



PRESENTS

# MORRIS MATTERS



**VOLUME 38 NO.1**

# MEET THE COMMITTEE

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# BIRTHDAYS

## FEBRUARY

### JANUARY

ANEL BOWER	2
SARAY BOTHMA	2
JUSTIN MELCK	4
THEO SMIT	4
ANNEMARIE FRANZSEN	5
EMMA CARPENTER	7
JANITA VAN HUYSSTEEN	7
JOHN THOMPSON	14
ADRIAN JOHNSTON	15
MALCOLM JOHNSTON	29

DELAREY CALITZ	2
MICHAEL DE NOBREGA	6
ANDREW RIGGS	7
ANSIE VAN RENSBURG	9
ANDRIES SCHAAP	17
LYNNE SMIT	18
MIKE ROBERTS	19
GRAHAM BALHARRY	20
CLIVE BURTON	21
MARIE LOOTS	21
NAN PECK	22
GREG PECK	24



# ***EDITORS CHOICE***

A new year with new beginnings! I wish all MMOC club members a jolly good start to this new and exciting time. Although our hair remains grey and our ankles swollen from the scorching hot days, we persevere and never let it dampen our spirits. Easter is upon us and may we all enjoy the scrumptious chocolate eggs and time with our families.

## ***CHAIRMAN'S CHATTER***

***BY: FRIKKIE MULLER***

The Morris Club has gained quite a few new members, and we're excited about the number of younger members who joined.

We hope that those new members who live in the country (more than 200 km from Cape Town) will be able to join us at least once this year. You miss out on so many exciting events. I want to commend Clive and Jeanne Burton and Delarey Calitz of live in Kleinmond for attending most of our events. That's commitment for you!

Timour Hall, as always, was well attended, and we had quite a few visitors who showed interest in joining the club. George Classic Car Show was next on the list and those who went, especially for the first time, will never be the same again, as the trip and the comradery after the show just seems to escalate every time. That is where you truly become a member of the Morris family.

The boot sale on the 18th of February was well attended and quite a good number of parts changed ownership.

The subs are coming in nicely but just remember, it must be paid before or at the AGM on the 21st of April.

The new year started on a positive note, so let's keep it that way.

**FRIKKIE MULLER  
CHAIRMAN**



# **RECORD CROWD: OVER 13 000 AT GEORGE OLD CAR SHOW**

A record crowd attended the George Old Car Show 2024, held at Eden Technical High School in the heart of the Garden Route City on 10-11 February.

The organizing club, the Southern Cape Old Car Club, reported that there were just over 13 000 visitors this year, out-stripping the figures from the 2023 event, which had been seen as the bench-mark figure for this amazing classic car event, which was in its 27th rendition in 2024.

“It was a great show,” said Waldo Scribante, Chairman of the SCOCC.

“The new layout for the various displays we had this year worked very well, and we had a record number of visitors. It was a joy to see all four fields packed with enthusiasts. The parking was much improved for this year and the iTickets sales worked very well in minimizing queues at the new entrance gates we established for 2024”.



One of the undoubted highlight for this year's event was the extraordinary presence of eight Mercedes-Benz 300 SL sports cars, launched in 1954 to world acclaim. This was a remarkable gathering, as only nine of these cars reside in South Africa and this machine was named the Sports Car of the Century in 1999.



The George Classic Car Show, a haven for automotive aficionados, recently witnessed a nostalgic celebration as the Morris Minor car club took their place as a crowd pleaser. Amidst the gleaming chrome and polished paintwork of vintage automobiles, the timeless charm of Morris Minor vehicles stood out, capturing the hearts of attendees and event coordinators alike.

The Morris Minor, an iconic British car produced from 1948 to 1971, has long held a special place in the hearts of classic car enthusiasts. Known for its distinctive design, reliability, and affordability, it has garnered a dedicated following worldwide. At the George Classic Car Show, this affection was palpable as members of the Morris Minor car club proudly displayed their cherished vehicles, each bearing the marks of loving restoration and meticulous care.

One of the highlights of the event was an interview with long-time Morris Minor enthusiast and club member, Llewellyn Buckley. Clad in his Morris shirt, Llewellyn beamed with enthusiasm as he shared his passion for the Morris Minor.

Llewellyn made a powerful impact with his words which showed up on television. He highlighted that Morris Minors are a love at first sight. There's something truly special about these cars – from their timeless design to their robust engineering. Owning and restoring a Morris Minor is not just a hobby; it's a labor of love that connects you to a rich automotive heritage.

Every scratch, every dent tells a story. Restoring a Morris Minor is a journey filled with challenges, but seeing it gleaming at a show makes it all worthwhile."

Indeed, the Morris Minor car club members at the George Classic Car Show showcased not only their beloved vehicles but also a sense of camaraderie and community. As enthusiasts exchanged stories, tips, and admiration for each other's cars, it was evident that the Morris Minor was more than just a mode of transportation – it was a symbol of shared memories and experiences.



“Just keeping hydrated”  
-Llewellyn



# MORRIS MINOR TECHNICAL TIPS

## ROCKER COVERS

On most elderly cars with overhead valves the rocker cover joint is often a source of oil seepage which results in a thin coating of oil spreading slowly down the sides of the cylinder head, often collecting around the spark plug recesses. B.M.C. engines are no exception; their thin pressed-steel covers are not ideal and can easily be distorted by rough treatment. Leaks can of course be cured but it must be remembered that eventually seepage will occur again, owing to the temporary nature of the gasket material. The 'rubber' oil seals which lie underneath the retaining nuts are similarly made out of a material which is allergic to oil and after a few years service become badly swollen. For the cost of a few pence these should be renewed along with the gasket.

Rocker cover gaskets are stamped from a sheet of neocork, which is cork granules bonded with a neoprene mixture and formed as a continuous sheet rather like a flexible equivalent of chipboard. It is the best material for the job, but unfortunately it doesn't age well. Replacement will be necessary after say, five years or so, regardless of mileage. Removal of the cover is achieved simply and quickly by undoing the two sleeve nuts on top. Their hexagons are shallow so the best tool is a flat spanner as in fig. 1; sockets and ring spanners have a chamfer which means that there is a lot less contact between spanner and nut. Standard spanner size for these sleeve nuts is 5/8" AF.



FIG 1.



FIG 2.

See fig. 2, so make doubly sure you have the right one, .012". If you only have metric feelers, use 0.3mm. Use the starting handle to turn the engine or engage top gear and gently rock the car backwards to set the correct position for adjustment.

Whilst the cover is off, there's a good opportunity to check the valve clearances. It doesn't take long and is another ticked box on the maintenance schedule. It's a simple job which most will be familiar with. The etching on feeler gauges is notoriously hard to read (and to photograph)



FIG 3.

Observe in fig. 3 that two valves are depressed at any one time and the entire set can be checked/adjusted with only two revolutions of the engine.

# MORRIS MINOR TECHNICAL TIPS

FIG 4.



To ensure the best chance of a leak-free result, some care should be taken whilst refitting the rocker cover and its new gasket. First clean the cover scrupulously and examine it for distortion. The sides must be parallel with an even flange all round (fig. 4). Lay the cover on a good flat surface (a worktop is ideal as in fig. 5) and slip a piece of thin card under the edge to test the clearance. Small adjustments can be made by a little judicious bending; using a hammer will in all probability make things worse!

FIG 5.



If overtightening has occurred, the area around the securing bolt holes will be distorted and must be brought back to be flat and even to give the sealing rubbers a chance to do their job properly.

FIG 6.



New gaskets, however carefully packed will have some degree of distortion as in fig. 6.

It's hopeless trying to tuck a bendy gasket under the rocker cover and expect it to stay in place whilst you go and find the retaining nuts. A little assistance is required here and by far the best solution is to glue the gasket to the cover.

Nowadays, new gaskets are made with a bridge halfway along, which is there to maintain the shape during the period between manufacture and fitting. This must be removed prior to use; lay the gasket on a flat surface and use a very sharp knife to neatly trim off the bridge.

Now clean the flange of the rocker cover thoroughly and degrease it with a drop of petrol on a rag. Apply a contact adhesive to gasket and flange and when tacky put them together making sure that, as in fig. 7, the fit is perfect. Lay aside for a few minutes to allow for setting during which time the mating face of the cylinder head should be cleaned. There is no need to glue both sides of the gasket; the glue is for positioning, not oil - sealing.

# MORRIS MINOR TECHNICAL TIPS

FIG 7.



Lay the rocker cover in position taking care not to snag the new gasket. On 1098 cars this may be tricky as the later type of heater valve can be very obstructive.

The retaining nuts, washers and rubber oil seals may now be replaced. Sometimes there are lifting eyes fitted under these sleeve nuts, if not there should be a 3/16" spacer. Omission of either will prevent the cover being tightened down properly. The correct order of parts is shown in fig. 8 and is: 'rubber' oil seal, dished washer, spacer or lifting eye, thin washer, sleeve nut. Sometimes the dished washers have gone missing and should be replaced, as they help to prevent the rubbers spreading.

FIG 8.



There is no need to get carried away when tightening the sleeve nuts, it only squashes the oil seal rubbers. Fig. 9 shows that the standard sleeve nuts have been replaced by some home-made items tightened by the fingers only, which is sufficient. The same illustration shows a new rocker cover gasket fitted evenly along its joint.



FIG 9.



# REGALIA



**FLAT CAP R150**



**BASEBALL CAP R80**



**UNION JACK/ENGLAND WINDOW FLAGS R30**



**BUMPER BADGES R180**



**CAP BADGES R50**



**DUST CAP REMOVER R30**



**CLOTH RECTANGULAR BADGE R35**



**CLOTH CIRCULAR BADGE R40**



**KEY RING R50**



**BUMPER STICKERS R20**

**RETIRED!  
RUSH ON BY**



**MAGNET/PIN BADGE R50**



**REAR WINDOW STICKER R20**



**MORRIS FRIDGE MAGNET R20**



**LICENCE DISC HOLDER R20**



**CLUB PENS R25**



**LRP REPLACEMENT R140**

**ANY REGALIA QUESTIONS/NEEDS:  
MITFORD ROBERTS: 083 268 0957  
EMAIL: mitfordr1951@gmail.com**

# ***A FEAST FIT FOR A MORRIS***



Members of the Morris Minor Owners Club gathered for a delightful day out, combining their love for classic automobiles with the simple pleasures of ice cream by the beach and tantalizing burgers. With the sun shining and the breeze carrying the scent of saltwater, the scene was set for a perfect Sunday afternoon.

Amidst the vintage charm of the Morris Minor's lined up along the coast, enthusiasts and onlookers alike couldn't help but admire the timeless elegance of these beloved vehicles. From the iconic rounded design to the distinctive headlights, each Morris Minor bore the mark of automotive history.

As the morning unfolded, the focus shifted from the cars to the indulgence of ice cream, with club members and their families strolling along the promenade, cones in hand, enjoying the sweet treats from local vendors.

However, the highlight of the day awaited the hungry crowd at the renowned Burger Fair. As the members arrived, the aroma of sizzling patties and freshly baked buns greeted the hungry patrons, who wasted no time in placing their orders. From classic cheeseburgers to gourmet creations piled high with avocado and bacon, there was something to satisfy every craving. With appetites sharpened by the sea air, club members eagerly queued up, anticipation mounting with each passing minute.

Seated at outdoor tables, club members savored their burgers, swapping stories of restoration projects and memorable road trips. As the day drew to a close, and bellies full, the Morris Minor Car Club bid farewell to the venue, their classic cars rolling along, each journey a testament to the enduring allure of these beloved automobiles and the communities they bring together.

The combination of good company, delicious food, and our shared passion for Morris Minors makes days like these truly special. It's not just about the cars; it's about the memories we create together.

For the Morris Minor Owners Club, it was a day of shared passions, cherished memories, and the simple joys of life – a reminder that sometimes, the best adventures are the ones enjoyed with good friends, good food, and a classic car by your side.

# A FEAST FIT FOR A MORRIS



# ***TRAVELS WITH A TRAVELLER***

Keith Martin has graciously given us a splendid story of his grandmother and her love for the Morris Minor Traveller. We joke about all the onlookers telling stories about their parents, uncles, aunts, grandparents, etc owning a Morris and the impact it had on their childhood memories. Funny how a small car can create such a huge buzz.

**My Grandmother, Marguerite Frances Martin was widowed in 1957 in Rhodesia.**

**In 1959 she decided to visit the UK accompanied by her sister and that she could buy a new car, use it for their tour and bring it back on a ship to Cape Town and they could drive home to Zim.**

**There was a BMC assembly plant in Rhodesia at that time and my Gran researched what kind of car to buy. She was then 64 and had several small grandchildren she would often be transporting plus dogs. So she decided to choose a Morris Traveller. Being a 2 door the grandchildren would be safe in the back and the dogs behind them.**

**She ordered and paid for a brand new Traveller in Clarendon Grey to be ready for their arrival in the UK and made the arrangements through the BMC agents Puzey and Diss in Salisbury. On 31st July 1959 they flew to London where they landed on 1st August.**

**After staying with friends in London they went by train to Oxford and took delivery of the new car from the showroom in Cowley where the Morris Minor Assembly plant was located. The next day they began their tour by driving slowly to the Lake District and then to Scotland and visited Ireland. In this way the car was "run in".**

**After a month they drove through England to Southampton where on 31st August they boarded the Pretoria Castle Mail ship which docked in Cape Town 3 weeks later.**

**The sisters drove home to Rhodesia taking their time. The Morris was registered as S63634 mid October. S was for Salisbury where my Gran lived.**

**Marguerite Frances Martins' first vehicle:  
1927 Baby Austin Coupe**



**She drove the Morris every day for the next 28 years and cared for her car very conscientiously. Every year she attended to the woodwork by herself. She drove around Rhodesia very often on visits to family and friends.**

**She took her grandchildren to visit the Victoria Falls and Kariba. Each year she would take us to Beira in Mozambique. She drove the car through EIGHT clicks in her lifetime without the engine being opened.**

**At Zimbabwe in Independence in 1980 I had told her of my concern that at her age if she was involved in an accident the police might be against her. She listened but rather than giving up driving she went out and took a test, passed it and acquired a Zimbabwe Drivers Licence. She was then 85.**

**On the 10th of August 1987, my Gran aged 92 drove the Morris to the shops for her weekly groceries and took her dog to the vet. She returned home, eat lunch and went to lie down for a nap which she did every day. Her friends arriving for tea and a game of Bridge at 4pm found her lying dead on her bed, a library book still in her hand.**

**I was then 22 and asked to buy the car out of my Gran's estate. None of my cousins wanted it and so it was transferred to me. At Zimbabwe Independence all vehicles had to be re licenced and the car was registered as 220-434 B. I have always used the check letter as the name for my cars in Zim so the Morris became BERNARD. My Gran always referred to the car as male. "He's a fine chap!". She'd say.**

**She drove the Morris every day for the next 28 years and cared for her car very conscientiously. Every year she attended to the woodwork by herself. She drove around Rhodesia very often on visits to family and friends.**

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**I enjoyed every minute of driving Bernard throughout the 1990s and into the 2000s in Zimbabwe and exported him to SA in 2015 to Cape Town where I had moved. The poor state of the roads in Zim meant that I should not drive him there anymore. In 2019 I emigrated to Ireland and considered that I might move Bernard to the UK once more but could see that my lifestyle would not be compatible with running and caring for a classic car.**

**It was the greatest luck that a friend met Delaray in a service station and negotiated the sale and handover in 2022. I could not have wished for a better future for Bernard.**

**Attached are pics of my Gran driving her first car, a Baby Austin Coupe in Rhodesia in 1927 and one of her not long before she died.**

# EVENTS

**SUNDAY 21 APRIL**

Annual AGM meeting



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**SUNDAY 19 MAY**

**Braai at the clubhouse**

We are asking our members to bring any photos of their teenage selves. Dust off those photo albums and get ready to show off your bell bottoms, beehive hairdos and white leather boots!

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**SUNDAY 2 JUNE**

Annual trip to Snoekies in Hout Bay.

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**SUNDAY 21 JULY**

Soup and Bingo

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## ***A TIME NOT SO LONG AGO***





**VOLUME 38 NO.1**