



MORRIS MATTERS

WESTERN CAPE NEWSLETTER

January / February 2017

Volume 31N°1



Happy Holidays to all Morris Minor campers!!!

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 8701592 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

POBox 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

EDITORIAL

I am compiling this magazine for the second time. As you know I have taken upon myself, rather as a challenge, to do Morris Matters' editing temporarily for John Watts.

However, the magazine wouldn't exist without the articles and photos provided by Club members. In this particular issue I must give thanks to Gerda, Bertha, Richard and Tony for their contribution with articles and Sandy for the lovely photos taken at our end of the year function. Very much appreciated. So let's all join in with pieces of writing, photos, comments and criticism if you must. Any input is welcome.

Cristina Jones

ADVERTISING IN MAGAZINE	
Full page	R 1,200 per year
Half page	R 1,200 per year
Two lines plus photos once off	R 100
Two lines only once off	R 50

THE CHAIRMAN'S BRIEF



Dear Morris friends,

I hope you all have had a Festive Season full of fun surrounded by family and friends, enjoying good food and opening Father Christmas's presents. For the ones who travelled I trust you had a safe journey.

We start the Morris year with the usual annual event of Timour Hall. We managed to keep our privileged spot and this year a special bridge has been built to allow us an easier manoeuvring into our parking area. So I'm looking forward to sit under those willow trees and share a pleasant and relaxed day with the rest of the Morris crowd.

And of course, we mustn't forget about the George Old Car Show, always a winner and this year with a bigger attendance from our Club.

As I mentioned in the previous issue, we are busy forming a sub-committee that will deal with the organization of the 2020 Rally which is round the corner. We need ideas and most of all people willing to work towards a successful Rally. If you are that person let us know.

This is my last chat as a Chairman. I wish to my successor a happy term and may the Club continue to be the "big family" that it is today.

Cheers to all

Malcolm

CONDOLENCES

Our thoughts and prayers go out to our members

Jasper Hoon, who recently lost his daughter Alecia

John Watts and family whose wife Joy passed away 19 November 2016

Gary van der Westhuizen, whose wife Lorna passed away 1st January 2017

FORTHCOMING EVENTS

22nd January 2017: Timour Hall Classic Car Show, Plumstead

11-12 February 2017: George Old Car Show

19 February 2017: AGM at Clubhouse

19 March: British Car Run

9 April: Burger Fair



More details on each event will be sent by e-mail closer to the date. Please contact Charl (082 471 5528) if you wish to attend.

NEW SUBSCRIPTION RATES FOR 2017

Notice 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 to save the Club banking charges. If you must pay by cheque please add R20 for bank charges.

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

<u>JANUARY</u>		<u>FEBRUARY</u>	
Saray Bothma	2	Andrew Riggs	7
Nico Wolmarans	3	Christa Robbertze	7
Janita van Huyssteen	7	Anthony Krzesinski	8
Sandra Rennie	10	Lynne Smit	18
Gerhard Robbertze	18	Graham Balharry	20
Schalk Wolmarans	29	Clive Burton	21
		Nan Peck	22
		Greg Peck	24
		Sydney Young	25

HAPPY BIRTHDAY!!!



1955 Series II had the new style grille but still retained the split windscreen



The Minor 1000 was launched in 1956 with one piece windscreen and was to remain basically the same until production ended

CONDOLENCES

JOY WATTS&LORNA vd WESTHUIZEN

Dit is met leedwese dat ons moet berig oor die ontydige heengaan van hierdie twee dames.

Joy is 19 Nov 2016 oorlede na 'n lang siekbed. John het noodwendig baie swaar gekry as gevolg hiervan. Die begrafnisdiens is in Somerset Wes gehou 26 Nov 2016. Die prediker se diens was baie uitsonderlik: in sy bediening het hy te doen gekry met heelwat ouer mense en wat hom opgeval het, is die feit dat so baie van hulle net kla oor hul pyne en skete. Dit is baie negatief en dit is tyd dat dit moet verander. Tydens 'n biduur het hy dan vir die groep gesê dat hy 'n probleem hiermee het en besluit het om tydens die spesifieke biduur tot God te roep om hulle almal 'weg te neem'. Dit is net logies dat die gemeente geskok was, maar een ou dame het onmiddellik verstaan waaroor dit gaan en die groep opgeroep om te verander en 'n verskil in die lewe te maak. Na beraadslaging is daar dan planne gemaak en die uiteinde van die saak is dat die oumense 'n kinderhuis op die been gebring het. Die 'moral of the story' is dat 'n mens nooit te oud is om iets vir ander te beteken nie en dit is ons dure plig om dit werklik te doen.



Ook het die prediker gevra hoeveel mense teenwoordig reeds 40jr getroud is – hy was natuurlik deel van die groep. Hy het ons aangemaan om ons maats op te pas en te vertroetel. Die lewe is baie kort en as dit te laat is, dan is dit te laat.

Na die begrafnis is tee bedien by John se huis. John was baie aangedaan oor die groep lede wat die begrafnis kom bywoon het.

Lorna het Des siek geword en is nuwejaarsdag oorlede. Sy was 'n dame vol warmte en liefde en nie een van ons het eens geweet dat sy voorheen kanker gehad het nie. Dit het skielik weer opgevlam. Toe ons haar by die Killarney skou gesien het en selfs by Dixies het nie een van ons geweet dat dit die laaste sou wees nie en die skok was groot.

Die begrafnisdiens is in die New Life Ministries kerk in Paarl waargeneem. Gary het die teenwoordigheid van die Morrisklub baie gewaardeer. Hy het my omtrent gedruk en 'gesqueeze'! Ek het na die kerkdien met hom gaan gesels. Hy vertrek onmiddellik saam met sy kinders terug na Australia en sal na SA terugkeer om sy sake in orde te bring sodra hy emosioneel gereed voel daarvoor. Daarna gaan hy ook emigreer, want dit maak nie sin dat hy alleen hier agterbly nie. Na die diens kon almal ietsie toevoeg tot wat gesê is en wat duidelik geblyk het, is die feit dat Lorna liefdevol en positief was. Die kleinkinders se optrede wat vol selfvertroue was getuig daarvan. Dit is duidelik dat die familiebande hier sterk en gesond is.



Mag John en Gary altwee berusting ervaar. Beide was jare lank getroud en mens groei mos op mekaar. Ons dink aan hulle.

RECENT EVENTS

MORRIS MINOR 'POLICE CARS' by Tony Harrison

During November 2016, I received a call from MMOC member FC Kotze (www.saclassics.com) asking whether my Mom's olive-green 4-door would be available for a film-shoot, as a Police vehicle! He also asked Charl Cilliers whether his car would be available. Apparently, the cars were needed for a shoot for the TV series "The Crown" which covers the earlier life of Queen Elizabeth (II) and which, I believe, is available on NETFLIX. Hope that it will make its way to MNET/DSTV.



The scene to be shot was supposed to depict a meeting with President Eisenhower when the Queen was visiting Bermuda in the 1950's. So, the cars had to be of that period and the setting of the New Harbour at Hermanus was deemed to be a suitable location and backdrop.

The cars had to be taken to a firm in Montague Gardens for application of the Police decals and they were then transported by carrier to Hermanus for the shoot on Friday 25th November. Charl was not able to go to the shoot, but I was collected from my home in Green Point at 5:30 on the Friday morning, taken to Montague Gardens where a minibus took me to Hermanus so that I could keep an eye on our cars.

Having arrived at the harbour before 7:30, I saw that the final touches were being applied to the cars, including Bermudan number plates, blue police light on the roof etc. – see photo, and then proceeded to enjoy a bacon & egg & mushroom breakfast! Hearing music coming from the harbour below, I saw that there was a Brass Band on the quayside, two beautifully groomed black horses and actors in perfect period costume – all part of the shoot.

The cars were called down to the quayside at about 11:00 and when by lunchtime, nothing had happened, we left the cars there and were taken back to Base Camp at the upper section of the harbour grounds for lunch. Enjoyed a delicious steak, with cherries for dessert. The cars were only called onto the set at 4:15 p.m.! The shoot finished just before 6:00 p.m.

Whilst waiting at the car, on the quayside that morning, I was approached by many visitors, most of whom were from overseas (French, British, American, etc) but also some locals from KZN/Durban. One of them told me that he is a member of the Durban Club and owns a lowlight Tourer!

All in all, a very interesting experience.



END OF THE YEAR FUNCTION AT DIXIE'S

by Gerda Muller

On the 4th of December we had our last event for 2016. We assembled in town at Culemborg Motors to drive in convoy to Dixies Pub and Restaurant in Glencairn, which has been an institution with locals, families, tourists, fishermen, bikers and appreciators of wholesome and hearty meals for decades. With an endless view over the ocean, sitting there, enjoying a good meal and the company of likeminded friends, it was a day to remember.

This is the one event that most of our members attend and to me especially, it is the best, because that is where we get to know each other better and in our case, we were fortunate to sit with a couple of our new members. We missed our regulars who, due to circumstances, could not be there, but we believe that we will be seeing more of them as well as more of our new members during this year.

Charl Cilliers, our events coordinator, came with a few surprises. He presented a few certificates, tongue in cheek of course, like to Frikkie the "**Shifting Spanner Award**" for successfully driven into a fence following the breakage of a lower control arm returning from the Darling Flower Show and still attending each and every event presented by the MMOC, me the "**Victorian Lady Award**" for telling the cleanest jokes and for behaving like a true Victorian Lady from Kuils River!, Andrew Rigg the "**Kliphard / Rock Hard Award**" for taking on Baines Kloof all on his own, and for being a "hardegat" (i.e. not heeding to warnings not to do so!), Normanthe "**Attendance Award**" for attending all MMOC events, and for always representing the MMOC with the poise and grace befitting of a gentleman of his youth!, Malcolm the "**Simmer Down Award**" for keeping his cool, for only uttering expletives under his breath, and for serving the MMOC with the somewhat muted demeanour of a gentleman! and as a surprise, a blue pillow that Bertha made for me, because I always fall asleep when we are out on an event..... I was even asleep when Frikkie drove his Morris into the fence post. As a special surprise, Bertha and Richard, who secretly collected funds for some or other "Shoebox Project", to which I myself donated R20, presented moi with the "Shoebox" for services rendered during the year. Of course I immediately took my R20 back! Please be assured that I really appreciated the gesture – it was a hard and trying year and I did work very hard and it is nice to know that one is being appreciated.



On a sad note, our editor, John Watt's wife passed away a week before this event and he, quite understandably, did not see his way open to attend as usual. Going through the photos of this event, I also include a picture of Lorna and Gary van der Westhuizen Lorna quite suddenly passed away on New Year's Day. Our hearts go out to these families.

Here's to 2017 – let's hope it turns out to be a better year.

FOR SALE

Morris Minor 1000. CFM 905 Green 4 door

Genuine 122000 miles on the clock. Has always been in use.

Very original. New upholstery. Good tyres. New battery.

Sold with spare gearbox. Diff. Steering Rack. Radiator. Carburettors and twin carburetors.

Starter. Generator and Voltage Regulator. Fuel Pump(s) and lots more.

R45000. Phone John Watts 084 5005 832.

TECHNICAL

PART 2: THE SECRET OF A GOOD RUNNING A SERIES ENGINE

byRichard Laubscher

This is a follow up of Part 1 that was published in the November/December 2016 Newsletter.

4. Power: What remains here is to observe that the system that ignites the fuel is satisfactory, that being to see that the engines electrical system is correct, such as:

A. Good coil, observe good spark, red toward blue. "Feel it" is the word of the day! Manuals indicate that the resistance on the primary circuit to be 3.2 to 3.4 Ohms. Disconnect both wires; positive & negative when measuring it. Coils should be greater than 2 Ohms resistance.

B. Have correct good spark plugs. Gap 0.025" or 0.65mm. Recommend the German manufactured Febi 13445 spark plug as it applies to all Morris Minor engines. I investigating a few lack of power problems on a few different make cars and found 2 NGK spark plugs that had broken off lower electrode points and it caused severe liner, piston & ring damage. People that prefer NGK spark plugs answer on this problem is that it must be something else affecting it to break off. Champion spark plugs are not reliable anymore as being experienced now a few times with me.

C. Good spark plug leads and distributor cap. Look inside the distributor cap at aluminum/bronze sockets for wear where spark from rotor jumps to spark plug leads. Also look at center spring loaded carbon point for freeness, length and resistance over all these areas. Look at the condition of the rotor, (correct for application) wear and ability to allow spark to be transferred to spark lead contact. Check if it does fit snugly in distributor shaft, no looseness. The rotor should turn the distributor shaft against spring tension, both for clockwise and anticlockwise with no play; freeness or signs of wear. If there is play; poorer engine performance will be recognizable throughout the operating range. Measure resistance of spark plug leads from contact in distributor to plug end. Compare them to each other; they should not have too much resistance. Specifications out of the Tuning BL`S A Series engines are 5000 to 6000 Ohms. Observation checks by me of new copper leads were found to be between 0.5 to 50 Ohms. New carbon type plug leads (Bogie cord) were found to be 1500 to 2900 Ohms. Old original distributor caps with copper spark plug leads were found unacceptable as some measured in Mega Ohms.

D. Look at the points and condenser for corrosion, wear and gap. 0.015" (0.35mm).

E. Set the static timing to 5°BTC (Before Top Centre) for the 948cc, 6°BTC for the 1098cc and 9°BTC for the 1275cc engine. Each sharp point on the timing cover represents 5° and the longest point, point furthest in the direction of rotation is TDC. Compare this specified timing reference to the top dead center line on pulley. This can be checked looking at when the points open (spark noticeable) or better when you used a light source, (continuity light or with a test light connected to a voltage source)

F. Suck on distributor diaphragm pipe (hose), with distributor cap off, the plate with points should turn a substantial distance, if you close the connection with your tongue, the plate should remain under spring back tension, in one place due to the vacuum. This test is to determine condition of vacuum advance module, base plate freeness and piping.

G. If the engine is warm, timing light can be connected and test can be performed to check static and dynamic timing. See manuals for more specific detail specification for each individual engine.



5. Suction: This relates to correct inlet/exhaust manifold sealing, no air leaks anywhere, correct carburetor, inside components and adjustments. See that you have the correct manifold for the engine and carburetor. 803, 948 and 1098cc have basically the HS2, (31.75mm) 1 & 1/4 inch diameters carburetors fitted to them. The 1275 have a HS4; 1 & 1/2 inch carburetors fitted to them. Ensure that you have the correct manifold for your engine. For example the best manifold is the 1275cc Austin Marina/ Mini manifold for the 1275cc engine and not the 1098cc or 948cc manifold. Remove the accelerator return spring and check for throttle spindle movement, up/down & sideways. Rest assure after 50 years there will be a noticeable free play. There is nothing that you can do other than replacing it with a good carburetor or take it to someone for machining and fitment and replacement of worn parts. Ask for a quote or replace the bronze parts in the carburetor if the housing is not worn, yourself. The Jet size (hole) for 948, 1098 and 1275cc is 2.29mm. (Use 2.0mm and 2-5mm drills to establish if it is correct. Needle (SU) for the 948cc is as follows, M needle is Standard (Measures 2.12mm at back section that fits in jet. The 1098cc jet is marked AN (Standard). The 1275cc engine has an AAZ or AAQ needle. (Standard) The fuel level is important, due to the variety of incorrect carburetors that are found on engines it is difficult to advise what the adjustment must be. Some carburetors with plastic floats without the copper attachment plate for needle movement, has no float level checks. On the 9M engines (948cc) the brass float lever underside half circle must be so positioned that if it is inverted, a 7.94mm bar/drill bit must be in contact with float bowl (underside) and just touching the top of the half circle, no gaps. On the 10AMA engines (1098cc) the plastic bowl when inverted with the float lid, a 3.18mm bar/drill bit must just contact the float plate and the float housing at its lowest point. Tip; roll it through and check if float is rising or check if there is a gap. The setting of float level on the 1275cc is to turn the float lid, float and needle and



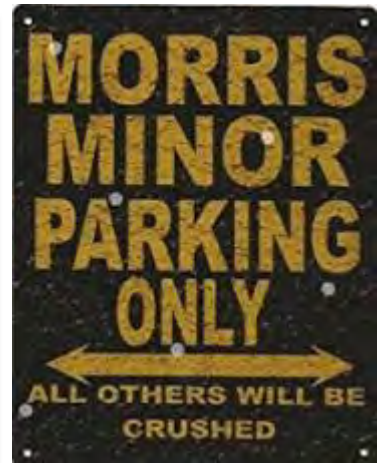
seat over, (upside down). A 3.5 to 4.5 mm drill bit rear sides must just be able to move through, no gap but also no lifting up of the float. (Refer to Workshop Manual for easier checking). If the piston is removed, the level of the fuel must be + - 1.6mm below the top of the jet for the 1275cc engine. Have not tried the latter on the HS2 carburetor but it might just work. If you have continuous flooding of your carburetor, it is wise to purchase a 1 x GAC9201X Grose Jet from Peter Flowers. + - R200.00. (Flood prevention "needle & seat") Can give you pictures if you wish; of things I talk about. Make sure that the choke cable moves the jet down when choke is used, this will ensure easier starting when cold. Replace the accelerator return spring if there is any signs of contact wear.

6. When finished, stand back and admire your achievement. Start the engine and set the timing with a timing light to 5° on the 948cc, 6° on the 1098cc and 9° on the 1275cc when the engine is idling and when warm. Adjust the carburetor jet that the engine runs smooth at minimum speed/warm and press up the piston with the pin on the underside of the carburetor, slowly, if you feel the pin touches the piston, push it up slightly 1 to 3mm. The engine should not run faster; if it does now the more it picks up; then it is too rich, (adjust jet up) it must just start to run faster and then want to die on you, moving from touch to a little bit higher. Best is to adjust this jet with a gasomer @ 2.00 on the gauge compared to pure oxygen which is 0.

7. Engine oil pressure when the engine is warm, should be 15Psi minimum (103Kpa) at idling and 60Psi (414Kpa) at Normal running speed. Can be measured with a quality gauge (0 – 100Psi/0- 690Kpa) at the pressure switch location.

8. Last but not least, consider changing the fuel pump and distributor to be electronic. Ensuring that the correct parts are used and following assembling and pre car inspection specifications will ensure long trouble free running life without having to change parts in them and get advantages that is much. An extra advantage for some and an extra disadvantage for others I would like to add. Fitting it to many cars I have found that if your engine has a performance related problem that was not noticeable with the standard ignition system, the electronic ignition system is bound to show it up. Changing the ignition system to be electronic is not difficult if the recommendations in this draft and fitting instructions and checks are followed affectively.

"Happy Motoring"



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



Morris Minor Low Light Sedans fresh off the production line being packed for export at Morris's Cowley factory
24th March 1949



Morris Minor Sedan Special Edition 1000000
1960



This was the 20,000th Morris Minor when it came
off the production line in May 1957

PHOTO GALLERY







