



Alfa Romeo

Klub van Pretoria

Club of Pretoria

ARCOP

Veloce

Nuusbrief / Newsletter
2023/11



Alfa Romeo uniek modern of klassiek!

Komitee/Committee 2023

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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



Gerhard van der Merwe

En so kom ons by ons laaste Noggin vir 2023!

Daar is nog twee byeenkomste vir 2023 naamlik, die besoek aan Paul Jungnickel tehuis (tesame met 'n "brunch"-rit na The Daily Coffee Café van Ewan Botha) en laaste maar nie die minste nie ons jaareindfunksie! Dit is nog elke jaar 'n hoogtepunt van ons ARCOP kalender gewees. Bring jou gesin en kuier die dag saam met ons. Daar is speelplek vir die kinders en ons kan ons motors ook sig afstand van ons parkeer.

Die November noggin is gewoonlik ook ons terugblik oor die jaar en ons vooruitskouing vir 2024 met die verkiesing van 'n komitee.

Baie dankie vir die ondersteuning die afgelope paar jaar wat ek aan stuur van die komitee kon wees. Alhoewel ek steeds by die klub gaan wees, staan ek vir eers terug vir 'n volgende Alfa entoesias om ARCOP en Alfa Romeo uit te bou!

Die wat met verlof weg van die huis gaan, ry veilig en dit geld vir die wat tuis bly ook! Sien julle weer 2024 hier by die ARCOP klubhuis!



Uit die Redakteur se pen



Wat 'n wonderlike ARCOP wegnaweek het ons weer beleef. Ons het regtig geleentheid gekry om net lekker te ontspan daar langs die Sabie rivier en wanneer ons op die pad was, die natuurskoon van die omgewing te geniet. In hierdie uitgawe deel ons met julle ons elkeen se ervaring van die naweek met foto's!

Corrie het vir ons 'n tegniese artikel deurgegee 7 silinders, is dit moontlik? Lees gerus meer daaroor!

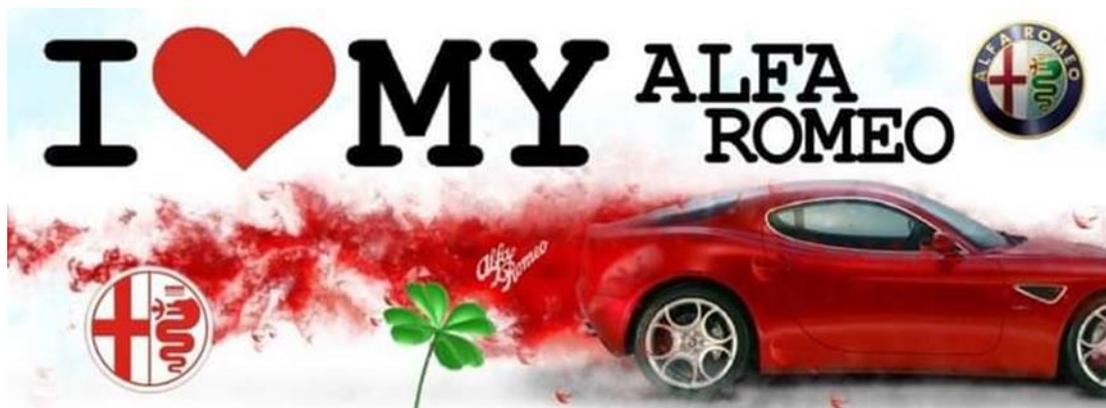
Met die Novembermaand noggin, is dit komitee verkiesing tydens die AGM. Kom maak ons hande sterk vir 2024!

Soos altyd nooi ek jou om JOU Alfa storie met mede klublede te deel! Ek plaas dit graag!

Ons wens elkeen 'n wonderlike Desember vakansie toe, Geseënde Kersfees en net die beste ALFA wense vir 2024!

Alfa Romeo gister, vandagvir altyd!

'Alet Erasmus



ARCOP Byeenkoms / Events vir 2023

Datum	Byeenkoms	Byeenkoms 2	Plek
16/11/23	Noggin & AGM		Klub
19/11/23	Charity Run Paul Jungnickel en uiteet na die tyd		The Daily Coffee Café Glen Village
10/12/23	ARCOP Jaareind funksie		Smokey Tyre Pub – Bring&Braai, Bykos en vure word voorsien. Koop drankies by die kroeg.

Aan stuur van sake

Dit is daardie tyd van die jaar wat ons moet lede aanwys om ons deur die volgende jaar te dra met noggins, byeenkomste ens.

Komiteeledede wat weer beskikbaar is vir die 2024 termyn, is 'Alet Erasmus, Nielen Burger, Frank Boontjes, Hendri du Plessis (ledesake) en Henk Welthagen.

Die volgende portefeuljes is beskikbaar:

Voorsitter, Tesourier, Regalia en Byeenkomste (Events). **Vir byeenkomste help dit as daar twee of drie persone is.**

Die prosedure vir die verkiesing is soos volg:

1. Die klublede nomineer lede wat reeds twee jaar lid is van ARCOP en opbetaalde lede is.
2. Indien daar meer nominasies as die beskikbare portefeuljes is, sal daar oorgegaan word tot stemming.
3. Nominasies **kan ook per Wapp deurgegee** word na 'Alet (0827889108)

AGM tydens November noggin!

16 November 2023

Nominasies vir die beskikbare portefeuljes kan ook deurgegee word per e-pos na alete@kleinfontein.net :

Alhoewel daar verskillende portefeuljes is, word daar altyd as 'n span

**saamgewerk vir die uitbou van ons Alfa Romeo handelsmerk!
Komiteede is klubede Deel van die familie.**

Lief en Leed

Verjaarsdae en herdenkings

November 2023

Lede:

21 Ettiene Bester
23 Herman Gründer

Desember 2023

Lede:

12 'Alet Erasmus
27 Johan Minnie

Gade:

18 Charleen Forssman

Herdenkings

1 Lou & 'Alet Erasmus
1 Nielen & Charlotte Burger
12 Nols & Cathy Pienaar
17 Gerrit & Kathleen Faling

Baie geluk aan almal seënwense vir die nuwe lewensjaar!

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.

ONTHOU ASSEBLIEF!

19 NOVEMBER IS OM DIE DRAAI!



PAUL JUNGNICKEL 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.

Nickel

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22 NOV - 03 DEC

09:00 - 17:00 DAILY

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Noggin 19 Oktober 2023

Hierdie maand se noggin was net voor ons jaarlikse ARCOP wegnaweek! Hendri het ons bederf met 'n massiewe bak geurige pasta gereg! Baie dankie Hendri!



Terwyl die gereg solank stomend opgewarm is, is daar solank gekuier.





Nick Booyesen, Gerhard Stolz en Heinz Katzke kom al 'n lang pad saam met ARCOP!



Nick, Nielen en Frank maak gereed om te skep



Nick, Gerhard, 'Alet en Lou geniet van die heerlike *Pastagereg-a-la-Hendri!*

Ewan Botha demonstreer/modeleer een van die nuwe T-hemde onder luide aanmoediging van die klublede!



Kontak vir Frank Boontjes vir meer inligting oor die Alfa Romeo T-hemde.



Die Booby trofee het hierdie keer na Gerhard Stolz gegaan.



Ons Alfa's wag geduldig terwyl ons besig is by die noggin!

Soos altyd 'n gesellige saamkuier met ARCOP familie!

-

Foto's: 'Alet Erasmus en Heinz Katzke

ARCOP WEGNAWEEK 27 tot 29 Oktober 2023!!!

Soos altyd, die naweek waarna die ARCOP lede elke jaar uitsien! Ons beplande langnaweek na Mosambique moes uitgestel word na 'n volgende keer en dadelik het Hendri Du Plessis ingespring om vir ons nader verblyf vir 'n wegnaweek te reël soos net hy kan doen!



Van hier af kon ons ons motors besigtig op die parkeerterrein.

Ons ontmoet mekaar so half elf se koers by die The Daily Coffee Café vir 'n laat ontbyt/middagete aangesien ons eers later die middag die chalets kan betree. Hier begin ons naweek!



Ons maak gereed om die pad Sabie toe aan te pak!

Die temperatuur op die pad is 33°C, maar val na 22°C toe ons by Milly's stilhou om bene te rek. Toe ons Schoemanskloof binne ry, styg die kwik weer na 35°C!



Die drie mooiste motors by Milly's!



Naweek bestemming veilig bereik!



Die drie chalets wat ons betrek, is so op die oewer van die Sabie rivier.



Ons woonplek vir die naweek, bymekaar, netjies in 'n ry!



Ons maak gereed vir die eerste braai van die naweek!



Nadat die uwe en my klein helpertjie, Markus die vuur gemaak het, kon Oupa Frank en Oom Hendri hul vleis self braai!



Die veel besproke verjaardagkoek (wortelkoek met roomkaas versiering) vir Hendri se verjaardag!



Ons besoek Pelgrimsrust.



..... en vier Hendri se verjaarsdag saam met hom by die Royal Hotel!



Die slim grassnyer!

Hierdie skaap stap ewe van die plaas langs die vakansieoord om die muur wat amper tot teenaan die rivierwal is, om heerlik te kom wei op die Oord se grasperk!

'n Heerlike verfrissende bui reën val nadat ons klaar gebrui het Saterdagand en terwyl daar rugby gekyk word.



'n Foto vir oulaas voordat ons in die pad val terug Pretoria toe!



Laat ontbyt by Shell Ultra City naby Middelburg.



'n Manjefieke ontbyt saam met dierbare vriende

Dit was 'n heerlike wegnaweek met baie lag, lekker braai en nog lag! Baie dankie Hendri vir al jou reëlings, die rugby-kyk en laaste ontbyt! Dankie Frank en Markus vir jul saamkuier en natuurlik ook meneer die aankondiger, Lou vir 'n heerlike ARCOP wegnaweek saam!

- Lou en 'Alet Erasmus

Die Surprise Alfa Wegnaweek 2023 – Hendri du Plessis

Wat sal die verrassing dan nou wees sal julle vra, hier is dit nou.

Hendri het na amper 2 jaar weer 'n Alfa, en sommer weer 'n GT Diesel soos wat die hart dit wou hê.



Ons was min maar met groot gees het ons klein groepie bymekaar gekom en lekker geëet by The Daily van Ewan. Daarna het ons die warm Vrydag vroegmiddag aangepak Sabie toe! Die karre het mooi geloop, maar die hitte was nie 'n man se speelmaat gewees nie.

Ons het arriveer by die mooie Floreat oord, en kon nie vinnig genoeg uitpak en agteroor sit nie.



Nie lank nie toe is dit vuur maak tyd! Ons was gelukkig om die beste vuurmakers in Sabie te hê, met die name Tannie 'Alet en klein Markus. Die drankies en vleis het sommer mooi geloop sonder enige moeilikheid.

Saterdag oggend het ons omtrent lekker rustig vir die rivier geluister met heerlike koffie en beskuit. Nie lank nie, toe kon ons nie wag om weer die pad te vat met die Alfa's niePelgrimsrus toe. Ons het ons vasgeloop in 40 Franse toeriste wat net so opgewonde soos ons was oor die Royal Hotel se buffet ete, die messe, vurke en tonge het behoorlik geklap soos ons geëet en gekuier het.

Na al die geëet was 'n middagslapie aan die orde van die dag, maar na dit was dit weer vuurmaak en braai, en voorberei vir die WRC eindstryd.

Die Bokke het gewen en ons kon gaan slaap met 'n lekker hart.

Sondag oggend was ons vroeg in die pad om verkeer te mis en sommer ook net weer om in ons Alfa's te klim en ry.



Dankie Lou, 'Alet, Frank en Markus vir een super naweek.

Ons maak sommer gou weer so!

- Hendri du Plessis

Frank Boontjes skryf

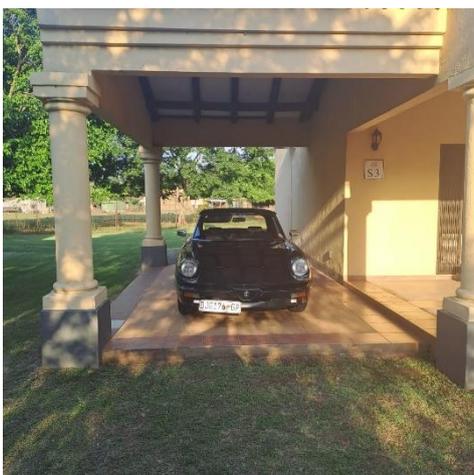
Dis my 1e wegnaweek in 'n lang tyd . Ek het my kleinseun Markus saam gevat want, hy is immers die erfgenaam van die Spider en hy deel Oupa se Alfa liefde.



Soms was die pad maar lank vir hom en ons het met die Spider se dakkie op, die pad gevat. Die son sou ons charcoal gebrand het .



Ek het laat middag die dakkie afgehaal en die natuur op pad na Sabie bewonder. En as iemand nou goed gekyk het na die speedo , ek het darem nie so vinnig gery nie. Speedo se zero begin op 100 😱.



Dis net 'n besondere ervaring om so dakkieloos een van die mooiste gedeeltes van ons land te sien. Ek was ook laas as kind in daai wereld . Die paar van ons wat gegaan het was rerig 'n lekker groepie en hoop dat ons volgende jaar meer mense kan saam wees. Ons het al die ander gemis en hopelik het ons volgende jaar meer mense saam . Ek was so bly om Hendri weer in 'n Alfa te sien en daai diesel is ook nie stadig nie hoor.



En die Spider hanteer maar net soos 'n droom deur die passe!

Maar dankie aan almal vir die pragtige memories wat ons kon meemaak.

- Frank Boontjes

Rolling a 7: Is it Possible to Have an Inline Seven-Cylinder Engine?



Corrie de Wilde

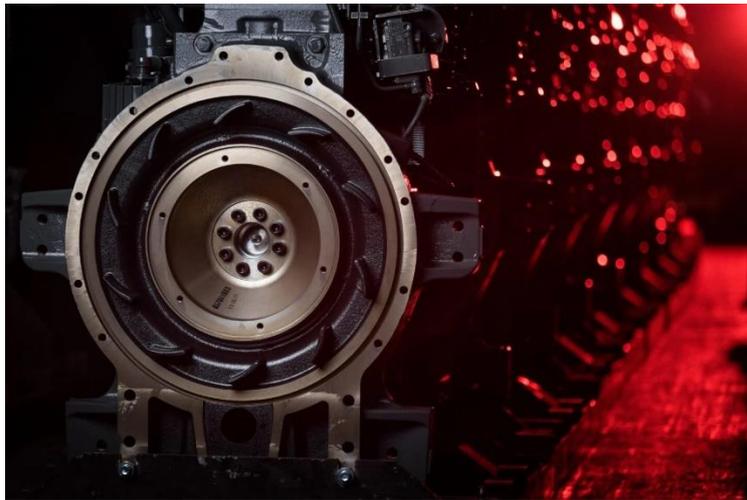
By MICAH WRIGHT NOVEMBER 10, 2023

About a week back, I stumbled across a heated online conversation about the quirky contraption that is the [inline five-cylinder engine](#). While one guy continued to refer to the motor as “sheer folly,” his debater argued that oddly numbered engines still serve a purpose, even if they may not be nearly as smooth or capable as modern conventional engines.

But right as I was about to keep scrolling, something intriguing caught my eye. The inline-five guy mentions that on an international scale, there are still plenty of vehicles being made with oddly numbered amounts of pistons pumping inside. Being that I drive a [Daihatsu over-cab kei truck](#) with an anemic little 3-banger underneath, I found myself nodding in approval all the way up until his next statement. Which, needless to say, raised at least one eyebrow.

The guy claimed that technically an inline 7-cylinder engine could work, and work well at that, if only someone were to take the time to engineer one. Being that I have never encountered a straight-seven motor, I decided to do a little research.

Apparently, seven-cylinder engines do technically exist, they are just reserved for aircraft and large-scale industrial vehicles. However, no street-legal production automobile in recorded history has sported an inline seven-cylinder engine. Why is that? And more importantly, how badass would that sound?



The AGCO Power 98HD inline-seven-cylinder diesel engine is designed for power generation applications. Photo Credit: AGCO Power

Overcoming the Odds

While poking around, I came across a recent video upload from DRIVETRIBE. While the amusing antics of James May, Richard Hammond, and the foul-mouthed Orangutan were nowhere to be seen, the insights of contributing host, Mike Fernie, were there in abundance. And low and behold, the topic of conversation was all about seven-cylinder engines.

As Fernie explains, the straight-seven design suffers from many of the same maladies as the previously mentioned inline-five-cylinder motor. Ergo, balancing is more than likely one of the main reasons why the 7-banger never became mainstream, or even attempted by mainstream automakers. When compared to the self-balancing act that is the inline-six cylinder motor, a straight-seven doesn't have the right number of evenly placed pistons to keep the firing order and corresponding lower-end undulation in... well... order.

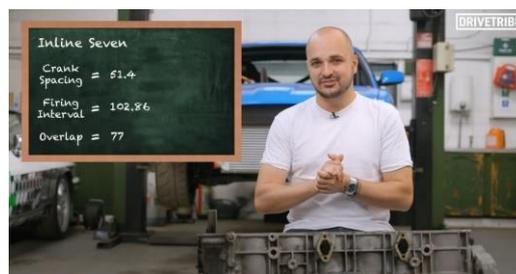


Photo Credit: DRIVETRIBE/YouTube

According to Fernie and every other paper on the matter we came across, a straight-seven's firing order would be all odd pots first, followed by the even cylinders. So a 1, 3, 5, 7, 2, 4, 6 sequence. It may sound strange, but this frenzied firing order would be somewhat subdued by the sheer volume of cylinders firing. The 720-degree four-stroke cycle within this engine configuration does benefit from having more pistons firing, which as we know, uneven firing

orders can be slightly smoothed by adding additional pistons to the mix. Hence an inline-five is far smoother than my Daihatsu's crappy little sewing machine of a three-banger.

But even that will only get you so far. Reaching an equilibrium within this sort of setup would require an asinine amount of erroneous engineering. And for what? Just a few extra twists of torque and some additional top-end speed that could be far more easily achieved with a smaller, forced induction motor. That, or just opt for a big-ass V8 and call it a day.

So why not just throw a balance shaft at the equation and call it a day? Unlike my kei truck's stubby three-cylinder, the level of primary and secondary forces going on within a seven-cylinder are astronomical. To get this to work, a straight seven-cylinder engine would require a rather large (and heavy) balance shaft assembly, and that's just for starters.

Balancing the crankshaft would only get you so far, as that would likely require its own counterweight, and even then all of those firing gaps between cylinders would still be present. Sure, those extra pistons would cause internal combustion cycles to spike, thus smoothing out the engine's rotational mass along the bottom end. But at what cost?

Having such a long crankshaft would cause all kinds of additional issues. Not just with clearance, but with torsional imbalance and the risk of distortion or failure under heavy load. Don't even get me started on what an engine teardown on something like this would be like too, especially if it were turbocharged. Furthermore, forged crankshafts still cost a lot to manufacture, making the performance-per-penny portion of the puzzle pretty perturbing.

Oh Look, We Found Seven-Cylinder Sounds!

Now that's not to say that there aren't seven-cylinder engines in existence. It's just that they are intended for industrial applications, and would not work (or fit) in the average automobile.

Check out the video above, which demonstrates the firing order of the [AGCO Power HD 98](#). A 9.8-liter turbocharged diesel inline-seven engine, that utilizes the aforementioned firing order. Although this engine apparently can only rev to about 2,100 rpm, the video creator decided to push the envelope, just to see what an I7 might sound like blasting down the interstate.



The 98HD inline-seven-cylinder engine displaces 9.8 liters from a 111mm bore and 145mm stroke. Photo Credit: AGCO Power

Even when used as intended these engines are pretty bonkers. Relying upon 598 cubic inches of real estate, this I7 engine makes about 470 horsepower at 2,100 rpm and 1,327 lb-ft of torque at 1,500 rpm thanks in part to its compound turbocharger system.

Additionally, each 1.4-liter cylinder in this motor comes with its own personalized cylinder head. It may sound strange, but this modular design allows the engine to be assembled in an array of different configurations for superior fitment and reliability.

The Other Magnificent Seven

Certain submarines and freightliner ships also come powered by seven-cylinder engines. But this is purely because they often operate on a set RPM range, which does not fluctuate rapidly or all that often for that matter. An automobile engine must be able to jump to task at the blip of the throttle, which can be a real challenge for this type of engine design.

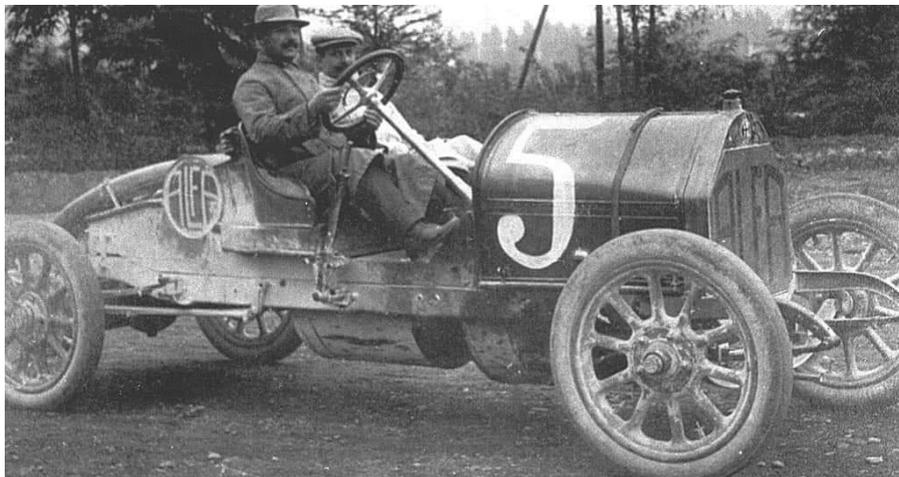
As for prop planes, which often rely upon oddly numbered engines, these motors run on a completely different, axial internal combustion process. So good luck stuffing all that beneath the bonnet of your Miata, amigo.

So essentially, seven-piston engines suffer from the same malady as their smaller, inline-five sibling: They're completely erroneous. But if an even number of cylinders is the key to creating reliable, smooth, linear power, then why not go all-in and whip up a "V14" engine? Let that sink in for a second...

Alfa Romeo History



60 years ago - 30.10.1963 - the Alfa Romeo 2600 SZ by Zagato was presented at the Salone Dell'Automobile Torino.



110 years ago - 28.09.1913 - ALFA ROMEO won the first edition of the Parma - Poggio di Berceto race with the 4 cylinder 6082 cc powered 40/60 model driven by Nino Franchini.

By Parma, Italy



110 years ago - 28.09.1913 - ALFA ROMEO won the first edition of the Parma - Poggio di Berceto race with the 4 cylinder 6082 cc powered 40/60 model driven by Nino Franchini.

- Alfattitude

NOTIZIE ALFA DA TUTTO IL MONDO

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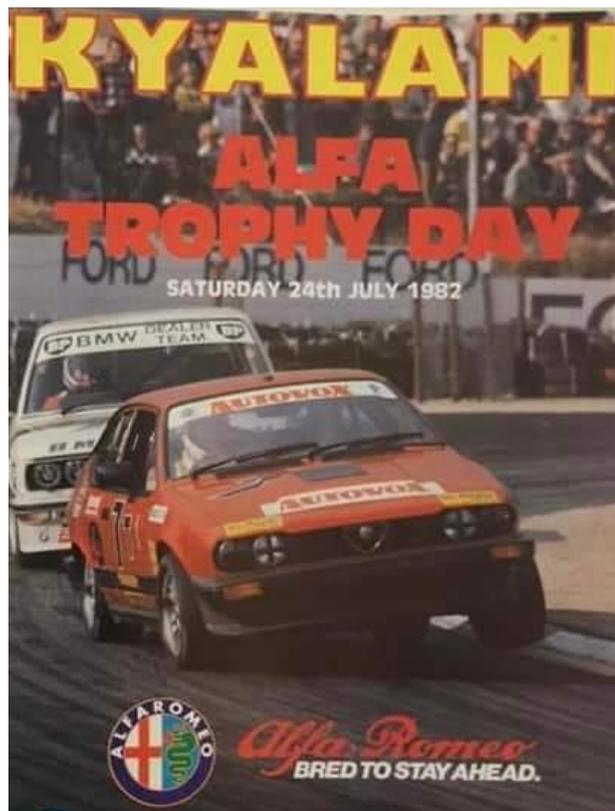
TP 8234

Per il proprio servizio assistenziale, gli Agenti dell'Alfa Romeo di Pretoria in Sud-Africa, Rossi & Benito, hanno elaborato una apposita vettura.

Marius Grundelingh het dit in SA Car & Road Nostalgia gedeel.



Johnnie Mostert het hierdie paneelwaentjie onlangs in Mosselbaai gesien.



This pic on cover of a 1982 Kyalami National Raceday program. Group One racing. Nico in the GTV6 followed by Tony in the BMW 535i. Look at that left front wheel raking up 🔥 - (Phillip Herselman geplaas op Kyalami groep)

Spesiale Alfa Romeo model motors

Begin Oktober skakel 'n vriendin wat vir iemand modelmotors moes verkoop by haar Saterdag marktafel Sy het hier twee Alfa modelletjies met hul boeke sou ek belangstel! Natuurlik het ek belanggestel en nou is hulle deel van my Alfa Romeo Modelmotor versameling.

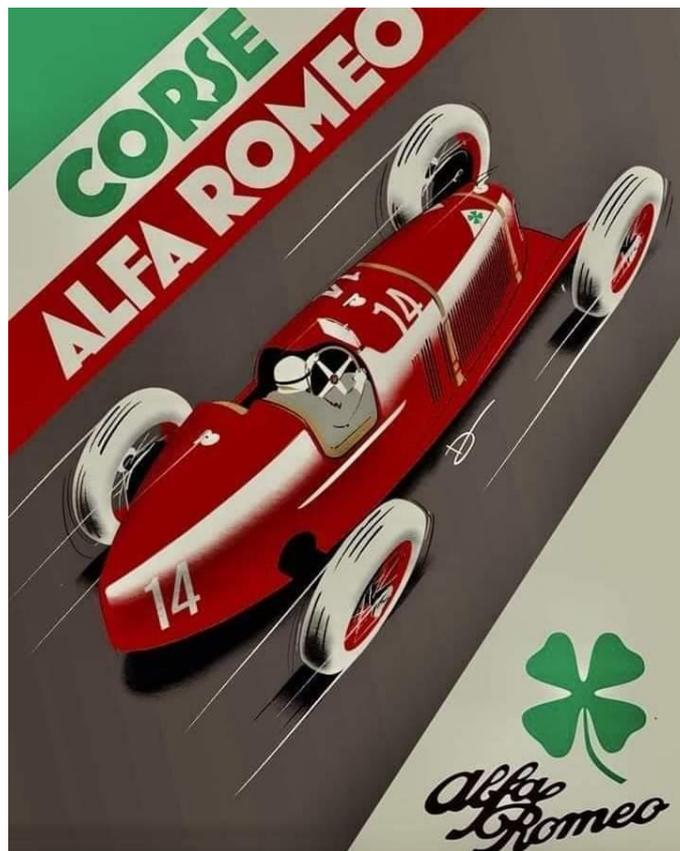


Alfa Romeo 158 (1950) Nino Ferina en Alfa Romeo 177 (1979) Bruno Giacomelli
- 'Alet Erasmus

Name a prettier engine bay than the Alfa Romeo 158 Alfetta's! The Alfetta's 1.5-litre straight-8 engine, which is paired with a Roots blower, produced 260PS of power, powering it to become one of the most successful racing cars ever! Fun fact! The 1951 British Grand Prix was the first [#F1](#) Grand Prix not won by an Alfa Romeo, primarily because Fangio had to stop twice for fuel due to the Alfetta's enormous thirst for fuel! [#AlfaRomeo](#) [#AlfaRomeoAlfetta](#) [#GoodwoodRevival](#)

From the Fb page of Jim Stokes Wordshops Ltd





*Advertensie
Glazemaster*



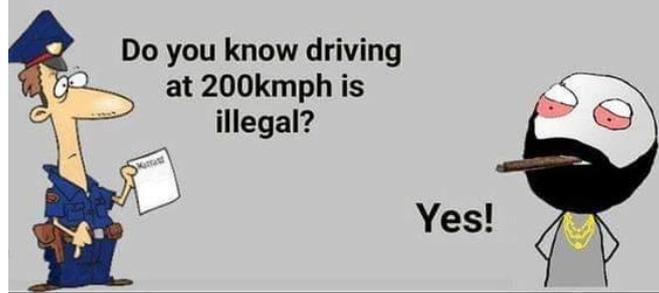
Glazed and ceramic coated.

*3 jaar produk gebruik.
- Frank Boontjes*

Quintin 0810423423.

Lag - 'n - Slag

Can't make to work, a tree fell on car



ADVERTENSJES

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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