



MORRIS MATTERS

WESTERN CAPE MAGAZINE










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MORRIS MINOR OWNERS CLUB WESTERN CAPE

Clubhouse: The Cape Multi-Motor Club, Jan Burger Sports Ground, De Grendel Road Parow North.

Web: www.morrisminor-wc.co.za **Facebook page:** MMOC Western Cape

COMMITTEE MEMBERS

| Chairman | Vice Chairman | Secretary |
|--|---|---|
| Frikkie Muller  gerdamuller76@gmail.com | Ron Clark  clarkfam@zsd.co.za | Gerda Muller  gerdamuller76@gmail.com |
| Treasurer | Membership | Regalia |
| Theo Smit  tfsmi@mweb.co.za | Su Prins  suprins@me.com | Mitford Roberts  mitfordr1951@gmail.com |
| Technical | Member | Events Co-Ordinator |
| Tony Harrison  tohar@telkomsa.net | Sandy Gush  sandragush@gmail.com | Llewellyn Buckley  lulubucks007@gmail.com |

CHAIRMAN'S CHATTER

FRIKKIE MULLER



The Annual General Meeting took place on March 16th, and I am happy to report exceptional attendance. Llewellyn Buckley was unanimously selected to fill the Events Coordinator vacancy.

Johan van Rensburg, who voluntarily accepted our mascot, Chuck Norris, as protection, until the next Morris broke down. He presented Chuck Norris to me, as my Morris was the first one to give problems on the way to George. I then handed Chuck over Roger Buckley, who had the worst luck on our George trip.

Gerda and I were presented with a donation which we sincerely appreciated. Thank you to the committee.

Since our children from the UK were visiting us, we could not attend the outing to Doodles, but according to the photos, everyone had a blast.

With the winter approaching, I would suggest doing the normal pre-drive checks to prevent passing on Chuck Norris to the next victim!

BIRTHDAY LIST

| <u>MAY</u> | | <u>JUNE</u> | |
|-------------------|----|------------------------|----|
| Dewald Smit | 2 | Helmut Gente | 2 |
| Shelagh Johnston | 4 | Dien Riggs | 4 |
| Alec Berry | 6 | Sandy Gush | 14 |
| Jana Smit | 6 | Riette du Toit | 15 |
| Helen Goldenbogen | 11 | Michelle Whitehead | 17 |
| Timothy Elliot | 14 | Alastair van Huyssteen | 19 |
| Heinrich Sephton | 21 | Johan Bruce | 21 |
| Alastair Chaffey | 22 | Robin McIntosh | 22 |
| | | Craig Buchanan | 24 |
| | | Mitford Roberts | 26 |
| | | Simon Boden | 30 |

FORTHCOMING EVENTS

1. Sunday 18 May 2025 – Brunch/early lunch at Die Plaaskombuis, Hemel en Aarde
2. Sunday 15 June 2025 – Snoekies in Hout Bay
3. Sunday 20 July 2025 – Christmas in July at the clubhouse
4. Sunday 17 August 2025 – Braai at the clubhouse

For more details on each event, visit our website, www.morrisminor-wc.co.za.

TECHNICAL

Tony Harrison



HOW TO REPLACE YOUR MINOR'S WHEELBEARINGS

This technical report was compiled by one of our past technical experts, Piet Pretorius

The wheel bearings of your car are some of those out of the way, out of mind parts. They last for ages and therein lies the danger. The sound produced by a bearing packing up, is not always detectable above other mechanical noises and when it does become audible, it happens very gradually so that you become used to it without recognising the damage, so it is best to check them regularly as you would your car's tyres, brake linings, etc. I would say every three or four thousand kilometres would be fine.

The tools you require are listed below:

- Axle stands
- Car jack
- Wheel spanner
- Medium Phillips screwdriver
- Hammer
- Block of wood
- Cold chisel or socket
- Pliers 6 mm thick blunt end punch

Other than normal spanners listed, you require a stethoscope. This consists of a 30 cm screwdriver or a similar length of broomstick. I would strongly advise against you cutting a piece off your wife's broom handle. *You may well end up being fixed, not your car.*

To start with, lift the front of your car and place axle stands under both chassis' legs so that both front wheels, or one at a time if you wish, hang in the air.

NEVER crawl under a car unless it is properly supported. Invest in a set of axle stands, they are not as expensive as your doctor would be.

Now you can start.

1. Turn the wheel by hand as fast as you can and listen to the sounds generated.
2. A slight scouring or rubbing noise is probably only the brake linings contacting the inside of the brake drum.
3. If, however, you hear a growling sound, it may be the dog about to bite the postman or one of the bearings in that hub is definitely on its way out.
4. If it is the dog, hit the postman with the stethoscope.
5. If it is a wheel bearing, I'll tell you how to replace it.
6. Even if no loud growling is heard, using your stethoscope will enable you to hear what the condition of the bearings is like even before they start complaining audibly.
7. If you look behind the front wheel you will notice a vertical part of the suspension, the swivel pin.
8. At the top it is attached to the shock absorber and at the bottom to the lower control arm. Near its lower end the short wheel axle (stub axle) protrudes slightly on the inside.
9. If you now press the one end of your stethoscope against this protruding axle and the other end against your ear while the wheel is turning, you will hear those bearings doing their thing.
10. If the sound you hear is at all rough, one or both those bearings will need replacement within the next few thousand kilometres.
11. When you replace bearings, do not neglect to replace the oil seals.
12. When they start leaking, the brake linings will be ruined very quickly.
13. A Morris Minor with oil on its brake linings is like sitting on a piece of soap in the bath.

14. The size of the replacement bearings are as follows:

Front Hub

Large bearing 7205 B.G.

Small bearing 7303

Oil seal 35 x 54 x 8

Rear Hub

Bearing 6207 C3E

Oil seal 1.75 x 2.5 x 37

15. These sizes are for the bearings of the later series II and Minor 1 000. The side valve and early Series II have different size bearings. You will also need grease. Do not use just any type of grease. It could be disastrous.

16. The most common types are:

17. Shell Refinax EP2, Engen G.P. and Castrol B.N.S.

18. Remove the road wheel and then remove the brake drum.

19. On the front face of the brake drum, you will find two countersunk screws which must be removed before the drum will come off.

20. You may have to release the brakes before the drum can be trapped off with a hammer and a block of wood.

21. When the drum is off, the brake parts and the wheel hub will be visible.

22. Clean the inside of the brake drum and the brake parts as well as the hub with hot water and washing up liquid.

23. Never use any solvent.

24. The brake seals may be affected with disastrous consequences.

25. Remember that the black dust inside the brake drum contains asbestos and is very dangerous.

26. Always wash it out and **NEVER** blow it out dry.

27. Now tap the grease cap off the hub.

28. Remove the split pin nut and washer from the sub axle. Remember that the nut on the left-hand axle has a left-hand thread.

29. The hub can now be pulled or tapped off the axle.

30. To dismantle the hub, go to work as follows:

31. Rest the hub on two bricks or in the open jaws of a vice.

32. Make sure that the larger bearing and oil seal are at the bottom.
33. This is very important. If you try to dismantle the hub the other way round, it may be damaged irreparably.
34. Place a small tin or something under the hub because the inner ring of the bearing, all the balls, oil seal and spacer will drop out the bottom of the hub.
35. Stick your punch into the top of the hub and push the spacer to one side.
36. Rest the end of the punch on the inner ring of the big bearing and give it a sharp tap with the hammer.
37. Move the spacer to the other side of the hub.
38. Position the punch and tap the other side of the bearing inner ring.
39. Carry on like this alternatively until everything drops out the bottom.
40. Do not try to remove the small bearing.
41. Now you must clean out the hub with engine cleaner or some kind of solvent to remove all grease.
42. Inside the hub you will now see that the smaller bearing is seated against the narrow shoulder within the hub.
43. This shoulder has two notches cut into it on opposite sides.
44. Tap out the four-wheel studs and place the hub onto the two bricks or vice again.
45. This time with the small bearing downwards.
46. Place your punch into the notch in the shoulder so that you can tap against the bearing's outer rim.
47. Tap against alternative sides until this bearing also drops out.
48. All that remains in the hub now should be the outer ring of the larger bearing which you can now punch out.
49. Clean the hub very thoroughly again and check it for damage.
50. Make sure that the narrow shoulder is in perfect order.
51. I have found that hubs have often been damaged through careless dismantling in the past.

52. If the narrow shoulder is damaged with a punch, the outer ring of the bearing will not seat properly so that bearing life will be drastically reduced.
53. Replace the four wheel studs.
54. Before fitting the new bearings fill the spaces between the balls with grease.
55. fitting the new bearings should be done in the reverse order to taking everything apart.
56. Make sure that the bearings are fitted with their thrust faces facing towards each other.
57. In other words, into the hub from both sides with the thrust facing inwards.
58. The thrust side of a bearing can be identified by the printing which is always on the thrust face.
59. Place the new small bearing into position in the hub with the thrust face down.
60. With the hammer, lightly tap the bearing into its seal.
61. Use the punch to drive it down to its shoulder.
62. At this point, smear about two spoons of grease into the hub against the sides.
63. Never overfill a wheel hub.
64. Turn the hub over and drop in the spacer with its narrow end facing the small bearing.
65. Place the larger bearing in position again with the thrust face facing down.
66. Drive it down as described.
67. Fit the new oil seal with its open side towards the bearing.
68. When driving in the oil seal, extreme care should be taken.
69. They damage very easily.
70. Punch it in carefully on its outer ring only.
71. Use the punch all round the outer edge about 10 mm apart to avoid bending the seal.
72. To fit the hub onto the axle is left-handed.
73. Fit a new split pin.
74. Fill the grease cap with grease and lightly tap it in position.

75. Fit the brake drum and adjust the brakes before lowering the car.

REGALIA

| | |
|--|-----------------|
| <i>Flat Caps</i> | <i>R150.00</i> |
| <i>Baseball Caps</i> | <i>R 80.00</i> |
| <i>Union Jack/England Window Flags</i> | <i>R 30.00</i> |
| <i>Bumper Badges</i> | <i>R 180.00</i> |
| <i>Cap Badges</i> | <i>R 50.00</i> |
| <i>Dust Cap Remover</i> | <i>R 30.00</i> |
| <i>Cloth Rectangular Badge</i> | <i>R 35.00</i> |
| <i>Cloth Circular Badge</i> | <i>R 40.00</i> |
| <i>Key Ring</i> | <i>R 50.00</i> |
| <i>Bumper Stickers</i> | <i>R 20.00</i> |
| <i>Magnet / Pin Badge</i> | <i>R 50.00</i> |
| <i>Rear Window Sticker</i> | <i>R 20.00</i> |
| <i>Morris Fridge Magnet</i> | <i>R 20.00</i> |
| <i>Licence Disc Holder</i> | <i>R 20.00</i> |
| <i>Club Pens</i> | <i>R 25.00</i> |
| <i>LRP Replacement</i> | <i>R 140.00</i> |

Any Regalia questions / needs call Mitford Roberts 083 268 0957
Email: mitfordr1951@gmail.com

FREE STATE REGION (BLOEMFONTEIN) RALLY

15 -19 MARCH 2026

We'd like to encourage all our members to consider attending the next rally which is being hosted by the Bloemfontein Club. Below are the details from the 1st rally letter, sent to us by Sophy and Leon Dawson.



MMOC - NATIONAL RALLY 2026 FREE STATE REGION

Date: 15 – 19 March 2026

Venue: Gariep Forever Resort

Cost: R5650-00 p.p/ sharing

After the enjoyable Rally at “The Nest”, it’s hard to believe how quickly time passes. Now it’s our “Vrystaaters” turn to host you for a Rally, complete with plenty of ‘Kuiers’ as you requested.

Attached to this letter is the Entry Form. To secure your accommodation at Gariep, complete the Entry Form and submit a non-refundable deposit. Reservations are made on a first-come, first-served basis.

The accommodation is as follows:

- 1 Bedroom Chalet: Sleeps 2 people (double bed)
- 2 Bedroom Chalet: Sleeps 4 people (double bed and 2 single beds)
- 2 Bedroom Chalet: Sleeps 5 people (double bed and 3 single beds)

Thank you to those members who have already started making payments in advance. Your accommodation is reserved.

Payment Timeline:

1. 50% deposit of R2825.00 for Rally accommodation/meals due by 31 August 2025.
2. Final payment of R2825.00 for accommodation/meals due by 31 January 2026

Banking details:

Account Holder: Morris Minor Owners Club Bloemfontein

Bank: Nedbank

Branch Code: Universal

Account Number: 2011161983

Ref no: Surname and Region

Please contact Sophy at 083 734 1873 for your reference number.

Additional Information: Please note the following handling fees that apply to cash deposits:

- **Cash Deposit Fee: R100 extra**

When you receive the Entry Form, please respond as quickly as possible. It is essential for us to determine numbers early for planning purposes.

The completed Entry Form, along with proof of payment, should be emailed to:

leon.sophy@gmail.com

If you are willing to share accommodations, please indicate this on your application form.

All rally delegates will receive a golf shirt that must be worn on the day of the outing.

For any correspondence or information regarding the Rally, feel free to contact Sophy Dawson at any time.

Cellphone: 083 734 1873

Email: leon.sophy@gmail.com

Best regards from Bloemfontein,

Leon Dawson
Rally Chairman



MMOC - NATIONAL RALLY 2026 FREE STATE REGION

Entry Form

1. Contact Person for booking

| | |
|-----------------------|----|
| Club Branch | |
| Name(s) and Surname | |
| Contact number | |
| Email (if applicable) | |
| Details of Occupants | |
| 1. | 3. |
| 2. | 4. |

2. Golf Shirts & Cap

Please state the size needed for each delegate on the entry form

| | | | | | | | |
|----------|--|-----------|--|------------|--|-----------------|--|
| Small | | Medium | | Large | | X Large | |
| XX Large | | XXX Large | | XXXX Large | | Rally Cap (OR) | |

3. Morris Details:

Enter your Model from the following list: MM/Series II/1000/Convertible/Traveller/Panel Van/Pick Up

Car number 1

| | | | |
|---------------------|--|--------|--|
| Model | | Year | |
| Registration number | | Colour | |
| 2dr/4dr | | | |

Car number 2 (if applicable)

| | | | |
|---------------------|--|--------|--|
| Model | | Year | |
| Registration number | | Colour | |
| 2dr/4dr | | | |

4. Concourse

Will you be entering your car for judging: YES / NO

| | | | | | |
|-----------|----------------|--------|------|----------|------|
| Category: | Prix d'Honneur | D'Etat | Tops | Modified | None |
|-----------|----------------|--------|------|----------|------|

ANNUAL AGM 16 MARCH 2025

By Gerda Muller

Concours – Emma Carpenter



Best Modified – Sandy Gush



People's Choice – Low light - Delarey Calitz



Best Original – Tony Harrison for his Mom's green 4 door



Best Restoration – Elmarie Erasmus



Best Attendance – Ron Clark



Bad Luck prize – Roger Buckley



Mascot – Chuck Norris



An Annual General Meeting (AGM) is a yearly gathering of a company's interested shareholders. At an AGM, the directors of the company present an annual report containing information for shareholders about the company's performance and strategy.

Shareholders with voting rights vote on current issues, such as appointments to the company's board of directors, executive compensation, dividend payments, and the selection of auditors.

It all sounds very posh, because we are but a mere social club whose members love their cute little cars. For a car club's AGM, it gives members an insight into what goes on behind closed doors, so to speak. It's a transparent and accountable process by including a detailed agenda, financial reports, updates on club activities, and opportunities for member engagement and participation.

The members didn't disappoint, and we had a record number of members present. Other car clubs might hold meetings precisely by the book, but it doesn't work that way with our Morris family. We tried to hold a formal meeting, but in the end even an AGM is fun!

We gained a new Committee Member, Llewellyn Buckley, who takes over the Events portfolio to lighten my burden. Here is the 2025/26 Committee:

Chairman: Frikkie Muller

Vice Chairman: Ron Clark

Treasurer: Theo Smit

Secretary: Gerda Muller

Events: Llewellyn Buckley

Membership: Su Prins

Regalia: Mitford Roberts

Technical: Tony Harrison

Website/Hospitality: Sandy Gush

The winners of the trophies were:

Concours – Emma Carpenter

Best Modified – Sandy Gush

People's Choice – Delarey Calitz - low light

Best Original – Tony Harrison (Santina's car, green 4-door)

Best Restoration – Elmarie Erasmus

Best Attendance – Ron Clark

Bad Luck Prize – Roger Buckley

Chuck Norris, our Mascot, who was in the possession of Johan van Rensburg's since the last breakdown, was handed over to Frikkie, whose panel van was first to break down on the way to George, and then immediately handed over again to Roger Buckley, whose blue Morris with the surfboard on the roof, broke down again and again the rest of the way to George.

When the meeting was over, we had something to nibble on and then proceeded outside for the men's favourite pastime, next to staring at the engines of their Morris, which is to braai!

Yet another successful event in the day of Morris Minor owners.

HOW ELECTRICITY REALLY WORKS

Anonymous

A sheet of paper crossed my desk the other day and as I read it, realization of a basic truth came to me. So simple! So obvious we couldn't see it! Leo Martin of Hiawatha division had discovered how power circuits work. He says that smoke is the real thing that makes power circuits work because every time you let the smoke out of something electrical, it quits working. He claims to have verified this with thorough testing.

I was flabbergasted! Of course! Smoke makes all electrical things, work. Remember the last time smoke escaped from a transformer? Didn't it quit working? I sat and smiled like an idiot as more of the truth dawned. I remember when I had witnessed the awful destruction of a 4kv breaker and bus at Sunnyvale. The breaker and bus leaked out so much smoke that the breaker and bus stabs actually melted and quit working.

Yes, I now know that Leo's theory is true. It's the conductor that carries the smoke from one device to another. It starts at our power plants where stuff is burned to produce smoke. The smoke we see

coming from the stacks is the excess smoke that the system doesn't need. The smoke is then sent down the conductors to transformers around the system. Transformers are big and require a lot of smoke to work properly. That is why the conductors are so big. If these conductors spring a leak, it lets the smoke out of everything and then nothing works.

ANDREW RIGGS – THE OLDEST MEMBER OF OUR CLUB

Submitted by his daughter Loraine Hill

Andrew Jacobus Riggs, Outop, Daddy or Oupa-Daddy, bought his first Morris in 1949 before he met Dien Spaargaren, his future wife. It was a 1949 convertible low light side valve, which he took for a trip to Sutherland. He was so impressed with the road holding on the dirt roads that he decided to take his mom and dad on a touring holiday to the Congo Caves and the Ostrich farms in Oudtshoorn and then through the eastern cape, five mountain passes and then the garden route, 5 passes to Uitenhage to friends of the family.

From there they went across the Karoo on terrible roads to Phillipolis and Colesberg, across the Free state to Kimberley and Barkley west and back to Cape Town. They took a Bell tent to camp along the road where needed.

After the road trip, his dad was so impressed with the Morris, that he borrowed the car to take Andrew's three sisters to Barkley west to visit the family, who were diamond diggers.

In 1954 he sold the convertible and bought his second Morris, a 1952 two door saloon, in which he did a trip to Northern Rhodesia. The 2nd Morris was sold when he bought his 3rd Morris in 1958. This was a two-door saloon, cream colour with an outside sun visor over the windscreen and white side wall tyres. (This was the Morris that he sold to buy Dien's engagement ring in 1959)

Over the years he has had 7 Morrises, with the last one being "Outop" that he got for his 80th birthday from his son Andre.

In 1958 Andrew met Dien, who was a student nurse living in Newlands, for the first time when he went with his friend Frikkie van Zyl to fetch his date for a wedding, but she had ditched him. Dien's mother was visiting there from the Karoo and Andrew asked them both to accompany them to the wedding. Her Mom declined but said that Dien should go. Andrew brought her home from the wedding afterwards and promptly made a date for the next

Saturday. Andrew took Dien to the bioscope and bought her a box of black magic chocolates. When he dropped her off at home after the bioscope, he told her that he wants to marry her, and she laughed at him. It took him three years to convince her. They got engaged in 1959 and married 19 November 1960.

Andrew had bought a new Morris in 1958 when he heard that Dien's grandmother was coming to Cape Town from Holland for a visit. Dien's mother fetched Ouma Vogel from Johannesburg airport and the two ladies then travelled by train to Cape Town. Andrew and Dien then picked them up at the station and the four of them travelled to Cradock, to Dien's sister Bep. Ouma Vogel then told Dien this is her future husband, so Andrew sold the Morris in 1959, to pay for the engagement ring.

Ouma Vogel was indeed correct, as Andrew and Dien are still together and their union lead to three children, Elvera, Andre and Loraine, three grandchildren Sherine, Kyle and Deena and one great granddaughter, Peyton.

Andrew joined the Morris Minor club in 1990 when Craig Buchannon was the chairman. He was referred to the club by a Mrs Morris from whom he bought an 1979 convertible, or rather he swopped a 15ft Jurgens caravan for the convertible.





On another note – has anyone else heard/used any of these words from the past? Do you still use them? I didn't even know how to spell some of these and now I know. **ADGRAYVISIONS** compiled this list, so they get the credit:

Gallivant

Rigmarole

Hoodwink

Ragamuffin

Skullduggery

Jalopy

Hullabaloo

Bamboozled

Flabbergasted

Nincompoop

Skedaddle

Shenanigans

Flummoxed

Pumpernickle

Berserk

Periwinkle

Thingamajig

Balderdash

Fuddy-duddy

Whatchamacallit

Wishywashy

Tomfoolery

Willy-nilly

Numb-skull

A BIG thank you to all for the contribution of articles and pictures.