



The Newsletter of the Model 'A' Club of South Africa



Cover Girl: "Bonnie Lass"

*"There's many a bonnie
lass in the Howe o
Auchterless
There's many a bonnie
lass in the Garioch
There's many a bonnie
Jean in the streets of
Aiberdeen
But the floower o' them
aw lies in Fyvie-o"*

**"The Bonnie Lass o'
Fyvie" – old Scottish
folk song
More on page 4**

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From the Driver's Seat

Greetings fellow "Old Ford" enthusiasts.

How pleasant it is these days, with warm sun and relatively calm weather, except for the odd cool snap or two. Certainly makes for very pleasant motoring!

Our club continues to grow in astonishingly. We now have a membership of 100, representing 199 cars: 31 Model 'T's, 144 Model 'A's, and 26 Model 'B' / early V8. Our 100th member is Johan du Plessis, of Montagu. Johan, your surprise will be on its way to you shortly! Please can I ask that if you sell a car or transfer ownership to someone else, please make sure that the new owner is directed to join the club, so that the car remains within the club.

Of great interest to us all is the number of Model 'A's that have come to light that were not included in the survey we conducted earlier in the year. One of the latest new members has a car that originally came from Uruguay, and another new member has a Model 'A' five-window coupe, and a Model 'B' closed cab pickup, both imported from Canada.

Please can I ask you to keep sending me pictures of any events you attend, as it is always good to have contributions to the newsletter. I have particularly enjoyed the history and stories of your cars that have been submitted over the last month or two.

In this issue, we feature a number of members' cars whose owners have kindly submitted the car's history, as well as some interesting pictures from the car's history. Our technical article this month is all about brake drum renewal. From the "infamous" daily driver, there is a tongue-in-cheek bunch of reasons why you should won a Model 'A', and we introduce a new column for tips and tricks for driving a Model 'A', aimed at those who perhaps don't get to drive their 'A' all that much, and also for those who are apprehensive about taking that first drive. We'll light-heartedly call this the "Beginners Guide to the Model 'A'".

Happy motoring!

Mike Leisegang, Chairman



The above picture courtesy of one of the Facebook pages



New Members

- **Wilfred Mole,**
Sandstone Heritage
Trust, 1931 'A' 5-
Window Coupe, 1933
'B' Closed Cab Pickup
- **Rudolph
Greyvenstein,**
Wilderness
- **Dayle Richards,**
Stellenbosch, 1928 'A'
Roadster
- **Johan du Plessis,**
Montagu, 1926 'T'
Runabout



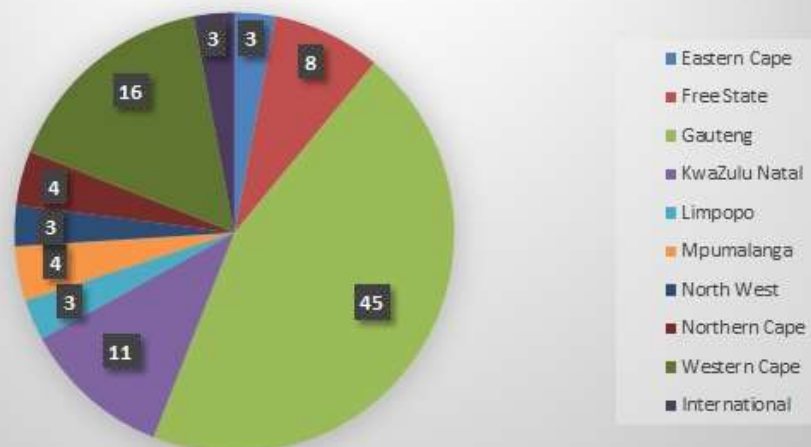
Welcome to the club! May you enjoy many miles of fun with our club.

Please tell us about your cars, I am sure they have some interesting history to share!



**Dayle Richards' 1928
Phaeton – ex-Uruguay**

MACOSA Membership Distribution November 2017: 100 Members



In the headlights (Spotlight on): “Bonnie Lass”

Ernie Jacobson of Pretoria tells us about his 1928 Model ‘A’ Tudor



Some history of my 1928 Ford Model ‘A’ Tudor sedan.

I bought the car in 1970 for R400 from somebody in Villieria in Pretoria. It took me four years to get her back on the road.

I first cleaned the engine, spark plugs, etc. I put in fresh oil and rotated the engine with the crank. Then, I fitted a battery and temporary fuel supply and started the engine. It was a wonderful feeling to see the lady springing to life after so many years.

The rest of the restoration took time as I was a fulltime schoolteacher and had only weekends to work.

The paintwork was done by the kids in Sonnestraal School as panel beating was one of their subjects. The upholstery, which is still on the original springs and inner frames was done by a guy in Atteridgeville, Pretoria.

I did the wiring and floorboards myself and fitted a foot-operated dip switch as I could not afford to import the light switch cluster.

I bought some parts like hubcaps, hooter and an ammeter from a shop in Pretoria owned by Christo Botha. My order from Gaslight auto in Urbana Ohio never arrived although it was fully paid (R144 at that time).

After deciding that I will never win the concours, it was easier to carry on as I wanted the car for my pleasure and not to impress anybody.

Many of the screws on the window frames and instrument panel are the originals with the square drive.

I fitted a 6 volt Bosch generator as the 5 brush job I got with the car was beyond repair. The starter is original.



I took it for roadworthy in 1974. They complained about the indicator lights being very small and the bell housing oil leak had to be fixed.

The engine number CA 88894 and chassis number was stamped on by the roadworthy guys T651P.

The engine has never been opened and up until today it starts with the first crank!

I have taken about 250 brides to church in the 47 years that I have had the car.

When it was fully restored I included five Goodyear tyres which cost me R1850 (big money in 1974 for a poor teacher)

I fitted a 12 volt system in 2016 as the 6 volt batteries were getting hard to find and are expensive as well.

The tyres are also now giving up the ghost one by one and I will have to replace them at some stage soon.

'Bonnie Lass' has never let me down apart from stripping a timing gear once half a block from home on a test run.

I wonder how many other 'A's have had a similar background.

Thanks very much for your article, Ernie, wishing you many more happy miles with this old lady!



'31 Reasons to Use Your Model 'A' **Ford as a Daily Driver**

Chris Van, '31 Town Sedan

Thanks Chris, your experiences as a "daily driver" in an 'A' continue to 'A'maze!



1. It forces you to get all aspects of your car sorted.
2. Your car will stay reliable. A car that stands is a car that strands.
3. Your car's fuel tank and carburettor get auto-flushed. I've had no filters for years except the cigarette filter in the carb, which somehow stays clean. The needle & seat beds down so you don't need to use the petro tap on the firewall.
4. The tyres stay inflated and the battery stays charged.
5. Its huge radiator allows you to sit in a traffic jam all day without thought of overheating.
6. You learn how to change gear and hand signal and eat a pie and talk on your cell phone simultaneously, and keep an eye out for the fuzz.
7. You don't have to exercise it, but you have right of way. The courtesy factor on its own is enough reason to use an 'A' as your transport.
8. The Model 'A' is way over-engineered. The gearbox and back axle will last indefinitely. The engine will last forever too if you change the oil every 500 miles. Easy peasy with no oil filter.
9. You make friends.
10. It is a great business tool. You have instant credibility.
11. You are still likely to be robbed, but not hijacked.
12. You can navigate impossible terrain if you have to.
13. The engine's instant torque can tug you across an intersection in the blink of an eye.
14. You can see far better than most of those around you.
15. Your ETA is unaffected for distances under 60 km. Who drives more than 60 km alone, anyway? Then you can use her car.
16. The engine and exhaust system will keep you warm in winter.
17. You learn how to fix a Model 'A'. And it feels good to fix your own car.
18. You can get spares 24/7 via the Community, although it's never great to wake folk up.
19. The 'A' doesn't have a vast black sun-trap for a dashboard: The interior stays cool enough to drive on a hot day if you keep the windows open, which you need to do anyways to indicate.
20. The Model 'A' Ford has the best demister in automobiledom.
21. Whatever your views are on the planet, you know that your car paid its carbon footprint in 1940.
22. An 'A' has amazing passive safety. Motorists are not sure how valuable your car is or who you are, and don't want to find out.
23. Your 'A' will get properly run in: You will become amazed at how well an 'A' can go.
24. The front bench-seat is real cosy, if you want it to be.
25. The centre fuel-filler allows you to park on either side of the bowser.
26. Access and egress is equally easy from either front door. Amazingly helpful.
27. You drive a paid-for, appreciating asset with immortal styling and an inverse Motor plan: Sometimes it even pays *you*!
28. There is a quiet degree of comfort in knowing that your car's extremities are made of chromium-plated Detroit spring steel.
29. In the parking lot you can always find your car real quick.
30. That hand-throttle (mechanical cruise control) is a thing of beauty. Addictive.
31. You feel alive.

Southern African Veteran and Vintage Association (SAVVA) Insurance Scheme

A Collector's Vehicle Scheme is in place to enable club members to insure their vehicles at extremely competitive rates. Covers available are full Comprehensive or Balance of Third party Fire and Theft, whilst in use or laid-up. Substantial reductions are in place for vehicles that are not used for daily transport. Information and a quotation form are available on request. Members of the Model 'A' Club can apply for insurance (at greatly reduced rates) via the club.

For those who are already on the scheme, please make sure that your vehicle is insured for a realistic value – in other words, “when last did you review the insured value of your vehicle?” Please remember to periodically increase the value of the sum insured, since these vehicles do appreciate in value all the time.

For a rough evaluation of what your car should be worth, please give Mike a call on 082 857 8733.



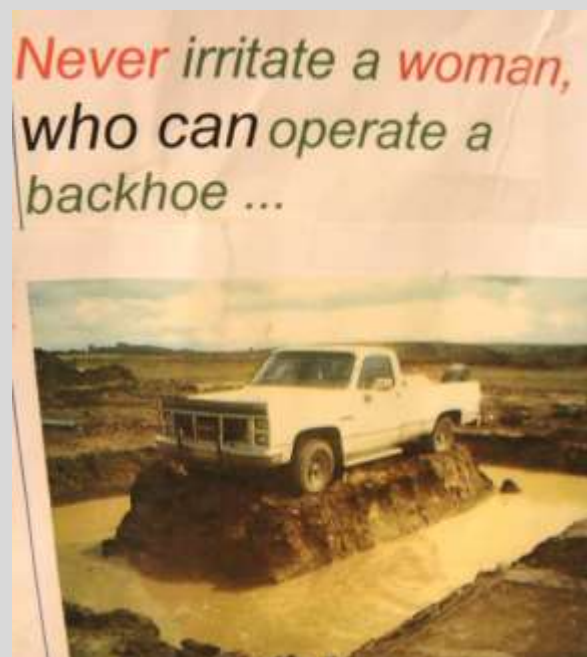
FNB
First National Bank
Insurance Division

Specialising in Vintage and Veteran Car Insurance
together with Personal and Business Insurances.

CONTACT DETAILS:
Glenn Broadhurst, Yolande Vermeulen
Telephone: 087 736 2222 • Fax: (011) 699 0783
Email: YVermeulen@fnb.co.za
An Authorised Financial Services Provider



*"Orville keeps bragging about restoring that car.
He fails to tell people it took him 70 years."*





Breakfast in Linden 25th September 2016

Just an impromptu breakfast gathering to celebrate Heritage Day, but produced a real bevy of beauties.



Historical run with the VVC,



War Memorial, Johannesburg

List of suppliers

Pipes and cables: Vee's Auto Pipes, Corner Melrose and Von Weilligh Street, Johannesburg CBD. Call Terrence on (011) 334 4412	Electroplating and Enamelling: Sheffield Electroplating and Enamelling Works, 3 Rosettenville Road, Turffontein, Johannesburg. Call Abe on (011) 334 1102	Tyres: Coker Tire Agent in SA: Thundersport, PO Box 15495 Ashwood 3605, Unit 9 Gilro Park, 34 Gillitts Road, Pinewood, Phone: 27 (0) 31 701 6304, Fax: 27 (0) 31 701 6406, clyde@thundersport.co.za
Glass and Windscreens: Classic Car Windscreens, Contact Julien on julien@classiccarwindscreens.co.za	Motor Engineering: (I can recommend these guys as Model 'A' experts!) M and C Engineering T/A Power Motor Engineering, 11 Aurret Street, North Doornfontein, Johannesburg, Call Fabio on (011) 618 2176	Good, reliable Light Engineering: Winner Engineering, 18 Smal Street, Marshalltown, Johannesburg. Call Jonathan on (011) 334 1523
Model 'A' Radiators: For tailor-made Model 'A' radiators, contact John at Superbrake in Queenstown: (045) 838 1414	Specialist Restorer of Clocks and Watches. Vintage Instrument Repairs, Temperature Gauges with tube and bulb, Oil Pressure gauges, ammeters, Speedometers, Rev Counters, Grandpa and Cuckoo Clocks, Barometers, etc. Contact Nigel Ridley on 011 803 1319	All Vehicle Rubbers Sir Herbet for windscreen, door or window rubbers, engine mountings, etc. Made per sample. Phone before 20:00 011-672-9557 or 082-403-6536
Fuel tank repair and relining. Contact Henry on 011 973 4749	Batteries: Deltec Energy Solutions - Head office is in Alrode, but branches countrywide. Visit www.deltecennergysolutions.co.za for more information	Batteries: Imported 6v VARTA. Guaranteed for two years. Retail outlet is Quality Batteries, 625 Ontdekkers Road, Delarey, Florida. Telephones 011 673 6702 or 079 158 9779 or 082 371 3600. Importers are Johnson Controls
Engine Rebuild. Colin has been involved with motor racing since 1977 and more specifically engine building for the last 30 years all around the world. Colin also offers crack detection services for your crankshafts Conrods etc. All rebuilt engines come with a full build sheet containing all specs, measurements and parts used. For more information contact Colin on 084 661 0705 or email colinh2@telkomsa.net	Rubbers: Carlin Medical Extrusions. For all vehicle rubbers that you will not get anywhere else. 126 Terrace Road, Sebenza. Tel 011 452 8840	Hinge Master. Suppliers of hardware for canopies, containers, trailers and truck bodies. But they also do various door rubbers and small lights. Contact Wynand on 011 452 2864 www.hingemaster.co.za

Batteries: Battery House. Battery Manufacturers. Specialists in Automotive & motive power batteries. 6/8 Volt available. Contact Farouk 033 394 1224	Clips: Clips SA - All sorts of body and panel clips, as well as vehicle rubbers. 33 7th St, Linden. 011-782-8005	Windscreens including curved glass. Contact Julian La Butte 011-366-1711 or 082-578-3825
Gaskets made to order. Bovic. 12 Ruven Rd, Benrose, Johannesburg 011-618-3790 (Pricilla)	Silencers made to specification. Excellent service. De Graaf Exhausts. Contact Kelly 011-609-3718	Powder Coating: For all your power coating requirements call John at African Powder Coating on 011-452-3345
Springs. Weblor Springs CC. Situated in Edenvale, Gauteng. 011-452-8686/7	Piston Rings made to your measurements. Industrial Piston Ring manufacture. David Godwin. 011-622-2546	Name plates / specification plates made to order in Anodised Aluminium, brass or stainless steel. Enquiries Rusty 036-637-2401 rhearder@intekom.co.za
Lenses (Reproduction of) contact Dukes Car Lenses. Duke at 083-655-3657	All Round Engineering: Specialising in milling, turning, splining, slotting and any other general engineering work. Kobus Visser 011-452-1448/9	Welding: For any complicated welding work including aluminium, gear box, blocks, casings. Phone Andy's Welding 011-609-8493 or 082-566-4749
Cables: Cablecraft. Accelerator, brake, clutch, speedometer, etc cables made to order. Kempton Park. 011-394-4865	Castings: Bull's Eye Aluminium & Engineering Services, 65 Schutte Street, Pretoria-West, for all your Non-Ferrous Castings & Engineering such as casting of door handles for old vehicles etc. Contact: Marc van der Sandt Cell: 082 925 8220 or Boet Gouws Cell: 082 925 8221 or Phone (012) 327 8246	Upholstery: Liza's Upholsterers and Restorers cc 189 Rosettenville Road, 2192 Johannesburg, Gauteng
Upholstery: F Gomes Upholsters Address: 349 Commissioner St, Fairview, Johannesburg, 2074 Phone: 011 614 2471	Batteries: M.A.L. Battery Distributors (Pty) Ltd www.batteriesonline.co.za support@batteriesonline.co.za Depots: Port Elizabeth, Cape Town, Johannesburg, Durban, Rustenburg Call centre: 086 999 0359	Tyres: Thundersport clyde@thundersport.co.za PO Box 15495 Ashwood 3605 Unit 9 Gilro Park 34 Gillitts Road Pinewood Phone: 27 (0) 31 701 6304 Fax: 27 (0) 31 701 6406
Vehicle Licensing: For COR, Licensing, Logbooks clearance, all vehicles – cars, bakkies, trucks, motorcycles etc. Contact Zack 0769159151	Cloth Insulation Tape - Brenos Auto Electrical in Troyevile phone 0116243248.	

We'll keep this list updated with any of your recommendations – we need suppliers from the other areas please!

HISTORY OF MOUTON LOTTER'S 1930 MODEL A STANDARD PHAETON

Nickname: Sally

Here is the History of Sally as told by my Dad, Johan Lotter (who turned 79 on 31 August this year) and which he obtained through his friendship with Mr AP ("Oom Apie") Keyter.

"I know the history of Sally since 1942 - so do not know the previous ownership. In the mean time I met Apie Keyter in 1957 in Pretoria, where I was studying part-time at Pretoria University while we were both working at Pretoria Municipality.

We became friends through our mutual interest in boxing – I was boxing during my high school years and continued at Tuks Boxing Club. He was, as a bachelor, involved in the administration of the club. Because I was doing well with the boxing – Oom Aap spent a lot of time with me and became family. I met his sister and law who was a roommate of Mari, whom I married and is still blessed after 56 years!

Oom Aap always told stories about his old Ford, named Sally, he bought in 1942. He was a University student at the time and had a lot of fun with her. He also used the car in his early days as a teacher. In 1954, he gave Sally to his brother in law, Mr Piet Mills, who was a veterinary inspector in the then Northern Transvaal. He used her in his daily business throughout the area of Zoekmekaar, Groblersdal, and even Louis Trichardt. He drove Sally to the point of no repair and she was lying in his yard in Groblersdal.

During this time (about 1960), we decided to reclaim Sally from Oom Piet and do a restoration. I was married to Mari by then and we lived in Main Street, Sunnyside. Between studies after hours and work, I also tried to spend time on restoring Sally with Apie. The body was done by Schuurman Motors, next to Caledonian Sport Grounds in Pretoria. His cousin was married to a pilot from East African Airways – he helped us "smuggling" parts from Kenya at the time. On completion in 1963, Oom Apie gave Sally to my father. It was also the year of my first-born Mouton, and Oom Apie became his Godfather. Sally was then formally a member of our family. Mouton was christened with Sally as the transportation to church, as well as both my other sons Jaco in 1964 and Nelius in 1969. During this time, Mari used Sally as daily commute in Pretoria until we moved to Standerton in 1965 - where she continued.

In 1970, we moved to Pietersburg, and again Mari and Sally became a familiar sight in town. Sally also played a role in many a wedding! We moved to a farm outside town in 1974 and then Sally was used less.

From 1983 to 1985, Mouton asked to have Sally back in Pretoria, where he had great fun using her as the official vehicle for Mopanie residence at Pretoria University – starting with the 15 year celebration. She was kept in a garage of Ds. Okkie Raubenheimer during this time. After this period, Mouton started work in Secunda, while we retired to Glentana in the Southern Cape. Due to lack of storage space, and the bad climate in Secunda, we had Sally stored on a farm near Brits for a couple of years during which unfortunately her condition deteriorated. In 2002, after I finished restoration

of an Austin Healey for my son Nelius, Mouton convinced me to do a complete restoration of Sally. We transported Sally to Mossel Bay.

It was initially a slow start, but a lot of interest was shown by everyone we know and I got involved with the Southern Cape Old Motor Club. My neighbor, Russel, also got busy with his own restoration and also set up his sons with a panel beating business in George. So with remote support from Mouton in Pretoria (funding the restoration) we did a magnificent job over a period of 10 years with help of many enthusiasts (Oom Fanie van Wyngaardt at age of 80 something did the spray painting and Dwayne Caine did the upholstery and roof).

Sally was shown to the world in her new guise in Feb 2013 at the annual Southern Cape Old Motor Club Show in George. In May 2013, I had the privilege of transferring ownership of Sally to Mouton as his 50th birthday present! As a promise to Oom Apie - Sally is to remain in our family. Mouton has three sons - and will have to decide on the future home for Sally when the time comes."

I would like to close off with Oom Apie's favourite saying about Sally: "Of all the pretty girls in our alley, there were none as pretty as my Sally". Maybe that is why he died a bachelor in Aug 1998.

The restoration:





Mom & Dad with Sally in 2013

Maiden Show in Feb 2013

Thanks, Mouton, may you continue to enjoy this beauty for many more years to come!

Southern African Veteran and Vintage Association (SAVVA) Vehicle Dating Plaques



Does your vehicle have one of these badges?

If yes, did you apply for the dating to be done on the vehicle, or did the car come with the badge? Have you updated the ownership details with SAVVA? It is important to keep the SAVVA records up-to-date with the vehicle's current ownership details.

SAVVA has in place a uniform system of dating vehicles and motorcycles that ensures a true record of the authenticity of the vehicle. A standard Application Form, Certificate, and Plaque is used by all clubs. Once dated, clubs will accept the date of the vehicle without question. Should information come to hand subsequently that makes the dating more accurate, the Certificate and Plaque will be corrected. Owners of old vehicles are encouraged to have their vehicles dated as this proves beyond doubt the authenticity of the vehicle and can be used for licensing and insurance purposes.

It is conditional upon entry of many competitive events organised by clubs that vehicles are dated, and the only recognised medium of proof required by organisers are the official Plaque or Certificate.

This service is only available to members in good standing who purchase the required form from their Club Dating Officer who will assist them with the procedures. Three photographs of the vehicle from specific

angles are required to be attached when the application is submitted to the SAVVA Dating Officer.

When the major components of a vehicle or motorcycle are of a different year of manufacture, then the dating is done as follows:

EXAMPLE NO.1.

Chassis and body are 1927, engine is 1929 in order to get the vehicle mobile. The certificated 'date' would be 1927/1929 and for events the vehicle would be entered / classified as a 1929.

EXAMPLE NO.2.

A motorcycle frame 1917, Engine 1923. Certified 'date' would be 1917/1923. Vehicle would not be able to enter as a Veteran.

WHEN THE BODY OF A VEHICLE:

1. has been altered or modified to create a body which differs in style or appearance from the original body as fitted at the time of manufacture;
2. is an exact reproduction or recognised coach work but has been created at a later date than the date of manufacture of the engine, chassis and original body;
3. is to be recognised as a non-authentic replica and should be described as either a replica or a special or a non-authentic reproduction in the SAVVA Register, on the Dating Certificate and on the back of the Dating Plaque.

For those who would like to apply for their vehicle to be officially dated by SAVVA, or for any change of ownership details, kindly contact Mike on club@modelclubofsouthafrica.com



INTRODUCING...

House Classic & Sports Cars, Knysna.

The establishment of a showroom in Knysna dealing exclusively in a specific market of vehicles was borne out of a deep love of vehicles and the desire to see them appreciated by more people. In general, modern cars tend to be non-descript by virtue of their mass-production and very few stand out from the rest. However, Vintage and Classic Cars speak for themselves, hold their value and, in fact, increase in value over time.

There is nothing more sweet to an enthusiast's ear than to hear a little child saying, "Hey, Dad. Look at this lovely old car.... And look at that one!" Or... to hear a husband saying to his wife, "Look, Darling, this is the same type of car we had when we were first married!" Or... a lady saying to her grandson, "My father had one of these! It's a 1931 Ford Model A and it has a dickie seat." When her grandson asked, "What's a dickie seat, Grannie?", she responded, "When you open the boot, it forms a seat where we kids would sit on a hot day. We loved travelling in that old car with the wind blowing through our hair! This really brings back special memories."

Such comments show that vintage cars attract people of all ages and from all walks of life. The most amusing comment, though, was when a young boy spied a rare and valuable vintage roadster with its top down. Calling excitedly to his dad, he said, "Pappie, kom kyk die ou tydse Beach Buggy!" ("Daddy, come and see this old fashioned Beach Buggy!") Fortunately, the owner of the vehicle was not around or he would, undoubtedly, have been mortified!

Specialising in the buying and selling of all types of vintage, classic and sports cars, the House of Classic & Sports Cars has been privileged to have had a wide variety of vehicles passing through its doors. Covering many makes and models – sedans, saloons, sports, convertibles, coupes and bakkies, the vehicles have dated from a 1909 Ford Model T to the present day and there is therefore something for everyone.



House of Classic & Sports Cars is strategically situated on the Main Road running through Knysna which also forms part of the N2, the National Road that extends from Cape Town to Durban. This location allows the company to maximize on its exposure, drawing visitors from all over the globe into the spacious showroom. They "ooh" and "aah" over the various cars and somehow gravitate towards the ones closest to their hearts, invariably those designed or manufactured in their home countries!

The management and staff of House of Classic & Sports cars are proud to be connected with an activity that brings pleasure to so many. Please feel free to call in at their showroom in Knysna to experience for yourself the attraction of these amazing vehicles, and perhaps join the worldwide phenomenon that has evolved around vintage, classic and sports cars.



70, Main Road (N2), Knysna. (next to Total Garage)

Sales and Showroom: 081 325 1507 / 082 566 7897

info@hocasc.co.za

www.hocasc.co.za

Follow us on FaceBook

1928 Ford Model 'A' Roadster

I inherited this Ford vehicle from an indirect family member. This car has exchanged hands many times including being at two different panel beaters. Sadly, over the years parts were removed and even stolen and other parts were exchanged from different models. *(Note from editor: Santos, this is a very familiar tale, and many of us have suffered the same fate!)*

When the car was handed over to me, at first glance I thought it was going to be a fairly easy job to do, but unfortunately the more I started working on the car and reading the various books I soon realised that it was a much bigger challenge. The car was very incomplete and in a poor condition.

Nonetheless I was determined to see this car on the road again in its original state. Therefore, I had to strip the whole car and start the restoration basically from the beginning.

At this stage I have managed to get the chassis and the motor of the car complete and running successfully. All this work has been done by me over the weekends. I have learnt a lot with this car with the

help of the manuals. Just to share with you, a recent hiccup was the motor misfiring after it had been running perfectly for some time, and from one day to the next, it was misfiring. I thought it was the timing, and after looking at all the electrical parts I found out what the problem was. It was a faulty condenser, even though the condenser was a new one. *(A very common problem, Santos)*

My target is to get this car completed in its original form by August 2018



Thanks so much for sharing these pictures and the story with us Santos. Please keep us updated on your progress - Editor

Carburettor Jets

In the recent past, I have experienced problems with my car's performance, and was advised by one of our members that the car was running too rich. He had conducted several experiments using the suggested flow rates for the various jets in the Zenith carburettor.

I came across a specialist rebuilder of Zenith carburettors (in fact, of all Model 'A' carburettors), called Renner's Corner (www.rennerscorner.com).

A visit to their website shows that they know what they are talking about when it comes to these devices. Renner's comes highly recommended by the USA Model 'A' community, so I decided to order myself a set of flow-tested jets from them.

Once I had placed the order I promptly received an email from David Renner himself, thanking me for the order, and explaining various things about the jets that I would be receiving. In my reply, I thought I should mention to him that I live at an altitude of over 5,000 feet, and that if possible, the jets that he sent me should take that fact into account. His response was to thank me for that information, since the jets that he supplies

should be adjusted for high altitude.

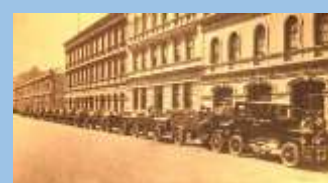
As a point of interest, I noticed that on the Renner's website, they strongly advise against using an air filter on the car: *"Also remember that the Zenith carbs were not designed with a pressure balancing circuit. This means that NO air cleaner / filter / silencer of any type should be used. Anything over the choke air horn creates a vacuum in the float bowl causing a rich condition, like running with the choke on."*

I found that very interesting, because I had been running one for a couple of years, and was experiencing a lot of problems attributable to running too rich: fouled spark plugs, poor running, loss of power, and so on. Once the air filter came off, these problems went away. If you wish to run your vehicle with an air filter, Renner's can accommodate the adjustments required for the jets.

I look forward to my car's improved performance, and shall report back to you in a future newsletter.

Mike

Thanks to Hans Matter for these pictures from the 'Ragtop Tour' of 2007:



Ford Factory in Port Elizabeth, started in 1924 as an assembly plant only



A Model 'A' Garageman's Casebook – November 2017

Once again, the garage has seen a lot of action over the last month or so.



The first, the '30 Pickup, which has left us since the last newsletter, running like a Swiss watch. It was so satisfying to drive "Philemon" across town to his owner, and to feel that car's ancient legs wanting to stretch nicely. Let's hope the Pickup continues to enjoy an active and enjoyable pension.



On the '30 Deluxe Roadster, "Joy", work has started on rebuilding the car's engine, which has returned from the engineering works. A lesson learned from this rebuild is that when you take the crankshaft and block to the engineering works for any kind of machining, always remember to take the aluminium rear main seal along as well. By not including this insignificant-looking part, the newly-machined crankshaft can bind up against the oil seal, causing many headaches! Insert picture of the oil seal



The '29 Tudor, "Edmond", which has been in with a heat seizing problem: After all the engineering work was completed on this car, and the engine was back in, we struggled to get the car to start – no compression! The investigation of this most baffling problem took a long time to finally find the cause: somewhere in the car's past, somebody had assembled the intake manifold and exhaust manifold together, and then probably tightened the manifold nuts and washers first before inserting and tightening the two ½-inch bolts that hold the intake to the exhaust manifold. This had caused one of these ½-inch bolt holes to strip its thread, causing the two pieces to not

fasten nice and tightly. It is a very common problem, and the reader should please take note of this small procedure: Always assemble the intake to exhaust manifolds just loosely, making sure that the bolts are seated, before mounting the manifold onto the side of the engine, then fasten the manifold stud nuts (although it is not in the manuals, torque to 35 to 40 ft/lbs), and then tighten the ½-inch intake to exhaust manifold bolts.



Incidentally, I advise very strongly to have an engineering shop machine the face of the assembled intake and exhaust manifold, so that the whole unit is nice and flat across all manifold ports. These parts on most of our cars are nearly 90 years old, and are tired, out of shape, and have more than likely been interchanged with other manifold parts in the past. If the assembled surface is not flat, you will experience problems of air either being sucked or blown out in past the manifold gasket. Remember that the Model 'A' exhaust manifold is not a good design in that all the heat goes to the area closest to cylinder #4 before exiting down the exhaust, and one can often find warping of the manifold down this end.



A new resident in the garage is an early ("AR") '28 Phaeton. She came in to get her radiator remanufactured, and the car's owner has asked that we try and get as much as possible back to original without breaking the bank but alas, the restoration job done on this car has left a lot to be desired. A lot of work will go into repairing and replacing "botches", so see our next edition for further detail. The advice I can give here is if you are doing a restoration of one of these cars, steer away from taking short-cuts and thinking that you can save some money by "making a plan" by improvising. Where this car's restorer went wrong was to try and "save" on items that didn't cost much to import in the first place. The result, as we have seen on this car, detracts from the car's value, and causes double expense down the line in trying to rectify non-standard parts.

Fascinating Problem

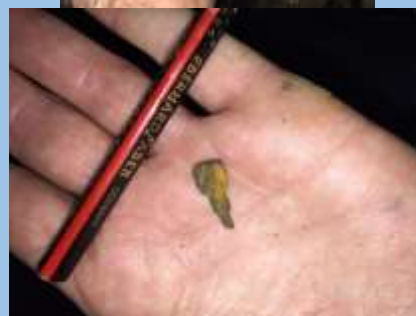
 One of our members contacted me with a very interesting problem: on inspecting an engine that had not run for a number of years, he discovered a big build-up of rust in one of the manifold inlet ports.



Water had seeped through from somewhere in the engine, and had damaged the cylinder, the piston, and just about everything else in the nearby vicinity.



He investigated further, and discovered that many years ago, a piece of a carburettor jet had been sucked through the manifold, where it landed in one of the exhaust ports.



Then over the years, it rattled and vibrated in the port, drilling its way through the floor of the port, and into one of the water jackets. That's where the water came from!



Fortunately, the engine can be repaired by someone who knows how to weld cast iron. The engine should be good for another 80 or so years.

Common Problems (We'll keep this list running across our newsletters)

1. Water works: Over the last couple of months, I have been contacted by several people doing engine work, and have experienced issues with water oozing out of places it shouldn't. So, here is my advice that I gave to the last chap who called me: Please don't make the mistake of only getting the cylinder head skimmed. Skim both the block and the cylinder head as a "matched pair" – that way, when you torque it all down, they should mate without there being any high spots in either the block or the head that could allow the water to find an alternative path to where it should be going.
2. "Death Wobble": please refer to the in-depth article in our last newsletter.
3. Poor braking: There should be no earthly reason why you cannot stop your Model 'A' as well as your normal daily driver. What people do tend to forget is that these brake drums are in all likelihood as

old as the car is, and are becoming worn to a point of endangering lives. Brand new brake drums cost \$95 each, and yes, it's a lot of money (around R2,400 to land here) but at least you can have peace of mind that your lives are not in danger. Importantly, make sure you follow the instructions on installing the new wheel studs to the new hubs – please see the article elsewhere in this newsletter. A common fallacy is that adjusting brakes is a time-consuming and laborious task: not so! It can be done in less than half an hour. My almost-daily driver 'A' can stop on the proverbial ticky (remember those?)

4. Steering is impossible: Steering in a Model 'A' doesn't necessarily need to be a nightmare. The simple place to start is toe-in and toe-out – please refer to our back-issues of the newsletter (Newsletter number 3) to find the article on how to do this very easily.
5. Water outlet "ears": Please remember that when torqueing these down, be very aware of how easily the "ears", that attach to the cylinder head studs, can break or crack under tightening. The trick is to insert a match out of one of the old-fashioned match books (if you can find one!) under each "ear" as you tighten them up – you can substitute with a piece of thick card similar to what is used on the thick paper manifold gaskets. The idea is to make provision for any unevenness in the water outlet where it meets the cylinder head. Get your local engineering shop to flatten the base of the water outlet and the surface on the cylinder head where the outlet meets it.

Please send me your questions around Model 'A' woes, and we'll include the solutions in forthcoming Casebooks.

Also, make a habit of referencing www.fordbarn.com/forum



Index of Technical Articles in our Newsletters (find them on our club website)

<u>TOPIC</u>	<u>NEWSLETTER</u>
Brake drums	Nov 2017
Brake spring extender	Dec 2015
Choke rod (Dummies Guide)	Nov 2017
Electrical safety	Aug 2016
Float-A-Motor	Apr 2016
How to polish aluminium trim	Dec 2015
Model A ammeter	May 2015
Model A death wobble	Sep 2017
Model A fan air flow	Aug 2016
Model A spark plugs	Sep 2014
Model A wheel rims	Feb 2014
Model T reverse pedal extender	May 2015
Model T safety device	Dec 2015
Spray paints (SAVVA technical tip)	May 2015
Stopping the Model T	Apr 2016
Toe-in and toe-out adjustment	Apr 2014
Wheel spanners (SAVVA technical tip)	Dec 2014

Ford Model A Hubs, Brake Drums and Some Comments on Setup

After 80 plus years, the original steel drums on an 'A' (and any subsequent replacements) are most likely excessively worn. Snyder's specifies that the drum thickness should not be less than 0.13" (ie 3.3 mm). From my experience steel drums near this limit suffer from significant brake fade when they heat up. They are also prone to distorting and out of roundness.

It seems that a number of people are buying replacement drums of late, so it is opportune to provide a bit more info for anyone wanting to do the job themselves, or in the mistaken belief that a commercial 'brake shop' will do the job correctly.

The aftermarket drums come with a how-to guide and a swaging tool, but be warned that the process demands a big press, care, patience and safe tooling. The how-to guide glosses over most of this. Modern cars do not use the swaging process, so it is unlikely that a brake shop has the capability to do the job to specification and they will probably propose to weld-in the studs. Cheap and quick... but problematic!

Cast iron drums were introduced in about 1932 and are now the standard replacement on 'A's. They are thicker and much heavier, so maintain a greater rigidity, as well as being better at dissipating heat and having a 20% lower coefficient of thermal expansion.

However, replacing the drums on the old hubs is not a simple job and the short-cuts aren't.

Swaging

Swaging is a cold-rivetting process that permanently deforms the stud material. It requires at least 25 T force to compress the stud shoulder down to the correct level, simultaneously permanently expanding the stud to completely fill the gap between the stud and the hub and drum holes. Providing this is done

correctly, the hub and drum are drawn tightly together creating a large friction contact surface between the drum and hub.

The lug stud holds the drum rigidly; it cannot move during braking forces and is unaffected if the wheel nuts are slightly loose. The forces are transferred from the hub directly to the drum, etc.

When the drum is trued afterwards on a lathe, it remains concentric with the hub as it cannot move. Model 'A' brakes require pretty exacting centralisation; unless the drum and hub are concentric, this becomes near impossible.

Press-in Studs

Some modern cars have loose drums and may use press fitted studs. These have a knurled surface which stops the stud turning in the hub. The press fit force is substantially lower than the required swaging force. The drums are held on by a central spigot and an additional locating screw – so they are always replaced in the exact same position. Note that these cars also have hydraulic brakes with floating shoes which are more forgiving than those on the 'A's.

Welding of Lug Studs

The only reason to weld them is so that the studs cannot rotate freely inside the hub – a disaster when trying to change a tyre.

Welded studs allow the brake drum to be loose and slightly out of alignment with the hub (due to the fitting clearance). The studs also have clearance and the loads between the hub and stud are carried by a more concentrated bearing area; probably ok if the wheel nuts are tight. If the nuts loosen, the wheel and drum are free to move and the mounting holes can wallow out – making centralisation impossible. Alternating acceleration and braking will loosen wheels that are not very tightly installed.

Loose drums can be refitted in any location – instantly losing any concentric trueness that may have existed. The studs also tend to be loaded in bending rather than in shear as they are designed. The welds will then partly resist the bending loads and may fail – possibly cracking the hub too. Again, they may withstand the situation but this a poor solution and safety may be compromised.

A more serious problem is that the un-swaged shoulder of the stud stands proud and the nuts may bottom out on the stud, allowing the wheel to be loose. This can lead to accelerated wear, wallowing of the holes, loose nuts.... in a worsening process.

Welding the studs onto the hubs can create additional stresses. Studs can be easily misaligned if done badly.

Where and How

The above said, swaging requires the correct tools and expertise to be done properly and safely. It also takes time. Most auto brake shops cannot do it, do not understand it and may advise what they think is ok to make a quick buck. Rather use a vintage car specialist, an engineering shop, truck shop, etc. preferably with an old-timer who may know how to do the job. Many auto shops only know how to fit new parts and also have very limited engineering knowledge.

Note: If you are looking on Fordbarn.com, the Yanks often call it 'swedging'; they also call slap chips 'French fries', they 'dove' instead of dived, and snuck and sneak around in their tekkies. (*Editor: and 'grease nipples' are called 'zerks'*)

A good article on swaging, with pictures, can be found at <http://www.fordgarage.com/pages/swaging.htm>. The swaging tool guide is easily made and highly recommended; using the vendor-supplied swaging tool on its own is very dodgy.

If the above is daunting, rather buy the hubs and drums complete. Chances are that the hub bores may also be worn anyway.

What About the Other Bits?

The other components in the mechanical braking system are also essential for effective stopping. Unless the shoes are correctly shaped and centred; slop removed in the pushrods, linkages, clevises, crossbar bushes, etc. the system will also not work optimally. These items should also be replaced or repaired.

Pay attention to the geometry of the actuating arms; the included angle between the rods and the arms should be just less than 90° when the brakes are on. More than 90° means that the leverage is decreasing as the pivot point moves over-centre – the opposite of what is desired.

Also check the brake rods; these are forged for maximum strength and durability. However, many cars have weld-repaired rods. As any metallurgist will tell you, welds cause weaker zones adjacent to the weld, irrespective of how well the work is carried out. Most are probably backyard jobs and are painted over – which will disguise any cracks, poor penetration and voids, until too late.

Properly set up Model 'A' brakes are very effective. However, the setting spec is for about 40% front and 60% rear braking duty. This means that the rear wheels are easy to lock up as the weight is transferred forwards under braking; but as the front wheels are rotating, the car can still be steered. I think that this was to cater for novice drivers, dirt roads, wet and snowy conditions.

It may be preferable to increase the front brake force (i.e. tighten the front adjusters) so they provide more power and ultimately shorter stopping distances. If you do then lock the front wheels up, cadence brake (i.e. quickly press and release or pump the brakes) to steer and brake at the same

time. This is basically what modern ABS brakes do even if you panic and hold the pedal to the metal.

In my opinion, the cost of getting the brake system safe is nothing compared to the potential cost of a wrecked car (and its occupants). Although the 'A's came with safety glass, they also had a fuel tank in front of the cab, a non-collapsible steering column, no seatbelts, a nice hard metal dash. In South Africa, red lights and stop signs are now optional too – you will need good brakes sooner or later.

Julian Wills, Nov 2017

'28 Sport Coupe - running

'28 Sport Coupe – under restoration

When I die, I want
to go peacefully in my
sleep like Grandpa.
Not screaming like
all the passengers
in his car. – Will Rogers

Thanks for a very informative article, Julian.

Just out of interest, Snyder's sells new drums and hubs with the swaging already done, and the drums turned true for around R8,000 (landed cost) each – not for the faint-hearted, but at least you'll have peace of mind that the drums and hubs are new, and the job has been properly done.



A set of new front hubs and drums, with studs already swaged on

A Visit to the South African Large Telescope (SALT) at Sutherland....in the snow, in a Model 'A' Roadster!



Starting with this edition, we'll introduce a series of 'How To' articles aimed at those who are still learning about these fascinating cars. The articles are in a tongue-in-cheek format, "Beginners Guides". We do not intend to offend anyone as being beginners, but it is just one way of presenting very useful and practical guides on things that may appear to be taken for granted by many. Please let us know your thoughts on these guides, and also give us ideas for future guides. Editor.



Beginners Guide to the Model A Ford



THE CHOKE ROD

Icons Used in This Series of Articles



The best advice in the article is listed next to this icon. If you're thinking about a foray into Ford Model 'A's, you're going to need it.



This icon is the equivalent of the "Check Engine" light on your Model 'A's instrument panel. Ignore it at your own peril.



I can't quite recall what this icon means, but I think it has something to do with quickly revisiting an important Model 'A' concept. Don't forget to remember these things.



Every now and again I'm forced into some technical babble to add some colour and background to a topic. You should try to read it at least once, but don't get too overwhelmed if it floats over your noggin at high altitude; rather refer these things to your Model 'A' garage man.



One doesn't have to believe everything that is out there on the Internet, but some of the advice has been found to be helpful. We will try and steer you towards those articles that add value to this topic.

The Choke Rod

There are many interesting-looking items attached to a Model 'A', some fairly well hidden, and some of them glaringly obvious. From a right-hand-drive Model 'A' point-of-view, the choke rod is positioned neatly out of the way. On a left-hand drive Model 'A' it is not a very attractive piece of ornamentation, situated above the passenger's knees. Whichever way you look at it, its role in the functioning of the vehicle is vital. Surprisingly, though, there are drivers who don't know all that much about it.

I often get Model 'A' owners asking how they can sort out their Model 'A's poor performance, difficulty starting the car, smoke belching out the back, lots of backfiring, and so on. Quite often, people are unaware of this very important feature of the Model 'A': the choke rod.

This article is aimed at revealing the mysteries of this important, yet often unknown mysterious device, as well as how to set it up so that it functions the way the Fords of the late 1920s and early 1930s were meant to be.

Where is the Choke Rod Situated?



It can be found just above the steering column on a right-hand-drive Model 'A', or above the passenger's legs on a left-hand-drive Model 'A':



The driver of a left-hand-drive Model 'A' should ALWAYS take extreme care when operating the vehicle's choke rod if there is a lady passenger in the vehicle. Not all lady passengers will approve of the driver fiddling for too long, or too often, above her knees.



What Does the Choke Rod Do?

It has two functions:

1. It is used to start the vehicle, since it is the rod that connects to the carburettor air intake chamber;
2. It is used to adjust the air / petrol mixture whilst driving.



How Should the Choke Rod be Set Up?

First, you will need the following components to make the mechanism work correctly:

1. Choke rod grommet – there are two of these – please see the first two pictures below;
2. Choke rod grommet - for sealing the hole in the firewall through which the choke rod passes;
3. Carburettor driver – rides in a short shaft on the carburettor, and is connected to the choke plate, which either closes if you pull on the choke rod, or opens if you push the choke rod in;
4. Choke rod sleeve – holds the choke rod to the carburettor driver;
5. Choke rod spring – the choke rod travels up and down inside the spring – the spring allows the choke plate to open when the operator releases the choke rod;
6. Choke rod grommet – prevents the spring from entering the cab through the firewall.



- a. The rod passes through the small hole just above where the steering column is attached to the petrol tank. There should be a rubber grommet (see first picture above) on this hole.
- b. The rod then passes through the firewall via another grommet (second picture above)
- c. The bottom end of the choke rod has a notch cut into it, and this matches the notch on the carburettor driver (third picture above). Join these two together, and then the joint is and is held in position with a tube, known as a choke rod sleeve (see fourth picture above) that covers the joint and holds the choke rod to the carburettor driver.
- d. Above the tube is a spring (fifth picture above), which is prevented from going into the cab with a washer (sixth picture above).



How Does the Choke Rod Work?

1. Choking the carburettor when starting
(Trouble-shooting tip: Vehicle won't start easily)
 - a. Locate and pull this rod gently towards you (or your passenger – on a left-hand-drive vehicle) when starting the vehicle, especially when the engine is cold – this is the choke, and limits the air intake briefly whilst the starting process is under way.
 - b. Once the engine is running, you can release the rod, and it should return to its normal operating position, where air is allowed to flow normally into the carburettor.

2. Richening / Leaning the Air/Petrol Mixture



Inside the carburettor driver is the “Gas Adjustment Valve (GAV) needle, which when turning the choke rod clockwise, leans the gas mixture out, and when turned anti-clockwise, richens the gas mixture up. An often-overlooked item on a carburettor is the Gas Adjustment Valve needle (A-9525* above), which should be nice and sharp. Always remember that when cleaning out the carburettor, remove the GAV needle housing (A-9528* above) and clean this out as well. The adjustment needle seat (A-9532*) was used on the ‘28/’29 Zenith carburettors.



**Convention used: Wherever a code such as “A-1234” is found, this refers to a part number.*

(Trouble-shooting tip: Vehicle is belching smoke / very rough running, even if the timing is set correctly / heavy fuel consumption)

- By turning the knob clockwise to lean the mixture out, or anti-clockwise to richen the mixture, one can adjust the engine’s performance.
- As a rule of thumb, the knob should be turned clockwise all the way in, then back off anti-clockwise about a three-quarter of a turn.
- Thereafter, the mixture can be adjusted in small increments or decrements depending on how the driver is experiencing the running of the engine.
- If while driving, one experiences backfires between gear changes, this is where you would start to adjust the mixture to stop the backfire – a quarter of a turn in either direction should stop the backfire.
- Adjustments can be made while you are driving – that way, you get good feedback immediately.
- Each vehicle has it’s own ideal setting, so the above are merely guidelines. Generally, once you have found where your vehicle likes to operate best, you won’t need to fiddle too much with this setting.



Precautions

1. Don't try and set this system up any other way – you'll just create complications for yourself, especially if you start experiencing problems.
2. Don't always assume that the vehicle's timing is perfect – when encountering a problem, FIRST check the timing.
3. Don't forget to lean the carburettor out again (turn the choke rod clockwise to approximately $\frac{3}{4}$ to 1 full turns from fully closed) if you have turned the choke rod anti-clockwise more than 1 $\frac{1}{2}$ turns.



I'd Like to Find Out More

1. A good place to start is the Model 'A' Basics web site:
<http://modelabasics.com/carb%20basics%202.htm>
2. Another good site is:
<https://www.modela.org/default.html>



We trust that you have found this article useful, and that future articles will be just as useful. Please send your ideas to Mike for the development of future "Beginners Guide" articles.

The Lotter family enjoying the early Spring Jacaranda blossoms in Pretoria





Geagte Model 'A' Ford Klub van Suid-Afrika

Die nuutgestigte **Model 'T' Ford Klub van Suid-Afrika** in samewerking met die **Suid-Kaap Oumotorklub** in George beplan 'n vier-dag toer van ongeveer 800 km in die George omgewing. Kom geniet die kameraderie van eendersdenkende entoesiaste in die mooi Tuinroete en vier 200 jaar van Ford motors. In 2018 vier die Model 'T' Ford sy 110de verjaarsdag en die Model 'A' Ford sy negentigste verjaarsdag, dus gesamentlik 200 jaar van uitstekende motor-ervarings.

Die toer word beplan vanaf Maandag 5 Februarie 2018 tot Vrydag 9 Februarie 2018. Die jaarlikse George Oumotorskou vind plaas op Saterdag 10 Februarie en Sondag 11 Februarie 2018. Wat 'n winskoop geleentheid – twee groot veteraanbyeenkomste binne een week in die Wes-Kaap!

Kontak die organiseringskomitee vir jou aansluitingsvorm. Die **sluitingsdatum** vir inskrywing vir hierdie toer is **7 Desember 2017**.

Die organiseringskomitee versoek jou vriendelik om jou deelname aan hierdie toer ernstig te oorweeg. Indien jy enige navrae het, skakel my by 082 8565152.

Ford-groete

Philip Kuschke

Voorsitter: Organiseringskomitee

Dear Model 'A' Club of South Africa

The recently-formed *Model 'T' Ford Club of South Africa*, in a joint effort with the Southern Cape Old Car Club, is planning a four-day tour of around 800 km in the George surrounding area. Please come and enjoy the camaraderie of like-minded enthusiasts in the beautiful Garden Route, and celebrate 200 years of Ford vehicles. In 2018, the Model 'T' Ford celebrates its 110-year birthday, and the Model 'A' Ford celebrates its 90th birthday, thus combined 200 years of exceptional motoring experiences.

The tour is planned to run from Monday 5th February 2018 to Friday 9th February 2018. The annual George Old Car Show takes place on Saturday 10th February and Sunday 11th February 2018. What a bargain opportunity – two great veteran and vintage gatherings within a week in the Western Cape!

Please contact the organizing committee for your entry forms. The closing date for entries to this tour is 7th December 2017

The organising committee kindly requests you to seriously consider participating in this tour. If you have any questions please contact Philip on 082 856 5152.

Ford greetings

Philip Kuschke

Chairman: Organising Committee

FOR SALE

Model A Ford Air Filter. Used but in excellent condition. R750.

Call Chris on 081 514 6954

Two 'AR' 21" rims in good condition. R1500 each, or to swop for normal 21" rims in similar condition. Call Mike on 082 857 8733

WANTED

2 (or 1) Front shock absorber for a Model 'A', preferably with the links. Any condition will do, I can up-grade it. Price please. Tel Keith 082 854 9000

Model 'A' cylinder head in good condition wanted – call Mike on 0828578733



Have you bought your badge yet?

These very smart badges are for sale at just R75 each, and are stamped with your membership number, making them unique and collectable. Please contact Mike for more details. (All those who have paid for their badges but have not yet received them, please let me know)

Project Car: Piet van Rensburg's 1928 Coupe

Piet tells us: I bought the car in 1964 from a Mr Markram in Bloemhof for R90. He was a diamond digger in the days when some still had licences to mine. However the car travelled all over as I was transferred a couple of times. The restoration was only started in 2010.

I am still busy with the restoration: the engine must still be done as well as the interior and numerous other things. I have a full set of photos of the restoration.

Thanks, Piet – please share with us, as we would really like to see the progress of this restoration – Editor



Afrikaanse Artikels Welkom!

Indien u 'n artikel in Afrikaans wil bydra, is u baie welkom om dit te doen. Stuur jou Afrikaanse artikels aan: club@modelclubofsouthafrica.com

If you are not yet a member of the Model 'A' Club of South Africa, here is a special invite for you to become a member! Please find the membership form on our website www.modelclubofsouthafrica.com and email to club@modelclubofsouthafrica.com – remember, this is a club that aims to encourage all Model 'T', 'A', and 'B' owners to get their cars out onto the road instead of their cars being on axle stands. We aim to build a register of these vehicles and begin working with Ford South Africa in an effort to grow their historical records and archives. It is a club that is growing rapidly, and has representation in all nine provinces of South Africa, as well as Zimbabwe and Mozambique.

Birthdays for November and December

Many happy returns to the following members:

Aubrey Malden, 7th November
Andre van Niekerk, 8th November
Gert Albertyn, 10th November
Philip Henning, 18th November
Roy Jennings, 19th November
Ben Haumann, 21st November
Ferdi van Niekerk, 23rd November
Wilfred Mole, 5th December
Manie van Zyl, 16th December
Lorenzo Wessels, 19th December
Peter Rivas, 21st December
Hloni Matsela, 24th December
George Webster, 25th December
Peter O'Connor, 30th December

Membership Renewals

We are busy processing membership renewals at the moment, and I would like to urge you to please ensure that your membership fees are up-to-date.



Until next time, happy motoring!

Mike Leisegang

Chairman

Mike's Antique Auto Parts (Pty) Ltd

We specialise in the importation of most American vehicle parts and accessories. You name the vehicle, we'll try and source the parts for you, and ship them to South Africa, via our freight forwarding facility in Florida.

Having problems with shipping eBay purchases? Simply send them to our freight forwarding facility in Florida for inclusion in the next shipment to South Africa.

We have previously sourced parts for the following vehicles:

- Model "A" Ford
- Model "T" Ford
- 1932 – 1935 Ford
- Ford Mustang
- Pontiac
- Ford Pickups
- Chevrolet

Specialists in restoring,
servicing, and maintaining
Model "A" Fords



Contact Mike or Lindy:

Cell: 082 857 8733 or 083 656 7970

Email: mikesantiqueautoparts@gmail.com

Fax: 086 865 8422

