



THE OFFICIAL
NEWSLETTER OF THE
MORRIS CAR CLUB
(VIC) Inc. A0017484

The Bull's Eye



Next meeting Tuesday 3th September

@ Pascoe Vale RSL

EVERYONE WELCOME

August 2019

President's Report August

Hello members and friends. Today I did something quite amazing; I drove our Morris Major elite from Benalla to Geelong. It went without a problem, pulled like a train and it amazed me how a 55-year-old car could quite easily keep up with modern cars for the three plus hour trip on the Hume, the M1 and then through suburban Geelong.

The Morris Major Elite was a car unique to Australia. The 1625 cc motor is a slightly detuned version of those fitted to the MGA but the torque and capacity to cruise today was awesome. It never slowed on hills, was torquey enough to do the entire trip on the freeways without changing gear. The performance also made me think that the 78,000 miles on the trip meter are likely to be original versus two or more-times around.

We are raffling this car which should mean that one other person is likely to fall in love with this vehicle. We made the decision to invest in the Major as a way of providing some financial surety to the club over the coming years.

Over the trip I reflected on the bravery of the Australians to think that such a step would improve the popularity of the Morris brand in a market vastly different to the UK; unique wing fins on the rear combined with a fantastic motor did resonate with the Aussie market.

While driving I was able to reach out and touch the passenger-side window; it's not enormous in width but there is ample leg room to fit three in the back and at a pinch, and with apologies to the middle passenger, three across the front bench. I want to say a special thanks to Tony Bullen for driving me up to Benalla and then shadowing me back to Geelong (where we stowed the Major with Shayne and Paulette Martin) before carting me home to Melbourne. I also want to acknowledge the generosity of the previous owner, Brian Firth, who let us have the car for a discounted price on the understanding that the car will pass to someone that has a love of historic cars.

Over the coming few months we will be making some improvements to the car in readiness for a raffle. Buying a ticket at \$50 will give you a one in two hundred chance of winning this car. The odds of winning are high and based on my drive today I can say the winner should be a very happy person. Please volunteer to be part on the working bees we will have to enhance the car, you are likely to learn a lot and the process will be highly enjoyable.

The Major is a sign that we want to do things differently as a car club; playing an active part in the process of restoring the Major will pay dividends to every individual far in advance or any personal outlay and that is exactly we want your membership to deliver at each and every outing, run or event.

In closing Tony and I also recently visited the Little River Mechanics Institute in readiness for this year's Show and Shine and I want to confirm it is a fantastic venue which should be a great precursor to next year's Carnival of Morris. We live in exciting times, get involved, put up your hand and play a role you will gain far more than you give.

Best wishes,

Stephen

President - Morris Car Club of Victoria Inc.

Run Report Kyneton Outing

Another great day out with the club, for new members and old! We had three new members join us on this run: Chris Jameson and Jan drove from Castlemaine in their very nice Morris 8 Tourer, and Glen Whitbourne drove over from Ballarat in his Morris Minor Ute. Graeme Williamson travelled from Lang Lang in his trusty Morris Major. The weather was as the forecast predicted and we travelled in convoy so nobody was left behind, which was very fortunate on this run as Elaine had more than a few problems with Bob, her usually very reliable Morris Minor. We suspect Bob had ignition problems that were not fixable on the road, so Bob and Elaine stopped in Woodend, having more than one coffee I suspect, waiting for the RACV to take Bob home. Many thanks to Stephen Whitworth for being a great 'tail end Charlie'. After an extremely slow trip to Woodend we decided we would do the Winery part of the run at another time and headed straight to Kyneton for lunch at the Shamrock Hotel. The food was good so we will probably go back there for future club runs.

I have a few ideas for a Macedon Rangers Winery tour for next year's calendar, and talking to Glen Whitborne to hopefully arrange a joint run with the Ballarat Morris Minor Club. It is very heartening to see more members coming on the runs, increasing slowly but surely. Some members are driving 1 to 2 hours to join the outing.

In Attendance: Geoff Meehan (Morris Mini); Bill Flaherty (Morris Minor); Chris Jameson and Jan (Morris 8); Rob and Anne Quinn (Morris Minor Ute); Graeme Williamson (Morris Major); Glen Whitbourne and Mark Whiddon (Morris Minor Ute); Tony and Marilyn Bullen (Morris Oxford); Elaine Booker (Morris Minor); and Stephen Whitworth (modern).

Club Captain



Tony Bullen



"BOB" IS BACK AND IN GOOD HEALTH!

For those who don't know who "Bob" is, he is a 1960 four door Morris Minor in Silverpine Green, presently owned by Elaine Booker.

Ray and Elaine purchased this car around 10 years ago, and after a tidy up and a fresh paint job, he proved to be a very reliable, and a delight to drive. However, on a recent club outing in the Woodend/Kyneton area he disgraced himself, with three break downs along the Calder Highway, a scary place to stop with lots of vehicle flashing past at 110KPH!!!

Bob suffered the final indignity of been returned home to Hillside on the back of an RACV tow truck, with Elaine keeping the driver company.

During Bob's frequent Calder Highway forced stoppages many of our club experts, including myself, tried to identify and fix the intermittent issue affecting poor old Bob, but to no avail. We noted the car had fuel and spark, perhaps it was an intermittently faulty coil or condenser, no on the spot fix could be identified.

A week later, and as Bob lives only a couple of streets from me, I drove him to my garage to try a identify the issue. I started with the electrics, so a good second-hand coil was fitted followed by a second-hand distributor with a new cap, plug leads, points and condenser. The old distributor was showing signs of shaft and internal wear.

Trying to restart the engine I found it to be back firing through the carby, what is going on? After looking at the old distributor cap, I noted the plug leads were arranged in a different position pattern to the standard fit i.e.: lead 1 is in position 4 and lead 4 is in position 1. So, who ever put this engine together, had positioned the distributor timing gear 180 degrees out of wack and simply rearranged the order of the plug leads to suit, what a genius!!! but its no help for following geniuses like me!!!

I removed the timing gear and repositioned it in the correct place, and guess what, Bob fired up first kick and sounded great, but not for long, he conked out a few minutes later, crap!!! The conk out was not a sudden affair, so I figured it must be related to fuel supply and not electrical. I removed the carby, disassembled it, cleaned it inside and out before refitting with new gaskets. Bob fires up again but only for a couple of minutes!!! What's going on!!!

I then checked the fuel supply to the carby, no problems, plenty of fuel getting through. But suddenly the "tick, tick, tick" of the SU fuel pump goes quiet, "**gotcha moment**" an intermittent fuel pump problem seems to be the issue!!!. After removing the pump and its end cover, I note the "Tick Tick" machine has a newish set of very poorly fitted, very dirty points. The points were so badly aligned, that only a bare minimum of contact was being made, resulting in lots of sparks and carbon build up. A quick sand with emery paper and a refit of the points, in the correct full contact position, and away it goes again, Bob is very happy!!!

Other issues addressed was a clogged radiator, water pump and bypass hose. The bypass hose was completely blocked and the water pump was a cast iron job, almost as old as me, a new alloy job was fitted and a back flushed radiator together with a new bypass hose put back in position with fresh coolant.

Engine timing was finetuned with a timing light and the fuel mix optimised via a "Colour Tune" instrument. I also performed an engine compression test on all cylinders to find them in good shape.

Brakes were adjusted up, along with the clutch and while I was in the adjusting mood, I removed the rocker cover and reset all the tappets, Bob's voice is a little softer now.

Bob also suffered from a cylinder water leak at the point where a takeoff tap can be fitted to supply hot water to a cabin heater. When not in use, this take off point is simply blocked off by a bolt on cover plate, in Bob's case, a couple of small rust holes had opened up in the cover plate. The solution is to weld the holes shut and refit the plate with a new gasket. Someone had made a crude attempt at plugging the leak with some sort of soft glue, recipe for disaster I reckon!!!

Fresh oil in both engine and gearbox, along with a new oil filter. Car washed, cut and polished. Tyres inflated to correct pressures.

During the Woodend/Kyneton outing, I noticed Bob's parking lights were on almost all the time and would not turn off at times. On closer inspection of the light switch, it seem the old Bakelite switch had collapsed and was in two pieces. As these two stage switches have a twist mechanism/action between selecting parkers or head lights any rough treatment in turning the lights off will result in switch failure, so easy does it is the way. A new plastic bodied switch has been ordered.

Bob also has a new working horn, the old one having succumbed to the hostile environment of being mounted in the lower engine bay, on the flinch plate.

I have been test driving Bob around the Diggers Rest/Melton area and he is performing better than ever, so Elaine, all I can say is, you owe me big time, and Bob needs to have his legs stretched a little more often, so keep on Morrying.

Regards to all Rob Quinn



Calendar of events

August

25th

Geelong museum of motoring history- Today we are off to the Geelong Museum of Motoring and Industry, 23 Waymouth Street Hamlyn Heights, Geelong. This will be followed by lunch at Ripples restaurant at 42 Bell Parade, Rippleside, Geelong. This is not far from the museum so a day of motoring history with food and drinks, coffee, beer, wine, and soft drink. So get your classic out and join us!



Admission to the museum is \$15 adult; children and concession \$10; family \$30
Distance 86 kilometres
Time 1 hour 10 minutes
Meeting at Laverton North McDonalds, 9am for a 9.30am start
We will be travelling in convoy so all leave together

September

8th

Show and Shine - The annual Show and Shine will be on again on Sunday 8th September, so get the classics dusted and polished, and put them in the competition. The location this year is the Mechanics Hall, 24 Rothwell Street, Little River. Also, on the day we will be going on a historical town walk; more information on this closer to the event.



October

12th **Motorclassica 2019** - Today we are off to Motorclassica to support our members, and other clubs that have their cars on display in the 'club sandwich'. Due to parking I suggest we all use public transport or park your modern car nearby and walk; we will meet in the museum forecourt between the ticket box and the museum. There will be lots of very nice cars on display both inside and out.

Meeting time: 10.00am

Place: Forecourt, near ticket box

Admission: Adult \$39; Child \$20; Family \$90

November

30th ***Christmas Function, Saturday November 30th 2019***

We are off to the Galli Restaurant for our Christmas break up.

A three-course lunch will be enjoyed. We will be meeting at the venue at 11.30 am to sit down for lunch at 12.00pm. The address is 1507 Melton Hwy Plumpton, Vic.

Classifieds

If anyone has anything they would like to sell please email me at joeyejdavis@gmail.com and I will put it in.

Joke Time

Don't Swear At Other Drivers!

Eddie was driving down the road and a met a car coming the other way. Although there was room to pass easily, Eddie forced the oncoming car to slow down and wound down his window and shouted 'Pig'. The other driver looked in his rear view mirror and swore at Eddie. Then his car hit the pig.

Committee contact details

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