



MORRIS MATTERS

WESTERN CAPE NEWSLETTER

January-February 2018

Volume 32 N°1

MORRIS MINOR OWNERS CLUB WESTERN CAPE

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

COMMITTEE MEMBERS

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EDITORIAL by Cristina Jones

This is the first "Morris Matters" of the year! I trust you all had a safe Christmas, New Year and holidays. Now the season of detoxing, fasting, dieting and exercising starts. There are also all those new year resolutions that we are supposed to uphold till the end of 2018! Whatever your wishes and expectations are, I hope they will be fulfilled.

And to show you that the Club ended 2017 on the usual good note, I have included a variety of articles (and photos) which will appeal to technical and not-so-technical minds, a bit of everything. Enjoy it!

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

CHAIRMAN'S CHATTER

To our Morris family,

I trust all of you had a very Merry Christmas and a great New Year, together with your families and friends, albeit a dry one. It seems as if there is no respite from water restrictions. Let us believe and trust that 2018 will be a better year, both politically and weather-wise.

Special thank you to Charl and Donata for organizing 2017's events - I think all will agree that the events are the core of a successful club. The rest of the Committee is working hard behind the scenes as well, as the 2020 Rally is just around the corner. We are going to depend on you, our members, for your support. There is going to be many fundraisers and we will need willing hands and input from everyone. **Any** ideas for fundraising will be welcome.



2018 is a very important year for the Morris Minor.... it's 70th birthday!! Let's think big for this milestone - for instance, see how many Morrisies we can get together to celebrate in style.

Timour Hall on the 21st of January is the first event and as usual, we will have the same spot under the trees. Our Annual General Meeting is on the 18th of February. It is imperative that as many as possible of our members attend this event, as our Treasurer, Gerhard Robbertze, resigned and we need someone to fill his very big boots! – nomination forms will be sent to you in due time.

See you all at Timour Hall!

Frikkie.

NEW MEMBERS

We welcome Roger & Patsy Buckley to the family.

May you enjoy many long and happy Morris years!



FORTHCOMING EVENTS

- 21st January** Timour Hall, Plumstead
10/11 February George Car Show
18 February AGM
18/22 March Johannesburg National Rally
18 March Braai at the clubhouse for those members who will not be attending the Rally



More details on each event will be sent by e-mail closer to the date. Please contact Charl (082 471 5528) or Donata (083 258 4853) should you wish to attend any of the above-mentioned events.

NEW SUBSCRIPTION RATES for 2018

Notice the new Subscription Rates:

Full Member	R 250.00
Full Member + Spouse/Partner	R 300.00
Senior Citizens (over 65 years)	R 200.00
Senior Citizens + Spouse/Partner	R 250.00
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 NO CHEQUES. PAY CASH OR BY EFT TO SAVE THE CLUB BANK CHARGES,
Kindly notify Bertha Laubscher of change of address or e mail so you can be sure to get all notices.

PAYMENT DUE end of JANUARY. A re-joining fee applies after that.

BIRTHDAY LIST

JANUARY		FEBRUARY	
Saray Bothma	2	Willie van Eck	1
Nico Wolmarans	3	Peter Blease	1
Janita van Huyssteen	7	Werner Calitz	4
Emma Carpenter	7	Andrew Riggs	7

Sandra Rennie	10	Christa Robbertze	7
Gareth McConkey	15	Anthony Krzesinski	8
Gerhard Robbertze	18	Donata vd Merwe	8
Schalk Wolmarans	29	Lynne Smit	18
		Graham Balharry	20
		Clive Burton	21
		Nan Peck	22
		Greg Peck	24
		Sydney Young	25

HAPPY BIRTHDAY!!!

RECENT EVENTS

3 DECEMBER 2017 – END OF THE YEAR FUNCTION by Gerda Muller

Alida van Eeden, being friends with the owners of the Riebeeck Valley Hotel, organized this event earlier in the year. They negotiated a very good price for us and everything was sorted to drive in convoy (as usual) with our Morries to Riebeeck Kasteel. Saying that, Alida and Hannes were away on vacation when Donata (Events Coordinator's Assistant / Mastermind / Genius) had to confirm the last minutes figures with the chef.

After some misunderstanding on whether this hotel is actually situated in Riebeeck Kasteel or Riebeeck West, whatsapp's frantically flying between Alida, Donata, me and the members who drove directly in from Paarl and Worcester, we finally arrived at **Riebeeck West**, where we were welcomed by Francois, our host. He led us through the garden to our own private venue, which was a nice touch, seeing that we can be a rather rowdy bunch!

As usual, on this last event of the year, Mister Chairman wanted to award specific members for going the extra mile..... and for various other benefits that we could shamelessly utilise!

- This year, Ron "The Raffle Rebel" Clark received the Shifting Spanner award for his infamous raffles – all on his own, he collected an amazing amount of money towards the 2020 Rally fund! Be aware that, leading up to the 2020 Rally, he still has a great amount of goodies to raffle, so stop complaining! We need the money, people!
- Donata "Damsel in Distress" van der Merwe received her award for standing in as Charl "Events Man" Cilliers' assistant at the drop of a hat...whilst recuperating from a serious accident she was involved in 6 months earlier.
- Norman "The Foreman" Penfold received the floating trophy for best dressed male during all the events – his "Socks and Crocs" ensemble is the fashion statement of the year!

- Our youngest member, young Dawson Blease (18 months) was presented with his own little club T-shirt by the oldest club member, Andrew Riggs (86) – Dawson was less than impressed with it, but I'm sure he will come around eventually! Charl, who initiated this whole idea, was deeply shocked when Dawson had to be coaxed to try it on! (see photo of Charl's face!!!)



Formalities out of the way, lunch was served and as usual, when Morris members start digging in, they're rather quiet. If anyone complained about the lunch, it hasn't been brought to my attention yet. All I can say is "a wonderful time was had by all!"

SEE A WHOLE PAGE AND A HALF OF PHOTOS ON THIS END OF THE YEAR EVENT!!!!

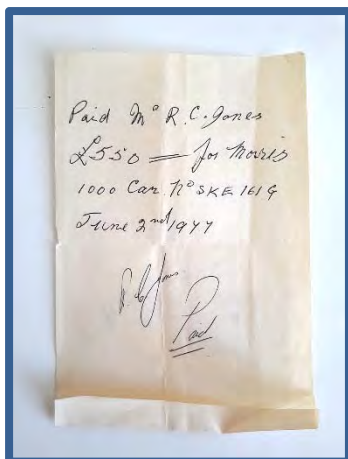
The **BOSTON CRAFT MARKET** was held on the evening of the 15th of December at Danie Uys Park in Bellville. The Morris Minor Owners Club delighted the crowd with their display as you can see from these photos of Richard and Mitford's car, published in the Tyger Burger (Tyger Valley) community newspaper.



SKE161G (MONTY'S STORY) by Emma Carpenter

The Morris or Monty as I call him now was a feature of our family life growing up in South London in the 80s. Our 1969 Morris Minor 1000 was my mother's car that my father didn't like to drive, and whilst he loved looking at classic cars at shows, he couldn't get to grips with driving our Morris. I only saw him pull it out of the garage once after he had scraped the wing on the driveway wall (I blame the mirrors, not sure what my mother said) but at 6'7" he was a tall man and his legs didn't fit under the steering wheel. Monty was our second car and smelt of leather and petrol in equal measure.

Monty arrived in Bexleyheath shortly after my grandfather moved to live closer to his daughter in 1976. He paid the princely sum of £550 for the Morris to be his run around to bowls and his retirement club. My family is one of those that like to keep paperwork and, so I have the original hand-written receipt as well as every service and repair.



Monty's receipt

After my grandfather died in late 1977 the car passed to my mother who also used him for quick trips. As I recall, mostly visits to Sainsbury's, netball matches, the dentist and back to home afterwards. My sister Clare and I caught the bus to and from school, so Monty was only taken out once or twice a week at most. As my father never drove him, he didn't feature on the weekends or family holidays and as such sadly doesn't appear in our family photos.

And so, Monty lived in the garage. As Dad was the car man in the family it was left to him to organise the MOTs and mechanics and over time my grandfather's mother who had never been a hugely confident driver drove the Morris less and less. Clare and I went to college and Monty was covered with old curtains, boxes and an assortment of family junk. Mum and Dad both complained about the lack of space in a single garage and Monty became the thing you had to step around (or on to reach the light switch) in order to get at anything whilst Dad's Vauxhall Cavalier and then later, the Austin Montego sat on the drive outside.

Whilst they had offers for him, Mum wouldn't part with the car due to the connection with her father and when I learnt to drive I started asking about him. My passion for classic cars started by accident due to the purchase of a 1979 Mini Clubman in 2000, my first car. After connecting Issigonis to both vehicles from a BBC programme, I of course wanted to have a go but by this time he'd been SORNED and wasn't working. The last licence disc which was still on the car when he arrived in South Africa was dated 2003, but I am certain he'd not been moved since 2001. It's sad to think now that we didn't use Monty more, but the upside was his near perfect condition with only 23,500 miles on the clock.

When my father died and after years of asking my mother, I transferred the car into my name via the DVLA in 2013. When she passed away 2 years later I began the slow, tedious and meticulous effort of bringing him here. To me he was our only family heirloom and I needed to make sure he stayed with one of us.

A day of clearing a path out of the garage was completed by my sister and her boyfriend and Monty rolled out onto the driveway for the first time in 15 years manhandled by the two of them on a rope. The tyres were flat, and the roof was badly dented due to fallen objects that my father had hung from the garage ceiling, but his journey had begun.

I found a mechanic online that prepped Monty for the transit and miraculously the tyres re-inflated (two years later I still haven't had to put more air in them). The shipping company arrived, and Monty was towed to their depot, crated and swung onto the ship that would bring him to me. All of this was done remotely with the help of a friend of my mother's who had the keys. After furtively tracking the ship's progress daily, Monty arrived in the port of Cape Town in April 2016. Surprisingly, all my mechanic had to do was flush his pipes and put a new battery in to get him going. On our maiden voyage around the block, all my childhood memories came back to me immediately as he smelled exactly the same except this time, it was me in Monty's driving seat.



Monty

To get him licensed took the best part of 8 months with visits to and from many government departments and on two occasions I felt sick when I thought he'd be scrapped for not suiting their regulations. They claimed that a car transferred via the DVLA should not have been let into the country but if it had passed to me in my mother's will it would have been accepted. I couldn't believe

it. Almost in tears I called back and the lady at the end of the phone enquired if the age of the vehicle was older than 30 years and then stated Monty was eligible for an LOA as he was in the vintage category! Months later an NCRS inspector came to view the car and announced that his documents only showed one Morris Minor of the same class imported into the country 20 years previously and that if Monty didn't match their specs on record he couldn't approve him. A gut wrenching 30 minutes followed whilst copious amounts of forms were filled in as I read out part numbers from the engine and bodywork. As the inspector packed his bag he told me Monty was signed off.

I could now take him to Stikland Police station for verification and data dotting. Driving him down the Voortrekker Road on his first proper outing, he was turning heads even with the dents, surface rust and little brakes to speak of. I had a grin a mile wide. Finally, he had all his stamps and certification and I handed him to for a restoration. Now, 18 months after my sister pulled him from a London garage, I've got the privilege of driving what is almost a brand new, near perfect Morris Minor even if he is 49 years old. Monty's lost the scent of petrol, but he's still got his new leather smell, and even though I now live so far away from where I grew up, he's the thing that connects me to the grandfather I never knew, my mother and all those family memories. I know my father would have loved to have seen him at the Morris Minor D'Aria lunch in November and I was so proud to drive him with all the others in convoy. I feel that Monty's finally found his place in Cape Town and I think we're both looking forward to the next chapter of his journey together.

Emma won the prize for "Best Female Driver" at D'Aria Driving Skills. Here receiving the prize from Paul Hoffman.



DIE KLOOF, KOELFONTEIN by Bertha Laubscher

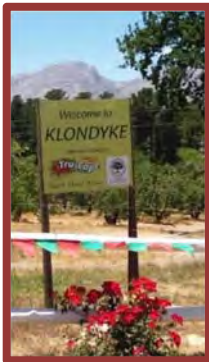
Die gesegde lui: "dit is nie wat jy weet nie, dis wie jy ken" wat die deurslag gee in 'n saak. Dis is letterlik waarin ons geval het!!

Die Kulturfees is op die 21e Okt 2017 te Prins Alfred Hamlet gehou. Die Morris klub was ook uitgenooi en Owen & Sandy se pragtige blou Morris het die 3e prys gewen, wat'n oorslaap vir 2 nagte by Die Kloof op Koelfontein behels het. Die enigste voorwaarde was dat dit gedurende die week moet geskied. Sandy werk, dus is dit onmoontlik en Owen sal nie alleen gaan kuier nie en daarom het ek en Richard hierdie wonderlike prys gekry om te benut. Was dit nou wonderlik en 'n voorreg!!



Koelfontein is 'n werkende plaas wat vrugte verbou en ook spesiale verpakking doen vir Woolworths. Die vrugte word op 'n sekere manier gedroog sodat dit sag bly. Die Ceciclia winkel verkoop dit direk aan die publiek, asook vars vrugte. Ons kon ongelukkig geen appelkose koop nie, daar die appelkose vanjaar laat ryp word. Die oes is swakker weens weersomstandighede.

Op die plaas is 'n ou plaashuis met 'n lang geskiedenis, wat as gastehuis dien. Die huis is netjies versorg met elke moontlike gerief tot ons beskikking... behalwe 'n televisie en dit gaan ek nie mis nie. Ons is gul ontvang. Ons het soggens buite gesit met 'n groot ontbyt. Buite is die lekkerste stort!!! Dit is doodstil, al wat jy hoor is die voëls buite.



Dinsdagmore is ons na Klondyke Cherry Farm buitekant Ceres. Dit is kersie-tyd en die publiek is welkom om te kom pluk. Die kersies word geweeg en jy betaal volgens wat jy gepluk het. Die Morrisklub kan gerus saamspan en die plaas volgende jaar, solank leef, gaan besoek. Die senior burgers daar het die regte idee gehad. Hulle het 'n netjies gedekte tafel onder die bome gehad en 'n piekniek gehou. Dit het so gesellig gelyk!!!

Ons het by die Pink Lady in Ceres gaan eet. Die pryse is redelik. Tot my groot verbasing moes ek met my eie twee oë sien hoe dat die bobbejane dorp toe kom en op die kafee se dak sit!!! Op die reggeleë tyd weet hulle wanneer om kos te kom steel!!!



Ons wou die geleentheid gebruik om my oupa se graf te gaan soek, maar het dit ongelukkig nie gekry nie. Die munisipale amptenare was ook nie te gewillig om te help nie.

Ceres het 'n pragtige museum. Dit bied 'n goeie uitstalling van ou Voortrekker waens, hul leefstyl, die Joodse gemeenskap, die aardbewing, plantegroei, gediertes, die kleurling bevolking, ens. My eie familie was daar tydens die aardbewing en ek kon die foto's en berigte sien in die koerante van destyds.

'n Ander interessantheid van die Koelfontein plaas is die feit dat hulle 'n jong Anatoliese hond het. Dit is 'n spesiale hond wat nie met mense moet kontak maak nie. Hy bly in die veld naby die diere en moet die gediertes wat snags

skape vang, verwilder.

Sandy & Owen, ons het dit waarlik geniet en waardeer!!!

FOR SALE

Morris Minor4 door, 1963 model, 1000 cc, grey interior. R40 000 neg.
Phone 082 267 3398 (Frikkie Muller)



TECHNICAL

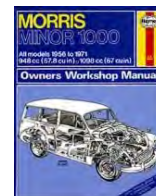
SECRET OF A GOOD RUNNING AUSTIN A SERIES ENGINE (PART 2)

by Richard Laubscher

In this article we cover the POWER, INTAKE and EXHAUST systems.

1. POWER – Ignition system:

- Good coil should spark red to blue. Manuals advice that the resistance on the primary circuit should be 3.2 to 3.4 Ohms. Disconnect both positive & negative wires when measuring it. Coil put out should be more than 2 Ohms resistance.
- Fit good spark plugs - gap 0.025" or 0.65mm. I recommend the German manufactured Febi 13445 spark plug as it applies to all Morris Minor engines. I found that Champion spark plugs are not reliable anymore.



- Check spark plug wires and connectors plus distributor cap for inside wear and cracks. Also check condition of centre spring loaded carbon point. The rotor must fit tightly over distributor shaft, no play. The rotor should turn the distributor shaft against spring tension, both for clockwise and anticlockwise with no play. 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.
- Check condition of points. Point gap should be 0.015" (0.35mm)
- Set the static timing to 5°BTC 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 is TDC. Compare this specified timing reference to the TDC line on pulley. This can be checked with a test light.
- To test vacuum advance suck on distributor diaphragm pipe (hose), the plate with points should turn. If you close the connection with your tongue, the plate should remain under spring back tension. This test is to determine condition of vacuum advance module, base plate freeness and piping.
- Set timing with timing light when engine is warm. See manuals for more specific detail specification for each individual engine.



2. INTAKE:

- Good intake and exhaust manifold sealing, no air leaks in intake manifold and carburettor adjustment. See that you have the correct manifold for the engine and carburettor. 803, 948 and 1098cc have basically 1 & ¼ inch (31.75mm) diameters carburettors. The 1275 have a single HS4, 1 & ½ inch carburettor. Remove accelerator return spring, check for throttle spindle wear and movement. There will be noticeable free play. If too much free play, replace with a good carburettor or replace worn parts by professional carburettor specialist. If jets and needles need replacement, refer to workshop manual. The fuel level is important – if needs to be adjusted, refer to workshop manual. Many floats are plastic, and no adjustment is necessary. Make sure that the choke cable moves the jet down when choke is used and that it is adjusted properly for speed increase as well. This will ensure easier starting when cold.
- **Tappets must be adjusted.**
- Adjustment with running engine: Adjust the carburettor jet that the engine runs smoothly at idle speed. Press up the piston slowly with the check pin on the underside of the carburettor. If you feel the pin touches the piston, push it up slightly 1 to 3mm. If the engine stalls, the setting is too lean. Adjust jet down. If engine runs faster, it is too rich. Adjust jet up. To get the settings right, the engine should almost die, but will run faster to idle speed if it's adjusted correctly with the check pin. Best is to adjust this jet with a CO tester @ 2.00 on the gauge compared to pure oxygen which is 0.
- 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 pressure gauge (0 – 100Psi/0- 690Kpa) at the pressure switch location.



- If you decide to go electronic, make sure that your car is positive or negative earth connected and order the appropriate parts. It is advisable to change your car to negative earth, as positive earth has many disadvantages. Performance wise, you will benefit by fitting an electronic ignition system. You will have better fuel consumption and starting will be much easier.

Happy Morrising!!

REGALIA

AVAILABLE STOCK



30TH ANNIVERSARY MUGS	R 115.00
BUMPER BADGE	R 150.00
CAP BADGE	R 35.00
CAPS	R 65.00
CARDS	R 15.00
CLOTH BADGE (rectangular)	R 15.00
CLOTH BADGE (round)	R 20.00
FLAGS ENGLAND	R 30.00
FLAGS UNION JACK	R 30.00
FRIDGE MAGNETS	R 20.00
GOLF SHIRTS	R 145
KEY RINGS	R 50.00
LRP ADDITIVE	R 120.00
MAGNETIC STICKERS	R 40.00
PENS	R 25.00
STALK FLAG	R 20.00
STEERING COVER	R 85.00
STICKERS	R 20.00
TIMING COVER METAL GASKET	R 100
T-SHIRTS	R 40.00 / 60.00
VARIOUS BOOKS	PRICE ON ITEMS



PHOTO GALLERY (End of The Year Event)

