

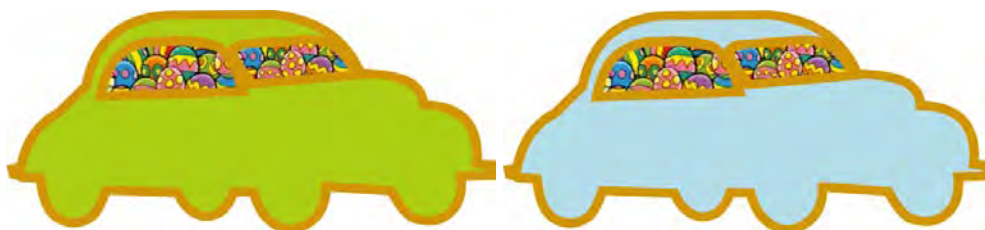
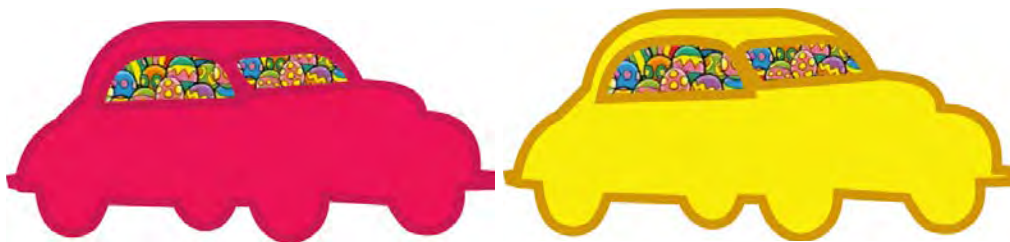


MORRIS MATTERS

WESTERN CAPE NEWSLETTER

March / April 2017

Volume 31 N°2



COMMITTEE MEMBERS

Chairman	Vice Chairman	Secretary
Frikkie Muller 021 903 1591 082 267 3398 gerdamuller76@gmail.com	Ron Clark Tel. 021 761 4469 083 261 0675 clarkfam@zsd.co.za	GerdaMuller 021 903 1591 083 619 8708 gerdamuller76@gmail.com
Treasurer	Events	Regalia
Gerhard Robbertze 021 8701592 082 561 6897 gerhard@lerouxmobile.co.za	CharlCilliers 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	Bertha Laubscher 021 913 5937 073 183 6630 bertiebuzybee@telkomsa.net



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

EDITORIAL by Cristina Jones

In this issue you will find articles on two major annual events: the George Old Car Show and the A.G.M. In fact, we have two accounts of the weekend at George, but none of them entirely technical as you will see. In spite of “*what happens in George stays in George*” we have a peep as to what really went on there.

Our Annual General Meeting was held on the 19th of February. Thanks Tony for donating wine and Bobby beers for the pub gathering after the meeting. There have been some changes in the Committee. **Frikkie Muller** is now our new Chairman, **Ron Clark** took over as Vice-Chairman and **Bertha Laubscher** is in charge of Membership. At the 1st MMOC meeting, **Sandy Gush** was co-opted onto the Committee as well, especially keeping the 2020 National Rally in mind. I can assure you that the Club is in very capable hands. Congratulations and all the best to them!

ADVERTISING IN MAGAZINE	
Full page	R 1,200 per year
Half page	R 600 per year
Two lines plus photos once off	R 100
Two lines only once off	R 50

CHAIRMAN'S CHATTER

Dear Morris Maniacs,

This is my first brief to you, so please bear with me! When I was elected Chairman at the AGM, I couldn't help smiling inwardly. Gerda and I joined the MMOC in 2006, just after the Bloemfontein Rally. Our first outing was a Safari lunch where we had different courses at different member's houses. That gave us insight of how welcoming and friendly the Morris people were. After 11 years, it is still the same. We are a big family and I plan to keep it that way.



From ordinary foot soldier, I was promoted by Steve Leibbrandt as security guard, supposedly to look after the cars while the rest of the troops were enjoying themselves inside the clubhouse. My next promotion was to help Paul Hoffman as assistant Events Coordinator. After that I took another step up the ladder to become Treasurer when Owen and Sandy Gush immigrated to New Zealand. Thank goodness, things didn't work out for them and they came back, for Owen to take over again. I was then promoted to Events Coordinator, a position I occupied for many years. In 2016 I became Vice Chairman, only to be elected as Chairman now in 2017. As they say in the theatrical circles.... follow your dreams and reach for the stars!!!!



I want to remind members once again that we should treasure our Morris and keep them in excellent condition. Concours days will be brought back once again, as well as driving skills. We are also planning to get our parts department updated by means of an inventory. Richard Laubscher, our technical genius is always there if you need any advice or help.

My vision, with the help of my fellow committee members, is to apply myself in canvassing for young members. The average age of the members is in the high 70's - we need young blood.

I also want to take this opportunity to thank the new members elected with me, i.e. Ron Clark as Vice Chairman, Bertha Laubscher – Membership, Sandy Gush, co-opted member and Cristina Jones as editor. Together we make a formidable team and plan to make the 2020 Rally our main aim.

Regards,

FRIKKIE

NEW MEMBERS

Blease, Peter & Bernita
Van Bergen, Ettienne
Van Eck, Willie
Donata van der Merwe



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

FORTHCOMING EVENTS

- 19 March: British Car Run
9 April: Burger Fair
21 May: Bring & Braai at the Clubhouse, "Open Bonnet Day"

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 any of the above mentioned events.



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 **R50.00** National Rally Levies 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.

PAYMENT DUE DATE is NOW 31ST of MARCH

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

BIRTHDAY LIST

MARCH		APRIL	
Dave Gerstner	1	Charles Watt	1
Malcolm Jones	3	Greg Smit	3
Cissie de Villiers	13	Cristina Jones	4
Brian Gilham	14	RykMelck	7
Rob Tissington	15	Mila Boucher	12
Heidi Fourie	15	Santina Harrison	13
Marie Petousis	15	Michael Morris	14
		Pat Birkett	16
		Johnny Maritz	22
		Ettienne van Bergen	24
		Cynthia Watt	25

HAPPY BIRTHDAY!!!



There was a convertible Minor in the range right from the launch and they still prove as popular today



The Traveller began its life in 1953. The woodie styling took its cue from the Americans

RECENT EVENTS

A “BIRD’S” EYEVIEW by Gerda Muller

George Classic Car Show - 11, 12 February

This time round the men decided to travel in 2 teams – the slow pokes leaving at 4.30 for 5.00 and the guys with “fast” cars were to leave at 6.00 for 6.30.

At Ashton we stopped for breakfast at a lovely place by the name of Platform 12. Antiques and wine and old books and rusted garden tools..... just loved the ambience of the place. Going outside to the nursery, I saw the following sign, which speaks for itself:



Leaving Ashton, we drove past a vibracrete wall which local children “prettified” the ugly grey wall by painting all kinds of artwork... to my amusement the one that jumped out at me, read “Die Jirrelief my, finish enklaar”!

If you have been following my articles in the newsletter you would know that the Mullers never travel without drama.... the last trip Amber ended up in a ditch, nose against a fence pole. Nearing Riversdal, we suddenly heard this horrifying noise coming from the left back wheel – like a trooper, Frikkie remember not to touch the brakes and just struggled to keep Smokie (our latest ride) onto the side of the road. After we stopped, Frikkie was able to determine that it wasn't a flat, but that the tread of the tyre came off. Richard and Bertha escorted us into Riversdal, where Frikkie bought a new tyre, swearing **never ever** to buy retreads again.



We reached George unscathed, got to the Mount View Lifestyle Village, and moved into our bungalow. The slowpokes, who arrived around 11.30 that morning, had already stripped down, and was lazing about the camp site.



It stands to reason that whenever the Morris members assemble, there is going to be a braai. The company, the banter, the jokes make every get-together memorable. Bobby Moore, Norman Penfold and Mitford Roberts, our “bachelors”, shared the bungalow next to ours. Bobby, who has been bitten by a spider the week before, brought his whole medical kit... and of course he needed some TLC from me -who else!



Mitford Roberts, our Silver Fox, kept on receiving messages late at night, to the amusement of hisbunk mates. That, plus a beer or two or three, led to him to forget that he was sleeping on the top of the bunk bed, and when nature called (which happens when you’ve had a beer or two or three) just stepped off the bed..... need I say more?

Going into George to join the rest of the classic cars at the school grounds, was great fun. After the gazebos were erected, we settled down. During the rest of the day everyone kept wandering off on a tangent of their own. Mine was, as usual, for food or the clothes stalls. It was a long day, and I couldn’t wait to get back to the bungalows to take a shower..... and of course prepare for the next braai. We spent the evening moving in and out of the Bachelor Bungalow due to rain.



Andrew Riggs and Charl Cilliers... the eldest and the youngest, the naughtiest and the prettiest (in no particular order) shared a bungalow. I wish I could have been a fly on the wall....



The later it got, the more adventurous the men became – rain or no rain, in darkness and light, they were adamant to put food on the table.... And what a meal they prepared for us!



Bobby surprised us with his ability to play the harmonica- we tried to sing along, but that plan didn't play out too well. I know, I know, he is holding a cob of corn in the above photo, but on one of the next photo's he really **does** have a harmonica in his hand!



The next morning Bobby, Mitford, Norman and Andrew stayed behind (read more in Mitford's report) and the rest of us went our different ways.

So you think "thank goodness, all went well"? Have you forgotten that the Mullers were in that same convoy going to back home? Coming off the N1, at Okavango turn off.....tyre number 2 decided to chuck the tread.

'Nuff said.....

GEORGE OLD CAR SHOW by Mitford Roberts

Friday the 10th of February we were off to an early start. We packed the cars the night before. I left the house at 4.15 to meet with the slow team at 4.50. We had a quick chat and left the Engen 1 Stop at 5.00.



We arrived and negotiated the tunnel with the 24 wheelers flying past in the opposite direction, rocking the team on each passing – frightening, to say the least!

At 6.00 we arrived at Worcester, following Bobby in the lead car. We did a tour of the industrial area, past PenBev, Rainbow Chickens, ending up on the fringe of the township – it seems as if Bobby's Garmin had other ideas. We had to ask directions and at 6.30 (at last!) we connected with the Ashton signage and were on our way. We drove to Ashton, had a quick pit stop and then proceeded on a very scenic drive through Swellendam.

The drive on the national road went without any hitches and we arrived at Heidelberg around 9.00'ish. We fuelled up the Morris, had breakfast and were on our way to Mossel Bay in no time. Bobbie left us to visit friends, as did Andrew. We arrived at George at midday, booked in, secured our bungalows and waited for the rest to arrive.

The campsite was very festive. We had braais every night, with some very interesting subjects being discussed!! I had the misfortune of forgetting I was sleeping on the top bunk, jumped off on the way to the loo! Low flying at 2.00 AM....fun!!! Luckily no bones broken....



Saturday morning we were up early, ready to leave in convoy, to be parked at 8.00 am. After the cars were parked to everybody satisfaction, I set up the regalia table and proceeded to enjoy the show. In between rain showers, I must say there was a lot of interest in the Morris and some new members signed up at our stand.

Those members who were leaving the Sunday morning packed quietly and moved on with a wave and a puff of smoke. Our Sunday was a lazy day. We took a slow drive through to George, enjoyed breakfast at Spur and then went on to Wilderness to do some sightseeing. We chatted with some tourists at the stops. We had a last farewell braai in the rain, umbrellas up! The rain wasn't going to dampen our spirits and after a second round of drinks, we were cooking!

Monday morning at 8.30, we left George, knowing the Outeniqua Pass was waiting for us and we tackled it with enthusiasm. The temperature gauges ran to a peak and so were we, but luckily, we all came through.

We then went on to Oudsthoorn for coffee, Ladysmith to buy some cheese and then to the much talked about Ronnie's Sex Shop for a beer. I could have spent the whole day there – it was so festive and everybody was so friendly – great ambience.

Off to Barrydale, where we had another fuel stop. We had a stop/start trip through the passes at Montague, which took up a fair amount of time. From Robertson on to Worcester – where we started picking up the dreaded 5.00 traffic on the N1. We arrived home around 6.00, tired, but so glad we made the trip. The cars really proved themselves, as usual.

2018, roll on! It can only get better. I have already started putting monies away for next year's trip to George. Hopefully we will be able to sleep in the bungalows again, if the developers haven't moved in and put up another mall!

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

R45000. Phone John Watts 084 5005 832.

TECHNICAL

GALVANIC CORROSION IN ENGINE COOLING SYSTEMS by Richard Laubscher

Most of us know how upset we are if we have leaks in the cooling system of our cars and we discover the deterioration of the aluminium thermostat housing and water pump for instance. Evidence is that metal has been eaten away and these parts normally cannot be reused.

Most of us wonder what causes it and we think of methods to prevent reoccurrence. One thought is the coolant conditioner that is used, that for quality, % conditioner versus water and the regular maintenance of the coolant as per recommendations. The above can attribute to the corrosion of parts in the cooling system because if we use an inferior brand or undercharged; it will not protect. Undercharge or no charge is evident in rusty water & possible core plug leaking. If we overcharge the system, the coolant conditioner basically forms crystals which have a deterioration effect on parts, especially on the water pump coolant seal. Normal tendency noticed on our cars; is no charge.

Another point we really do not take into consideration is something called galvanic corrosion. This happens when dissimilar metals are placed in water and the more noble metal will discharge to the least noble metal in a small current format that displaces and corrode the material. The basic operation of lead cell direct current batteries work on the same principle. In our systems the more noble metals are copper/bronze then steel and the least are the aluminium. How can we illuminate it? Do what marine engine manufacturers do, ensure that the potential over the complete cooling system remains the same no matter what difference materials are in the coolant. They bridge the various metals with conductors over the rubber isolation pipes/ lines to ensure that everywhere the potential will be the same. We cannot lose anything by trying to see how good it can work for us if we maintain the coolant condition also correct.

NOTE: Change the cooling system conditioner and brake fluid every 2nd year (as recommended on new cars) because if you do not maintain it, possible engine removal will be have to be faced because of back engine core/welsh plug leaking as well. On the brakes; possible master and brake cylinder leaks.

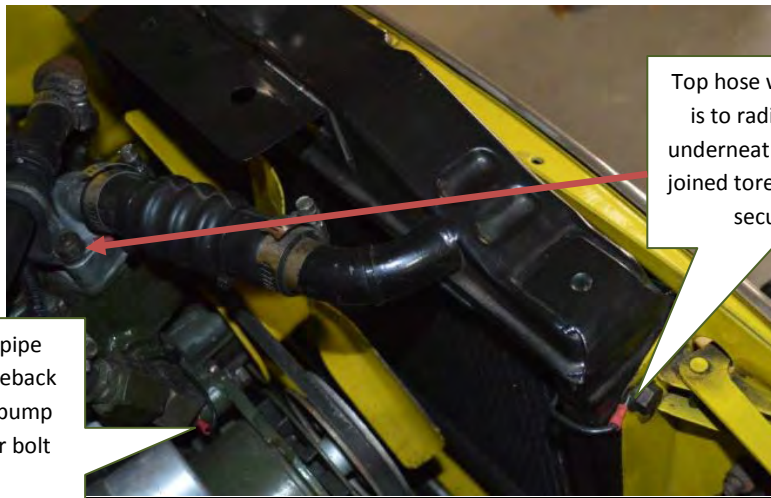
This is what I have done on our Morris Minors and on a few members' cars as well. It only takes a little bit of "elbow grease" to do it, the lugs can be crimped or soldered and everything can be stuck away, nobody really notices it.



Wire and crimped connection on radiator bolt



Thin +- 2mm black wire underneath bottom radiator hose, tie strapped, end push through the back of bypass line & water



Top hose wire connection is to radiator top bolt, underneath hose; tied and joined to regulator housing securing nut.

Bottom radiator hose pipe wire pushed through the back of bypass line & water pump connected to generator bolt and nut.



HOURLY RATES

\$50.00
PER HOUR

\$75.00
IF YOU WATCH

\$100.00
IF YOU HELP

\$150.00
IF YOU TRIED TO DO IT FIRST AND COULDN'T

APPROVED BY ILLINOIS MOTOR CLUB

Why men shouldn't write advice columns

Dear John,

I hope you can help me. The other day, I set off for work, leaving my husband in the house watching TV. My car stalled, and then it broke down about a mile down the road, and I had to walk back to get my husband's help. When I got home, I couldn't believe my eyes. He was in our bedroom with the neighbor's daughter!

I am 32, my husband is 34 and the neighbor's daughter is 19. We have been married for 10 years. When I confronted him, he broke down and admitted they had been having an affair for the past six months. He won't go to counseling, and I'm afraid I am a wreck and need advice urgently. Can you please help?

Sincerely, Sheila

Dear Sheila,

A car stalling after being driven a short distance can be caused by a variety of faults with the engine. Start by checking that there is no debris in the fuel line. If it is clear, check the vacuum pipes and hoses on the intake manifold and also check all grounding wires. If none of these approaches solves the problem, it could be that the fuel pump itself is faulty, causing low delivery pressure to the injectors.

I hope this helps,
John

— Forwarded by Steve Sanderson,
Gilbert, S.C.

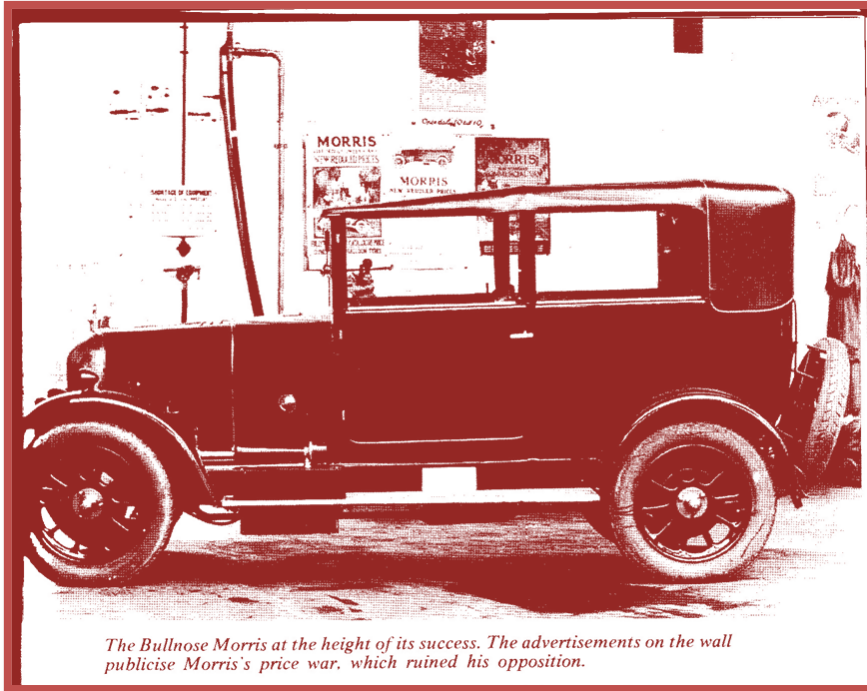
REGALIA

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



The Bullnose Morris at the height of its success. The advertisements on the wall publicise Morris's price war, which ruined his opposition.



Production of the Morris Oxford in the old military school at Cowley.

(Right) William Morris as a young man.



(Below) Twenty 'bullnose' Morris Oxfords lined up in Hollow Way, Cowley, in 1913. It was claimed that this represented a week's production.

