

Morris Matters



Morris Minor Owners' Club Western Cape

March- April 2021
Volume 35 No 2

The good news is that we are allowed to use the Clubhouse again, because we are not a sports club but a motor club, i.e. no contact sports!!!

The bad news is that we lost another member, Philip Trotman, due to an illness. He has been a member of the club since we joined. Gerda took over from his wife as secretary. He had a panelbeater shop and helped many members during the years. Our hearts go out to his family.

We also lost one of our newest members, Pietro Corgatelli, on January 26. Our condolences to his partner, Dennis Koortzen.

Richard, as you all know is still in hospital and although there's still a long road ahead, he is making progress. Please keep him and Bertha in your prayers.

Mark Harris had a total knee replacement in February and we wish him a speedy recovery.

A warm welcome to our newest member, Andries Schaap. I hope you join us on all our events as this is the only way to truly feel the love between Morris Minor owners. The next one is our drive to Dixie's on March 14. Look out for the email with more details

Some of our-not-so-technical-minded members requested that I should give short tutorials of technical advice that even the ladies will be able to do. The first one will be on Sunday 22nd March, when we have our first braai at the clubhouse. Although it is a long weekend, and we will thus not be able to have our AGM, but I don't want to wait any longer. So those of you who are interested, pencil it in your diaries.

Let us be positive that 2021 is after all going to be a better year - vaccine or no vaccine.



Frikkie



Clubhouse: The Cape Multi Car Club, Jan Burger Sports Ground, Parow North



<https://www.morrisminor-wc.co.za/>



<https://www.facebook.com/groups/httpswww.mo>

The committee



Chairman: Frikkie Muller 082 267 3398
gerdamuller76@gmail.com



Vice-Chairman: Ron Clark 083 261 0675
clarkfam@zsd.co.za



Secretary: Gerda Muller 083 619 8708
gerdamuller76@gmail.com



Treasurer: Owen Gush 083 266 1998
owengush@gmail.com



Events: Greg Smit 073 651 3623
smitgp@yahoo.com



Regalia: Mitford Roberts 083 268 0957
mitfordr1951@gmail.com



Technical: Richard Laubscher 083 677
6617 richardlaubscher1@gmail.com



Hospitality / Web: Sandy Gush
072 720 5789 sandragush@gmail.com



Membership: Su Prins 082 660 1952
suprins@me.com



Parts: Peter Blease 082 354 4903
petermoved@gmail.com



Technical assistance: Willie Bouwer
078 183 1765 milabouwer@gmail.com

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Buying a 'new' Morris Minor? Here's what you need to look out for

RUST

- Open the doors and check under them.
- Front door hinges, especially the sill where hinges are attached. (lower)
- Around the windscreen.

RUST UNDER BODY

- Rear springs where attached to front of the body.
- Floor pan, driver side. (Brake fluid spillage)
- Fuel tank
- Listen for body filler by knocking on fenders. Makes a dull noise.
- Front fender tends to rust near top door hinge.

SUSPENSION

- Trunion wear.
- Condition of front sub frame – lower control arm bolts. (Sub frame tends to crack)
- Front and rear shocks – oil leaks
- Wear on rear spring shackle bushes.

COOLING SYSTEM

- Condition of radiator veins – disintegrates between veins.
- Thermostat housing and radiator hoses
- Check for rust or leak under water pump.
- Check radiator overflow pipe for dry rust. (Possible radiator blockage)

ENGINE

- Cold start engine – listen for tappet noise or knock in engine block.
- Duration before oil pressure light dies. (Low oil pressure if it takes too long.)
- Exhaust smoke – white, oil usage/black, heavy fuel consumption.

- Check for oil leaks.
- Filler cap – check for oil and water mixture (creamy sludge) under cap. Can be blown head gasket.

BODY

- Walk around car, check for body straightness. (Gaps between doors.)
- Check windscreen and rear window rubber condition.
- Check for water leak in lower windscreen corners. (Rust marks in corners.)

WHEELS AND TYRES

- Condition of tyres.
- Uneven tyre wear on the front tires. (Worn steering joints and/or wheel alignment.)
- Check steering play on steering wheel. (Worn steering rack – can be adjusted.)

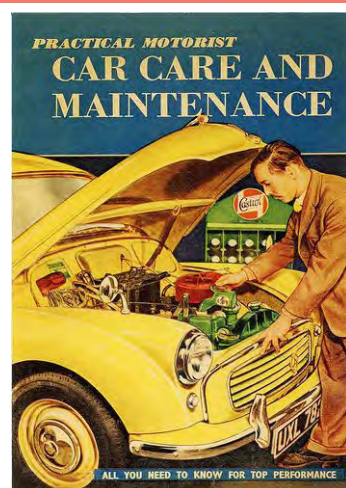
INTERIOR

- Worn carpets
- Tilt seats to check for rust on frames.
- Check for seat strappings – top surface of seat will sag.
- Condition of upholstery.

ROADTRIP

- When applying brakes, check for sideways pulling.
- Gearbox noise, especially first gear.
- Diff noise – prop shaft vibration.
- Check efficiency of handbrake.
- Check all lights and lenses.
- Check headlights' chrome condition.
- Condition of wiper blades rubber and wiper arm springs.

A trip down memory lane





Taking the scenic route to the Grille Shack

by Gerda Muller

Theo and Michele Smit visited this charming place and immediately sent me a WhatsApp with photos, suggesting that it would be perfect for the Morris Club to visit. Mr. Google told me everything else I needed to know to entice the members to go on this outing .

Frikkie and I went on a recce to check out the place for ourselves ... it was Valentine's Day after all, and we were delighted to see that it was everything Theo and Michele said and more.

The manager, Sanet, couldn't have been more helpful, saying she would make sure that we had enough parking and would cordon it off after all the cars had arrived.

Initially I booked for 20 people but by the night before. the number had grown to 41 members and 24 cars!

We met at the Engen 1Stop on the N2 and as usual, Mr. Chairman made his speech about driving in convoy and "looking out for the driver behind you", making sure that the cars stay together.

Frikkie and I took the lead, but no sooner have we turned off from the N2 onto Beach Rd, Ron Clark called and reported that someone, five cars behind



him, broke down and we had to wait.

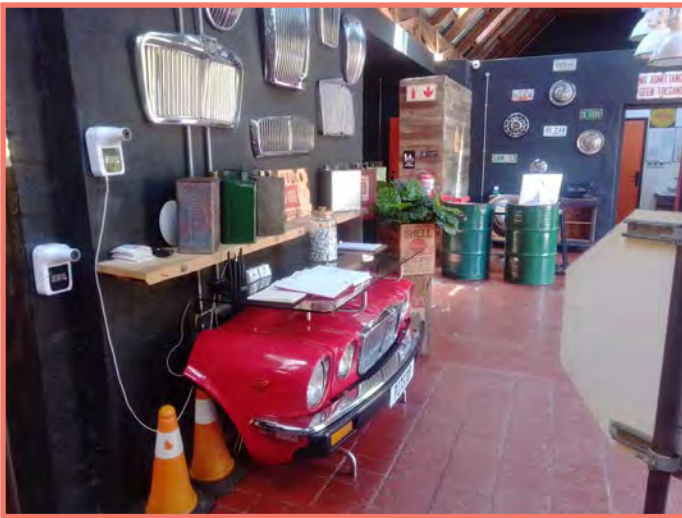
Frikkie made a U-turn to see if he could be of assistance – it turned out that Bobby Moore's Miss Daisy had a bee in her bonnet. For the uninformed, we have a mascot called Chuck Norris (the species is yet to be determined, because I insist that he's a bear, but apparently I'm wrong and that Chuck is of the canine species.) The person whose Morris breaks down during an outing, gets Chuck for company until the next member gets a breakdown and guess who that person currently is? None other than

Mr. Bobby Moore himself. Chuck is thus remaining Miss Daisy's escort until the next unfortunate incident.

It was a perfect day. The weather, although overcast in the early morning, turned out to be sunny, windless, and the sea was as smooth as a mirror. The service was excellent and as the photos will show, the members enjoyed themselves thoroughly.

I haven't heard any complaints at all and that should count for something! Sanet asked me to give her the complaints as well as the compliments, so speak now, or forever hold your peace!

For the members who couldn't make this outing, we're already planning the next trip!





Pictures by Stefan Lombard

One man's obsession with the car that's been his companion for 60 years

By John Quilter

Last November marked the 60th year of my involvement with a particular Morris Minor, a Pearl Grey convertible that my late father purchased on an overseas delivery program. It was built on June 14, 1960, and two weeks later, my older sister, Jane, claimed it at Morris Garages Ltd. in Cowley, Oxford, England.

My love affair with Morris Minors began in the hot, humid summer of 1954 in Charleston, South Carolina, where two middle-aged neighbor women shared an Empire Green 1953 Morris two-door sedan. As a small boy, I took a special liking to their "child-size" car. So, after settling in Menlo Park, California, in late 1954, my father — taking the advice of a 6-year-old — rode the Southern Pacific commuter train some 30 miles to San Francisco and came back with a used 1953 Morris Minor convertible from Kjell Qvale's British Motor Car Distributors. I was in heaven. That Morris saw my father through the MBA program at Stanford University. After landing a new job he traded up to a new one, a pale yellow 1957 tourer.

Then came my sister's 1960 college graduation and her five-month, 5000-mile European tour in this car. Although today I am its principal driver and custodian, I was always its chief washer, polisher, vacuumer, and maintenance person, from the day it landed on the wharf in San Francisco. In fact, over my 60 years with this car, there is no part of it I have not cleaned, polished, taken apart, adjusted, overhauled, or simply inspected for proper appearance or operation. In 2008, I disassembled it for a full respray in the factory color, complete with the proper red pinstripe.

My early fascination with Morris Minors did not exist in a vacuum, however, and it set in motion an

entire lifetime of devotion to British cars in America. I am now retired from 32 years as the western regional warranty manager of the British Leyland Motor Corp., Jaguar Rover Triumph, and, most recently, Jaguar Land Rover North America.

Lately, I've been reminiscing about my time with this Morris Minor. The day after my 16th birthday, I took my California driving test in it. I took my first date out in it. I put countless country road miles on it with friends. It was the car a high school buddy and I spent 700 miles in, midwinter in bone-chilling cold, on a road trip to southern Oregon. My father was an early naval aviator, and one of his primary rules was: "Don't break the machine that is transporting you." To that end, he used this car to successfully impart the finer points of finessing the mechanical attributes of a fragile little machine. They have served me well.

When I was a boy, I distinctly remember a few automotive eccentrics in the area who still drove their Model A Fords in a world of Galaxies, Chargers, and Vista Cruisers. So now, as I consider the Morris, I wonder if this machine is as irrelevant an artifact of automotive history as the Model A was in the mid-1960s. Can I continue to ignore its lowly 37-hp performance as it balks the progress of impatient soccer moms in their 6.0-liter SUVs or the heavy-footed hotshots in their M-series BMWs? Is there no respect for a moving display of automotive history in an age of sat-nav, Bluetooth, blind-spot cameras, and every other sort of driving aid?

So whither go this Morris, now that I enter the final quarter of my life? This car outlived my father, and I suspect it may outlive me. In light of the above, I have left detailed instructions in the glove box, which hopefully some future owner will find and take to heart.



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Club fees

Full member	R300
Full member + partner	R350
Senior citizens (+65)	R250
Senior citizen + partner	R300
Under 25's	R200
Country members	R210
(>100km from Cape Town)	
Members living outside SA	R210

Subscription fees include R50 National Rally Levies, determined by the National Body.

New applicants must pay a registration fee of R50.
Membership Badge included.
Final payment is due by the end of March each year. A re-joining fee applies after this date.
No cheque payments are accepted.
EFT to:
Morris Minor Owners Club
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Branch: 051001
Account number: 27 119 3093

March

- 1 Dave Gerstner
- 15 Rob Tissington
- 24 John Swift

April

- 3 Greg Smit
- Joe Smit
- 4 Cristina Jones
- 8 Elsie Marnewick
- 9 Yvonne Bootcov
- 12 Mila Bower
- 13 Santina Harrison
- 14 Michael Morris
- 16 Pat Birkett
- 25 Dirk Potgieter
- 26 Etienne van Bergen
- 29 Roger Buckley