



MORRIS MATTERS

WESTERN CAPE NEWSLETTER

November / December 2016

Volume 30 N°4



*The Chairman & Committee members
thank you for your support
throughout last year and wish you &
your families Merry Christmas &
Many Blessings in the New Year*

COMMITTEE MEMBERS:

Chairman	Vice Chairman	Secretary
Malcolm Jones 021 591 2510 084 7744660 crisota@netactive.co.za	Frikkie Muller 021 903 1591 082 267 3398 gerdamuller76@gmail.com	Gerda Muller 021 903 1591 083 619 8708 gerdamuller76@gmail.com
Treasurer	Events	Regalia
Gerhard Robbertze 021 870 1592 082 561 6897 gerhard@lerouxmobile.co.za	Charl Cilliers 021 887 4000 082 471 5528 charlcilliers75@gmail.com	Mitford Roberts 021 558 3482 083 268 0957 Mitfordr1951@gmail.com
Technical	Web	Membership
Richard Laubscher 021 913 5937 083 677 6617 richardlaubscher1@gmail.com	Tony Harrison 021 434 7265 082 373 8820 tohar@telkomsa.net	Cristina Jones 021 591 2510 083 522 8881 crisota@netactive.co.za



MORRIS MINOR OWNERS CLUB WESTERN CAPE

P O Box 38074, Pinelands, 7430

Clubhouse: The Cape Multi-Motor Club, Jan Burger Sports Ground, De Grendel Road, Parow North.

Web: www.morrisminor.co.za

Facebook page: Morris Minor Owners Club: Western Cape



THE CHAIRMAN'S BRIEF

Dear Morris friends,

2016 is almost gone. As we approach 2017 let's recap on the past Morris year. We had great events throughout. Special mention goes to the Hobo party to celebrate 30 years of our Club. What a fantastic gathering! Good food, good music and so much fun dressing up as hobos!

As you all know we will be hosting the National Rally in 2020 and we need ideas, sponsors, fund raisers and lots and lots of helpers. The only way to succeed is if we all work together. If you would like to get involved please approach the Committee. We are busy forming a Sub-Committee especially for the Rally.

I will be stepping down as Chairman in February having completed four years which I couldn't have done without the help of a dedicated Committee. Cristina stands down as well, so the Membership Portfolio will merge with Secretary

The Festive Season is just around the corner. For those members visiting their families may you reach your destination safely. Have a wonderful Christmas and many blessings for the year ahead.

Till our next Morris encounter. Keep well.

Malcolm

NEW MEMBERS

Clive & Jeanne Burton
 Danielle Viljoen
 Jonny & Estelle Maritz
 Greg & Lynne Smit
 Alastair & Janita van Huyssteen
 Ian Gillespie
 Les Blake



Welcome to the family. May you enjoy many long and happy Morris years!

CONDOLENCES

Our thoughts and prayers go out to the family and friends of the following members who passed away:

Alan Bradley: Unfortunately we didn't get to know Alan very well as he joined the Club recently but he was very fond of his "Bertie". Our condolences go to Lyn and the rest of the family.

Joy Watts: A shining light. She enjoyed many of our outings and gatherings. Who can forget her lovely personality, full of life and fun? Our thoughts are with John and the family.

FORTHCOMING EVENTS



- 4th December: End of the Year function at Dixie's, Glencairn
- 22nd January 2017: Timour Hall Classic Car and Bike Show, Plumstead.
- 11-12 February 2017: George Old Car Show
- 19 February 2017: AGM at Clubhouse

NEW SUBSCRIPTION RATES FOR 2017

Please note the new Subscription Rates for 2017:

Full Member	R 225.00
Full Member + Spouse/Partner	R 250.00
Senior Citizens (over 65 years)	R 175.00
Senior Citizens + Spouse/Partner	R 200.00
Students (<25 years)	R 150.00
Country Members: (Living more than 100km from Cape Town)	R 160.00
Overseas Members	R 160.00

Subscription Fees include a **R50.00** National Rally Levy as determined by the National Body. New applicants must pay REGISTRATION FEE (Compulsory) of **R50.00**. **Membership badge is included.**

Bank: Standard Bank
Branch Code: 050 704
Account name: Morris Minor Owners Club
Account no: 27 119 3093

Please pay by **EFT** if possible to save the Club banking charges on cash transactions

FEEES TO BE PAID BY THE 31ST OF JANUARY

Please notify Cristina Jones (Membership Portfolio) of any change of address, telephone or e-mail, so that you continue receiving our newsletters.

BIRTHDAY LIST

NOVEMBER		DECEMBER	
Frans Visagie	6	Dylan Birkett	4
Tony Harrison	9	Gawie Hugo	5
Ohna Visagie	10	Claire Hoffman	6
Jeanne Burton	10	Melanie Buchanan	7
Jane Ross	12	Mark Harris	10
Paul Hoffman	12	Jasper Hoon	17
James de Villiers	12	Amanda Bruce	18
Peter Leatt	21	John Carne	20
Ian Gillespie	23		
Coetzee Burger	24		
Pierre Olivier	24		
Helmine Derksen	27		
Mariette Terblanche	28		

HAPPY BIRTHDAY!!!



The Mosquito (1943). This prototype which would develop into the Minor had headlights hidden behind the grille



NWL 576 was the first Minor off the production line. It now resides at the Rover Heritage Centre at Gaydon

RECENT EVENTS

DARLING WILD FLOWER SHOW – Sunday 18 September

By Gerda Muller

18 September – as promised, a beautiful, sunny spring day. We met at the clubhouse, dressed to the nines in our vintage clobber..... well, some more than others! Charl and his dad, also Charl Cilliers, looked the part from headgear to shoes to vintages watches.



Bertha and Richard Laubscher looked like Twiggy and her bodyguard, Don Riccardo! There were rockers and flower power and bellbottoms galore. And Frikkie came as "Wit Freekaffieplaas", with his khaki's, knee high socks with his comb neatly tucked into the sock.

At the show grounds in Darling, the group split up and went on exploring the different stalls and exhibitions. One of the organizers offered to take us for a drive on a tractor and wagon to the vlei, where we could have a better view of the flowers. Young and old, cripple and agile, the Morris guys and gals were represented..... only 1 youngish guy from the Jaguar club joined us. I asked him where his fellow club members were, to which he answered "They are all old, they are not adventurous at all"..... I immediately pointed out that Andrew Riggs and Dave Gerstner were in their 80's, but that just goes to show the spirit of the MMOC members is still young!

Fields of purple, white, yellow and orange flowers with patches of arum lilies in between was a sight for sore eyes. In the meantime, Mr Jaguar and I got acquainted and I convinced him to buy a Morris and join our club, because we have much more fun!

The food at Bistro 7 was amazing, the price average and everyone had a marvellous time. So what could dampen one's spirit after a day like that, you may ask? Frikkie's Amber (f.y.i. Amber is the Morris, not a girlfriend) breaking the lower control arm link on the way home, that's what!

Frikkie couldn't control the car, but held onto the steering wheel for dear life. We went off the road, over some dirt and ended up connecting a fence pole. Almost immediately a man with a Toyota Fortuner offered to pull us out. Once we were on the side of the road again and could assess the damage, we saw that there was no way that the car could be towed... we needed a car trailer.

Greg Peck had a trailer for us, but we had to wait for him to finish with a meeting. Whilst waiting, a very kind gentleman named Johan Kroes, from Gouda Wind Energy Facility, came along and offered Frikkie some coffee, which was very welcome, because by that time the sun was setting and it was getting colder. Mister Kroes must have had a premonition that Greg might forget the wheel straps, because when he went back to his house to get the coffee for Frikkie, he also brought his wheel straps, and lo and behold, when Greg arrived (sans wheel straps) he once again saved the day.



In the meantime, Willie and Mila Boucher took me home. Frikkie, Greg and an injured Amber arrived at our house at 20.30, tired, dirty and fed-up.

At the moment, Amber is in hospital for cosmetic surgery and is on her way to recovery.

Thank you Willie and Mila, thank you Greg, thank you Johan Kroes, and a special thank you to all the Morris members who stopped and offered help and condolences. And a special warning from Frikkie: **PLEASE CHECK YOUR SUSPENSION LINK ONCE IN A**

WHILE AND GREASE IT MORE OFTEN.



HOBO PARTY – Saturday 22 October by Gerda Muller

We decided on the hobo theme for our 30th anniversary - it wasn't our first hobo party and we just had to outdo the previous one!! Fish and chips wrapped in paper, was the food of choice, and Frikkie promised that Kariba Fisheries in Kuilsrivier has the best fish and chips in the country.



Saturday morning, a few of us proceeded to change the clubhouse into "skid row". The tables were covered with newspaper, plastic shopping bags for chair covers, weeds from the garden and veld in coke bottles and empty jars, used candles in holders made from wire and Doom caps. Plastic cutlery, just in case some weren't prepared to eat with their hands (like they were supposed to) was neatly tucked into foamalite containers and toilet rolls.



Frikkie arrived with our dinner, carrying a sign saying "R10 please. For R20, I'll fake a limp", looking like a drug addict, dark circles under the eyes, passion gap made with koki pen.

Gerhard came with his "house" in a plastic crate pulled along on a piece of rope, blankets, pillows, booze in a brown paper bag and last but not least.....a shower head!!!! Christa, wearing a pair of rubber "plakkies" with socks (not a pretty sight) and a gorgeous green hat, built their own little kaia next to the mop, brooms and wheelie bin. Gerhard, Springbok beanie pulled so low that his ears stuck out, "entjie" behind one of them (for the uneducated, an "entjie" is Capie slang for a half smoked cigarette), glasses on a string around his neck...without one of the arms, so he had to tie it around his head with a piece of string. But the "piece de resistance" was his teeth, crooked, ugly, huge overbite!



The men hadn't shaved for days, which made it easy for them to look the part. Charl bought himself a horrible green suit for R20– Mayor of Shanty Town. Donata was wearing an army jacket and a pair of leggings full of holes.

Ron (with the most horrific rug on his head) and Sharon Clark, looking like a garden boy, also dragging a container with their refreshments behind them, with a sign saying "Please Help. No work. No food. God Bless". Bertha had curlers in her hair, Richard went Afro.



There were beanies and work clothes and mismatched shoes, socks with holes in them, Andrew wore 2 left shoes, Cristina had blacked out her front teeth with insulation tape, Malcolm looked more like a hobo than a hobo himself.

Owen travelled with his walking stick, a roll of toilet paper in a bag and a copper mug hanging from his braces. He and Sandy both had their cutlery on a rope around their

necks.

Yvonne wore a pair of shorts over tracksuit pants, huge hat tied with a scarf around her head, bottle of dop in a paper bag and a huge zoll made out of newspaper.



Always the gentleman, Mitford was way too neat. I turned Mitford's baseball cap sideways and drew a few "scars" on his face.

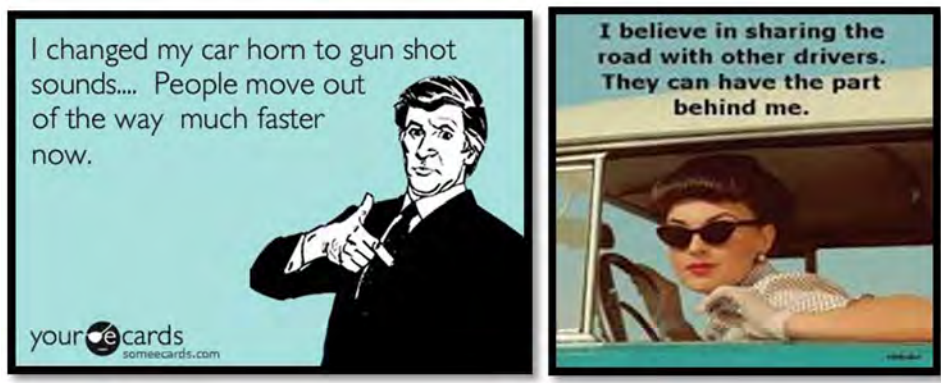
Tony with an old vest with holes, a shirt with torn off sleeves over it. Mike had a way too small "laphoedjie" on his head.

But... you may ask, what about "moi"? Just look at the photos... I had a few prosthetics to help me gain some weight all over, and make up did the rest.

The "undressed" had to pay a penalty...we need funds for the 2020 National Rally.

HAPPY 30TH ANNIVERSARY MMOC WESTERN CAPE!!!





TECHNICAL

Secret of a good running Austin A series engine Part 1

by Richard Laubscher

(Extracts taken out of Workshop Manuals, Tuning BL's A series engines manual or from experience gained/ Specifications might differ slightly from different manuals) Note: This is a detailed but condensed draft and can be more easily followed if reference material such as Workshop Manuals can be researched.

Our Morris Minors are almost all 50 years old or older. For us that through grace have reached or passed this age, know how we sometimes "feel" and know that we have to go for a "check-up" and many times also a "repair". Our beloved cars are no different and most of us want to know why the engine is not performing, missing, cutting out at stop streets etc. A big problem is also the availability of many components of other Austin/Mini engines that fit, but are incorrect for the engine you have and you sit with an engine that is not compatible for its design. Make sure your engine has the correct components fitted to it. Below find a summary that you or someone experienced to work on engines can follow to ascertain what the condition of the "power source" of your car is and what to do to correct it. Please follow it in the sequence of this draft!



You might ask, why the title "Austin A series engine"? Whether you have the old 803cc, 948cc, 1098cc or 1275cc (Austin Marina) engine, everything applies, with slight variations though.

1. If you appreciate the following statement and apply what is not right, it is guaranteed that you will see a vast improvement if your engine was "sick." How the engine works must be correct, (in a nutshell) in other words the **4 Stroke Principle must apply for your engine to "run well"** as well. I am not talking "Greek" but "Mechanic", the Intake system, the "Compression system", and the "Power & Exhaust system" must be correct for it to function correctly.

2. If I was you, I would start with looking at the Compression part of the 4 stroke principle first. (You can call this complete draft a major engine tune up if you want) . Perform the following:

A. Get the cylinder head torqued down, 803 to 1098cc (40LbFt or 54Nm) (1275cc 40 – 50LbFt or 54 - 65Nm) First lower, then higher torque and in the correct sequence, from middle to front and rear working in a pattern from middle out to ends of cylinder head, little by little, not all from centre to end.

B. Torque Rocker Shaft (25LbFt or 39 Nm). All engines.

C. Adjust valves cold as follows: Inlet and Exhaust 0.012" (0.30mm). It applies to all the engines.

Remove spark plugs, adjust valves as follows, turn engine clockwise from front and view when specific valve is fully open:

Use this method below & not "Boere method" as there is a difference, I have experienced it.

Valve Fully Open	Check & Adjust
Valve Number 8	Valve Number 1
Valve Number 6	Valve Number 3
Valve Number 4	Valve Number 5
Valve Number 7	Valve Number 2
Valve Number 1	Valve Number 8
Valve Number 3	Valve Number 6
Valve Number 5	Valve Number 4
Valve Number 2	Valve Number 7



3. See that battery is in a good condition, fit compression tester, open the accelerator, and keep it open, press the starter switch inside the engine compartment, do not use the ignition as the petrol pump will run and ignition coil will be activated.

Observe gauge & note compression of each cylinder, at least 2 – 3 compressions to max pressure. 1st. turn of the engine, the pressure must be relatively high and maximum last pressure rise value must be 100 to 150 Psi (690 - 1034 Kpa), and all cylinders must be the same. Manuals indicate that the Morris Minor engines are for low compression (LC) engines to be 130Psi (896Kpa) and high compression (HC) engines to be 160Psi (1600Kpa) Variance not to be greater than 10 Psi (70 Kpa). For the A series 1275cc engine: low compression (LC) 170Psi (1172Kpa and high compression (HC) 190Psi (1310Kpa) Use the following to determine cylinder condition:

1. Measure 1st and final pressure rise; note pressure readings on a paper.
2. 1st Pressure to be at least 50% of final pressure rise.
3. If 1st pressure is over 50% of final pressure and if final pressure is lower than specifications, then it is leaking cylinder head valves.

On lower pressure cylinders, add 1 to 2 squirts of oil (oil can) to all cylinders and attempt again, if it is still low, it is valves gasket or cylinder head related.

If it is higher now, it is compression rings related. If 2 next to each other Cylinders have the same pressure but is low, it is gasket or cylinder head related. (Blow-by between 2 cylinders) The latter happens if the cylinder head and/or block are not flat, inferior quality gasket used or the cylinder head after installation, has not been re torqued after + - 800 Miles. If your engine is smoking grey we say your engine is using oil, oil bypasses the oil control rings, valves and stems in the cylinder head or the liner wall condition is poor. Attend to deficiencies as the engine will not improve if left as it is, as the rest of the draft depends on the effectiveness of the combustion area.

The follow-up session will be drafted in our next club Morris Minor News Letter which will deal with "**POWER, INTAKE & EXHAUST**"; It is especially the **POWER** we all are concerned about, on a Morris Minor!

Hope this helps you so far, if not, give it to someone who can help you!
"Happy Morrie-ing"
Regards

Richard Laubscher

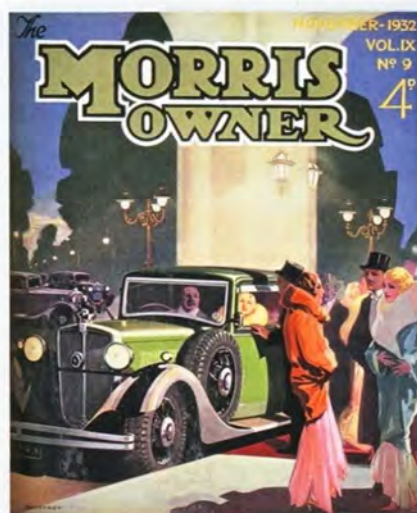
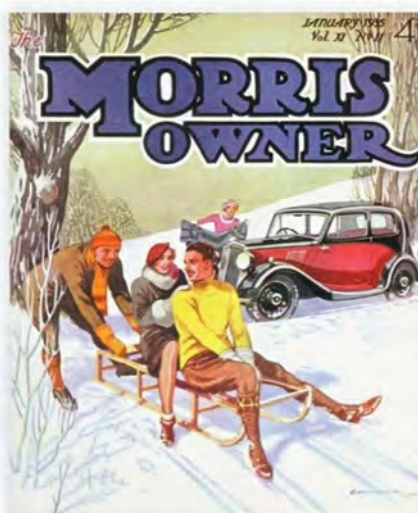
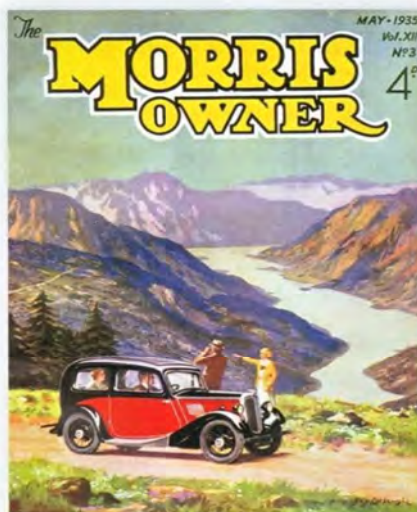
REGALIA

AVAILABLE STOCK

CAPS	R 65.00
CLOTH BADGE (round)	R 20.00
CLOTH BADGE (rectangular)	R 15.00
PENS	R 25.00
KEY RINGS	R 45.00
CARDS	R 15.00
BUMPER BADGE	R 150.00
CAP BADGE	R 35.00
STICKERS	R 20.00
FLAGS ENGLAND	R 30.00
FLAGS UNION JACK	R 30.00
STALK FLAG	R 20.00
STEERING COVER	R 85.00
FRIDGE MAGNETS	R 20.00
T-SHIRTS	R 40.00/60.00
LRP ADDITIVE	R 120.00
30 TH ANNIVERSARY MUGS	R 115.00



NOSTALGIA CORNER



'There's nothing annoys me more than when anyone calls me lucky. The man who calls you lucky you'll generally find has missed any opportunity that came along.'

Lord Nuffield

Above Selection of *Morris Owner* magazine covers from the 1920s and 1930s. From the delights of beach and touring holidays to the luxury of evening parties, the magazine was clearly 'selling the dream'