MORRIS REGISTER of VICTORIA Inc.

www.moreg.org.au

Volume 33, Number 2 October 2009

URGENT
Annual Dinner
Saturday 3 October
Register now!
See page 14

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ASSOCIATION OF MOTORING CLUBS INC
AOMC
Working for Motoring Enthusiasts

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- To renew red plate club permits, or to obtain one for special use, please send the Secretary a SAE, or see them at the next meeting. Proof of current financial membership of Morris Register Vic is required.
- The Register meets on the first Friday of each month (except January) at 8.00pm at the **Horticultural Centre** at **82 Jolimont Rd** in **Forest Hill**. Melway reference Map 62 F4.
- New members and visitors are always most welcome.
- The Register acknowledges and greatly appreciates the support of the **City of Whitehorse**, in its contribution to our club under the Council's Community Grants Program for the 2008/2009 financial year.
- With the exception of official notices, responsibility for the contents of the newsletter rests with the author(s) of each contribution, not with the Register and its members.
- Public Liability Insurance is provided by CGU Insurance Limited, policy number 15T1474023. This policy covers the Morris Register of Victoria for public liability of $20 million, and property in Physical or Legal control of $100,000. The register is also covered for Cash in Transit. A copy of the Certificate of Currency is available on request.

Deadline for November 2009 Newsletter:

Friday 23rd October 2009

Please send all Newsletter contributions to: Editor@moreg.org.au

Members are reminded that all vehicles that take part in Club Outings must be appropriately registered with VicRoads, and it is the responsibility of owners to ensure that their vehicles are at all times roadworthy. Remember that events must be advertised in the Newsletter to make them eligible for participation of "Red Plate" Permit holders.

Published Club events and runs are open to any AOMC affiliated car clubs and their members.

Committee meetings are held on a regular basis, and Members are welcome to attend. Please contact a Member of Committee for information about venues etc.

Front Cover

Don Gear carefully places one foot on the running board of his immaculately restored 1928 Cowley, Maude. With eight Morrises it's not easy to select a favourite, but Maude could be it. Read more in Cars and Characters on page 6.

Editorial

The old Hotchkiss motor in The Newsletter's 1928 Cowley staff car has recently been overhauled. It returned from the factory along with three boxes of extra parts. And while the work was being done the reconditioning man rang asking for an exploded view diagram of the motor to assist in reassembling it correctly.

So one now wonders if some of the parts in the boxes should actually be inside the engine. We won't know until it is installed in the car and running. Meanwhile, we won't be throwing out the 'spare' parts in the boxes.

In similar vein, Don Gear's advice is to never throw anything out (Cars and Characters, page 6), and Barry Gomm (Letters, page 4) reflects on the lasting self-inflicted regret that will inevitably follow disposal of a beloved old car.

Your editor's father, a respected newspaper journalist, always counselled his progeny "keep it, you never know when it might come in handy". And so it has proved to be on many occasions.

Ridicule or worse frequently awaits adoption of this 'keep it' approach - often from those nearest and dearest - so the policy is not without its challenges.

The Newsletter would love to hear from any readers who have examples, either large or small, of how keeping something Morris related has paid off in later years or decades - an investment in the future, so to speak.

Tell us, too, about the challenges faced in putting your retention policy into practice, and how you overcame them. We hoarders need all the mutual help and encouragement we can get!

John.

Many people have written, talked, researched, typed, sketched, photographed, brewed, corrected, printed, folded, stamped and/or posted to get this issue of the Morris Register Newsletter to us all. A big thankyou to:

John Balthazar	Jan Gerrand
Sharon Balthazar	Tony Healy
Rob Barry	Tony Hilliard
Jane Dawkins	Brian Jackson
Max Dawkins	Ross Jamieson
Dave Gerrand	Takuji Yabe

Have you logged onto the Victorian Morris Register website recently?

MORRIS REGISTER
www.moreg.org.au

It's time you took a look at our website.

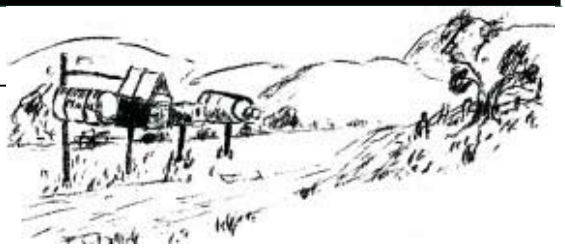
Webmaster **Roger Jackson** established our site over ten years ago, and has maintained it since. It's respected as one of the best car club websites in Australia.

On the site you will find:

- Newsletters for the last six months
- Calendar of events
- Photo gallery of Morris vehicles
- Morris manuals and lubrication charts
- Parts and services suppliers
- Wiring diagrams
- and lots more.

Roger will be joining us at the Friday club meeting on 2 October to discuss more developments on the site. So take a look and be ready with your ideas.

Letters



Letters and emails to the editor are welcomed.
Send contributions to: Editor@moreg.org.au
or post to: John Gerrand
2 Norman Street MITCHAM Victoria 3132

Email from an email recipient of The Newsletter:

Hi John,

Thanks for the emailed copy of the latest newsletter.

I am sorry to advise that Ted and you have fallen prey to the cruise control hoax email that's been doing the rounds for the past couple of years – I'm surprised you haven't seen it before.

For an explanation please refer to the Hoax Slayer website http://www.hoax-slayer.com/cruise-control-warning.html . You may also think it prudent to follow up the newsletter article since it has the potential to unnecessarily alarm readers.

Ed: Thankyou for this information. The story did seem odd as we remarked last month. However, we don't mind a controversial topic or two to make the 'Letters' page more interesting. Readers may like to have a look for themselves, using the link above.

Letter from Barry Gomm:

This note may come as something of a surprise to those who saw the *For Sale* advertisement for my Bullnose saloon a few months ago. This was prompted only by what appeared to be an imminent situation where renewed ownership was detrimental to other circumstances, a situation that now has other solutions.

In calling for subscriptions to the book, *Vintage Times with the Vintage Morris*, I have received many emails and written notes from people who regretted selling their vintage Morris. These letters do not follow the usual line of thought when one remembers when a family member, or they themselves, parted with what is now a collectible item and then expressing regret in the old saw of, "If only we had kept it; it would be worth a fortune now".

Without exception, monetary considerations are not mentioned; each comment is contained within the context of genuine regret, something to which I can relate quite firmly. I sold both my Bullnoses in 1960 and 1980 respectively, subsequently becoming an absolute bore on the subject of regret. After the most extraordinary coincidences, I have repurchased both cars within the last 12 years, with the only monetary consideration being the rise in value of the vehicles over their period of absence causing some strain on finances. They have a non-Morris stablemate, which I drove home in 1958 after paying 20 Pounds for it and swearing that I would never sell it. How wise!

Coupled with expressing regrets, several people have asked if I would keep an eye open for a vintage Morris coming on the market. Some cars have come up for sale but the asking prices always reflected realistic contemporary values, which were unexpected in the light of memories of when the mourned cars were sold.

It would appear that the Morris marque has a certain mystique, a certain je ne sais quoi, and regardless of the model of your Morris, I would suggest either you consider never selling it, or opening up a savings account for the inevitable time you want to trace it and buy it back.

Just to update news on the book - at the outset it was hoped that at least 30 subscribers would be found, with 50 being the point where a firm price could be given. There are now 74 subscribers.

Ed: Thanks for your advice about avoiding 'after-sales regret', Barry. And the apparent popularity of your forthcoming book is good news, too.

Ladies - join us for a smorgasbord lunch and a chat

12:30pm Friday 2 October

Manhattan Hotel cnr Canterbury and Heatherdale Roads, Vermont.

$20 (Seniors $15)

Please RSVP by 25 September to
Jan Gerrand 9874 4756 or Dot Barry 9739 6882

Rob's Reflection

Words from our President, Rob Barry

Welcome to the October newsletter. The newly elected committee has settled in with incredible ease as most have held committee positions in previous years with the exception of **Daniel Owen** who acted as Treasurer in **Chris Rumble**'s absence at our last meeting and proved himself to be very capable.

In **Max Dawkins'** address to the meeting, he requested once again for us to return our membership documents correctly filled in with an up to date status on your vehicle collection. In no way is it an invasion of your privacy, all we want to do is keep the register up to date. As a responsible club we have to know what vehicles are on red plates, are fully registered or are under restoration so please contact Max with the information he requires to keep the records up to date. After all it is the Morris Register of Victoria.

On our last few runs to Rob Roy and Cranbourne no cars ground to a halt or broke but it appears two of our members were not so lucky and broke a few ribs in freak accidents, the first was flung off a billy cart at high speed and the other was flung to the deck of a boat by a whale. Yes, a whale! How different is that! We wish both a speedy recovery.

Our Friday night meeting was well attended but this month we did not have a guest speaker, we had our annual parts auction conducted by **Peter Fleming** and as usual, the night ended up with a few laughs and some interesting bargains.

On the following Sunday the run to the Cranbourne botanical gardens was well organised by **Ross Jamieson** and **Dennis Phillips** and attracted a good turn out despite being Fathers day. Having said that, what a great Fathers day present. **Peter Cardwell** had a grin from ear to ear, his son had just given him a 1951 MO ute. This may set a trend for next year so put your order in with your kids well in advance.

Don't forget, if you have not bought your tickets for the annual dinner, give **Sharon Balthazar** a call as soon as you read this so we can finalize the attendance numbers with the venue staff.

Be safe in every thing you do. Rob and Dot

My First Morris Competition

Round 8

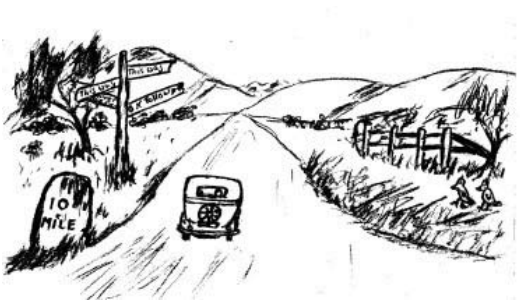
Thanks to everyone who has sent in photos of themselves with their first Morris, and also to those who have attempted to guess who they are. Yet again **Brian Jackson** correctly picked this as **George McMaster**, pictured proudly with his Morris mini minor.

OK Brian (and everyone) - see if you can guess this one! In this photo the owner and two friends were off to a holiday in the south of France. No more clues!

Please sent your entry to the editor by 23 October. And please give us some more fun in this competition by sending a picture of yourself with your first Morris to the editor.

Cars and Characters

Don Gear



Don Gear laments the passing of the good old motoring days. "Driving down a country road in an open tourer with the breeze in your hair. The satisfaction of changing down to second noiselessly" he recalls, "that's real motoring!"

Don was showing The Newsletter around his collection of eight Morris cars and commercial vehicles, each of which evokes both a fond memory and an obvious belief in the potential of the restored vehicle.

We started with a bright red 1939 Eight Series Z Van, currently under restoration (pictured). This van came to Australia as an estate van. Later, Don bought it, sight unseen, from Perth.

The interior of one of Don Gear's 1939 Z vans currently under restoration. Inset: The sleek lines of the van's nose.

We moved on to inspect a well kept black 1948 Eight Series E saloon. Bought from Shannons in 1982 with 39,000 miles on the speedo, this was the second Morris which Don acquired. His attraction to the Morris marque was becoming evident.

An elegant car like this needs a name, and sure enough she has one - Mary. Mary has attended rallies at Nowra, Mt Gambier and Renmark and even then has only covered 56,600 miles - so there's plenty of life yet in this spritely lady.

Don Gear's 1928 Cowley, Maude, with engine revealed.

Keeping Mary company in the garage is Maude, the delightful mauve and black wide track flat nose 1928 Cowley pictured with Don on the front cover. "She came with the name Maude, so we kept it" explained Don.

Maude has also attended her share of rallies: Bendigo, Ballarat and Echuca. A little work has been necessary to keep her in top condition. Don has replaced valve guides and re-cut valve seats. The clutch has also been reconditioned with new corks. "It's a beautiful clutch now," declares Don with feeling - another example of excellent automotive technology from 'the good old days'.

Moving to yet another shed full of Morrises, Don introduces his favourite restoration - a 1950 Morris Commercial Utility. Used for years by the Benalla Parks and Gardens Department it was retired years ago along with the old chappie who used to drive it.

Mary, a 1948 Series E in original condition, retains her youthful looks after 61 years, both outside and in. No doubt her low mileage helps!

Continued page 7 ➔

Cars and Characters (Cont)

Don Gear

➔ *Continued from page 6*

The ute ended up on a farm, no doubt contributing to what has been quite a hard life.

Don shows us the new timber framing that he is building for the tray and sides of the utility, each piece individually cut and shaped to replace the original part. "Never throw any bits out" Don advises, holding a small rusted panel alongside the replacement piece he is making using the old one as a template. An interesting feature of the utility is its 16 inch wheels with hub caps.

Work is insufficiently advanced for the vehicle to be named yet according to Don, although 'Ben' (short for Benalla?) is being considered. Anyway, Margaret also has a say when it comes to naming a Morris, and The Newsletter's prompting for an official announcement goes unrewarded at this stage.

Don's favourite restoration project: the 1950 Morris Commercial utility. Work in progress includes replacing the wooden frame in the back of the vehicle.

Next we came upon a delightful 1935 Series 1 Eight saloon (pictured in next column). It's an unusual wide -bodied version, which makes it a lot roomier inside. Other than the red and blue paintwork, this car is in very much original condition.

We asked how this one came by its name 'Pepper'. "That was the name of the previous owner" is Don's simple explanation.

Don appears to have had good fortune with his Morris cars, although he'll tell you it's due to the basic quality of British engineering. "I've never been stuck".

But let's just think about that again. There are just one or two exceptions. For instance Mary, the 1948

Top: The wider than normal body of the 1935 Series 1 Eight is seen in the way that the body sides almost fully cover the rear mudguards

Centre and bottom: The striking dark blue and dark red body colour scheme carries through to the interior of the car,

Series E Eight, decided she had had enough in Bell Street one day while travelling home from a run to the Organ Pipes National Park. The problem was a flat battery, but Don managed to keep the car going until he reached the Mont Albert Road railway crossing about a kilometre from home in Box Hill. Alas, Don had to walk home to get a replacement battery - the only time one of his Morrises has not gone the full distance.

And on the Renmark Rally there was a lot of coughing and spluttering. Mary again. She got Don home, but only just. Experts in large numbers couldn't diagnose the problem. Then Neil Wakeman checked the distributor cap which was dirty, and the problem was solved.

Remembering support like that has Don thinking about the Morris Register. "I've enjoyed the Morris club immensely" he says. And it's members like Don who devote so much of their effort to keeping old Morris vehicles on the road that make the club what it is.

Out of Town

1936 Morris 8 beats Ferrari competition

Takuji Yabe, our correspondent in Japan, sends us this amusing story about his 1936 Morris 8.

Above: Takuji san's delightful 1936 Morris 8.

I would like to report an interesting episode.

I attended the event meeting in November 2007 in Sizuoka prefecture. Please see URL below.

You can watch a crank stick for engine start (mine).

This event dates back to two years ago.

I had driven my Morris for 10 hours. I drove about 300km (one way) from Kanagawa prefecture to Sizuoka prefecture.

I arrived at 11:00 am. There were a lot of spectators in a meeting place.

"Look at over there! What is that?" Dozens of excited spectators cried. And they came over. Because here Shizuoka is the agriculture country area, the pre-war classic car is particularly rare for them.

On the other hand, at the same time, Ferrari group arrived at same timing. The number were five; the kinds were 512M (2 cars), F355 (1 car), Testarossa (2 cars).

However, nobody came to look (at the Ferraris - Ed.). Then, they revved an engine. However nobody came to look.

They were unlucky.

Because, at the same time, I was showing manual engine starting by stick.

Most people were first time to look manual engine starting by stick.

Then, I was glared at by Ferrari owners. "Oh , I am sorry!" I apologized to them unintentionally.

"One starting stick was more attractive than Ferrari group in Japan."

Very sorry that I let Ferrari group feel unpleasantness!

Right: The Morris 8 starting stick (or handle) which interested the spectators more than five Ferraris.

Below: Two of the Ferraris whose owners were not too impressed with Takuji san's demonstration of manual starting

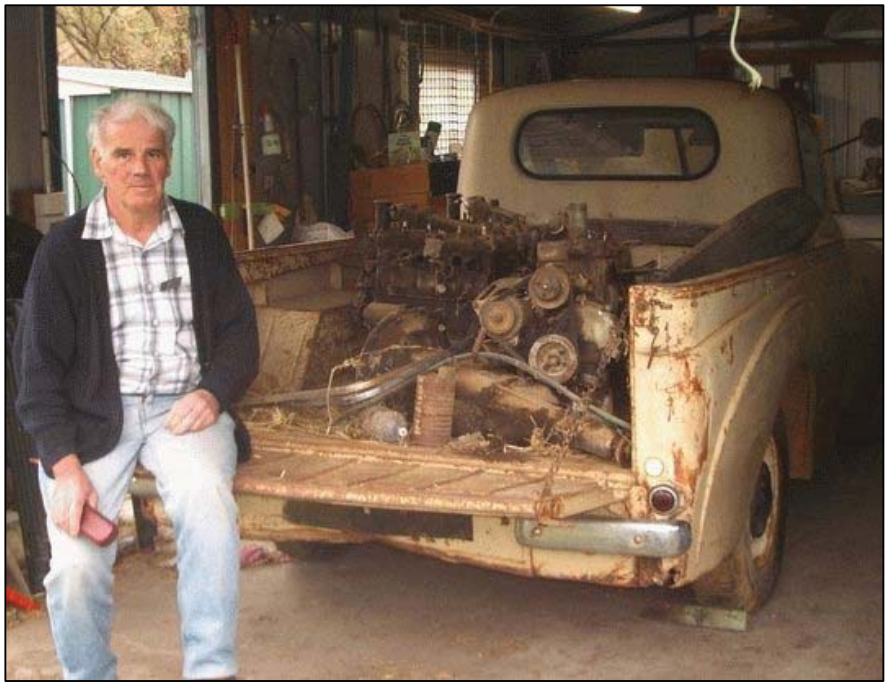
Paste this URL in your browser to see more photos:

http://www16.tok2.com/home/carmeet/off/ekopa/ekopa0711/3.htm

Please send contributions about cars, events and people outside Melbourne to the editor for publication in **Out of Town** . Details on page 2

Special Fathers Day for Peter Cardwell

Contributed by **John Balthazar**



Left: Peter Cardwell with his 'new' MO ute loaded with engines and other spares.

Below: An almost 'showroom condition' shot of the ute.

Peter Cardwell received a very special Fathers Day present from his son **Nathan** this year.

In what I must say is a great display of generosity and clubmanship, **Ross Jamieson**, **Kevin Hubbard** and **Clive Jones** conspired with Nathan to present Peter with a 1951 Morris Oxford Ute.

The ute, advertised in The Newsletter, was owned by the Waterman family since new and was located on a relative's farm in Deniliquin. Nathan and Ross had been talking and both knew that Peter was interested in the MO ute. He has another, just the same, sitting in Nathan's garage. Without telling either Peter or Lyn, Nathan arranged to purchase the car knowing that Peter, having been in hospital for the last few weeks was unlikely to get a chance to look at it in the near future.

Ross had agreed to pick the car up with help from the ever willing Kevin Hubbard and a tandem trailer provided by fellow member Clive Jones. Incredibly Ross and Kevin drove to Deniliquin, found the farm, loaded the car, along with 3 spare engines and gearboxes, onto the trailer and returned to Cranbourne in the one day. The car was offloaded at Nathan's place and rolled into the double garage, sitting next to Peter's other MO Ute.

Attempts were made in the weeks before Fathers Day to have Peter visit and be surprised, however this did not eventuate, so instead, one of Nathan's friends put together a very professional PowerPoint presentation showing pictures of the car. Fathers Day arrived, Nathan produced the CD in time for breakfast and insisted that Peter and Lyn watch the presentation. Lyn, who was also completely in the dark, protested that now was not an appropriate time to be watching TV. I am told that Peter's eyes lit up when he realised what he was looking at and where it was now stored.

Father's day was also the day of the Club Run down to the Cranbourne Botanical Gardens, conveniently only a stones throw from Nathan's place. After having lunch and telling anyone who would listen about his Fathers Day present, Peter and a small entourage of Morris folk proceeded to Nathan's to check out the machine for the first time.

The new MO is apparently a better restoration prospect than the first one, which has some damage to the chassis. With two complete sets of panels and trims, three grills and six motors and gearboxes to choose from, there should be no need to source additional parts.

Interestingly the bonnet badge on the new car reads "Cowley Van", so why is it called a Morris Oxford Ute?

Ed: If you know the answer, please contact the editor so that we all can know.

Run Report

Run to Cranbourne Botanical Gardens Sunday 6 September

Contributed by **Ross Jamieson**

Fathers Day at the Cranbourne Botanical Gardens was a different run with **Dennis Phillips** once again finding a meandering route from the Club Rooms to our final destination.

There was no morning tea stop, however there were at least two Bunnings that Dads could have stopped in to pick up the present they really wanted or didn't get. One member in particular was delayed in getting away from home after he was presented with a gift that we would all like. Nathan Cardwell had conspired with other members to obtain a MO Oxford Ute for his dad, Peter, who has spent several weeks in hospital during August.

Above and left: Members and families gathered around two tables for lunch in the delightful Australian bush setting of the Cranbourne Botanical Gardens

The lunch spot at the botanical gardens had a very Australian bush feel about it where some members picnicked or barbequed, some showed the DVD of their new car. After lunch some members went into the Botanical Gardens where fathers got in for free to look at the dry garden. Kevin became the proud father of Sarah Owen, congratulations Kevin.

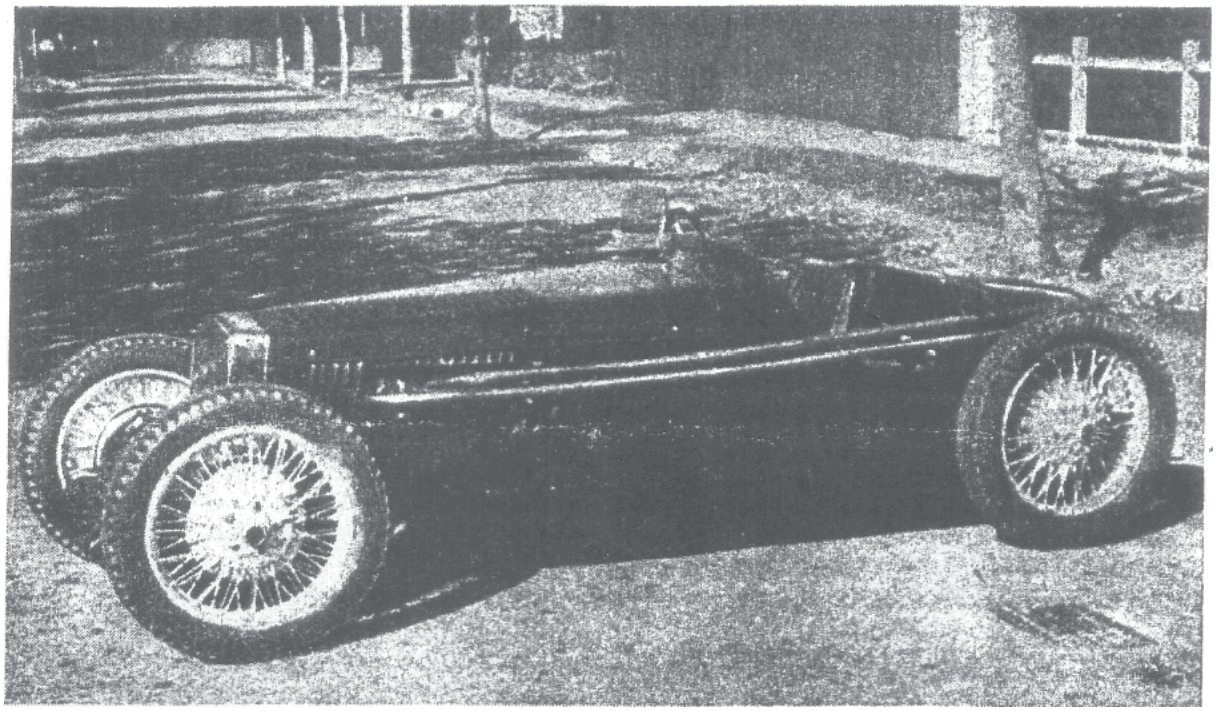
Left to right: Max and Jane Dawkins and Shirley and Syd Moody find a quiet table of their own for a chat over lunch.

Driver	Passenger	Vehicle
Rob Barry	Dot	Eight Roadster
Max Dawkins	Jane	Cammy Minor
Syd Moody	Shirley	Series E Saloon
Ross Jamieson	Bethany	Morris 8 Tourer
Dennis Phillips	Barbra Singleton	Morris 10
John Balthazar	Sharon	Bullnose
Daniel Owen	Chris, Julie, & Sarah	MM Minor
Clare Cooling	Eric	MO Oxford
Fred Morris	Karen	Minor 1000
Alana Phillips	Andrew, Corey, Talya	Mini
John Gerrand		Morris 10/4
Peter Cardwell	Lyn	Morris 10/4
Ron Kenner	Jeannette Dodd	Minor 1000
Peter Greening	Lorraine	Series E
Karen Mealyea	Katrina	AH Sprite
Clive Jones	Evelyn	Modern

Morris History

The Fellows Morris Special

We know of at least one current member with plans to build a 'Morris Special'. Here's an article that may raise similar interest in others as well. The article first appeared in Australian Motor Sports, May 1950.



Peter Fellows' Morris Special is an excellent example of how a young enthusiast with determination can break into road racing.

Fellows is a young Victorian who, in common with a good many other enthusiasts, would like to make a name for himself in motor racing; he is fortunate in that his well-chosen father shares his views on the matter, and is encouraging him to gain as much experience as possible preparatory to acquiring a really fast motor car. Accordingly, Peter set to and built himself a racing car on which to serve his apprenticeship; the finished product shows little evidence that his knowledge of cars, when he started it, was more or less confined to essentials.

John Camm, whose car has already featured in this Series, stood by during construction of the Morris with advice and assistance, and to keep Peter on the rails. His influence is apparent in the practical design, and good workmanship and finish of the car's various components.

It has competed at various sprint meetings over the last year or so, and had a speed through the flying quarter mile at an A.M.S. Club Speed Trial of 90 m.p.h.; in last year's Cup Speed Carnival at Fisherman's Bend, Peter won the over 1,500 c.c. handicap race with it, his first success. Unfortunately, we have no record of its time for the standing start quarter mile.

As it uses a preponderance of Morris parts, it is called a Morris Special; however, the chassis side members, which pass under the rear axle and over the front axle, are partly Chevrolet in origin, with Morris Oxford dumb-irons welded to them in front. Their webs are pierced for lightness. The engine, which is rigidly mounted at four points, does double duty as a cross member, and stiffens the front end; apart from this, there is a cross member at the extreme back of the chassis, another behind the gearbox, and one under the radiator, besides a light bracing tube between the front dumb-irons.

Springs and axles are Morris Oxford, the springs set to be flat under load; in front, they are shackled at the back. Front brakes are Morris Oxford, converted for hydraulic operation by the usual method of removing that part of the back-plate which normally holds the cam, and grafting in a suitable mounting for the

Continued on page 12 ➔

Morris History (cont)

➔ *Continued from page 11*

hydraulic wheel cylinder. Air scoops and extractor holes in the back plates look after ventilation.

Mechanically operated brakes have been retained on the back axle, which has a specially cut crown wheel and pinion with a ratio of 4.4 to 1. Wheels came from a 1932 model Morris; they are wire wheels, attached by five studs, and carry 4.40 x 19 tyres, front and rear. The master cylinder for the front brakes is bolted to the outside of the frame side member and worked direct by the pedal through a compensating bar, so arranged that in the event of hydraulic failure, the back brakes will still work well enough to keep the car under control. A separate linkage is provided for the handbrake. The steering box is Morris, with a normal linkage and a three spoked spring steering wheel.

Several modifications were carried out on the engine, with the object of getting it to exert itself in a manner more befitting a racing car. The oiling system, although it still works on the same principle, with pressure feed for the main bearings and dippers on the big-end caps, has an M.G. TC oil pump mounted externally and driven by the end of the camshaft. Duralumin connecting rods, as fitted to some deluxe Morris models, are used. One of the determining factors on the car's performance is the camshaft, which was reground to give a more sporting valve timing by Bruce Rehn and Joe Laird, motorcycle wizards.

Two 10.TT Amal carburettors are fitted; this sounds simple, but those of us who know the Morris block will realise how much work is involved in making this conversion. Originally, the induction passages are cored in the block, and pass through to a single carburettor port on the opposite side, and all this has to be altered so that two carburettors can be put on. The Amals are controlled by a countershaft on brackets held down by the cylinder head nuts. Four separate exhaust ports breathe into two tailpipes, one of which serves the front two cylinders and the other the back two.

A Scintilla magneto - not a Vertex - provides ignition current, and is mounted in the normal place, at right angles across the front of the engine and driven by Helical gears from the camshaft. It has a manual advanced and retard control. Fuel is fed by an S.U. electric pump from an 8-gallon tank which occupies what would be the passenger's seat.

The cylinder head was specially designed and cast in aluminium alloy, patterns and coreboxes being made for this. It has a compression ratio of 8 to 1. A centrifugal pump driven by belt from the front of crankshaft looks after water circulation; the head has two outlets to avoid steam pockets. A special radiator was made for the car, and hides behind a chromium plated Morris radiator shell and wire gauze stone guard. Water capacity has been enlarged by the fitting of a large header tank behind the engine bulkhead, connected with the core header tank by two flexible hoses; the filler cap is on the bulkhead tank.

A special flywheel was made also to accommodate an 8 inch diameter Borg and Beck single dry plate clutch. This transmits drive to a four speed Lancia Lambda gearbox, and thence to the back axle. The gearbox is mounted on two tubes which are welded to the cross member behind it and to a steel plate which seals off the clutch bell housing. The Lancia lever and its ball mounting are bolted to a tubular pedestal, in a very convenient position.

So much for the mechanical details. Bob Baker built the body, which is restrained in style. It is panelled in aluminium over a framework of light angle iron, with valances which conceal the chassis members and a louvered apron over the front dumb-irons. The engine cover is made from three sections, a top, which can be removed by undoing regulation straps and two sides which are attached by screws to the body framework; as the bonnet comes right back to within a few inches of the scuttle rim, mechanical accessibility is very good indeed, the entire engine, gearbox, pedal gear and the back of the instrument panel being exposed when the cover is removed.

The car is of two-seater width with the driving seat on the right, but as mentioned beforehand, the fuel tank occupies what would be the passenger's seat. A neat aero screen is mounted on the scuttle in front of the driver, and a small mottled aluminium instrument panel is fitted under the scuttle on the left hand side; it contains a large dial rev counter, driven from the camshaft, thermometers for oil and water, and an oil gauge. The seat is upholstered in leather, and well placed in relation to the controls. Silver wheels offset the red bodywork; generally the Morris gives an impression of unfrilled effectiveness.

Calendar

Compiled by **John Balthazar**

If readers know of any event that they believe would be of interest to Morris Register Members, please advise the Editor so that the event may be included in the Calendar.

OCTOBER

Friday 2nd	**Club Meeting** – Horticultural Centre – Guest speaker: Roger Jackson, the club's Webmaster will be speaking with us about the Morris Register website.
Saturday 3rd	**Morris Register Annual Dinner** – Chateau Wyuna - 170 Swansea Road, Mt Evelyn (Melways 52 H2) Contact Sharon Balthazar on 0411 304 575 to reserve your seat now BEFORE the Club meeting. Pre-booking is essential.
Sunday 4th	***Club Run*** – Silvan Reservoir picnic run. 10:00am at clubroom for 10:30 departure
Sunday 4th	**Euroa Show 'n' Shine** - Rob Asquith: (03) 5795 1347
Oct 10th to 25th	**Spirit of the Twenties Tour**:2009 – Vintage Drivers Club Bob Cochrane (03) 9707 5530 Venue – Touring Tasmania.
Sunday 25th	**AOMC - RACV City to Cape Rally** - Melbourne to RACV Cape Schanck Resort - Entrance fee $70 per vehicle includes a buffet lunch for two - Iain Ross (03) 9890 0524
Sunday 25th	**All vehicle display - Mental Health Foundation** - Venue - Cruden Farm (Dame Elisabeth Murdoch's) Contact: Graeme Redman (03) 9722 1252

NOVEMBER

Tuesday 3rd	**Pegasus Cup Day Swap** - Eastfield park trotting track, Eastfield Rd Croydon. Melways ref 50J7, Gates Open 6am
Friday 6th	**Club Meeting** – Horticultural Centre - Speaker to be advised.
Sunday 8th	***Club Run*** – 150th Whittlesea Show - Whittlesea Showgrounds on Yea Rd, Mel Ref 246 J7
Sunday 8th	**Commercial Vehicle Display at Maffra Shed** – contact Peter Quenell 0412 387 102
Sunday 8th	**Wandin Swap Meet - Wandin Reserve**
Sat 14th & Sun 15th	**Bendigo National Swap** – Bendigo Showgrounds - www.bendigoswap.com.au
Sunday 22nd	**HCVC Display Day Historic Commercial Vehicle Club** - Ray O'Halloran (03) 9786 8984 Venue - Sandown Racecourse
Sunday 22nd	**Trafalgar Swap Meet - Recreational Reserve, Trafalgar**
Monday 23rd	**AOMC DELEGATES MEETING (AGM)** - Venue - East Malvern RSL Club, Stanley Grose Drive

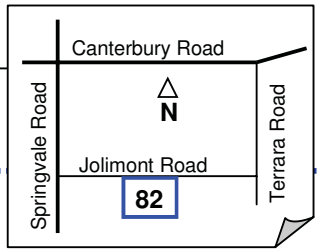
DECEMBER

Friday 4th	**Club Meeting** – Horticultural Centre – Noggin and Natter Night
Sunday 6th	***Club Run*** – Christmas Picnic at Barry Walters
Saturday 13th	**Bacchus Marsh Swap Meet & Market** Set Up 7.00am Public 8.30am Harness Track (Show Grounds), Bacchus Marsh

Calendar continued page 19 ➔

The above events are advertised as officially recognised events by the Morris Register of Victoria Inc. Red plate drivers who receive The Newsletter by email may want to print and carry this page with them on these events as evidence that they are participating in a club event.

Coming Events



Club Events

Morris Register Annual Dinner – Saturday 3rd October 2009

WE need your commitment **NOW**

CHATEAU WYUNA RECEPTIONS

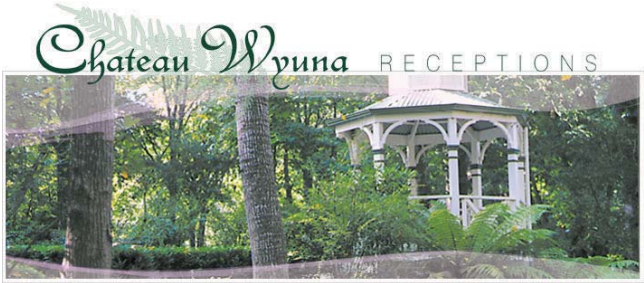
Winner Victoria's Best Reception Centre

170 Swansea Road

Mount Evelyn

In the TREE TOP ROOM

7.00pm to 11.00pm



PLEASE NOTE THIS IS A RECEPTION CENTRE not a restaurant – you need to **BOOK in advance**. They will ONLY be catering for the numbers we advise them.

Please contact Sharon on 0411 304 575 or 9728 8614 **NOW.....AS SOON AS YOU READ THIS** if you are interested in joining us – it is sure to be another wonderful night.

Door prizes on the night. Only $34- per head for a 3 course meal. Children under12 $19.50).

Next Morris Register Club Meeting

8:00pm sharp, **Friday 2 October**

Club Rooms, 82 Jolimont Road, Forest Hill

- General meeting
- Guest speaker: Roger Jackson, our Webmaster
- Raffle and supper

Ladies - join us for a smorgasbord lunch and a chat

12:30pm Friday 2 October

Manhattan Hotel cnr Canterbury and Heatherdale Roads, Vermont.

$20 (Seniors $15)

Please RSVP by 25 September to Jan Gerrand 9874 4756 or Dot Barry 9739 6882

Other Events

More events page 18 ➔

Veteran Car Club of Aust (Tas)

Spring 2009 Swap Meet

Sunday September 27 2009

Willis Street Council Car Park **Launceston**

Next to National Automobile Museum of Tasmania

Start time - 9 AM $10 per site

Contact Ken Watts 03 6323 3127

Once again the Mental Health Foundation is running it's annual car display car on **October 25th 2009** at Dame Elisabeth Murdoch's AC DBE country property Cruden Farm in Langwarren Victoria.

The featured marque this year is the Triumph Sports Car and therefore red plate cars are entitled to participate.

Entry fee is $15 per head, children U15 free. For exhibitors, the entry fee will be $15 per vehicle including 2 people

For further information Graeme Redman can be contacted on 03 9722 1252 or via email mailto:**syslink@c031.aone.net.au**

Technical

Car spotters guide to common Morris models

Technical Books + Bits

Contributed by **Tony Hilliard**

Technical Coordinator **Tony Hilliard** continues his series describing the better known Morris models over the years.

"Morris Minor MM 1948"

A recycled name but an all new car to replace the Morris 8; well that was the plan until the Flat 4cyl engine was dropped in favour of the 918cc side valve from its predecessor. Still the public loved it and in many ways it was the British "Beetle". When later models had the headlights higher up on the mudguards the early models became known as " Lo Lites".

"Morris Minor Series 2. 1952"

With the series 2 came the overhead valve "A-series" engine, of 803cc and in addition to the 2 & 4 door sedan and 2 door convertible came a 2 door estate (station wagon), a pickup (Ute) and a van, there was a Minor for any need and all occasion its little wonder that by 1961 they had sold a million Minors.

"Minor1000. 1956"

Firstly with a 948cc then later with the 1098cc engine it is quite a nippy little car but still able to return 40 mpg. Visually its one piece curved windscreen and larger rear window distinguish it from previous models. The Minor battled on for 12 years after the Mini arrived but succumbed in 1971 after a 23 year production run.

"Morris Oxford MO. 1948"

Just as the pre-war 8 needed an update so to did the 10, and that came in the form of the Oxford MO (do you remember the Coco Pops line: Just like a chocolate milkshake only crunchy) If you do, apply it here "Just like a Morris Minor only Bigger"

Obviously the same designer "Alex Issigonis" as the Minor it begs the question did he just add 20% to all the Minor drawings for an instant big car: Strangely the commercial variants resurrected the "Cowley" name, with the backwards step to side valve from the OHV 10 it replaced, and column change gearbox it failed to win the hearts of the people like the Minor.

Continued page 18 ➔

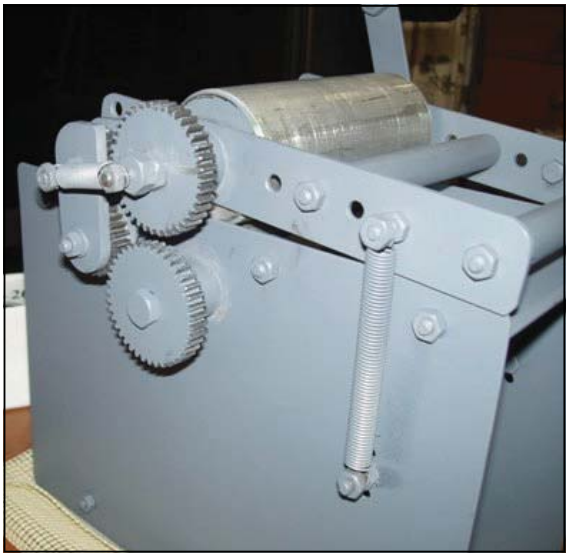
Ingenious Improvisations

The Newsletter folds under pressure.

New technology recently made available to The Newsletter has streamlined the process of folding the publication for mailing.

Designed and built in 2009 by **Jack Vears** (pictured far right), President of Vears Nifty Engineering, the new model FAAP* press has quickly become popular with The Newsletter distribution team **Jane** and **Max Dawkins**. Jane and Max have solved the arguments about who gets to operate the new machine by adopting a traditional division of labour approach. Max feeds The Newsletter into the press while Jane winds the handle. With the machine's exposed gears being on Max's side, he has decided against wearing a tie while at work.

The ingenious press is pictured on the far right, with a close-up of the drive mechanism below. Roller diameter has been chosen so that a single turn of the handle delivers one folded newsletter. The upper frame pivots at the far end and is drawn down by springs at the near end. Note the clever gear train which applies torque to the upper roller while allowing it to rise against its pressure springs as the document passes through.



Ruggedly constructed and painted all over in battleship grey, the Vears Folding Machine should operate reliably well into the next century, and makes The Newsletter one of the best equipped car club newsletters in the country.

The Newsletter is very grateful indeed to Jack for this wonderful new folding machine. "160 folded newsletters now fit into one box, not two" says Jane, "and it's a lot easier on the hands than folding them all manually". Now Jane lightly folds The Newsletter into three, applies a little adhesive tape, then feeds it through the Vears Machine for the final flattening. Simple!

* FAAP: Flat as a Pancake.

Technical Tips from **Tony Healy**

COWLEY / OXFORD TOPICS

COWLEY / OXFORD CLUTCH THRUST BEARINGS

It is possible to dismantle the original thrust bearings and remove the balls and retaining ring, and insert a flat roller thrust and two accompanying annular rings, all within the original thickness of the original balls and retainer.

There are two different varieties of original thrust bearings, one of which is done as above; the other requires the original bearing halves to be modified by grinding off part of one "half"- it becomes obvious on dismantling whether this is the case.

Bearing Part Nos.
Roller Thrust TC3648 Annular Rings TW A3648

The Newsletter apologises: We thanked David Gerrand for the photo of the three-wheeled tractor being driven by the farmer and his counterbalancing wife in 'Interesting Improvisations' last month, and failed to mention that the picture originally came from Barry Gomm.

Minutes

Prepared by **Sharon Balthazar**

MORRIS REGISTER OF VICTORIA INC.
MINUTES OF ANNUAL GENERAL MEETING HELD
In the Horticultural Centre Forest Hill
On 4th September 2009

The meeting commenced at: 8:08 pm

Visitors: Mick Benny & Mathew (son) '29 side valve Minor, Peter Purcell '29 Camry Minor & Rod Jacobson.

Apologies: Barry Gomm, David & Bronwyn Taylor, Ross Lloyd, Frank Jones, John & Margaret Cox, Chris Rumble, John Waterman, Jan Gerrand, Graeme Francis, Peter Richards.

Minutes of the previous meeting taken as read and passed.

AGM minutes from 2008 taken as passed at the AGM 2009.

Attendance book passed around for self recording. Raffle prizes for the evening were displayed and tin & tickets passed around.

Reports:

Treasurer:

Income:

Expenditure:

Total:

Bullnose Morris Engine books have arrived. $80.00 to be paid to Daniel before collection.

Secretary: Expressed thanks to Clive and Richard Jones for collecting mail from Post Office.

Selection of Newsletters from various clubs.

Barry Gomm's Vintage Morris Book – $85.00 orders accepted until 20th September 2009, Book should be ready before Christmas. A hard sleeve may also be available at additional cost. Contact Barry Gomm. (Currently 75 interested subscribers)

Letter to the editor from David Wright with MG Car club newsletters that may have articles of interest.

Arvils presented a letter at the meeting re: roadworthy procedures, thoughts bandied around by members – to be addressed at next Committee meeting.

Editor: Advertisements & Articles all welcome

New Members: Fred Organ has contacted all prospective members by 'phone and sent membership applications.

Events: Ross Jamieson & Dennis Phillips – Sunday run to Cranbourne Botanical Gardens. Run sheet handed out.

Annual classic display & swap – Sunday 11th October, 9am Factory 2, 17-21 George Street Blackburn. Buy, sell, swap – 9877 7754 for more info.

Registrar / Newsletter folding: Max Dawkins expressed his thanks to Jack Vears for custom making a roller to help with newsletter folding. Full colour emailed newsletters are still available to try. If you like them you can eventually dispense with the paper copy. Contact John Gerrand if you are interested in sampling. Renewal forms need to be updated with Rego & Chassis numbers before handing back.

Library: Graeme Francis not here on night, but books still available to borrow. Zapp's book on "How to Spark your Dream" back in library.

Regalia: Peter Greening has an array of regalia available for purchase after the meeting.

Technical: Tony Hilliard lead the discussions about cruise controls; Peter Greening spending 6 weeks trying various things to cure his car ailments only to discover it was the spark plugs; Leads (copper) are nearly impossible to acquire (copper wire can be bought at Bill Thompson's Ringwood or Autopro electrical cable works, but need to be careful as insulation thinner; Lilydale Brake & Clutch gave Rob excellent service; Jim McIndoe impressed by gauges at Howard instruments in Heidelberg – to ask them if they would like to give us a talk; Jim

Continued on page 18 ➔

Continued

➔ *Continued from Technical, page 15*

"Morris Oxford 11. 1954 & Oxford 111. 1956"

No longer looking like the Minor and with the capable "B series" OHV engine it was now a genuine 70mph car. Advertised as a six seater this was before the English took to junk food so enthusiastically. The Oxford 111 saw the optional "Manumatic" transmission rear its ugly head, this attempt to automatasize (is that a word?) a manual transmission is without doubt the work of Satan and the good Christian Motorists soundly rejected it!

➔ *Continued from Minutes, page 17*

also needs 16" 6 stud wheels for a Morris 12/4 or 10/4 Series E. In Qld Morris Reg mag – 1938 Series 2 8/40 for $2500, Engine & gearbox,1931 overhead cammy minor 4 seater comes with trailer & modified engine $14,000- contact Gary Schultz 0488 030 245 (Qld Mag). Shannon's Auction-number plates were of interest-one for $92,000-. 1911 Flanders spotted by Rob at wreckers ages ago for $13,000- still there but Shannons had spoken to them & now they want $80,000 for the same car. Blue 1927 Cowley restored 20 years ago-see Rob for more details.

General Business: Rob Roy – Billy cart beaten by 1/10th of a second. Build was lots of fun many people had input-even the neighbour. John Cox came to grief during trial of track – head injury and broken ribs. On U-tube there is a video of a billycart coming down Rob Roy from the TOP !!

Mark Coutts looking for a registration form for the National Rally.

Raffle: Tony Healy won magnetic level, Jack Vears the fluro light, Ross Steele secured the wine and Peter Purcell scored the chairs.

Your club's invited to the 2009

Shannons Christmas with the Clubs

To reserve a table at the 2009 Shannons Christmas with the Clubs for your club contact Richard Sanders Victorian Business Development Manager on 0417 490 949

Date: November 28th 2009

Venue: Powerhouse - Albert Park

Entertainment: Music, dancing, auction and special guests

PLUS all booked tables will go in the draw to win back the cost of their table. Winner to be announced on the night.

SHANNONS

SHARE THE PASSION

HISTORIC COMMERCIAL VEHICLE CLUB of AUSTRALIA INC.

MaxiTRANS

28th Annual Display

HISTORIC COMMERCIAL VEHICLE CLUB of AUSTRALIA

Sunday 22nd November 2009 9am

SANDOWN RACECOURSE

Racecourse Dr. Springvale—Victoria Melway 80 C9

Admittance $ 10.00
Children Under 14 Free
Concession $5.00
Refreshments Available

Display Details Laurie: 9878 7636
Russell: 9870 2936 Steve 0407518574
Trade sites: Russell : 9870 2936.
Or Ray on 0400 025 525.

Morris Market Place - for sale

Advertisements will be run for two issues unless advertisers advise the editor otherwise. Please inform the editor, quoting the ad number in the bottom right corner, if you want your ad to appear once only or more than twice.

editor@moreg.org.au or **(03) 9874 4756**

For Sale:

Morris 1100 1968

New clutch and battery. Good body. Recent respray. Driveable but rear brakes need re-line.

Inspection invited. $1500 ONO.

Contact: **Mrs Aenone McRae-Clift**.

(03) 9758 1812 or 0439 710 580

0909SA02

For Sale:

Parts 1957 Morris Minor Highlight: 4 Doors, Front grille, Bumpers (front & rear slight damage one off)

Front Windscreen, 4 rims, 1 speedo assembly, headlights and buckets.

2 boxes assorted bits, 1 Diff, 1 front end assembly, shockers, 1 second hand head.

Contact : **Daryl** 0408 599 755 Blackburn Vic

MAKE AN OFFER 0909SB02

For Sale:

Workshop Manuals: Morris 8 1935 Pre-Series, Series 1 & 2 - $30. Repro. Morris 8 "E" Series - $25. Repro. Morris 10 Series "M" - $25 Morris 8 Series E Illustrated Parts List $35 and Morris 10 Series M Illustrated Parts List $35.
Contact: **Brian Jackson** (03) 9379 8792
E-mail:- bjacko@tpg.com.au

0908SA99

Wanted

Wanted:

For 1948 Morris 8 Series E:
- One left side headlight glass
- Four hub caps.

Contact : **Elisha Edwards** (03) 9796 8836 or email e.p.luvzmaggie4eva@hotmail.com

1009WA02

Wanted:

- 16" 6 stud wheel with steel brace to attach hub cap for 1936 12/4 or 10/4 same wheel.
- air filter with brackets for 1937 series 3 motor

Contact : **Jim McIndoe** (03) 0436 6438 or mobile 0417 590 974

1009WB02

Wanted:

For Morris 10/4 Series M WATER OUTLET PIPE (Head to thermostat housing).

Contact : **Bryant Attwood** (03) 5243 8858 or Email shabrya@bigpond.com.au

1009WC02

Advertisers should be aware that The Newsletter is posted on the Morris Register of Victoria website. Contact details in advertisements can be accessed by Google and other global search engines.

➔ *Continued from Calendar, page 13*

JANUARY

Sunday 10th	***Club Run*** – Claytons Run - *The run you have when you don't have a run. Details later.*

FEBRUARY

Friday 5th	**Club Kick Off BBQ** – Horticultural Centre **6:00pm start**
Sunday 7th	***Club Run*** – TBA
Saturday 14th	**VDC Yarra Glen Swap Meet** - at the Yarra Glen Racecourse (lots of shady trees and green lawns). Gates open 7am for sellers, 8am for buyers. Undercover sites $20, outdoor sites $15. General Admission $5. Site bookings: phone Max Coomer (03) 9432 6948.

The absolute end!

Some vehicle hard luck photos. None of them a Morris, thankfully!

Contributed by **Dave Gerrand**

MORRIS REGISTER OF VICTORIA Inc.

NEWSLETTER

If undeliverable please return to:

THE EDITOR PO BOX 367 BOX HILL 3128