



Dear "A"!!!

A big thanks to those who have made the effort of contributing, in whatever way, to our fledgling club. Things are moving forward. Without **every** member's participation, the club will wither and die. So please, folks, it is important that you convert thoughts into action. Send contributions,

stories, articles, notes. And join in the runs. They will do you and your car the world of good. And keep the club alive, and help it grow. **You** are the club.

9 February: Run to Smuts House in Irene

Our organised run to Smuts House in Irene was very sociable, even though we had only two cars that made the trip, we had five 'A' owners who participated, despite the inclement weather. There seem to be many Witwatersrand cars still on axle stands, undergoing repairs, so the numbers should improve shortly. Ronnie Suttner's car was 99% ready but he did not want to chance a longish trip on an untested brand new engine. Mouton Lotter's '29 Phaeton looked splendid as ever, and my '31 Town Sedan was taxi to Mike and Lindy

Leisegang, whose '30 Sport Coupe's engine is undergoing a state-of-the-art rebuild by an engineering works in downtown Joburg.

It was great to have our newest members, Theo and Elizma Van Den Berg, join us for the Irene outing. Their Model A, with a rich history, is being rebuilt by Ronnie Suttner at his Benoni home.

Next time out we will notify everybody via email and SMS and ask you to please confirm receipt of the notification to establish numbers and make sure that our mailing list is intact.

New Members

Members who have joined since Christmas 2013:

- **Gordon Stewart** (Honorary Member) - Howick, KwaZulu Natal
- **Kobus Olivier** - Memel, Free State
- **Rod Matisonn** - Westville, KwaZulu Natal
- **Theo and Elizma Van Den Berg** - Pretoria

Congratulations, and thank you. Please send us photos and details of your cars for the website.

"When I see an Alfa Romeo go by, I tip my hat" Henry Ford, As quoted in Alfa Romeo. I

creatori della Leggenda (1990)

by Griffith Borgeson



Paul Koski arrives in
Parkurst in his 1919 Model
T Speedster



Chris Van's '31
Town Sedan



Mouton Lotter's '29
Phaeton



Jan Smuts' '46 Cadillac

Birthdays for February and March:

Many happy returns to the following club members:

Muggie Van Rensburg, 26th Feb
(70 years old)

Theo Stander, 16th March

Fanie Van Rensburg, 17th March

Andrew Konig, 19th March

Gordon Stewart, 21st March

Dawie Wille, 23rd March

Our Next Event:

Not to be missed!

Please visit the MACOSA website to see details of our next run – which will be to the Rand Airport so that our cars can fraternise with the vintage aeroplanes from the SAA History Museum. Details of the museum can be found at <http://www.saamuseum.co.za/>

Website

The MACOSA website is up and running, as you must surely know. www.modelclubofsouthafrica.com Please visit the website. A forum functionality has been incepted, so please feel free to use it. Your website needs you! We are aware of a number of cars being advertised on other web sites, so please feel free to make use of the Classifieds section of our website as well. By doing this, we have a better chance of keeping the car within the community.

Membership

MACOSA has forty signed-up members in total so far. We now have members right across the country, from Nelspruit to Cape Town, which shows we truly are a national club! If you have not yet completed a

membership application form for the club, please do so. **Without your membership we do not have a club!** Just go to the MACOSA website, click on "How to Join" and follow the prompts. Membership has been opened to Model Ts and Model Bs too.

If you have "joined" but not yet paid, please do so. The club is run on a shoestring, so each contribution is essential. There is a lot we can do with modest funding, but with no funding we can do nothing. So please, ladies and gentlemen, do that EFT now.

MACOSA: A Handful of Commemorative T Shirts Are Still Available:

We still have a handful of high-quality white t-shirts available (only Medium and Large) so if you missed out, this is probably your last chance to get one. Price is a miniscule R70 each. Please email Chris at chrisvan@rocketmail.com with your order or call Chris at 0799694989 to get your shirt posted to you. (EFT to C. Van, Nedbank a/c # 1966398832)



Parkhurst November 3rd 2013.

Upcoming events to watch out for:

April 6th: **Angela's Picnic**, Delta Park,
Johannesburg

April 20th: **Ford Day**, Piston Ring Club,
Modderfontein

7th to 11th May: **Diamond Jubilee Run**, VCC, KZN

May 18th: Cars in the Park,
Pietermaritzburg

Technical Tip

Model A Wheel Rims - Finishing

I have had great success in getting my A wheel rims sorted out, so thought to pass on to MACOSA members the route I took so that you don't have to re-invent the, erm, wheel if you want to get a show-case, long-lasting finish to your A wheels rims and have a smooth highway ride.

Brand new Model A wheel rims are indeed obtainable, but the freight and duties makes importing them prohibitive. So we don't really have an option but to make do with what wheels we have, or can find.

Wheels that are properly round and straight make a **noticeable** difference to comfort, driveability and performance for any car, and especially one with 19 or 21 inch wheels, as are fitted to the Model A. The A does not develop a lot of power so it doesn't help that the poor engine is fighting with the wheels for a portion of its energy.

1. Straightening

To check for straightness, I put each wheel rim (without the tyre) on a balancing machine at MACOSA member Ronnie Suttner's tyre shop in Boksburg (you can contact him via the MACOSA website) to check how good or bad it was. The A wheel is never going to be perfect, so discretion and common sense is required. A gentleman called **Sylvio** straightened mine for me (not cheap I have to say - a lot of time and acetylene gas is required) on a special jig he built. His details are:

- Silvig Engineering
- 42 Stanhope Road, Malvern, Johannesburg
- Tel: (011) 615 2218

The other benefit of straight wheels is that they can be balanced. Balancing has made a big difference to my car.

The cheapest route though for straightening is to look around for second hand wheels that are already reasonably straight, and work from there.

2. Sandblasting

From their display tent at a classic car show in Tarlton (near Krugersdorp), I came across an outfit called BB Blasting.

When the time came to have my rims sand blasted, I took the trip out to Randfontein. **Leon** (the owner, with his brother Nico) and his staff blasted all my wheels while I waited – and at a fantastic price compared to other sandblasting outfits I have come across. He used a soft sand and I was thrilled with the impressively smooth bare metal finish. Although the trip out to Randfontein is rather off the beaten track, the time and trouble was well worth it. They also blast car bodies and so on and have a nice understanding of the classic car ethos. Their details are:

- leonpos@live.com
- www.facebook.com/bbblasting
- Leon: 082 550 3586
- They are on the R41 – about 40km west of Johannesburg, just outside of Randfontein

3. Powder coating

I went the powder coating route because I was struggling to get a 100% smooth finish via a spray gun on the rims – largely because the object area, because of



the spokes, is never equidistant. Also, powder coating is very chip resistant because it is way harder than paint. Powder coating, of course, is applied by using a positive and negative charging process, thus the finish is consistent over the entire surface area.

I wanted the exact correct colour for my wheels (in my case Tacoma cream) hence was not comfortable with selecting a "closest-to" option from a swatch provided by a regular local power coating company.

After some searching, I discovered a company in the USA that provides a pre-mixed power coat powder specifically for Model A wheels. Their details are: www.modelawheelcolors.com

To perform the powder coating, **Nico** from **BB Blasting** recommended his neighbour – **Jakes** - who runs an impressive powder coating operation. Again, at a really good price, he did the job properly and in one day. Obviously there is a cost saving by providing the powder oneself. Jakes said that the powder (supplied via www.modelawheelcolors.com) was of a high quality – hence contributing to the fantastic finish.

Relevant Contact details:

- Nico: 082 550 8386
- GPS 26 11 54 S ; 27 35 43 E (on the R41 extension of Main Reef Road west of Johannesburg)
- Jakes: 082 728 3137

4. Touch up

During the powder coating process, the rims get hung up on hooks, hence the tiny area around the valve hole remains bare. To touch this up I used a small paint brush, first with red oxide to the bare metal, and then 2K paint (matched using one of the powder-coated rims) to finish it off.

5. Balancing

Optional, but recommended.

Ronnie Suttner used mag wheel balance weights, which he cleverly put only on the inside part of the wheel rim, so you can't really notice them unless you look. I also used the same red oxide and 2K Tacoma cream to paint over the balance weights to camouflage them.

My wheel rims now have a finish that looks almost like polished 2K – although they are powder coated. The finish is 100% smooth over 100% of the surface area – making them easy to clean and keep clean.



The finished article

Please use the MACOSA website (forum) for any questions or useful information you'd like to add.

Hope this helps.
Chris Van
(1931 Town Sedan)



28-29 Standard Coupe



28-29 Special Coupe



28-29 Std&Dlx Coupe



28-29 Business Coupe



28-29 Sport Coupe



30-31 Sport Coupe



29 Cabriolet



30-31 Cabriolet



30-31 Victoria



30-31 Convertible Sedan



28-29 Tudor Sedan

Articles/Sundry Information for the Website

To date we have not received a single Anecdote or Anything interesting to tell other A, B or T owners. Please, folks, submit content for publication in the next newsletter and on the website.

Classifieds

If you have any Model A stuff that you need or want to sell – or even cars themselves – please send the details, pics and prices so that we can include them in the next newsletter and on the website.

Competition Time!

Here is a challenge to you all: submit your unusual, strange, amazing, favourite picture of your vehicle by 15th March for inclusion in the next newsletter, and stand a chance to win a prize!

Wanted:

A potential club member is looking for a **1930 Roadster**. Please contact Mike for further information. Cell number: 082 857 8733

Mike Bremner in Zimbabwe owns a 1930 Model A Tourer. The Radiator surround and Radiator cap are incorrect . He is looking for good second hand ones. If anyone can help, contact him: e mail bremnersinzim@zol.co.zw or mikeb@sadiemotors.com

For sale:

Martin Sherfield in Zimbabwe is selling a 1926 Model T Phaeton. If anyone is interested, please contact Mike on 082 857 8733.

Anybody know who owns these cars? If so, please get them to join the club!





30-31 Tudor Sedan



29 Steelback Fordor (BRIGGS)



30-31 2-Window Fordor



29-31 3-Window Fordor (BRIGGS)



29-31 3-Window Fordor (MURRAY)



30-31 Slant Windshield Fordor



29 Leatherback Fordor



28-29 Standard Phaeton



30-31 Standard Phaeton

Ronnie Suttner tells us about His 1928 Roadster:

It was always my dream to own a Model A Ford, I was introduced to the old car world by my late father Harold in 1978.

I came home for a weekend pass from the army to a rather sad looking 1947 Chev Fleetline. This was our first attempt at restoring an old car and we spent many hours restoring the Chevrolet.

I still have the Chev Fleetline today, it has been in the family for 36 years.

To me a Model A was the ultimate vintage car to own, they are reliable easy to work on, spares are no problem and they can keep up with the traffic.

My search for a Model A started in 1982 when I finished my army training, I eventually found my roadster in Randburg.

It belonged to a VVC member Aubrey Sussens, he found it in Addo in the Karoo on a farm where the engine was being used to pump water.

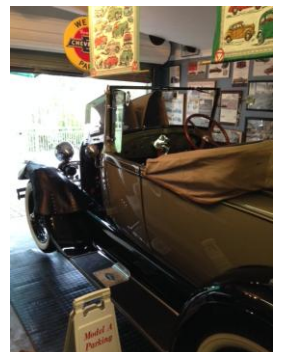
He did a deal with the farmer and got the car in exchange for a proper water pump.

It had been resprayed and some work had been done on it, there was no upholstery hood irons and dickey seat. Over the years we did a lot of work on the Model A and I participated in the 1983 Vintage National Tour based in Pietersburg (Polokwane).

I eventually decided that I wanted to restore the Model A properly, and am virtually finished. The engine has been overhauled and balanced, stainless steel valves, and hardened valve seats have been installed so she can run on unleaded fuel.

The braking system, differential, and front and rear axles, have all been rebuilt and the car has been re-sprayed. Robbie da Silva restored the four fenders for me as they were in terrible condition with more body filler than metal.

The last step is to have a new top installed and the upholstery upgraded and then I can start enjoying the club's outings.





30-31 Deluxe Roadster



28-29 Standard Roadster



30-31 standard Roadster



30-31 Deluxe Phaeton



28-29 Open Cab Pickup



30-31 Open Cab Pickup



28-29 Closed Cab Pickup



30-31 Closed Cab Pickup



29 Station Wagon



30-31 Station Wagon



Did You Know?

Radiator emblems were colourful metal plates with a manufacturer's name or logo that attached to the radiators of early motor cars. Varying in shape and size, but never more than a few centimetres across, the emblems were small branding devices. As vehicles became more popular in an international market, people began associating the company name and logo on different vehicle models with a specific manufacturer. Radiator emblems sometimes indicated the type of engine or place of manufacturing. Other times they appealed directly to a driver's sense of style and class by using iconic images or a catchy motto.

The Ford oval trademark was first introduced in 1907. The 1928 Model A was the first vehicle to sport an early version of the Ford script in the oval badge. The dark blue background of the oval is known to designers as Pantone 294C. The Ford script is credited to Childe Harold Wills, Ford's first chief engineer and designer. He created a script in 1903 based on the one he used for his business cards.

American Model As used the blue oval with silver script:



Canadian Model As' oval had a black background instead of the blue:

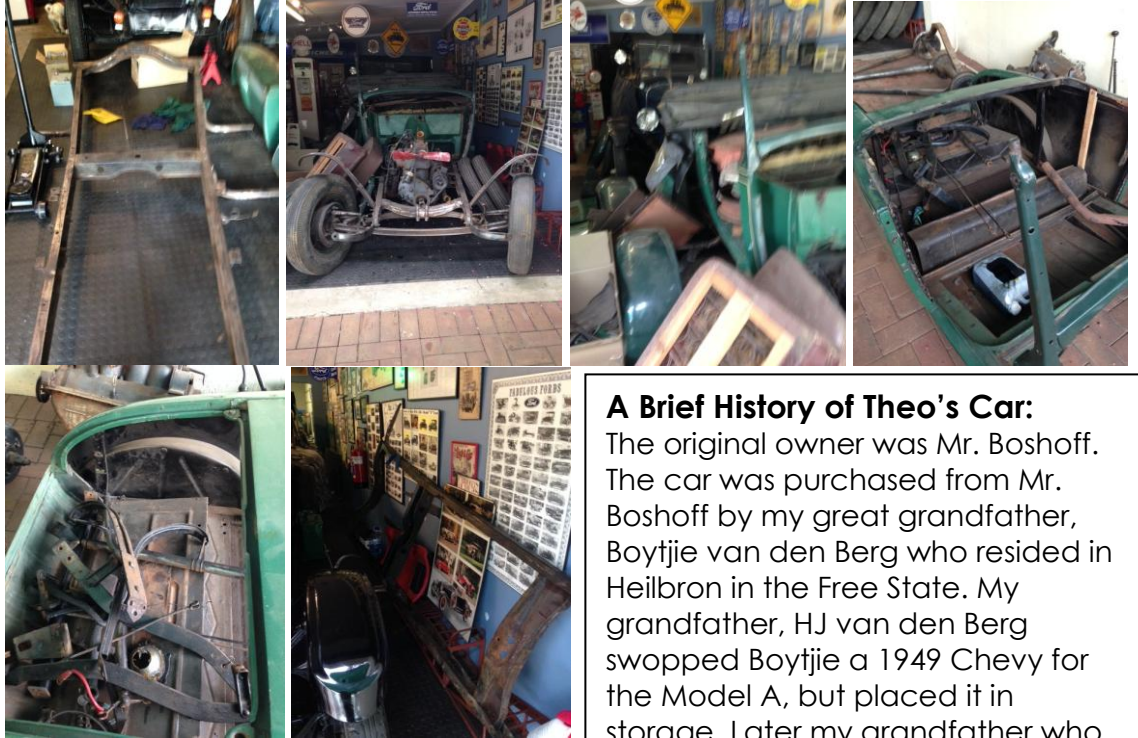


Then in 1931, Model As used a stainless steel background with black lettering:



So, if your Model A is a right-hand-drive A, the chances are very strong that it was built in Walkerville, (later merged with Windsor), Canada (just across the Detroit River from Detroit, where the American Model As were built). It should therefore have a radiator badge with a black background for models up to end 1930, or a stainless steel background with black lettering for 1931 Models.

Project Car: Theo van den Berg's 1929 Roadster



Some parts return from powder coating:



More to follow in the newsletters to come. Thanks to Ronnie and Theo for sharing their project with the rest of us.

A Brief History of Theo's Car:

The original owner was Mr. Boshoff. The car was purchased from Mr. Boshoff by my great grandfather, Boytjie van den Berg who resided in Heilbron in the Free State. My grandfather, HJ van den Berg swapped Boytjie a 1949 Chevy for the Model A, but placed it in storage. Later my grandfather who owned a filling station in Petrus Steyn fetched the car and placed it in his showroom, even though he primarily sold tractors. After he passed away my grandmother sold the dealership, and the car was placed in storage until 1978, when my father collected the car, repainted it green and overhauled the engine. When my dad sold his farm in 1994, the car was moved to a showroom in Oranjeville. I collected the car from there in 2004.

Now I am the proud owner of a really special car. I have always been passionate about restoring the Model A, as it has been in my family for years and am looking forward to hand it over to my son.

WANTED

VOLUNTEERS FOR PLANNING AND ORGANISING THE 2014 NATIONAL CONVENTION

We need to start planning the National Convention to be held later this year. In order to do this and make it a roaring success, we need volunteers to assist with the planning and organising. You need not necessarily be from the Witwatersrand, since this will be a national event, and we would like all our members to benefit.

Please put your hands up, particularly those with experience in organising events, as well as those who possibly are well connected. Forward your contact details to Mike (082 857 8733 mike.leisegang@gmail.com) or Chris (079 969 4989 chrisvan@rocketmail.com)



Kobus Olivier's '30 Roadster

See you at **Rand Airport**. Details and date to be announced shortly.
(If your A is not operative, come anyway!)

Chris Van; Mike Leisegang
February 2014