



# MORRIS MATTERS

## WESTERN CAPE NEWSLETTER

**May / June 2017**

**Volume 31 N°3**

### **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](http://www.morrisminor.co.za)

**Facebook page:** Morris Minor Owners Club: Western Cape



## COMMITTEE MEMBERS

Chairman	Vice Chairman	Secretary
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Treasurer	Events	Regalia
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 Co-opted member: Sandy Gush	 Editor: Cristina Jones	

## EDITORIAL by Cristina Jones

Due to a series of computer glitches (I'm sure most of you have gone through it at some time) this issue came out a bit late, but nevertheless you will find interesting articles on events and other topics, photos and a bit of humour, which we need so much nowadays.

I trust all Morris moms had a fantastic Mother's Day. Our Club was kindly invited by the Early Ford Club to celebrate that special day with tea and fabulous cakes at the Clubhouse.

If there are any members who would like to contribute in the form of articles, pics and suggestions for the "Morris Matters", I would surely appreciate it.

Keep in mind that we are hosting the 2020 Rally. We need sponsors, ideas and working hands!

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

## CHAIRMAN'S CHATTER

Dear Morris Enthusiasts,

My mother always said then once Easter weekend is over, the winter is here. This year, winter apparently hasn't received the memo yet! Nevertheless, we must remind ourselves that we drive old cars and we need to look after their welfare as we would look after our own health... anti-freeze, wiper blades, check the head lights and indicator lights are in good working order – we will sometimes have to travel in fog and rainy conditions.



We had a few hiccups with our outing with the British Sports Car Club – Greg Smit's Morris broke a side shaft, we got lost a few times, the traffic in Simon's Town and surrounds were atrocious, but the food was good and in the end, all went well. Thank you to all our members who attended – Dennis Cooke jokingly referred to it as the Morris Minor Run, as we were the club best represented.

Our event to Burger Fair was also very well attended – a special mention to the piece de resistance, Alida and Hannes van Eeden's Model A Ford, a real crowd pleaser. Gerhard Robbertze and his family also attended with Christa's Beetle – both their children plus their spouses, plus the almost-there-grand-baby..... and the next day the almost-there-baby made her appearance in style! Congratulations to the new oupa and ouma Robbertze!!!! Sadly, Gerhard's father passed away the very next day after a short sickbed. Our condolences to him and his family.

Greg and Lynne Smit, her mother and their friends came with their plastic car (the abovementioned broken side shaft, remember), Peter and Bernita Blease with their adorable baby boy, and all the regulars had a good meal and then went on to the now traditional ice cream-on-the-beach at Melkbos.

Peter Albert was in hospital again, but is doing well. Hope to see you at the next event Peter. Get well soon!

I'm looking forward to our future events with the Open Bonnet day (and surprise for the ladies!) first on the list on Sunday the 21<sup>st</sup> May. Hope to see you there.

Greetings.

Frikkie

## FORTHCOMING EVENTS

- |               |   |
|---------------|---|
| 18 June       | Breakfast/brunch by Rojaal in Elgin Valley.                       |
| 16 July       | Christmas in July at Clubhouse - more about this later.           |
| 9/20 August   | West Coast National Park and flowers view. Sleepover in Velddrif. |
| 17 September  | To be discussed.  |
| 15 October    | Killarney Motor Show.   |
| 20/21 October | Karoo Festival - Prince Alfred Hamlet, possible sleepover         |



19th November Driving Skills - Braai afterwards

3 December End of year function at Riebeeck Kasteel.

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

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

**PAYMENT DUE DATE was 31<sup>st</sup> of MARCH. Now a re-joining fee applies**

## *BIRTHDAY LIST*

MAY		JUNE	
Daphne Young	2	Dien Riggs	4
Stephen Leibbrandt	6	Norman Penfold	5
Sanel Barnardo	10	Sandy Gush	14
Mike Farella	12	Richard Laubscher	18
AnneMarie Krezesinski	12	Helmine Claassen	19
Anita Wright	25	Alistair van Huyssteen	19

		Johan Bruce	21
		Craig Buchanan	24
		Mitford Roberts	26

**HAPPY BIRTHDAY!!!**

*RECENT EVENTS*

**BRITISH CAR RUN, 19<sup>th</sup> March** by Mitford Roberts

We had an early start on a sunny Sunday morning. We all met at Culemborg, then drove on to meet the rest of the group at Maiden's Cove. We took the scenic route with a few stops on route - Greg and Lynne Smit's Morris broke a half shaft, which we had to leave by the side of the road. We arrived, got briefed and off we went through to Hout Bay, dropping off donations for the fire disaster fund at Imizamo Yethu squatter camp.

We then drove on over the Nek, Tokai and battled on heading for Simons Town - being Naval Open Day, so were the rest of Cape Town - bumper to bumper all the way.

After an eventful trip we finally made it to the Country Club, enjoyed a superb lunch and a very welcome beer, with temperatures in the 30s and the air cons not working! We finished off with a raffle and then bid all farewell. On the return run some cars overheated, and as we took a different route, we ran into some demonstrators burning tyres, but in the end, we all arrived home safely.

PS: Greg Smit picked his car up in Bakoven around 9pm and towed it home to Table View.



The British Car Run before the Morris arrival



Morris trying to find their way



At Imizamo Yethu



Fetching Greg's car

**BURGER FAIR, 9<sup>th</sup> April** by Mitford Roberts

The trip to Burger Fair has now turned out to be a very popular venue with our Club members. It is one of the few remaining Drive-In restaurants still operating in the country, the most popular being "The Doll's House" in Green Point on the beach front in the 50s.

We all met at the Burger Fair, cars parked in line with Christa Robbertze's Beetle, Willie Bouwer's Mini, Peter Blease's 1100 Riley and Hannes van Eeden's beautiful 1931 Model A Ford joining the queue.

Food offered ranged from breakfast, burgers, toasted sandwiches well presented in baskets with an abundance of chips. We all chose to sit together under the shade cloth, while other customers enjoyed their food in their cars – but not after they all took photos of the cars.

We then took a slow drive in convoy to Melkbosstrand, enjoyed an ice-cream cone and chat on the beachfront after which we all made our way home.



## **OPEN BONNET DAY, 21<sup>st</sup> May** by Gerda Muller

A while ago Frikkie came up with the idea of getting together as many Morris as possible, to discuss what needs to be done to the cars to get them in top shape – not only to be judged at concours, but for everyday use as well.

They say different strokes for different folks and in the Morris Club it's no different. Some members don't mind a few modifications, others are puritans.... everything must be original. Ron Clark came with his latest Morris, a beautiful black 2 door, as close to original as they come – with the help of Richard and Tony, only a few minor adjustments need to be made to be perfect for concours. Peter Albert's 4 door Morris 1000 is 100% original – the aspiration of many Morris owners.

Owen Gush takes pride in his light blue 4 door 1100 – he doesn't mind modifications, for instance electronic ignition, window washers, etcetera. Many are not opposed to these upgrades, and are happy to make the journey more comfortable. Richard Laubscher installed a bigger carburettor for more speed, and modified the cylinder head for "Jorsie" to perform better.

Bobby Moore is our inventive guy.....he drives around with spanners fastened under the bonnet, ready for action. He likes to be heard, hence different hooters and sirens. His "Miss Daisy" has a racing steering wheel and he proclaims that his sun visor is the best accessory he's ever bought.

Hannes and Alida van Eeden's green Chev Biscayne boasted with a new engine, Willie Bouwer came with his Moke, in pristine condition, and Peter Blease in his 1100 Wolseley, who got good advice from Tony. Charl Cilliers did not shy away from opening the bonnet of his Morris either.

It takes courage to feel comfortable enough to open the bonnet of your car. Not everyone is into polishing under the hood.... some only open the bonnet to check the water and oil. But one thing is for sure, a clean engine attracts attention and admiration.

In the meantime, in the clubhouse, the ladies were addressed by Donata about health and exercise. She gave home remedies for different ailments, from arthritis to water retention. She taught the ladies how to prevent prolapse, she described how to locate your core muscles and how important they are. A few of the ladies tasted her potions.... vile to say the least, but they work!!! I've been a willing guinea-pig for the last month or two and I can only sing her praises.

So, in a certain sense, the gentlemen and the ladies all had an Open Bonnet Day.....



## 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.

## FROM OUR FACEBOOK PAGE



### **Auction**

This Morris Minor Traveller with a stock 948cc engine and "enhanced" wood, sold at the RM Sotheby's auction at Amelia Island for **\$45,100** - That has to be some sort of record!!!

### **Morris goes "green" in the UK**





## There are still some good men out there:

The Chair of Parliament's Portfolio Committee on Trade & Industry has expressed her appreciation for two local private security officers who came to her aid when her car ran out of petrol. Joanmariae Fubbs was driving her **50-year-old Morris Minor** along a road outside the Cape Town CBD when she got stuck.

"I had come off the highway at Christiaan Barnard and was coming up towards the Cape Peninsula University of Technology when I came to a halt," she explains. It later transpired that the car's fuel gauge had been faulty and she had run out of fuel.

Two passing security officers from Fidelity ADT saw that was happening, and stopped to assist as they were concerned that other cars might drive into her.

"John van der Westhuyzen and Bradlee Myburgh had finished their shifts and were on their way home when they saw my predicament. They were driving in the opposite direction but stopped to assist me. Not only did they push my Morris Minor out of the way of oncoming traffic, they also went to fetch me some petrol," says Fubbs.

## THE JOHANNESBURG RALLY

The Johannesburg Rally is taking place on the **18<sup>th</sup> – 22<sup>nd</sup> March 2018**. The committee decided on the Emerald Casino at Vanderbijlpark. They offer great accommodation and a large variety of facilities. They have managed to obtain a very reasonable quote from the Resort. Rally attendees will need to share accommodation. Accommodation consists of 6 sleeper chalets with 3 bedrooms and 2 bathrooms. The quotes received are per chalet, so it is imperative to fill the chalets.

The cost of the Rally will be R2900 per person sharing, prices last seen in 2012. This includes accommodation, all meals, golf shirts and outings.

The payment time line is as follows:

- 50% deposit by 30<sup>th</sup> Aug 2017.
- Final Payment by 31<sup>st</sup> November 2017.
- Closing date for entries is 30<sup>th</sup> Aug 2017.

If there are any of our members who would like to attend this rally, please ask Gerda for an entry form and once completed forward it to the Chairman and Secretary, **Tommy** (083 308 9840) and **Sharon Smith** (083 453 3320), email address [tommymorris948@gmail.com](mailto:tommymorris948@gmail.com).

Remember that our own rally is taking place in 2020 here in the Western Cape and we need the other clubs as much as they need us. *PLEASE* support them if possible.

### Very interesting article from Hazel Walton:

To date I have successfully assisted approximately 40-50 vintage & classic vehicles with zero paperwork and not on the eNatis system, to become legal on our roads.

BUT one of the issues that is surfacing is that not all owners who are restoring or creating built ups are aware that it **is totally ILLEGAL to remove (& then replace) the metal plate with the VIN &**

**Engine numbers under any circumstance.** Not even when there is a colour change and the owner wishes to paint behind the plate to match the new colour.

The ONLY acceptable time is when the body behind the plate is so rusted that major repairs need to be undertaken. But PHOTOS OF THE PLATE IN SITU is then vital BEFORE the plate is removed. Photos will then also be required of the build-up/restoration process as well as receipts for the parts bought for the vehicle. An affidavit stating all the reasons for the removal will also be required.

Without following the proper procedures, the vehicle can legally be confiscated and scheduled to be crushed!!!

I have successfully assisted with a number of these minefield vehicles but it is far preferable for owners to be aware of this from the get go. A lot less stressful for them after spending a mini fortune on their vehicles and a lot less time consuming for both them and. If one wishes any further info please don't hesitate to contact me: **Hazel 084 603 1584.**

## TECHNICAL



### **12 VOLT DIRECT CURRENT ON OUR MOTOR CARS CHANGING POSITIVE EARTH TO NEGATIVE EARTH** by Richard Laubscher

Most of you may think; what am I talking about? I would like to enlighten you on the positive and negative affects we might have on our Morris Minors, either having our cars Positive or Negative Earth wired. Researching this subject, you will find the answers on Internet and with highly qualified Auto Electricians; especially those that have been working many years on cars.

The basic answer is that with Negative Earth wired cars the deterioration of this phenomena is found on the wiring, connectors etc.

On Positive Earth wired cars the deterioration of this phenomena is found on the body, chassis etc. Refer to the extracts below retrieved from the Internet for clarification on this subject.

### **SOME OF THE EXTRACTS RESEARCHED ON THE INTERNET.**

5 Answers

active oldest **voti**



It is partly a matter of convention and standards, and partly because positive earth encourages galvanic corrosion\* of the surrounding bodywork - whereas with negative earth is is the much-easier-to-replace electrical contacts that corrode.

Hooray for [Wikipedia](#):

5

Originally, the voltages on the wires were positive with respect to earth. This is called negative ground, since the negative side of the battery is grounded to earth. Then engineers discovered that with positive voltage on the copper wires, copper wires age quickly, due to electrolysis. With negative voltage on the wires, in respect to earth, (called positive ground) the copper is protected from corrosion. This is referred to as cathodic protection.

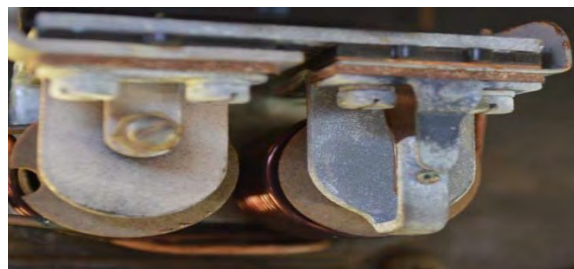
Clearly, there is a trade-off. You're going to have electrically-motivated corrosion on one set of components or another. [As Nick points out](#), corrosion of electrical components (e.g., wires and connections) is much easier to replace on a vehicle than the bodywork or frame itself. Combine this with the fact that, frankly, we're better at protecting wires than we used to be and it makes a lot of sense to run a negative ground.

### **My personal experience.**

I have done a few electronic ignition conversions for myself and for our club members on our Morris Minors. For the Aqua Spark electronic ignition system, a maximum of 14.4 volts can be tolerated as 14.5 volts will damage the ignitor. On all Negative wired Earth cars, I could adjust the voltage up to 14 volts safely with very little overshoot as a precaution.

I also worked on 3 Positive Earthed wired cars and guess what, all three showed more deterioration of the body and chassis compared to the Negative Earth wired cars. An interesting thing I discovered on all 3 cars is that they had excessive voltage overshoot and I had to ask a qualified Auto Electrician to work on the back of the voltage regulator's armature to clean up the corrosion and set up the air gap. Two of them was successful repaired but one had excessive corrosion build-up and had to be replaced. I changed all 3 cars to Negative/Ground earth.

### **Observed here is the excessive corroded voltage regulator that was mounted on a Positive Earth Ground car.**



Do yourself a favour and check your car for Negative or Positive Earth wired application. Also check the body & chassis for deterioration and put a voltmeter on the battery and run the engine at medium revolutions to check maximum voltage and voltage stability. Most of our cars; the voltage regulators are not adjusted correctly as they are under voltage regulating. We should observe 14 volts plus and many cars are running at 12.5 Volts and a little above it.

If you consider changing to NEGATIVE EARTH if your car is POSITIVE EARTH it is wise and easy to do if you **follow the NORMAL/AVERAGE WISDOM people's recommendation.** NOTE: Watch out for shortcuts that the **EXTRAORDINARY WISDOM people** might share with you. **If you follow their recommendations you need to know what to do in the case of a problem.** I tried it once and left out steps and guess what, "I did not burn my fingers" **but started burning wiring.** Fortunate for me I could immediately remove the connection on the battery as it was still loose.

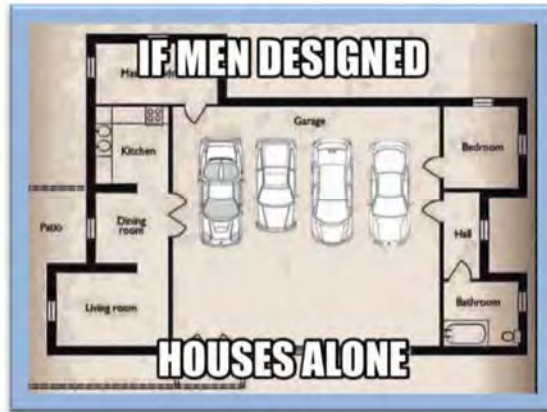
**ADVISABLE PROCEDURE: This is what you do to change it to NEGATIVE EARTH. (Follow the sequence exactly)**

1. Make sure you have no polarity sensitive equipment connected. If yes, remove a fuse to these items beforehand or disconnect the battery and change a polarity switch on the units to negative earth and positive supply. NOTE: The standard Morris Minor has no polarity sensitive components on it except for the GENERATOR. This need be polarized if it is decided to change the way the EARTH/GROUND wire has to be connected.
2. **Remove the fan belt completely;** the generator must be free to turn by hand.
3. Disconnect the FIELD and ARMUTURE connections on the generator.
4. Swop the battery around and connect the battery POSITIVE wire to the starter switch and the NEGATIVE wire to the L/H side of the battery box division.
5. Make up a wire group with the same thickness wire as the FIELD wire that can be connected to the FIELD and the ARMUTURE male connections of the GENERATOR. Connect these wires to the generator FIELD and ARMUTURE. **Take the other side of the wires and connect both to the POSITIVE side of the battery.** You will notice that the Generator will run as a motor and POLARISE itself for NEGATIVE GROUND/EARTH application. Run it for +- 10 seconds and remove both wires from the BATTERY POSITIVE post.



6. Remove the BATTERY POSITIVE wire and thereafter the temporary wires; (to prevent arcing if you put back the existing FIELD and ARMUTURE wires again.) Put the existing FIELD and ARMUTURE wires back.
7. Make sure that you change the polarity of sensitive additional items in the car and then fit their fuses again.
8. Fit the fan belt again and adjust the fan belt tension correctly.
9. Start the car and you will observe that everything is working the same as what it was before the change.
10. You are finish, admire your effort and you will realize it was not difficult to change it for the good!





## 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 <sup>TH</sup> ANNIVERSARY MUGS	R 115.00
GOLF SHIRTS	R 145
TIMING COVER METAL GASKET	R 100



## NOSTALGIA CORNER



Morris cars on the forecourt of Mr J Kelly garage at Catherine Street, Waterford, Ireland, 1928

Smallfield, England, march 1977. Car enthusiasts work on two Morris Minor cars at an Autocross event in Surrey.



2004 MMOC Durban National Rally, Rouxville, Free State. (Andrew Riggs' photo)