



*Alfa Romeo*

*Klub van Pretoria*

*Club of Pretoria*

*ARCOP*

# *Veloce*

Nuusbrief / Newsletter  
2024/11



Foto: Steve Battilana

**Alfa Romeo ..... flair, character and heritage.**

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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 date/procedures which may be published.

## **ARCOP Voorsitter se storie .....**



Frank Boontjes

Hartlike goeie dag my Alfa Familia.

Hier kom ons alweer by die einde van die jaar en ons betree "silly season" met 'n glimlag op ons gesigte want ons wil nie die jaar afsluit met negatiewe gevoelens nie. Ons het 2 events gedoen van ons laas gesels het, en was beïndruk met die ondersteuning by die Italiaanse restaurant. Was 'n lekker "outing" wat mooi afgeloop het. Ons het Sondag ons jaarlikse Paul Jung Nickel dag gehad waar ons darem 4 karre gehad het. Dankie aan die lede wat hul tyd afgestaan het om dit moontlik te maak. Dankie aan Hendri vir die reëlings en die cupcakes wat hy voorsien het. Ons het daarna by Papachinos middag ete gehad en dit was rerig lekker kos en goeie geselskap. Nou het ons nog net die AGM en jaareind funksie oor en ek hoop ons kan almal 'n rustige kersseisoen ingaan en bietjie afsluit van al die gebeure die afgelope jaar. Ons wens CARC net die beste toe vir hul baandag die 23e en glo hul sal 'n suksesvolle dag beleef.

Ons gebede en gedagtes gaan ook saam met van ons lede. Ons is dankbaar Lou is weer terug by die huis na sy operasie en ons hoop en bid vir volkome herstel. Paul Schoeman was saam met ons by Italiaanse restaurant en sy operasie het goed afgeloop. Mariaan Booyens se operasie is uitgestel na volgende jaar en ons gedagtes en gebede gaan ook met Nicky na sy uitslae. Ek bid vir volkome herstel vir julle en vertrou op God om Sy genesende hand oor julle te hou.

Alfa familie liefde vir almal ❤

Ek groet julle tot die AGM en hopelik 'n groot familia byeenkoms by ons jaareind .

Vriendelike groete .

Frank



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



November is die laaste uitgawe van die jaar van ons ARCOP nuusbrief. Ons het Oktober mooi afgesluit met 'n heerlike stoepkuier by La Fiamma met baie lag en heerlike pizza en pasta!

In hierdie uitgawe het ek 'n skrywe van Nieu Zealand van 'n oud ARCOP lid wie se seun sy eerste Alfa gekry het! Dan het Jacques Vermaak 'n interessante skrywe oor GTV 6 wat ek met sy toestemming met jou deel.

November is gewoonlik tyd vir ons jaarlikse uitreikaksie na Paul Jungnickel Tehuis. 'n Paar van ons lede het wit olifant goedere asook nie bederfbare produkte vir die inwoners gaan aflewer en hulle ook bederf met heerlike kolwyntjies.

Corrie de Wilde sorg soos gewoonlik vir die tegniese artikel.

Seënwense vir die Kersgety, ry veilig en mag 2025 'n mooi jaar vir almal wees!

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

**'Alet Erasmus**



## **ARCOP Byeenkomste / Events vir 2024**

Datum	Byeenkoms		Plek
21/11/2024	AGM		<b>Klubhuis</b>
08/12/2024	Jaareind funksie	Meer inligting by die noggin van 21 November 2024	Smoking Tyre Pub Bring jou eie vleis, bykos word voorsien. Drankies kan by die kroeg gekoop 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.

Portefeuiljes:  
Voorsitter (Regalia)  
Ledesake  
Tesorier  
Byeenkomste (2 lede)  
Redakteur (Sekretaris)  
Addisionele lid

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

# **Lief en Leed**

## **Verjaarsdae en herdenkings**

### **NOVEMBER 2024**

#### **Lede:**

- 21 Ettiene Bester  
23 Herman Grunder

#### **Gade:**

- 30 Annette Heunis

#### **Herdenking:**

- 9 Paul en Daléne Schoeman

### **DESEMBER**

#### **Lede:**

- 12 'Alet Erasmus  
27 Johan Minnie

#### **Gade:**

- 13 Lynn Frayne  
18 Charleen Forssman

#### **Herdenkings**

- 1 Lou & 'Alet Erasmus  
1 Nielen & charlotte Burger

Spoedige en volkome herstel vir die wat nog op die krukkelys is en sterke vir die wat nog prosedures moet ondergaan.

**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.**



## **ARCOP Besoek La Fiamma**

Vir Sondag middagete is daar die 20ste Oktober gekuier by La Fiamma restaurant.



Met die tafels buite op die stoep, kon ons almal bymekaar sit en gesellig verkeer.



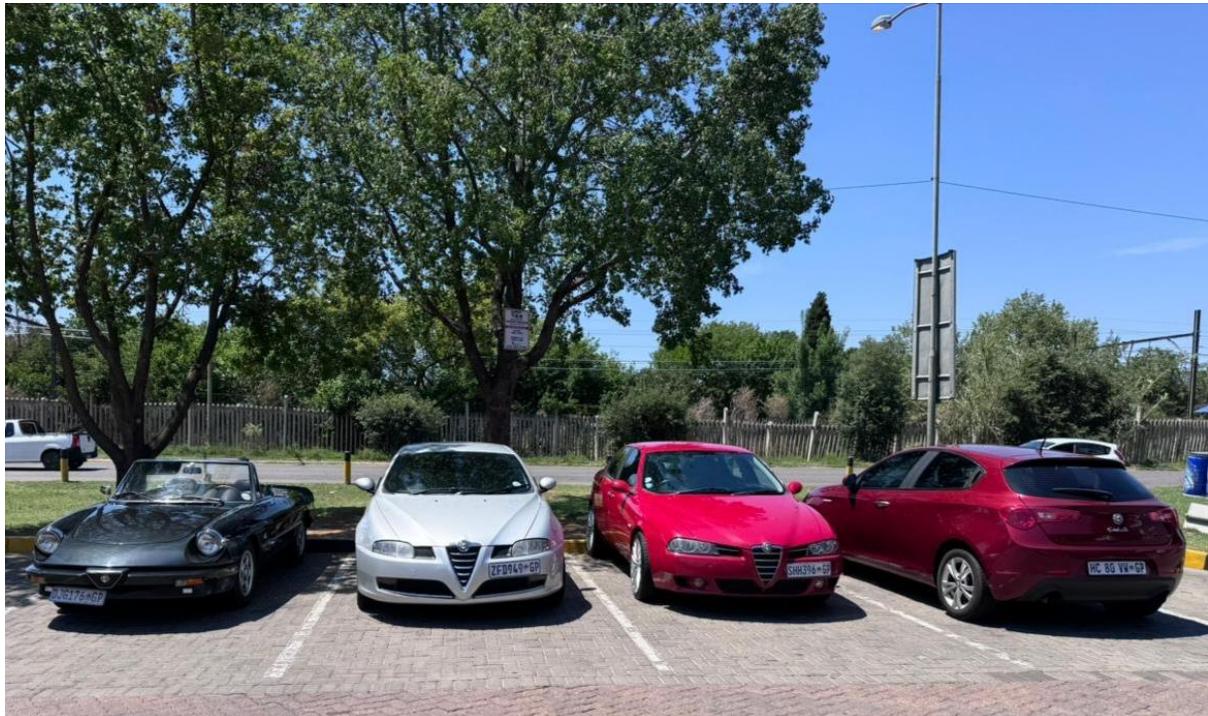


Die geregte was heerlik en die geselskap puik!

- 'Alet Erasmus

## ***Uitreik aksie na Paul Jungnickel Tehuis***

Soos die gebruik al oor jare kom, het 'n paar van ARCOP se lede, die afgelope Sondag nie bederfbare produkte asook wit olifant artikels oorhandig aan die tehuis.



Daar is bymekaar gekom by die koeksisterkruising waarna saamgery is na die tehuis.



Op die parkeerterrein by Paul Jungnickel tehuis.



Die Giulietta se bak was gelaai!

Die uitreik aksie het ook gepaard gegaan met 'n heerlike bederf van kolwyntjies vir die inwoners en personeel.



Baie dankie aan elkeen wat op een of ander wyse 'n bydrae gelewer het en vir die wat 'n rukkie spandeer het by Paul Jungnckel Tehuis.

Foto's: Henriëtte vd Merwe en Hendri du Plessis

## **Carbon fiber Connecting Rods**



Corrie de Wilde

[http://www.engine-labs.com/news/naimo-composites-developing-ls-carbon-fiber-connecting-rods/?utm\\_source=rss&utm\\_medium=rss&utm\\_campaign=naimo-composites-developing-ls-carbon-fiber-connecting-rods](http://www.engine-labs.com/news/naimo-composites-developing-ls-carbon-fiber-connecting-rods/?utm_source=rss&utm_medium=rss&utm_campaign=naimo-composites-developing-ls-carbon-fiber-connecting-rods)

### **Naimo Composites Developing LS Carbon Fiber Connecting Rods**



**Just think of the rotational mass these things would save. We can hardly imagine how quickly this setup would rev but we'd love to find out.**

At its core, hot rodding is all about the never ending search for lighter, stronger components. Whether that's wheels, engine components, or driveline gear, it's a never ending quest. And while carbon fiber technology has come a long way, even making its way into wheel technology lately, we never thought we'd see the day where carbon fiber would be used inside the engine. But here we are.

A recent startup called Naimo Composites is looking to bring carbon fiber technology into the engine with the creation and implementation of the very first set of carbon fiber connecting rods ever. Chris Naimo, the company's founder and namesake, thinks it's about time someone took engine composite technology one step further and he has chosen GM's LS platform for its maiden voyage.

"I was looking to get my name out there and get my engine development business off the ground in terms of finances," Naimo explained. "My original idea was carbon-ceramic pistons. There were a few companies that tried, but they never got off the ground. But as I was thinking about that, I took a look at connecting rods and decided that would be an easier area to start with and more than feasible."



**Obviously, a connecting rod made of carbon is completely solid. It almost seems like it would be a shame to hide these beautiful pieces inside an engine.**  
**Image via Naimo Composites.**

Naimo says he originally heard that Lamborghini would be attempting something similar but that the components wouldn't be available in a production engine until sometime in the 2020s. With that, he set out to beat them to the punch and began development on his own connecting rod design made completely from carbon fiber.

"When we started designing it, we weren't even sure that it was possible with the available materials, but once we really got looking into it, everything was pretty reasonable and it will work," Naimo told us.

There are several hurdles to be overcome when using carbon fiber in an application such as a connecting rod, mainly heat. The resins used to give carbon fiber its form are typically not especially heat resistant—though carbon fiber treated with more high-performance resins have been used in high-heat applications such as missiles.

However, using high-performance resins have some drawbacks and introduce additional cost to the production of any such component. This, along with many other variables just may be why we haven't seen the technology brought to the aftermarket just yet.

"Most common carbon fibers use an epoxy resin, and in terms of handling heat there is what's known as a glass transition temperature," Naimo explained. "At room

temperature, the epoxy resin is very strong, but as you begin to raise the temperature, it loses strength and if you were to chart it out, strength versus temperature, as the temperature increases, it would start to curve down and settle out low and become a horizontal line. That range, where it decreases in strength, is known as the glass transition temperature."

"To get the epoxy resin to take high heat, there are additives which you mix in to allow it to handle heat better. But it's also a function of the curing process, which when done at a higher temperature over a longer period of time, also increase the glass transition temperature," Naimo said.



**Hours of computational analysis have gone into ensuring the rods are capable of taking the forces Naimo Composites plan to place them under.**

The proprietary polymer that Naimo Composites has designed allows the carbon fiber to maintain stability up to 300 degrees Fahrenheit operating temperatures, according to Naimo. But he adds that means the glass transition temperature is much higher and it would take considerably more heat to compromise the component.

But what are the advantages to running a carbon fiber connecting rod? Well, first and foremost, there is weight. Any gearhead knows that taking weight out of the rotating assembly will allow it to come up to speed quicker, giving faster throttle response, freeing up horsepower and allowing higher RPM.

"Our connecting rods should be half of what a traditional alloy connecting rod weighs," Naimo said. "We're not ready to release the final numbers just yet, but obviously they are going to be substantially lighter than a conventional connecting rod."



Currently, Naimo's designs have centered around naturally aspirated applications, with the rods being developed to handle the cylinder pressure of a high-revving LS7 (around 100 bar), though boost-ready carbon fiber rods could be not so far off.

Naimo says that the rods have been "designed with a safety factor of around 1.6."

The rods are designed to take the standard 0.927-inch wrist pin with a 2.225-inch rod journal diameter—standard for LS engines. And if you're wondering when you can get your mitts on a set of these bad boys, that's where the good and bad news comes in. Naimo is currently looking to drum up funding to get a set of them made for testing. All of the design and computational analysis is done, but a prototype set has yet to be produced.

If you'd like to help turn these into a reality and get your hands on the first set, Naimo's crowd fund campaign over on Indie Go Go is set to go live on Dec. 1. While we're not sure what benefits they will offer to initial investors, you can rest assured that it would move you name up the list to be the first to try a set out for yourself.

We'd love to see what they are capable and put a set in an LS ourselves. According to Naimo, if all goes well, the company will began expanding to more carbon fiber components for engines, such as pistons. Who knows? Maybe one day you'll be able to put together an engine made primarily of carbon fiber. What do you think? Would you run them?

# **Die gevoel van jou Eerste Eie Alfa!**

- Gerrie Roodt

Gerrie, Saretha en Kohan Roodt, het 'n paar jaar gelede verhuis na New Zealand. Ons hou steeds kontak met mekaar en gevvolglik is ek op hoogte gehou van hierdie heerlike gebeurtenis!

**Gerrie skryf .....Alfa is in jou bloed!**

Soos alle Alfistis sal weet is ons liefde vir Alfa meer as net hou van 'n kar, dit is in ons bloed en partykeer dink ek dis 'n oorerflike liefde. Soos my Pa van Alfa's gehou het en ek met die fabrikaat se motors groot geword het, so het my seun groot geword met Alfa's in die gesin. Sommer eerstehands .....sy eerste rit in 'n motor was in 'n 1980 GTV6 van die hospitaal na die huis na sy geboorte. Ek kan nog so goed onthou wanneer hy nie kon slaap nie as baba het ek hom in die GTV6 gelaaï en 3 blokke verder is hy in 'n diep rustige slaap! So sit en wonder ek nou met die skrywe ..... of die saad vir Alfa toe al geplant is in hom?

In my twintigs het ek soos menige jong mense in Engeland gaan werk vir 'n tydperk. En in die tyd daar het ek vir my 1989 Alfa Romeo 164 3.0 met 'n Zender kit en Zender mags gekoop. Dit was nie my eerste Alfa nie maar tot vandag toe nog en 21 Alfa's later, is die 164 nog steeds een van my gunsteling Alfa's en dink ek gereeld met verlange aan daai 164.

En so op my seun se 16de verjaarsdag gee ek en my vrou vir hom 'n 2008 Subaru Forester 2.5. Dit was my vrou se motor vir ons eerste 4 jaar hier in New Zealand en sy het aan beweeg na 'n nuwe motor en ons het goed gedink om die Subaru aan hom te gee aangesien die motor afbetaal is en instand gehou is ens.

En so kom ek een middag by die huis en hy wag my sommer in, redelik opgewonde en ons verruil maar die algemene "hoe gaan dit en hoe was jou dag" gesprek. Dis toe dat hy met my, een van sy skooltake vir die dag deel. Die onderwyser het 'n opdrag gegee dat hulle op die lokale geklassifiseerde advertensies op die internet moet gaan kyk wat te koop is met 'n paar afdelings waaruit hulle kon kies. Hy het toe die motors afdeling gekies, seker maar soos meeste seuns gedoen het. En dis toe dat hy die Alfa raaksien, 'n 1995 164 3.0 QV. En hy wys my die foto's en die gesprek gaan net oor hoe mooi die Alfa is. En vir die volgende paar dae is dit al waарoor hy wil praat, die 164 QV. Onder andere se hy hoe mooi die 164 QV langs my huidige Alfa, 'n Giulia Veloce sal lyk. Ek hou van dié gedagte!



En so gaan nog 'n dag of so verby wanneer hy weer na my toe kom en sê dat hy rerig baie van die 164 hou en hom bitter bitter graag sal wil hê. Ek dink by myself dat ek self nie sal opgee om 'n 164 op die werf te kon hê nie. En so sê ek, ek sal die persoon met epos kontak sodat ek en hy eers na die 164 kan gaan kyk en van daar af sal ons dit verder bespreek. So gesê so gemaak, maar geen terugvoer gekry van die verkoops persoon nie en die Vrydag is die advertensie af! Baie teleurgestel is die ou seun van my. Hy sê, hy sien nie dat die motor as verkoop aangedui is nie en hy hoop die persoon adverteer hom weer en so hou hy elke dag die advertensies dop. En sowaar 'n week later word die 164 weer geadverteer! Baie opgewonde kom hy na my toe: "Pa, Pa ..... die 164 is weer op, kan ons gaan kyk asb?"

So maak ek weer kontak en die keer reageer die verkoper, en daar gaan ons 2 in die Guilia na Auckland toe om die 164 te gaan besigtig.

So gaan ek die 164 maar deeglik deur en gaan toetsbestuur die motor, en al die herinneringe is dadelik weer terug, en my glimlag kan aan my ore opgehang word net soos my seun sin. Die klank, die gevoel, dit voel opwindend, die hart klop sommer vinniger! Terug by die verkoper word daar geonderhandel en ek vra maar die verkoper om my so paar dae te gee ek wil graag net eers bevestiging kry vir besikbaarheid vir al die dele om die cambelt en waterpomp en maar 'n paar ander dinge te vervang.

Na bevestiging dat alles verkry kan word is die reëling getref en het ons my seun se eerste Alfa (sy eerste kar!) gaan haal op 'n sleepwa want die cambelt is 30k oor sy diens en ek wou nie 'n kans vat om verder die 164 te ry voor dit vervang is nie.

In die laaste 3 weke is die Alfa 164 al 4 keer gewas en uitgesuig. Parte is bestel en ons wag dat dit afgelewer word. Intussen het ek oppervlakkige roes gerky op die een shock pod en ons het die herstel.

Interessant vra my broer vir my oor die foon..... "Vir wie is die 164 gekoop, vir jou seun of vir jouself?" Met 'n groot glimlag lag ek maar net vir hom. 😊

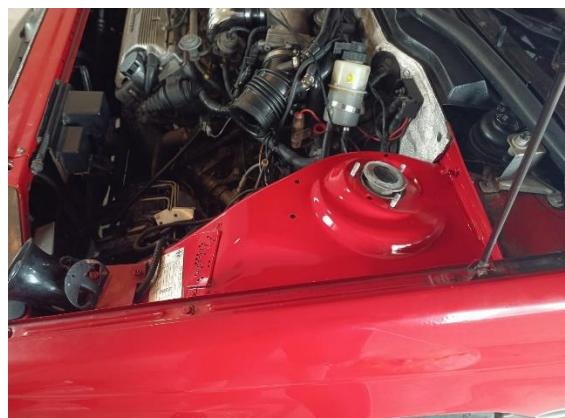
Groete

Gerrie Roodt



Gerrie se 1989, Alfa Romeo 164







Baie geluk Kohan met jou eerste Alfa! Mag jy wonderlike kilometers met hom ry!

# Alfa Romeo History

Jacques Vermaak se plasing oor GTV 6 .....



In 1984, I was in grade one, and like every other boy, I had a pin up poster of my favourite car. Boys around me had posters of the iconic machines like the Porsche 930 Turbo, Lamborghini Countach, Ferrari Testarossa, and later the Ferrari F40. But for me, it was the launch photo of the Alfa Romeo GTV6 3,0 .... a car that, after 41 years, still holds pride of place as my pin up poster in my living room.

This car is more than just a memory for me, it's the perfect blend of beauty and passion.

While it may not be as fast or as safe as modern cars, to me it's timeless. She will never age. Nicholas Cage has his Eleanor, but for me, this is my unicorn ..... my "Eleanor" .... the Alfa Romeo GTV6 3,0 Homologation.



Thank you Theo Lotter, the owner of the original Alfa Romeo GTV6 3,0, that first raced on the 24 September 1983 in the 2 Hour race at Kyalami and later that year in the Castrol 3 hour race at Killarney by Leon de Kock . Theo owned this GTV6 3,0 since late 80s. He have also raced it at the local meetings and used the car at track days.

Baie dankie Jacques Vermaak vir die gebruik van die plasing.

Riccardo Patrese at Kyalami in 1984, driving an Alfa Romeo 184T. Qualified 18th (3.171 behind Nelson Piquet's Brabham BT53 on pole, 0.338 behind his teammate Eddie Cheever in 16th) and finished 4th, 2 laps down. Was the first time he saw the chequered flag that season, also his first points score of it.



by LAT Images

Simon Litter



Tazio Nuvolari and his Alfa Romeo, 1931

Alfa Romeo Alfetta 158: the 159.109, a "Milanese" in Turin.

#TBT



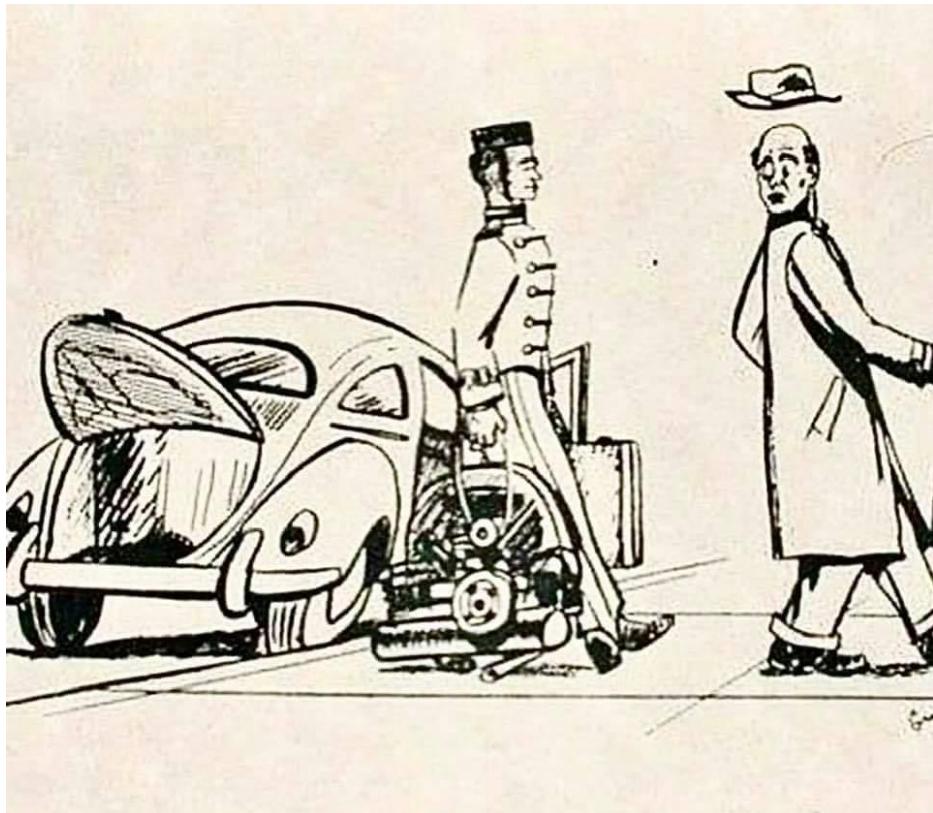
It is reasonable to suppose that, between late 1937 and 1938 a first batch of four tipo 158s were built, three of which, as we have seen, were destroyed during practice session accidents between 1939 and 1940. Of these, one 158 survives in the Alfa Romeo Museum in Arese, with chassis number 158.005. The next batch of eight cars was produced between 1939 and 1940, with a different numbering, from 158.107 to 158.114. Then things began to get complicated, as in the winter of 1950-1951, several 158s were updated to 159s, reinforcing the chassis and increasing the fuel tank capacity in order to adopt more powerful, guzzling engines. In these cases, the chassis number had the prefix 159. #Alfa #AlfaRomeo #Classiccar



On holiday in Portugal and managed to pick up a great value Giulietta...

- Richard Pacy

## *Lag - 'n - Slag*



'53 classics



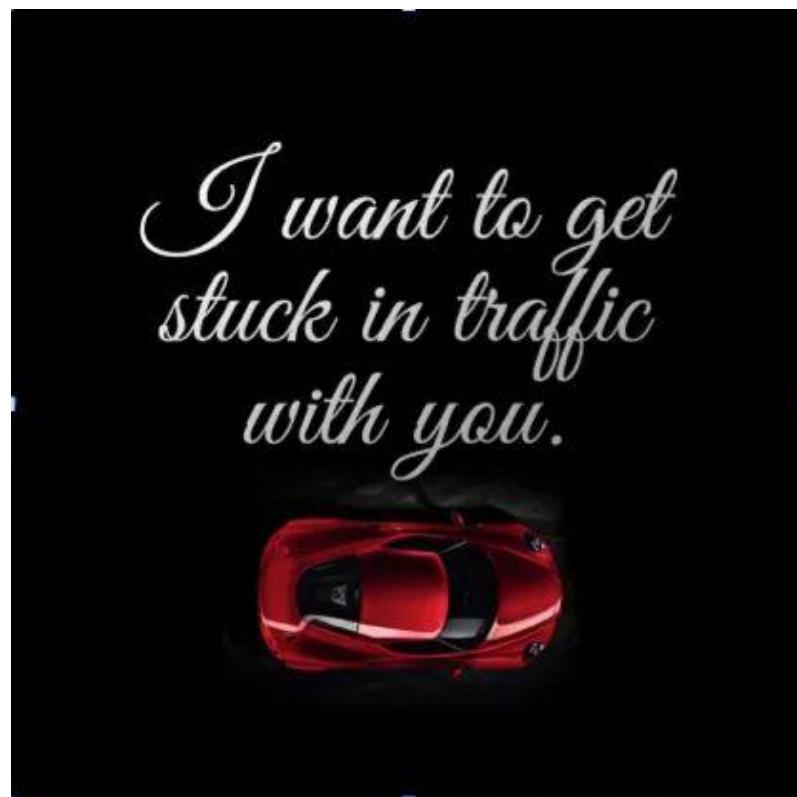
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