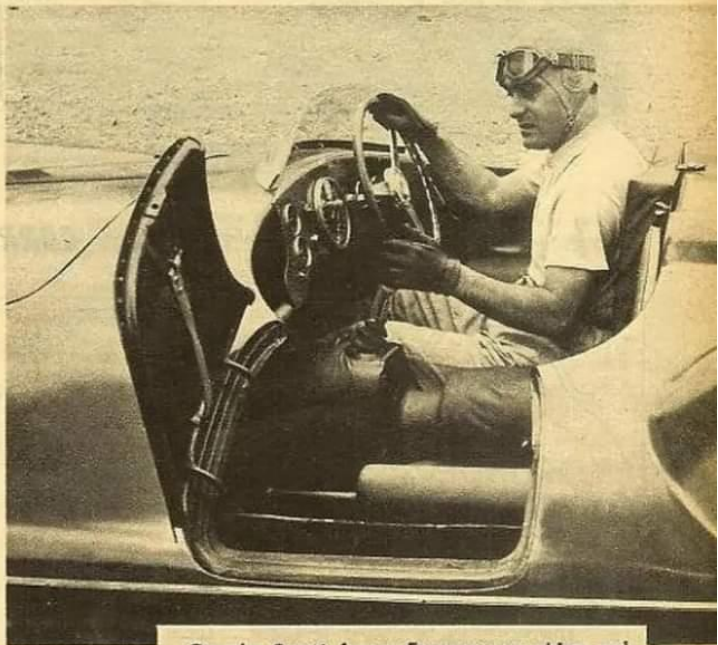
Four-speed synchro-mesh gearbox with well chosen ratios gives the new Alfa the performance that will be a serious threat to Ferrari.

The wheelbase is only 95 in. and the tread 50 in. Overall weight of the car is about 1650 pounds, and total overall height is less than two feet! Suspension in the front is of the transverse arm and coil spring type, with torsion bars and coil springs in combination at the rear.

The extremely low speedster, sporting inward-slanting doors, Carlo Borranni wire racing wheels and a single curved wind deflector, streaked around the circuit at Monza, Italy, holding the road as if glued to the surface.

It is interesting to note that the high-power-to-weight-ratio gives the "Flying Disc" approximately one horsepower for every 20 pounds, and that 1.1 horsepower per cubic inch is not to be overlooked!

Top speed of the Alfa "Disco Volante" is about 160 mph. Total weight of car is only 1650 lbs.



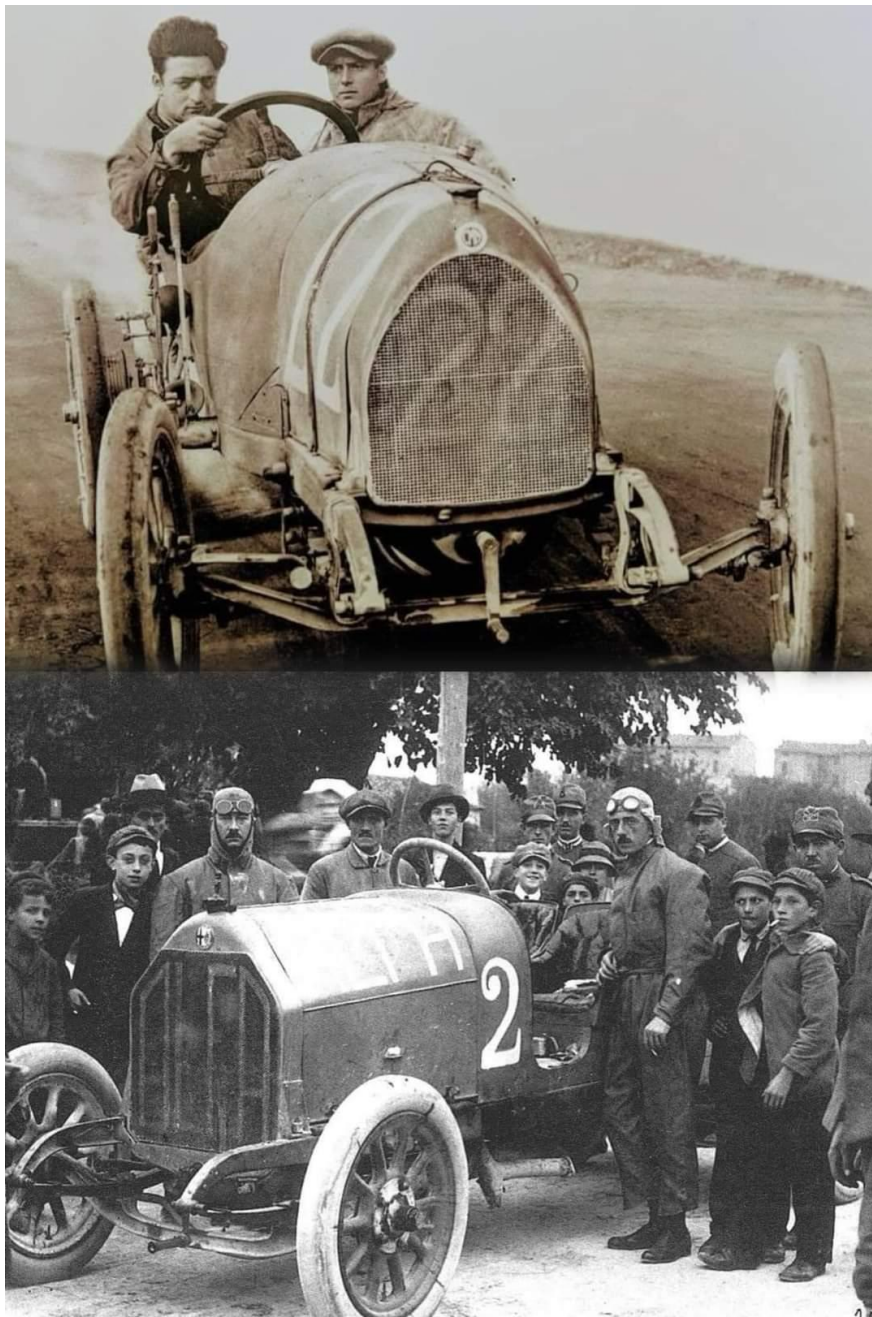
Consalvo Sanesi, famous European race driver and chief test driver for the Alfa Romeo firm, race-tested the new car at the Monza circuit in Italy.



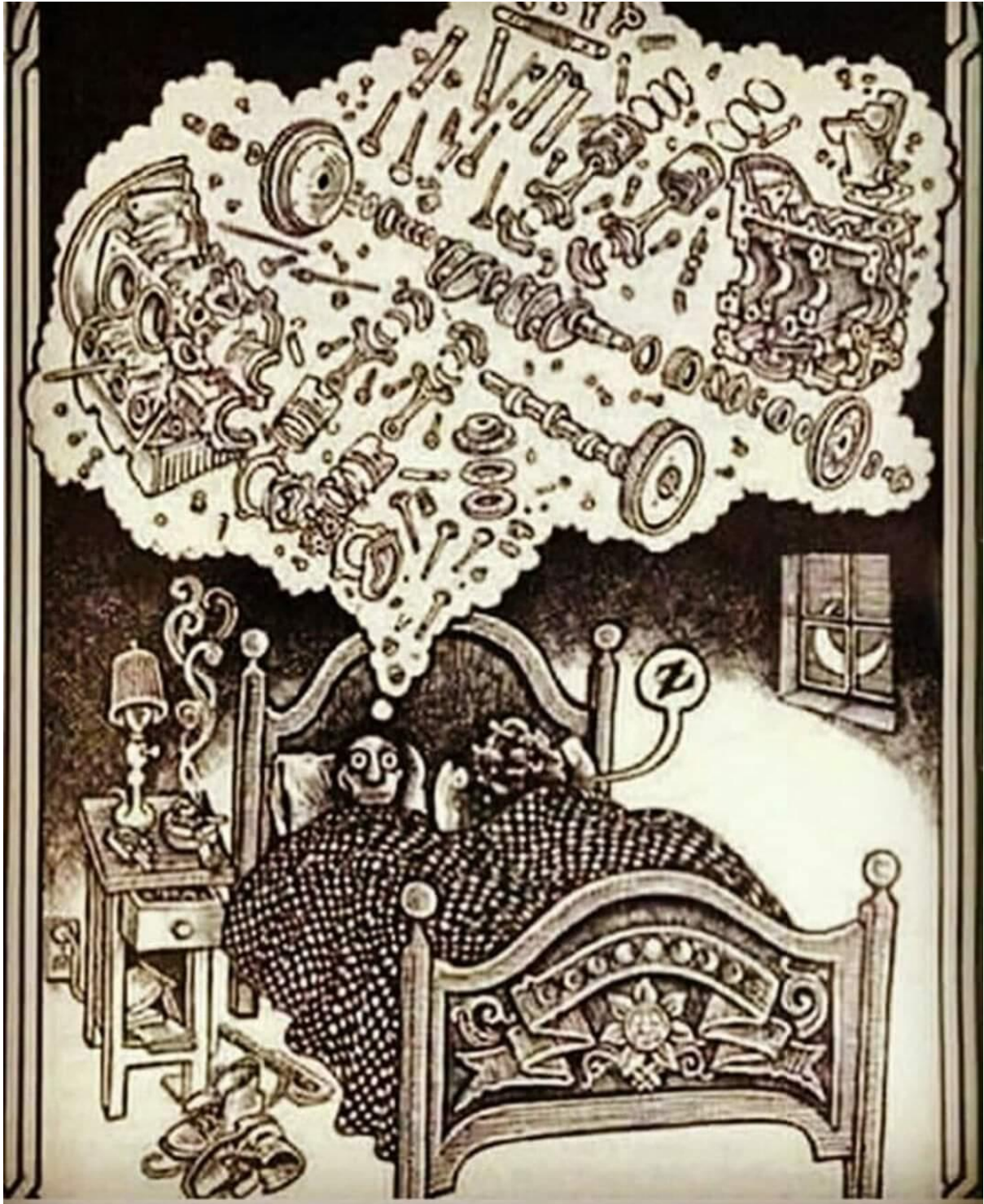
**105 years ago - 05.10.1919** - the Alfa 40/60 HP driven by Alfredo Conter (bottom pic) took to the start of the Parma - Poggio di Berceto hill climb.

But perhaps more importantly, it was this race that marked the official debut of a certain Enzo Ferrari... (driving the CMN in the top pic).

*Alfatitude*



# Lag - 'n - Slag



It's like counting sheep.....



# Resep vir kamma ciabatta brood ..... gebak op die stoof wanneer Eskom ons kniehalter. **Stoofplaat Ciabatta** (gebak op gasstoof)



## Meng saam:

400 ml loutwarm water

1 pakkie kitssuurdeeg

1 teelepel bruin suiker

1 teelepels sout

## Voeg die vloeistof by

750 ml koekmeelblom

## Metode:

1. Meng goed deur, bedek die bak met kleefplastiek en laat staan vir ten minste 10 – 12 ure.
2. Plaas BAKPAPIER onderin gietysterpot (wat 'n deksel het).
3. Strooi bietjie koekmeel op die BAKPAPIER.
4. Maak die deeg bietjie los van die kante met 'n deegskraper en keer versigtig uit op die bakpapier. (hoe minder die deeg versteur word, hoe meer rysgate bly behoue tydens die bakproses)
5. Strooi bietjie koekmeel bo-oor die deeg en plaas die deksel op die kastrol.
6. Plaas die gietysterpot op die gasstoof oor groot vlam vir 5 minute en daarna oor lae hitte vir 30 minute en sodra die deksel ook warm is, skuif versigtig 'n hitte reguleerplaatjie (kry dit by kamptoeusting) onder die kastrol.
7. Verwyder die kastrol van die stoofplaat (na eerste 30 minute), lig die broodjie versigtig uit en keer die bokant na onder terug in die kastrol (steeds met bakpapier onder). Plaas die deksel ook weer terug.
8. Bak vir 'n verdere 15 tot 20 minute oor lae hitte.
9. Keer daarna uit die kastrol, laat afkoel ..... en geniet met 'n smeersel botter en konfyt van u keuse.

Die broodjie lyk nou nie soos wanneer dit in dieselfde gietysterpot in die oond gebak word nie (effens platter soos gesien op foto), maar die rysgate is daar, die binnekant heerlik sag en die buitekant bros gebak.




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