



MORRIS MATTERS

WESTERN CAPE NEWSLETTER

September-October 2018

Volume 32 N°5











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

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 	Gerda Muller 021 903 1591 083 619 8708 gerdamuller76@gmail.com 
Treasurer	Events	Regalia
Owen Gush 021 551 1793 083 266 1998 owengush@gmail.com 	Donata van der Merwe 083 258 4853 didie.therapybox@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 laubscherbertha@gmail.com 
Hospitality		
Sandy Gush 072 720 5789 sandragush@gmail.com 		

EDITORIAL by Cristina Jones



After two months of almost inactivity and unsociability due to my spine surgery, I'm back at my desk looking forward to meeting again with my Morris fellows and take part once more in the events that our Committee have prepared, interesting and full of fun as ever. A very special one is the celebration of the 70th Morris Minor's birthday at Century City. It's going to be something to remember and we expect everybody (even non Club members) to show up there with their Morris.

The "Bingo and Soup" at the Clubhouse and the Darling outing were a success. You'll find comments and pictures further down. Future gatherings (which there are many!) are mentioned in the "Forthcoming Events" list. Look out for them!

Regalia is coming in full swing, especially now commemorating the Morris's 70th anniversary (see the photos). And for all the Morris devotees there is a closing note on the commemoration of the 70th Birthday.

Keep warm while cold front after cold front arrive at the Cape bringing so much needed rain and snow in the mountains.

Enjoy the read! Articles, photos and suggestions are welcomed (crisota@netactive.co.za / 083 522 8881)

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

CHAIRMAN'S CHATTER

First of all, we wish Owen Gush, our Treasurer, a speedy recovery – he was on holiday in Maun, Botswana, fell and broke his hip. He had a hip replacement last week and is doing as well as can be expected. Cristina Jones, our Editor, had a back fusion, and although not allowed to sit for a while, is doing quite well too. Helen Goldenbogen had an operation on Monday- she says every day is better than the previous one. Willem Nel's wife Anneline, had an emergency with her one kidney last weekend, and was taken into hospital. They are still awaiting the results of the biopsy. Not a good two months for our members, it seems!



15th July was our Soup, Bread and Bingo event. It was, as always, well organized and the soup, made by our ladies, was excellent and everyone had a great time. We didn't sell as many tickets as we wanted to, but we still made a profit and we are thankful for the commitment of those who attended. As special thank you to Ron and Sharon, who organized and presented the bingo, and also to the ladies who made the soup.

19th August, we went to Darling for lunch and some stayed for the show. Tannie Evita herself apparently owned a Morris Minor many years ago. She was quite willing to pose for a photo with me, but as her alter ego, Pieter-Dirk Uys! The flowers along the route were beautiful – just not happy that everyone couldn't drive in one big group, which is the aim and purpose of going out with our Morris.

The 70th birthday celebration of the Morris Minor will take place on the 16th of September. Paul Hoffman and I are working hard behind the scenes to get 70 Morrisies together, which will be exhibited at Century City, next to the Porsche Dealership. Registration is R20 per car and you will receive a special commemorative certificate. Boerie-rolls, coffee, tea and sodas will be sold as well. Mitford Roberts will be selling regalia as usual, but especially new flat caps and bumper badges with the 70th insignia on.

The winter is far from over, but we need to keep our Morrisies up and running for the summer season. Looking forward to the rest of the year's events that our team have in store for you.

FRIKKIE

NEW MEMBERS

We welcome the following members to the Morris family. May you enjoy many long and happy Morris years!

Fred-Earl & Erika Williams; Werner Gildenhuys and Bryan Moodaley



GET WELL

Wishing **Tilly Olivier, Anneline Nel, Helen Goldenbogen** and our Treasurer **Owen Gush** a speedy recovery.

FORTHCOMING EVENTS

16 September - Morris' 70th birthday gathering at **Century City**;

28th September: Fundraiser at the **Barnyard Theater, Willowbridge**;

29th September: Whales and Wheels show at **Hermanus**;

29th / 30th September: Veteran's Expo at Delvera. This is not an official Morris event and is therefore optional. Should you wish to attend, you will find the necessary information below. For a better viewing it is advisable to attend this expo on **Saturday the 29th of September**;

21 October: Fish and chips at **Snoekies in Hout Bay**;

4 November: Classic Car Show at Killarney. This is not an official Morris event and is therefore optional. Should you wish to attend, you will find the necessary information below;

18 November: Braai at the **Clubhouse** combined with spares for sale;

30 November / 1 December: Karoo Arts and Culture Show, Prince Alfred's Hamlet. This is not an official Morris event and is therefore optional. Should you wish to attend, you will find the necessary information below. For a better viewing it is advisable to attend this show on **Saturday 1st December**;

9 December: End of the year function (venue to be decided)





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:	R 160.00
(Living more than 100km from Cape Town)	
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.

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

BIRTHDAY LIST

<u>SEPTEMBER</u>		<u>OCTOBER</u>	
Ron Clark	5	Karen Hugo	1
Peter Albert	9	Arnold Barnardo	4
Renee Leatt	11	Charles Fourie	10
Rob Worthington-Smith	13	Owen Gush	12
Hannes van Eeden	14	Tara Morries	13
Sarah Morris	15	John Birkett	22
George Marx	15	Gordon Rennie	23
Jan Wright	16	Terry Maguire	25
Sune Brummer	16	Estelle Maritz	29
Bobby Moore	18		
Charl Cilliers	18		
Anneline Nel	18		
Peter Gerstner	20		
Fanie Viljoen	26		
Gerda Muller	28		
Dennis Morries	29		
Willie Bouwer	30		

HAPPY BIRTHDAY!!!

RECENT EVENTS

SOP & BINGO -16th July

by Bertha Laubscher

Ons het, soos beplan, op die 16e Julie 2018, om 12:00, 'n sop- en bingo-fondsinsameling spanpoging gehou.

Die "werkerskorps" het soos gewoonlik ingespring en reggemaak daarvoor. Daar was genoeg soorte sop en verskillende brode om van te kies - teen slegs R20 per persoon, met al die "second helpings for free", wie sou kon kla? Ons het selfs beurtkrag probleme ondervind, maar ten spyte daarvan, was ons sop warm opgedien.

Na ete het Ron die bingo aangebied. Voor die tyd was Gerda se rug "morsaf", maar toe sy eers die pryse begin inpalm, was die pyne skoonveld! The moral of the story: as jy pyn het, kom klub toe! Daar is ongeveer R2,500 ingesamel!

Die opkoms vir die geleentheid is egter nie iets waarop ons as klub baie trots kan voel nie. Die vraag is: waarom is daar meeste van die tyd net die sekere kern-groepie is wat gewoonlik opdaag? Gerda doen alles in haar vermoë om lede in kennis te stel. Sy is die beste sekretaresse wat ons nog ooit gehad het, meer kan sy nie doen nie!!! Sandy verseker dat kos keurig voorgesit word en die prys is lagwekkend goedkoop. Wat meer kan ons doen om dinge vir lede makliker en lekkerder te maak om sulke geleenthede by te woon??

Menslik gesproke is die komende rally die laaste wat ons geslag sal kan aanbied. Ons be-oog om die Kaap se naam hoog te hou en net die beste aan te bied. Klublede wat dit nie ondersteun nie, skiet hulle-self in die voet. Omdat ons voorberei vir 'n groot groep, kan ons pryse beding en alleen op jou eie, kan jy nie hierdie geleentheid geniet nie.

Ek wil graag 'n beroep doen op ons lede om ons te ondersteun in ons poging. Daar bo in Johannesburg het Frikkie belowe dat die Kaap hulle gaan 'treat' soos min. Nou moet ons uithaal en wys!



VISIT TO EVITA'S PERRON – SUNDAY 19 AUGUST

by Gerda Muller

Our Vice-Chairman, Ron Clark, came up with the idea to visit Tannie Evita Bezuidenhout in her hometown of Darling. For those of you who have never been there, the actor, Pieter-Dirk Uys converted this old station building into a theatre/restaurant/museum. Frikkie and I have been there before, and although the museum, the restaurant (called Evita's Kossie Sikelela) and the garden, called Boerassic Park, are very amusing to see, we've never had the privilege to see one of her/his shows.



By pure luck of the draw, this specific Sunday (the 3rd Sunday of the month, when we have our events) Evita put on a show named Tannie Evita praat Kaktus. To the uninformed, it's a political satire with Pieter-Dirk Uys' razor sharp wit and impromptu quips that make the show so popular.

Of course, afterwards, Mister Chairman himself posed with Pieter-Dirk in front of Smoky, the Morris. Alida van Eeden got Pieter-Dirk to get into their big Chev Biscayne and he commented that he used to go to the drive-in theatre with a car like that.



There were quite a few people who didn't want to wait for the show, and just came on the outing to see the flowers and the museum and a meal, which unfortunately turned out to be a bit of a disaster, as we were not aware of the fact that only the theatre-goers could sit in the dining area, as that is where the stage is. There was a small dining area outside, but due to the cold, some preferred not to sit outside, and had to explore the Republic of Darling for another choice of cuisine. Others went wine and beer-tasting.

But the high-light of the day was our own personal car guards, who came prepared, thanks to Bobby Moore's wife, Bronwyn. Bobby, Norman Penfold and Mitford Roberts (who sold almost R2.000 worth of Regalia) set out a table in the parking lot, had enough food and beers to feed an army and enjoyed the fresh air under the trees. Something makes me think they had the best time of all!



Mr. Chairman was a little concerned that we didn't, like we've always done in the past, drive in one big convoy, but assembled at 2 different locations and only met up in Darling. That is not the way it is supposed to be in a Morris club. He feels that we are a club, first and foremost, to enjoy our cars, which is after all the reason for us belonging to the club. If it means that some people have to travel further to get to an assembly point, so be it. We travel in all directions, and every one at some stage, will have to drive further – our main purpose is after all to take the Morris out, to see our beautiful

Cape, and to drive out in unison. To look backwards and see 15 Morris, one after the other, is quite a spectacular sight. Also, if something should happen to one of the Morris and the group are not traveling together, that could create a problem. We are driving old cars, things can happen, people are getting older and frailer, so it is a matter of that there is safety in numbers. So, in future events, let us stick together. And so say all of us!

TECHNICAL

TECHNICAL TIPS - PART 7

Compiled by Richard Laubscher

Every Morris owner has encountered a first time experience of breakdowns with our cars. I would like to share some of mine, as well as other people's experiences, and with it, possible solutions to combat it.

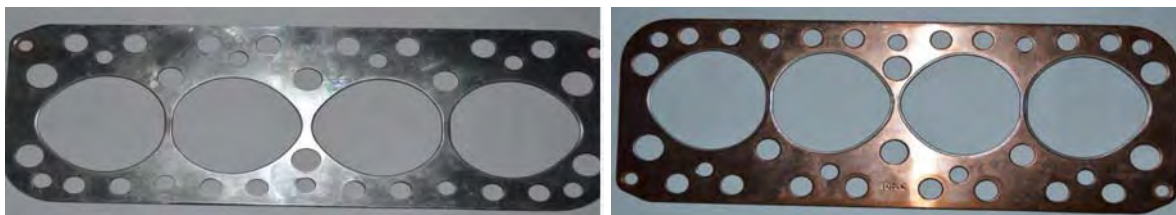
Oil leak between head and cylinder block, although a good quality copper cylinder head gasket was fitted:

Slight oil leak on the pushrod side of the engine after cylinder head fitment - even after skimming of the cylinder head and block and proper fitment. The problem is the change of the material quality that copper gaskets are made of nowadays. We know that the correct thing to do is to refer to the Manufacturer's Workshop Manual when working on anything. All Morris Minors workshop manuals indicate that the cylinder head gasket must not be fitted with grease or joining compound. Enclosed below is an extract out of the Manufacturer's Morris Minor Workshop Manual.

Refitting the cylinder head

Make sure that the surfaces of both the cylinder block and the cylinder head are clean; it is not necessary to use jointing compound or grease for the gasket. It will be noticed that the cylinder head gasket is marked 'FRONT' and 'TOP' so that it will be replaced correctly.

Unfortunately, this was published many years ago, when copper gaskets were softer and more able to grip and seal to the surface, than today's harder material gaskets. The picture on the right below shows a perfect high-quality copper gasket that leaked oil through the pushrod holes. The picture on the left, is a metal and asbestos gasket, which is not preferable.



Experienced engine rebuilders have recognized this problem and prefer using a copper compound spray (see picture below) to rectify this problem. They claim that they overhauled many high-performance engines using this compound on the copper gaskets and have not suffered any problem from using it. You normally spray both sides of the cylinder head gasket and, taking note of the information on the can, then fit it.



Copper Gasket Sealer

Allows gasket to be positioned before assembling and takes up surface irregularities. Copper gasket sealer is an excellent conductor of heat. Must be used in conjunction with gaskets. Some gaskets can be reused.

- A gasket positioning spray that becomes tacky approx. 2 minutes after application of the film
- Gaskets can be re-aligned for up to one hour
- The metallic copper content acts as a filling agent, smoothing out any surface irregularities
- Copper gasket sealer is used on horizontal pipe connections

The Service Manual also indicates that after 250 mi (400 ks) the cylinder head, rocker shaft & valves must be retorqued and reset to specification. In the Morris Minor 1000 Driver's Handbook they recommended that the first 500 mi (800 ks) free service, the then agents would perform the necessary checks and retorquing of the cylinder head and adjust the valves. This practice is vital, because the gasket has a tendency to blow through adjacent cylinders, especially between cylinders 2 and 3, as there is a very small sealing area between the top of all the cylinder bores; it must therefore be retorqued and valves reset again.

Brake drums not able to be fitted over proper relined sized brake shoes.

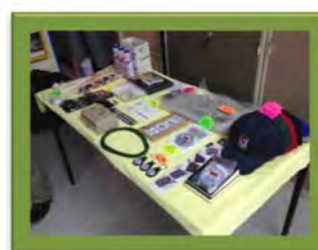
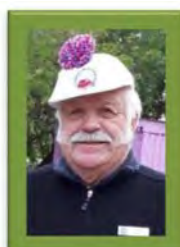
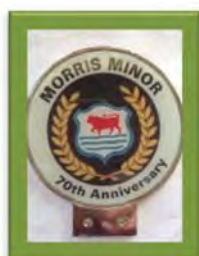
If it is difficult to fit the brake drums over the linings, the reason, more often than not, is that the linings are not aligned. Below photos show evidence of the problem areas on the L/H side, between the brake shoes, as the bottom brake shoe has a longer anchor & the correct length, opposed to the top shoe. It results in the lower round steel curve of the shorter anchor position brake shoe to rub against the R/H top of the front brake cylinder allowing it not to slide enough in the slot to assure centralizing. In such a case, where linings are not centralized, rather replace.



Most Definite Not The 1st Time Experience on a Morris Minor:



REGALIA



AVAILABLE STOCK

30TH ANNIVERSARY MUGS	R 115.00
BUMPER BADGE	R 180.00
CAP BADGE	R 35.00
CAPS	R 65.00
DUST CAP REMOVER	R 30.00
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
VARIOUS BOOKS	PRICE ON ITEMS
70 th ANNIVERSARY CAP	R100
70 th ANNIVERSARY BUMPER BADGE	R185



Disk Brake Conversion by **WM BRAKES**

For **Morris Minor, Wolseley 1500 and Riley 1.5**

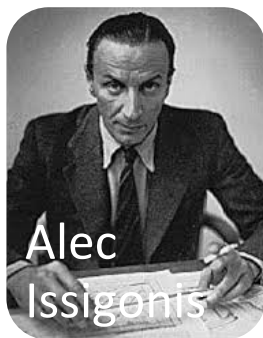
All new parts used and two new flexible. Brake pipes included

Price on application. Call **084 774 4660**

MORRIS MINOR – 70 YEARS ON THE ROAD

compile be Cristina Jones

2018 marks 70 years since the first Minors rolled off the production lines at Cowley in Oxfordshire. The post-war classic heavyweight Morris Minor was one of the most popular British cars ever made. It is considered a classic example of automotive design, as well as typifying "Englishness".

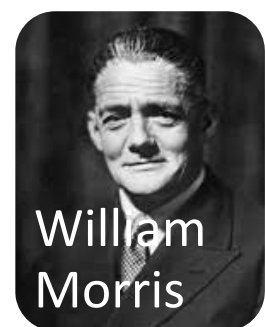


Alec
Issigonis

The Morris Minor debut was at the Earls Court Motor Show, London, on 20 September 1948. Designed under the leadership of **Alec Issigonis**, more than 1.6 million were manufactured between 1948 and 1972 in three series: the MM (1948 to 1953), the Series II (1952 to 1956) and finally the 1000 series (1956 to 1971). It was often described as bearing a morphological similarity to a jelly-mould and Morris's proprietor, **William Morris, Lord Nuffield**, said, in the lordly style of an Edwardian breakfast, that it looked like a poached egg. Its designer was the man Nuffield called "Issi what's his bloody name".

But Issigonis was always an intuitive engineering designer, not an academic one. By all accounts, he was headstrong, determined, inflexible, dogmatic and difficult; one of those people who took rather than gave praise. He prized creativity, most especially his own, above discipline or economy and was happy to call himself "Arrogonis".

Morris Motors Limited was a British privately owned motor vehicle manufacturing company formed in 1919 to take over the assets of William Morris's WRM Motors Limited and continue production of the same vehicles. By 1926 its production represented 42 per cent of British car manufacture — a remarkable expansion rate attributed to William Morris's practice of buying in major as well as minor components and assembling them in his own factory.



William
Morris

Though it merged into larger organisations in 1952, the Morris name remained in use until 1984, when British Leyland's Austin Rover Group decided to concentrate on the more popular Austin brand.

Until 2014 Morris Oxford vehicles (based on the 1954-59 Oxford) were manufactured with periodic enhancements in India by Hindustan Motors.

Part of Morris's manufacturing complex at Cowley, Oxfordshire is now BMW Group's Plant Oxford, headquarters of the MINI marque.

The Morris trademark is currently owned by the China-based automotive company SAIC after being transferred from bankrupt subsidiary Nanjing Automotive.



Then



Now

Morris Garage, Longwall Street in Cowley, Oxford, where William Morris built his first car

MORRIS MINOR TODAY

Today the Morris Minor and 1000 are among the best-served classic family-sized cars in the old vehicle movement and continue to gain popularity. The enduring affection for the "Moggie" (also a common British nickname for an undistinguished cat, or a Morgan) or "Morrie" (as it is often known in Australia and New Zealand) is reflected in the number of restored and improved Morris Minors currently running in Britain, Australasia and South Africa. In addition to more powerful engines, desirable improvements necessitated by the increase in traffic density since the Minor was withdrawn from volume production include the replacement of the original equipment drum brakes with discs. Other important upgrades include the 1,275 cc (77.8 cu in) version of the A-series engine, derided by Morris Marina enthusiasts as a key reason why many Marinas were scrapped, and the similarly sized Nissan A engine, which shares all common dimensions to the Morris Minor engine, except piston size.

SIGNIFICANT SUBSIDIARIES

Subsidiary	founded or acquired by W R Morris, Viscount Nuffield	acquired by Morris Motors Limited
MG	1909	1935
W R Morris	1912	1926
Morris Engines	1923	1926

<u>Morris Commercial</u>	1923	1936
<u>Nuffield Press</u>	1925	
<u>Pressed Steel</u>	1926	never
<u>SU</u>	1926	1926
<u>Wolseley</u>	1927	1935
<u>Nuffield Mechanizations</u>	1935	WWII
<u>Riley</u>	1938	1938

CAR PRODUCTION IN BRITAIN 1919-1938 (PER CENT)

	1919	1921	1923	1925	1927	1929	1932	1935	1938
<u>Morris</u>	2	10	28	42	37	35	33	31	23
<u>Austin</u>		7	8	10	23	25	27	23	21
<u>Ford</u>		22	11	2	6	4	6	17	18
<u>Rootes Standard Vauxhall</u>						8	23	23	31
