

BULL'S-EYE



Morris Car Club Of Victoria Official Newsletter

Issue 9. March 2018

My family was essentially a BMC family

By Andrew Read

My paternal grandfather owned a Morris 10 as a first car, followed by a Morris Oxford series 2, then a Morris Marshall, a Wolseley 24/80 MK2 and finally an Austin Kimberley.

My maternal grandfather owned a Morris 8. Continuing the English tradition, he bought my mum a Vauxhall Velox (old, had suicide doors) for her first car.

My dad owned a Series MM Morris Minor convertible, then a Morris Six, a Morris Elite (bought new), Morris 1100 (demo), Austin 1800 MK2 (new) and Austin 1800 MK1. He was considering a Marina but settled for a Cortina.

As second cars, he owned a Series MO Morris Oxford and an Austin A40 Farina. I remember the MO well. it was popular with the kids at the school he taught at. I also remember that he bought it for \$50, did the brakes up and hand painted. When he sold it for \$70 a couple of years later, the used car advert for it (priced at \$120) stated "good tyres and it goes!!"

I owned a Marina 6, Wolseley 24/80 MK2, Morris Six. Then I caught the restoration bug and now own an Austin A40 Farina, Wolseley 24/80, Marina 6, two Morris Sixes, a 1936 Morris 25 and 1946 Wolseley 14/60. I am currently modifying the Wolseley 14/60, hoping to end with a car that maintains the original charm, but with modern car performance.

When I was about five, my grandmother, newly widowed, decided she might need a car, so bought an Austin A40 Farina. Thus, began my love of these little cars. Actually, my only memory was that I could lie across the back shelf and it was comfortable like a hammock.

My dad's Farina was a good little car as a second car. Cheap to run, easy to maintain. I think he was sad to see it go when finally, he had to part with it.

When I was at high school, I used to dream of owning an A40 Farina and driving it to many places around the country. So, moving forward to 2012, I bought one for myself. Mine came from Shepparton. It had just been resprayed, so the paintwork was okay but the engine was a bit tired, but adequate.

When I got it home, because I wanted to use it as a daily work car, I reconditioned the brakes, replaced the windscreen rubbers, new king-pins, sleeved master cylinder and brake cylinders and a few other minor items of maintenance. In 2014, with time on my hands, I drove the car as far south as I could.

(continued right)

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Contribute to future Bull's-Eye editions

Contributions from members are encouraged. The content should around 400 to 500 words and if possible, have photographs to increase appeal and encourage readership.

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or

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This meant a trip on the Spirit of Tasmania and a drive south of Hobart to Snug.

The trip was made without a hitch, bar damage to the oil filter housing from a rocky road. An easy fix, but not until I had spent more money on oil than petrol getting from Hobart to Launceston.

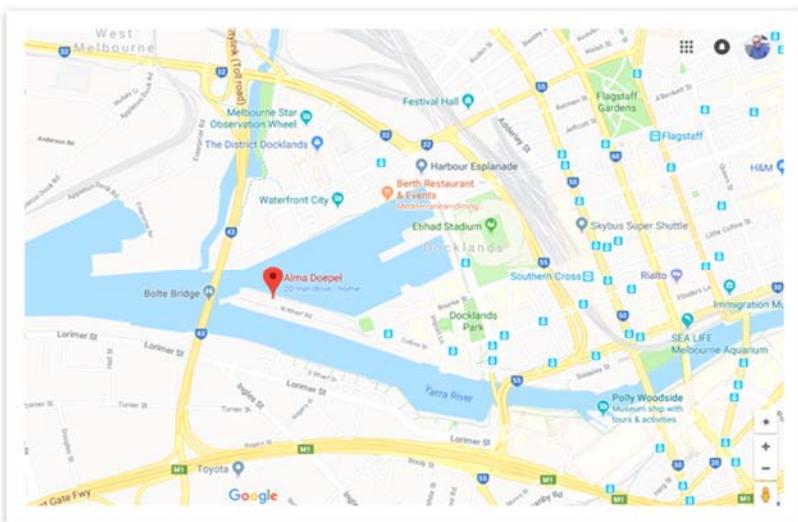
It's been a little while, but my next trip I am hoping to take is to Darwin, via the east coast and returning through the center. I am hoping to do this in late June. See page 4 for more on Andrew's collection including all work in progress projects, it's impressive.

Editor's comment: Thanks Andrew for your contribution to this issue of Bull's-Eye.



Andrew's A40 onboard the Spirit of Tasmania

April meeting and AGM to coincide with a visit to the Alma Doepe



Time: 6pm

Address Shed 2, N Wharf Rd, Docklands VIC 3008

Drive and Park

If you continue along Collins Street as far as you can you will reach the shed where the restoration is being completed. There is free parking available onsite. The catch is you will need to arrive between 5.45 - 6.30 or call Stephen's mobile 0419310031.

Train and Walk

It is a 20 minute walk from Southern Cross Station to the Alma Doepe. Simply walk past Etihad stadium, cross the road, walk along the water past the NAB building till you get to Shed 2 North Wharf.

From the President



Welcome members and other readers of this fabulous Bull's-Eye edition.

This year's AGM has come around very quickly and will be held during our tour of the Alma Doepe restoration at Docklands April 3rd starting at 6.00pm (see map and instructions on how to get there above).

Members, our club has certainly grown, this growth comes from the hard work done behind the scene by all members and your committee.

I am sure the club will move forward even further in 2018/2019. We need to continue to spread the word. If every current member invited just one person a year to a club meeting or outing, we could potentially double our membership each year. New members bring new ideas and fresh energy, both are ingredients needed to sustain a healthy club environment.

The events calendar is on the back page of each month's magazine for members to pencil-in coming event dates into your diary, this will assist members in planning for the future and to increase the number of people attending club outings.

As the outbound President, I want to say a heartfelt thank you to all committee members for your hard work and your support to myself. I also want to thank all members for making this club a great club to be a part of.

Keep on Morryin

Tim Christie

President - Morris Car Club of Victoria Inc.

The early days of Morris

WRM Motors Ltd began in 1912 when bicycle manufacturer William Morris moved on from the sale, hire, and repair of cars to car manufacturing. He planned a new light car assembled from bought-in components. In this way he was able to retain ownership by keeping within the bounds of his own capital resources.

A factory was opened in 1913 at former Oxford Military College at Cowley, Oxford, United Kingdom where Morris's first car, the 2-seat Morris Oxford "Bullnose" was assembled (pictured right). Nearly all the major components were bought in.

In 1914 a coupé and van were added to the line-up, but the Bullnose's chassis was too short and the 1018 cc engine too small to make a much-needed 4-seat version of the car. White and Poppe, who made the engine, were unable to supply the volume of units that Morris required, so Morris turned to Continental of Detroit, Michigan for the supply of a 1548 cc engine. Gearboxes and axles were also sourced in the US.

Despite the outbreak of the First World War, the orders were maintained and, from mid-1915 a new larger car, the 2-seat and 4-seat Morris Cowley was introduced (pictured above).



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Under the bonnet

Attention to sparking plugs

By Tony Bulleen

It is recommended that the plugs be inspected cleaned and tested every 3000 miles or 5000 kilometres.

When sparking plugs are removed from the engine, their gaskets should be removed with them and replaced on the plugs which should then be placed on a suitable holder.

It is advisable to identify each plug with the number of the cylinder from which it was removed so that any faults can then be traced back to the cylinder concerned.

The plug stand illustrated is of simple construction possessing a series of holes to admit the upper ends of the plugs when examining the plugs place a new plug of the same type to afford a ready comparison.

The above excerpt is from a BMC manual for the MO Oxford which just goes to show just how much spark plugs have improved.

They no longer come apart as they did back then; the top-of-the-range iridium plugs are good for 100,000 kilometres without inspection while the average standard plug is good for 10,000 kilometres between inspections.

You no longer have the spark plug insulator cracking, or worse still, falling apart in the engine and causing damage to valves and seats and cylinder walls.

And the list of improvement's goes on; we no longer need to decoke the engine every 12,000 miles either, due to better quality fuel and higher compression ratios.



People often say how good some things were in the good old days, I think some things are better off to stay in the good old days as the pains they were.

Editor's comments - Thanks Tony for submitting your article. As per the article top right side of this page, the opportunity is open to all members to pen some details for future editions.

The early days of Morris continued

After the war the Continental engine was no longer available, so Morris arranged for Hotchkiss of France to make a near copy in their Coventry factory. This was used to power new versions of the basic Cowley and more up-market Morris Oxford cars.

With a reputation for producing high-quality cars and a policy of cutting prices, Morris's business continued to grow and increase its share of the British market overtaking Ford to become in 1924, the UK's biggest car manufacturer, holding a 51% share of the home market and remaining enormously profitable.

Possessed of a very large cash income, Morris had a policy of personally buying up suppliers' businesses. For example, in 1923 he bought Hotchkiss's Coventry business which later became Morris Engines branch. He also brought in F G Woillard which became Morris Commercial Cars to lead the re-organisation of their engine production from batch to flow, thus increasing output from less than 300 units per week to 1200. By 1924, the factory was making 2000 units a week with only a small increase in work space and labor force.

To be continued next month as MG, Wolseley and a range of other businesses are brought under William Morris's control. https://en.wikipedia.org/wiki/Morris_Motors

Budding mechanical scribes needed

For the past issues of Bull's-Eye I have been able to rely on a number of manuals from which to extract copy.

My resources are drying up so here is a cry for contributions from members. If you have technical books for other BMC cars I'd love to be able to borrow them so I have a deeper well to draw from.

Even better, if any member wants to write something for contribution that would be terrific. My contact details are always carried in each edition so please touch base.

Did you know?

Andrew referenced his drive from Hobart to Snug; a town I had not heard of despite spending a few driving holidays on the Apple Isle, so I googled Snug.

Following the establishment of a colony at Hobart Town, the Snug River was discovered and named reflecting the "snug and agreeable seclusion" of the inlet. By the 1820s a port and sawmilling facilities had become established at nearby North West Bay. Subsequently, around the 1840s and 1850s, a small settlement was established at Snug itself.

The Snug River Post Office opened on 1 October 1870 and was renamed Snug in 1908.

Source: https://en.wikipedia.org/wiki/Snug,_Tasmania

Events, meetings & things to know

Month	Meeting Date & Place	Club Event
April	3 April AGM & Visit to the Alma DoepeL 6pm start (see Page 2 for details)	Saturday 14th Newport Fire Station – 300 heritage vehicles meet at Donald McLean Reserve 10am (Corner The Avenue and Melbourne Rd)
May	1 May Pascoe Vale RSL Dinner from 6.30 onwards Meeting 8pm	Sunday 13 May 10.30am AMF Ten Pin Bowling Maribyrnong The MCCV v Rootes Car Club Ashes
June	June 5 Pascoe Vale RSL Dinner from 6.30 onwards Meeting 8pm	June 9-11 Queen's birthday long weekend MCCV Jamboree Stanhope Sunday 10 June The Beer Shed Echuca

Suggest an event If you have ideas regarding events please contact a member of the committee so we can repopulate the calendar for the second half of this year.

Morris Car Club of Victoria Committee Contact details

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Events Coordinators
Kylie Carter **0437 271 067**
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Andrew's Garage



Above LtoR: Leyland Marina 6, Wolseley 14/60 and Morris 10 (work in progress), one of two Morris 6s

Right: Andrew and Dad with the family Minor.

Below LtoR: 1936 Morris 25, Wolseley 24/80 (with Margaret, Andrew's wife, sitting), Andrew and his sister in front of the family 1100 and Andrew's current daily drive, Austin A40 Farina.

