



PRESENTS

MORRIS MATTERS



VOLUME 37 NO.2

MEET THE COMMITTEE

CHAIRMAN/SPARES



FRIKKIE MULLER

VICE-CHAIRMAN



RON CLARK

SECRETARY



GERDA MULLER

TREASURER



THEO SMIT

TECHNICAL



WILLIE BOUCHER

REGALIA



MITFORD ROBERTS

MEMBERSHIP



SU PRINS

COMMITTEE MEMBER



TONY HARRISON

EDITOR



MIKA CALITZ



CHAIRMAN'S CHATTER

BY: FRIKKIE MULLER



We welcome Tony Harrison back onto the Committee after taking a very long break. Tony has been a Chairman of the club for many years and is an honorary member of the club. The experience and knowledge that he has about the Morris Minor and the club specifically, is invaluable to us.

Thank you to the members who attended the Annual General Meeting as it is the most important event of the year. We were the only club in South Africa who had a concours judging this year, so congratulations to all the prize winners!

A group of us joined the Biker and Old Car Motor Show at the Purple Windmill at Arra Vineyards. Ron Clark won the People's Choice Award and Mitford Roberts also walked away with a prize.

Thank you to Gerda for organizing the breakfast at Jeff's Bistro and to Mark Harris for taking the lead for run to Jonkershoek.

Winter is upon us, so please check your lights and wipers. Hope to see more of you at our coming events.

FRIKKIE

1972 MORRIS MINOR PICK-UP BY: GERDA MULLER

This stunning example has recently been restored to as near to new condition as possible by Morris Minor specialists "Morris-Minor-Millennium" in Manchester, and presented in a fantastic show condition and just six former keepers from new.

The attention to detail on this van is most impressive. Every part ,down to the last, nut, bolt. and washer has been meticulously removed, replaced and renewed or refurbished, to include a complete body overhaul and re paint. The canvas tilt and frame are brand new. All suspension parts have been stripped and re painted. The underside looks as good as the top! The van has had a complete interior retrim including the load area which has never been used since completion plus with new seats, carpets and headling. The chrome is excellent throughout. The under bonnet has been detailed to a high standard with many new parts including a brand new wiring loom and ignition system. Four brand new tyres are fitted.

The van drives just as a 'Moggy' should with its characteristic exhaust 'Rasp' with a strong engine, gerabox and clutch.

Commercials are rarely found, especially in this condition and are highly recognised as a fantastic form of promotion or advertising

The condition of this van has to be seen and driven to be appreciated.





COME RAIN OR SNOW. A

MORRIS WILL GO!

BY: MARTIN ROBBINS

Martin Robbins Woodwork teacher met a grizzly sight over Christmas in 1962. Snow began to fall over a three month period, and at that time, the teacher and his Morris Traveller had to face a 70 mile journey from London, back to his School.

In the picture below, we see his teacher digging his Morris Traveller out of the snow to make his way back home. The Minor performed in an exceptional manner and got him back in time to teach.



ERVARINGS MET 'N MORRIS

BY: EBEN SMIT

Beste Gerda

Baie dankie vir jou versoek om my bydrae in die nuusblad te laat verskyn. Ek heg 'n paar fotos aan wat ook gebruik kan word. Op die een foto is my seun Francois en op die ander foto my ouers by die motor en karavaan. Ek het my oorspronklike bydrae effens aangepas om nog 'n ervaring of twee met almal te deel – sien hieronder. Verander asseblief soos nodig. Ek sal graag ook 'n kopie van die Nuusbriëf wou ontvang.

In 1959 toe ek nege jaar oud was koop my Pa 'n splinternuwe Morris Minor 1000. Ek en my ouers ry met die trein vanaf Beaufort-Wes om die motor by die handelaar in Kaapstad in ontvangs te neem. Omdat die motortjie ingeloop moes word, ry ons teen 40mpu terug huistoe, wat amper 'n dag neem.

Nie lank daarna nie, gee die ratkas in en word tot groot onsteltenis gevind dat die nuwe motor met 'n ou verslete ratkas verkoop is. Na vele harde woorde word n nuwe ratkas geïnstalleer.

My Pa, die Markmeester op die dorp en die Morris was n legende op hulle eie. Menige aanbiedinge om die Morris te koop, was van die hand gewys.

In 1968 leer ek met hom bestuur. Met petrol wat 9c/L kos gooi ons 'n Rand se petrol in en ry vir weke daarmee in die dorp rond.

In dieselfde tyd ry ek die wit waks uit hom uit tussen Beaufort Wes en Oudtshoorn waar ek in die weermag is. Die spoedmeter is gemerk tot 80 mpu maar ek ry hom dat die naald verby die 80 mpu merk gaan en regoor die petrolmeter lê. Dit moes 90 mpu of baie naby daaraan gewees het.

Na die eerste drie maande se opleiding kry ons 'n naweekpas en gee ek vir vier van my vriende 'n saamrygeleenthied Beaufort -Wes toe. Daardie tyd was die grondpad deur Meiringpoort onder konstruksie met die bou van die teerpad. Die Morris vlieg deur die draaie en almal is opgewonde om die familie weer te sien en kan nie wag vir die kos wat wag nie.

Die volgende oomblik is daar 'n konstruksievragmotor vorentoe in die pad wat sand aflaai en word ons verplig om stil te hou. Dit vat heeltemaal te lank na my sin om so te sit en wag en ek sien 'n gedeelte van die nuwe pad wat met gruis bedek is en na 'n goeie opsie lyk om by die vragmotor verby te kom. Ek stuur die Morris in daardie rigting en aanvanklik gaan dit goed, maar die volgende oomblik sak die motor se wiele in die gruis in en daar sit ons. Na 'n groot gespook van vorentoe en agtertoe, sak die Morris nog net dieper in die los gruis in. Op daardie oomblik sien ons in die verte die konstruksievoorman, 'n reus van 'n man, bakarm op ons afgestap kom en besef dat ons nou in groot moeilikheid is.

Dis net daar waar die motor se drie deure oopgaan en die manne vir my skree, gee petrol ons gaan die kar oplik. Terwyl hulle elkeen 'n modderskerm beet het, gee ek petrol en sowaar dit help. Met klippe wat oral spat, klim die Morris uit die gate wat hy gegrawe het en ek stuur hom weer terug na die ou pad. Ek wag net dat die drie deure weer toeklap voor ons in 'n stofwolk by die voorman wat met sy een vuur in die lug staan, verby jaag. Gelukkig is daar nou plek langs die vragmotor om verby te gaan en ons skiet by hom verby. 'n Soldaat wat honger is en na sy ma se braaiboud verlang, is 'n gevaarlike mens.

Rondom 1971, bou ek en my Pa 'n ligte karavaantjie en toer ons deur Oos Londen, P.E., Knysna, en George. Alles gaan goed en die Morris sleep die karavaan al te spoggerig, maar oppad terug Beaufort Wes toe loop dinge effens skeef.

Die pad deur Meiringspoort is nog steeds onder konstruksie en die grondpad as gevolg van die werkery papnat. Ek bestuur toe ons teen n redelike steil bult moet uitry. Die Morris maak dit tot amper bo, toe sy agterwiele in die modder begin tol. Ek trap die rem maar ons gly agteruit teen die bult af. Omdat die karavaan nou die motor sleep, beweeg ons in n netjiese reguit lyn tot onder in die driffie waar ons tot stilstand kom.

Nadat almal oor die skrik gekom het, rev ek die Morris vir n vale en bestorm ons weer die bult.

Hierdie keer maak ons dit en kom veilig tuis.

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In 1972, ry ons weer deur die tuinroete, die keer sonder die karavaan. Op 'n oggend terwyl dit nog donker is, ry ons stadig deur die Bloukranspas terwyl ek bestuur. Op een van die skerp draaie, gee die Morris net 'n ruk en gaan staan ons. Die hoofligte en die paneelligies is alles dood en dis gitswart nagdonker rondom ons, maar ek kry dit reg om veilig tot stillstand te kom. Vir 'n oomblik sit almal verbaas want niemand weet wat nou eintlik gebeur het nie.

Gelukkig het my Ma 'n flits byderhand en die eerste ding wat deur my kop gaan is om weer die knop van die aansitter te trek. Daar gebeur niks en tot my skok kom ek agter dat die kragkakelaar wat met 'n sleutel werk eintlik af geskakel is. Die ligskakelaar is ook in die af posisie. Ek skakel die kragkakelaar aan en trek weer die aansitter se knop maar alles is morsdood en dis donker rondom ons in hoofletters. My Pa en Ma is doodstil en sê nie 'n woord nie.

My eerste gedagte is dat 'n batterykabel losgegaan het wat versoorzaak dat daar nie krag is nie. Daar was stories van luiperds in die pas en my Pa verbied my om uit te klim omdat dit te gevaarlik is. So sit ons in stilte en weet nie wat om te doen nie. Na seker vyf minute besluit ek om weer te probeer en daar werk alles perfek! Ek het op die naaste dorp die batterykabels nagegaan en alles was nog behoorlik vas. Tot vandag toe het so-iets nog nooit weer gebeur nie. Hoe beide die krag- en ligskakelaar in die af posisie beland het, kan ek ook nie verklaar nie. Toe ek en my ouers jare daarna weer oor die voorval praat, hoor ek dat hulle dink dat dit daar gespook het. Soos ek nou hier skryf slaan die hoendervleis opnuut op my uit.

In 2006, kan my pa nie meer bestuur nie en staan die motor vir n geruime tyd in die motorhuis. Teen 2010 bring ek die Morris na my huis in Tergniet waar daar mooi na hom gekyk word en hy binnekort sy 64ste verjaardag vier.



MORRIS MINOR TECHNICAL TIPS

How old are your tyres?

**WARNING!
AGEING TYRES
CAN BE DANGEROUS**



The British Association of Rubber Manufacturers, and all the major tyre manufacturers, recommend that you should not use a tyre that is more than ten years old.

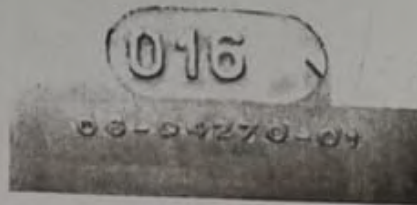
Tyre ageing is not just a process you can see (sidewall cracking etc.), it goes much deeper with the steel belts and cord plies of the tyre's construction gradually breaking down over time. The results? Anything from a persistent flat to catastrophic, high-speed failure.

*How old are your car's tyres?
You might be surprised....*



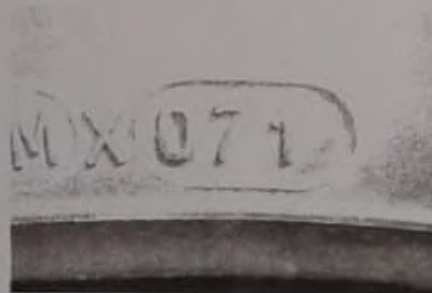
2000 to present

The date code is four digits long. The first two digits represent the week of production, and the second two represent the year. The tyre in the picture was made in the thirteenth week of 2011.



1990 - 1999

The date code is three digits long. For the Nineties this was followed by a triangle. The first two digits represent the week of production, the third digit represents the year. The tyre in the picture was made in the first week of 1996 (note the small triangle on the right).



1980 - 1989

The three-digit code was also used in the Eighties, but without the triangle. The format is otherwise exactly the same as the later system. So, the tyre in the picture was made in the seventh week of 1981.

Before 1980

If your tyre doesn't have any of the markings above, it was made before 1980 and should be replaced as a matter of course.

www.vintagetyres.com
sales@vintagetyres.com

Our 'local' Classic & Vintage Tyre contact is: Jeppe Tyres ph: 011 614 0462.





REGALIA



FLAT CAP R150



BASEBALL CAP R65



UNION JACK/ENGLAND WINDOW FLAGS R30



BUMPER BADGES R180



CAP BADGES R50



DUST CAP REMOVER R30



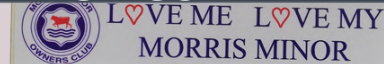
CLOTH RECTANGULAR BADGE R35



CLOTH CIRCULAR BADGE R40



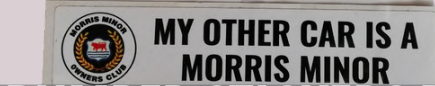
KEY RING R50



BUMPER STICKERS R20



MAGNET/PIN BADGE R50



BUMPER STICKERS R20



LARGE BUMPER STICKERS R20



MORRIS FRIDGE MAGNET R20



MAGNETIC SPEED LIMIT STICKER R40



CLUB PENS R25



GOLF SHIRTS R180

ANY REGALIA QUESTIONS/NEEDS:

MITFORD ROBERTS: 083 268 0957

EMAIL: mitfordr1951@gmail.com



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



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



MARCH

DAVE GERSTNER	1
GIEL KOTZE	15
ROB TISSINGTON	15
JOHN SWIFT	24

APRIL

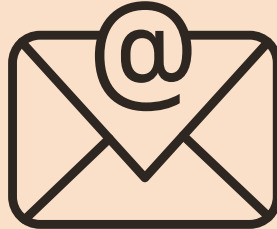
GREG SMIT	3
CRISTINA JONES	4
YVONNE BOOTCOV	9
MILA BOUWER	12
PAUL ENSLIN	14
PAT BIRKETT	16
MARY MONAGHAN	22
ALICIA MIENIE	26
ROGER BUCKLEY	29

STEP RIGHT UP! STEP RIGHT UP!



TRY TO ANSWER ALL THE RIDDLES AND STAND A CHANCE TO WIN A SHIRT WITH YOUR VERY OWN MORRIS MINOR ON IT!

THE WINNER IS CHOSEN BY WHOEVER SENDS FIRST.



1. Riddle: What has to be broken before you can use it?

Answer:

2. Riddle: I'm tall when I'm young, and I'm short when I'm old. What am I?

Answer:

3. Riddle: I shave every day, but my beard stays the same. What am I?

Answer:

4. Riddle: I have branches, but no fruit, trunk or leaves. What am I?

Answer:

5. Riddle: What gets wet while drying?

Answer:

GEORGE OLD CAR SHOW SHOWS THERE'S NO COOLING OFF IN THE LOVE OF AUTOMOBILES

By 9am on Saturday morning, a crowd comprising thousands of motor enthusiasts had already gathered at Eden

Technical High School to gain tickets to the 26th George Old Car Show (GOCS).

Those who had already entered

the showgrounds, had first dibs on the exquisite special display of Italian Marque cars and bikes in this year's

show – the annual flagship event of the Southern Cape Old Car Club.

The temperatures, hitting the high 20s by first light and quickly gaining momentum during the morning, did little to

keep show-goers at bay, and the brilliant sunlight over both show days on February 11 and 12 did much to show

off all carefully restored and pampered machines on display.

Early tallies put the weekend's attendance at 12,500 souls, with 1,500 cars having entered through the Carpe

Diem School gates in a matter of hours on Saturday morning to park their rides and enjoy the spectacle. Thence,

they ventured across the road to start salivating over everything on offer at the bristling showgrounds.

For the 17th time, this year's GOCS was preceded by the Vet Tour, participating drivers hailing from all over

South Africa but also travelling from faraway shores such as the UK, Canada and Germany. These venerable old

cars formed part of the display at the Eden showgrounds, which also featured modern fleets by an array of top

marques, tractors and motorcycles of all ages and shapes.

Among the many stalls of food and drinks, bric-a-brac goodies and car-related products, GOCS sponsors featured in full regalia. This year's event was generously supported by premier partners WeBuyCars, and many other businesses are deserving of mention for roles played big and small, according to GOCS chairman Alewijn Dippenaar.

"Protea Hotel's fabulous tent on the main field provided shade and refreshments and a perfect vantage point to the parades that continued throughout both show days and that was perfectly MC'd by Herman Ungerer and Morne Pietersen. Divan de Kock's slick Herotel crew enabled live-streaming of events to Raceday TV with aplomb," adds Dippenaar.

He also thanks George Municipality, Coke, SAB, George Herald and Midas for their support in pulling this year's event together and doing what they do best in their various capacities, so making the weekend a roaring success.

"On behalf of the Southern Cape Old Club, I would like to express my sincere gratitude to all companies, individuals, motor exhibitors and all the spectators, who contributed to the success of the GOCS 2023. Your support was invaluable and we could not have achieved such a resounding success without your presence.

A major word of gratitude is expressed to everyone who exhibited their beautifully-conserved old cars, motor bikes, tractors and other extraordinary engines. Wandering among the nearly 1,000 motor cars that made their way to George from all over South Africa, your love for old cars and camaraderie was palpable.

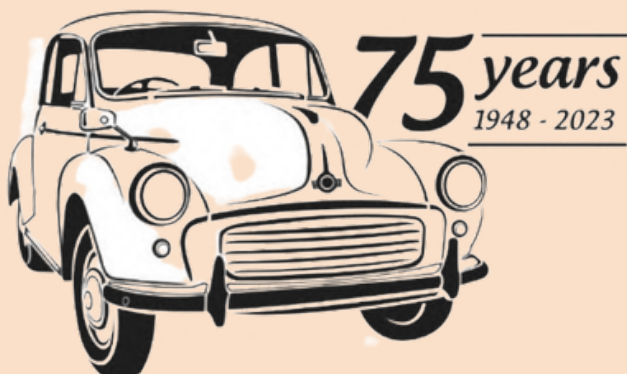
The SCOCC thank you for your stewardship and belief in our old car heritage, and for your heart-felt contribution and presence at this year's GOCS." – Waldo Scribante, Chairman SCOCC."

MINORS 75TH ANNIVERSARY IN 2023

2023 signifies the 75th Anniversary of the Morris Minor being showcased at Earl's Court Motor Show in London in October 1948!

This year also marks the 70th Platinum Anniversary for the Traveller and Commercial Morris variants!

Treat your Morris to an extra special polish this October!



EVENTS

SATURDAY 20 MAY

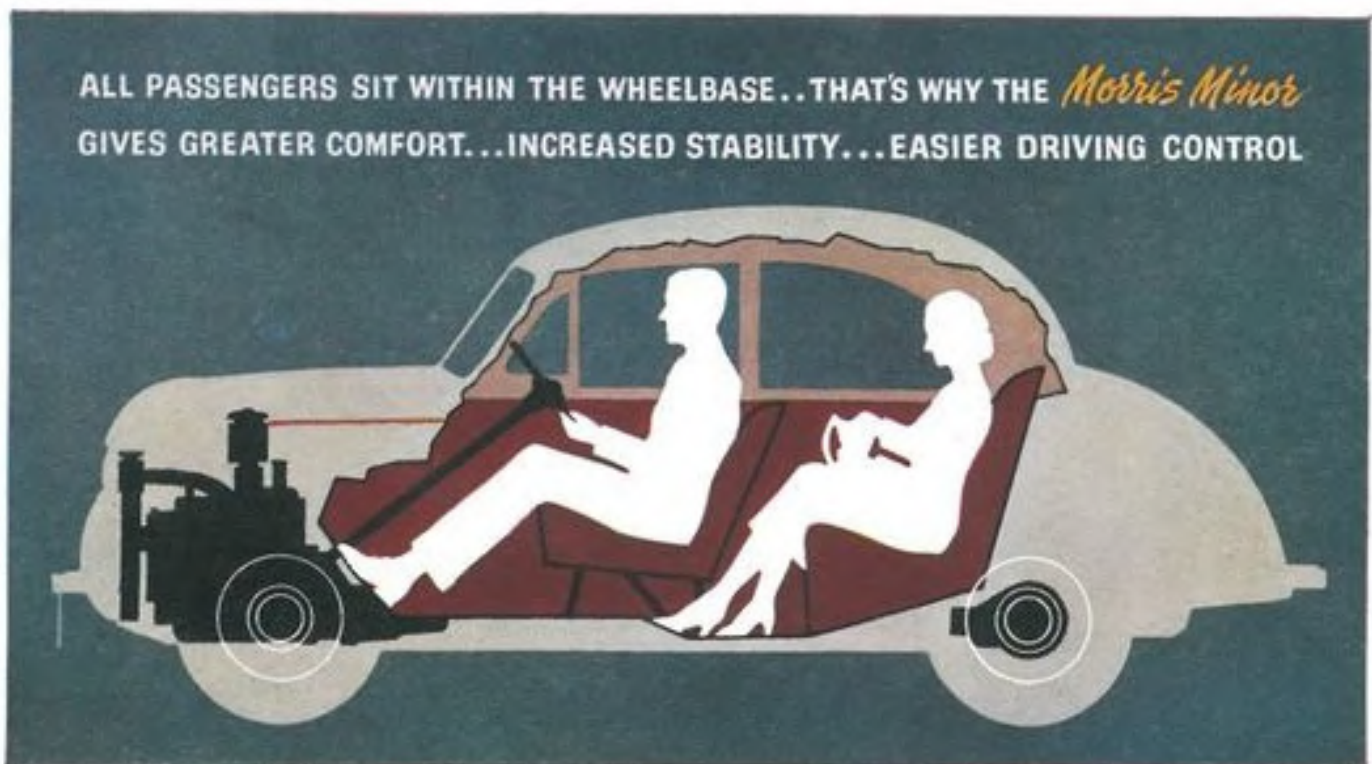
A Visit to the South African Air Force Museum

SUNDAY 18 JUNE

Braai at the clubhouse - lecture by Frikkie Muller

SUNDAY 16 JULY

Combined British Car Day



Driver and passengers in the MORRIS MINOR sit cradled between the axles—where they *should* be for riding comfort. The power unit is located in the safest position, well forward and low down. You can drive the MORRIS MINOR safely around curves, over bad roads with certainty and stability.

Ask for details about other Morris cars. Morris Minor 4-door Saloon, Morris Oxford, Morris Six.

A TIME NOT SO LONG AGO

★
MORRIS

*bringt für
Qualität*

★



Gebr. J. und E. Waeny Garage Wabern bei Bern

MORRIS MINOR TRAVELLER'S CAR

Facts for Salesmen



Your "walk around" sales guide. Starting from the left-hand-side front door handle, we walk around the vehicle in a clockwise direction, pointing out the features as we go. Note that space is left for any additional features you may wish to add.



FOR DRIVER & FRONT SEAT PASSENGER

1. The steel basic structure, treated for rust prevention, incorporates the front body shell, floor, bulkhead, frame members, and wing valances on which is built a roomy station-wagon-type body of exceptional capacity. The wood

frame members are made of ash and the body panels of aluminium. The metal roof has a full-length liner panel.

2. "Quality First" finish inside and out. Six coats of paint.

Life can be wonderful!



**MINOR
1000**



A MEMBER OF THE MORRIS GROUP
CORPORATION OF AUSTRALIA

THE MORRIS MINOR 1000 IS SOLD AND SERVICED BY AUTHORIZED HUPFIELD DISTRIBUTORS AND DEALERS THROUGHOUT AUSTRALIA
1966 10 000

