

A circular logo with the text "Morris Matters" in a stylized font, arching over a green Morris Minor car. The car is shown from a front-three-quarter view, parked on a light surface. The license plate reads "MMOC - WC".

Morris Matters

Morris Minor Owners' Club Western Cape

January-February 2021
Volume 35 No 1

I hope all our members enjoyed the Christmas season and are set for 2021. We all suffered losses during 2020, be it due to Covid-19 or other illnesses, loss of income, loss of freedom, lockdown – the whole country is trying to get back to a new normal and it is going to take some gumption to get through the new year with a positive attitude and hope for the future.

The year started with the tragic news that Richard and Bertha Laubscher had been in a terrible accident. As I write, Richard is still in ICU in a medically-induced coma, and while the road to recovery will be long, the signs are good. They are in our prayers.

At the AGM at the National Rally in Langebaan, a few topics were addressed, for instance keeping the Morris's standard vs. new modified versions, to draw in the younger crowd. The Chairmen of the clubs all had different opinions, but they mostly felt that the cars should be kept standard.

One topic that was especially highlighted, is the fact that people join the club in order to obtain an S-licence and afterwards they just disappear, never renew their membership, but still enjoy the benefit of having an S-licence. To clear this matter, the S-licence is only available for members of a car club and only for car shows, with no passengers. The driver and passengers of a vintage car for matric farewells and weddings are not covered in case of an accident. For any change of ownership, the vehicle in question must be roadworthy and is not exempt of having to go for a roadworthy test, unless you sell the car to an active member of a club, which will adhere to the rules of using the S-licence for the right reasons. The new owner of the car must get the S-licence letter from the Chairman of the club, as it is his duty to issue the S-licence and to make sure that it is used for the right reason.

When selling a car, please make sure that the traffic department is aware of the fact that the car must be registered with a normal licence and not an S-licence. Not all traffic departments follow this rule and slip-ups have happened in the past. Also note that all rebuilt and cars with a scrap certificate after 2006, need to get a Data-Dot sticker and certificate. This can be obtained at various DataDot stations.

We are planning events for every month of the year, as usual, depending on the Covid-19 rules. Car shows are still questionable as to the amount of people who may attend, but we as a club, will definitely make sure that our cars will be taken out of hibernation and back on the road.

Frikkie



 Clubhouse: The Cape Multi Car Club, Jan Burger Sports Ground, Parow North

 <https://www.morrisminor-wc.co.za/>

 <https://www.facebook.com/groups/httpswww.morrisminorwc.co.za/>

The committee



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R50

How to fit twin carbs and other advice for keeping your Morrie purring

Due to the age of your Morris Minor, your 1¼" SU carburetor will have wear and tear.

The wear will cause poor performance and increased petrol consumption due to wear on the spindle shaft housing, butterfly shaft and the main jet and needle. If you want performance on your Morris Minor, then you have to fit a twin set of carburetors (Mini Cooper S) but you will also have more petrol consumption. Carburetors and manifolds are extremely rare and if you are so lucky to find a set of them, four items need to be changed:

The fuel line must go to both carburetors.

The choke cable must be linked up so that the choke mechanism on both carburetors' cable can operate when pulled.

The accelerator cable must also be fitted to the linkages on the butterfly shafts so that both carburetors will be able to operate. The return spring bracket must be fitted in line to pull back the accelerator cable with the correct tension.

You also need to have a vacuum advance from the distributor to the intake manifold or to the base of one



of the carburetors.

When changing oil and oil filters on the 948, 1098cc Morris Minors, as well as Minis, it is not easy to replace the oil filter cartridge without having an oil leak afterwards. The new trend is to fit modified oil filter conversions. A number of club members have done so and are extremely satisfied with the results. This will ease the replacement because it's a spin-on filter and not a cartridge. See below the illustration of the cartridge of an oil filter assembly. Because of the many intricate little parts (springs, washers and O rings), it is difficult to assemble when replacing the cartridge. It can result into having oil leaks. The Fram spin-on filter conversion will soon be available on Mitford's regalia table.

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Morris battery

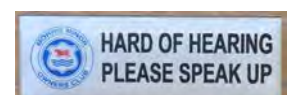
Fit a battery isolater switch to the earth side of the battery. It save you disconnect the battery when Morris is not in use. If you can't fit it yourself get help from technical club members. You can get a switch from Midas at +- R120. Midas part no= BAT MAIN SWITCH 2 TE KSCUT



REGALIA



BUMPER BADGE 70TH ANNIVERSARY	R180
CAP BADGE	R50
CAPS	R65
CARDS	R15
CLOTH BADGE (RECTANGULAR)	R35
CLOTH BADGE (ROUND)	R40
DUST CAP REMOVER	R30
2020 RALLY SHIRTS	R230
HEARING AID BADGE	R50
I LOVE MY MORRIS MINOR BADGE	R20
KEY RINGS	R50
LICENSE DISC HOLDER	R10
LRP ADDITIVE	R120
'2SLOW4U' MAGNETIC STICKER	R40
MAGNETIC STICKERS	R40
METAL CAR BADGE	R180
MY OTHER CAR BADGE	R20
PENS	R25
STALK FLAG	R20
STICKERS	R20
TIMING COVER METAL GASKET	R100
WARNING OPEN CAP SLOWLY BADGE	R20
70TH ANNIVERSARY T SHIRTS	R185
FLAG: ENGLAND	R30
FLAG: UNION JACK	R30
FLAT CAPS	R150
FRIDGE MAGNETS	R20



PRICES EXCLUDE COURIER FEES



Spitbraai and ice cream

by Gerda Muller

7:00 Sunday morning, 29 November - Frikkie and I started loading Maggie, the traveler, with tablecloths, a ladder, sanitizer, thermometer, Covid forms, cleaning cloths, register, Christmas decorations, etcetera. After the lockdown of 2020, this being only the 4th event of the year, we were so excited to finally have some fun without having to worry too much about Covid-19. All our ducks were in a row and we decided "tis the season to be jolly" and off we went.

Sandy Gush brought the Chinese lanterns, (leftovers from the rally) and small Christmas trees for table decorations and we tried our best to make the clubhouse look festive. Sophie Dawson from Bloemfontein Club donated whiskey glasses to be distributed at the rally, but we decided to give them as Christmas pressies at the Christmas lunch. Sandy also brought red boxes that needed to be assembled and we had a nice little conveyer line going on. A few of us folded the boxes, Sharon stabilized them with Sellotape, and Bertha, Desiree Green, and I wrapped tissue paper around them and put them in the boxes.

The boys (read Mitford) hung the Chinese lanterns, and the rest of the guys sanitized the tables and chairs, laid the table cloths and overlays, and spaced them at the appropriate 1,5 m social distancing requirement.

In the meantime, our caterers arrived. Pieter and Emile did a stellar job. The food was prepared and they set up behind the bar counter. Emile even showed us ladies how to fold the serviettes to hold the cutlery. By the time our first guests arrived, the hall was decked, not with holly, but with a colorful display of white table cloths, red and green overlays, red, white and blue Chinese lanterns, and the little Christmas trees on each table. The red boxes with the glasses in were placed at each guest's place setting.

Frikkie presented Delarey Calitz with a special trophy for driving from Johannesburg to Cape Town, all on his own, with his beautiful new 1950 2-door split-screen lowlight named Ruby. Donned with Christmas hats and after cracking open our Christmas crackers, at last we could get to the matter of the day... the spitbraai! The food was immaculately prepared and one and all complimented the chefs. They were so well organized that even queueing for the food didn't take long. There was enough food for a second and even a third helping and I can honestly say that this was one of our better Christmas parties.

Morris events are, as always, something to remember and



At the Christmas lunch Cristina Jones, the previous editor of Morris Matters, was presented with a beautiful painting, painted by another club member, Clive Burton. Cristina is emigrating to the UK to join her children. She will be sorely missed, and I, for one, who worked with her closely, editing and putting together the magazine, will certainly miss our coffee dates.



to look forward to.

Our first outing for 2021 was held on Sunday January 24, and it was good! We drove to Melkbosstrand and bought those lovely ice creams they sell on the beach. It was a beautiful day, clear skies and I could even hear the Morris murrur under their engines' rumbling, "Hi, pals, good seeing you guys again!"

On the way to Philadelphia, Bobby's car had a hiccup, which caused our mascot, Chuck Norris, to change rides. Being in Ron Clark's care and due to Sharon, being the handy woman that she is, Chuck is now the proud owner of a pair of shorts. So, until someone else is in need of Chuck's services, he will be at Bobby's side!

We have discussed a few options for coming events which would both be Covid-safe and enjoyable and decided on The Grille Shack @ PitStop, R44, Clarence Drive, Gordon's Bay for the outing on Sunday February 21.

The Grille Shack is a 1950's Pump Diner inspired restaurant with a "lekker" South African twist. It welcomes petrolheads, road-trippers, families, adventurers, hikers, locals, free spirits, cyclists, tourists and well-behaved pets.

Assembly point is at 9.30 at the Engen 1Stop on the N2 - last brunch orders must be made before 11h15.

Other outings being planned include a drive to Kleinmond and the Winelands.

Sandy and Owen Gush had a live and live music at the West-coast Farmstall, so in my book, that's another outing in the making.





Time to call in the professionals? Be prepared!

If you are like so many others, you may have bought your Morrie as a project, and fondly imagined hours spent in the garage restoring her to her former glory. And, of course, dreaming of the day when you can drive her to a club event and stand by proudly while your fellow members admire your handiwork under the bonnet.

Alas, for many of us, life gets in the way of our dreams and we are sometimes forced to find a professional to turn our old rust buckets into the cars we know they can be.

The Morris Minor Owners' Club has some professional restorations advice that it would be well to heed before parting with your Morrie and / or your money.

1. We recommend taking out legal expense insurance to provide advice in the event of a dispute of contract with the restorer. Legal expense insurance will also pay legal fees in the event of the case going to court.
2. Specify exactly what work you want doing and discuss with the restorer.
3. Asked to see examples of the firms work and facilities, also talk to other members who have had work completed by the firm.
4. Obtain a copy of the firm's guarantee regarding parts and workmanship.
5. Always obtain a written, detailed estimate of work to be done, parts and labour, including or excluding VAT. Parts should be detailed as

to whether new or second-hand, original parts or pattern copies, complete items or repair sections.

6. Always obtain detailed receipts for money paid to the firm.
7. Check that receipts are correctly dated and have the firm's name, address, company number and VAT number (where appropriate) and also your name, address and car registration.
8. Ensure the restorer knows where to contact you in case there is a "snag" during restoration. (Remember, obtain an estimate for any extra work.)
9. Visit the car during restoration, and when completed inspect the car before you take delivery and/or part with any money.
10. Should you have any complaints and a phone call does not produce a response, inform the company in writing and send by registered mail or by courier so that a signature of receipt is obtained.
11. Obtain a statement of any recertification work.
12. Always retain originals of estimates and receipts, only sent photocopies, and retain a copy of all communications.
13. Check the extent of the company's insurance cover, which should include motor trade insurance for driving your vehicle and garage and vehicle cover in the event of total loss.



Picture by Hannah George, Kidscornerillustration.co.uk

How well do you know your Morrie?

Everyone who has owned, or wanted to own a Morris Minor has a good idea of what's under the bonnet. But maybe there are some points that are less familiar.

Did you know ...

When Sir Alec Issigonis designed the Morris Minor, he had a right-hand man called Jack Daniels.

The wheels were uniquely small - two or three inches less in diameter than the average - a clever trick to give the little Morris more of a big car look, and enhancing its proportions.

Because the engine is right over the front wheels instead of behind them its weight dramatically improves the stability and controllability of the car.

The first Morris Minors rolled off the production line in 1948, and it wasn't until 1955 that the slatted grille replaced the mesh type, and the speedometer took pride of place in the middle of the dashboard.

The millionth Morris Minor was completed in 1961, and to commemorate the event 349 replicas of the original were produced and finished in an unusual shade of purple with white upholstery.

Club fees

Full member	R300
Full member + partner	R350
Senior citizens (+65)	R250
Senior citizen + partner	R300
Under 25's	R200
Country members	R210
(>100km from Cape Town)	
Members living outside SA	R210

Subscription fees include R50 National Rally Levies, determined by the National Body.

New applicants must pay a registration fee of R50.

Membership Badge included.

Final payment is due by the end of March each year. A re-joining fee applies after this date.

No cheque payments are accepted.

EFT to:

Morris Minor Owners Club

Standard Bank

Branch: 051001

Account number: 27 119 3093

Kindly notify Su Prins of any change of address or email so you can be sure to receive all club notices.



January

2	Saray Bothma
4	Pietro Corgatelli Theo Smit
6	Emma Carpenter
7	Janita van Huyssteen
10	Peet Badenhorst
15	Gareth McConkey Adrian Johnston
16	Heleen Wagener
29	Malcolm Johnston

February

1	Peter Blease
2	Delarey Calitz Dawson Blaese
7	Andrew Riggs
8	Anthony Krzesinski Donata Carrick
9	Ansie van Rensburg
17	Andries Schaap
18	Lynne Smit
20	Graham Balharry
22	Nan Peck
24	Greg Peck

