



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

# The Bull's Eye



Next meeting Tuesday 1<sup>th</sup> October

@ Pascoe Vale RSL

*EVERYONE WELCOME*

# September 2019

## President's report

Hello members and friends, Spring has sprung and was almost kind to us during the annual show and shine, almost!

We copped some rain near the end of the event which slowed judging a little.

Firstly, a big thank you to the RACV for their support of the event through sponsorship of the trophies. Thankyou very much Daryl and your team. Secondly a big thanks to all those that made it along on the day either as a participant or as a spectator. The atmosphere

in the kitchen at the Liver River Mechanics Hall was fantastic with everyone enjoying the event.

Our next outing will be an important one for the club as we exhibit nine of our cars at Motorclassica. Those members not exhibiting will be making the trip to the event to support our members with vehicles entered.

We will also be selling raffle tickets for our Morris Major Elite at the event (see tickets left).



I am to take a book or two (we have 20 with your interest and I'll get the books to you.

putting the call out for volunteers books of 10 tickets). Please email me

Earlier this month Tim, Tony and myself attended the monthly Morris Register meeting where I



spoke about what we are focused on, a little about the club's history and expressed an interest to have some joint events. Tony will have some details about the first recent combined event at our October meeting. It was great to have the chance to meet The Register's members and to hear about their vehicles and experiences.

Following on from Motorclassica we will celebrate our year and the coming of the festive season we are heading to the Galli Restaurant on November 30 for our Christmas break up. Please be sure to give Geoff your deposit at the October meeting.

At our February 2020 meeting, our guest speaker will be Bryce Gatton, Secretary: Australian Electric Vehicle Association (AEVA) Vic Branch and Editor: AEVA national newsletter, EVNews. Bryce has had quite a deal of experience with the electrification of cars. Bryce's presentation may give you food for thought if you are having trouble sourcing suitable parts for your ICE (internal combustion engine). It would be great to have a strong turnout for the event as I sure it will be highly educational.

Until next time – Keep on Morrying

Stephen Whitworth - President

## Show and Shine Run Report, Little River, 2019

Considering the weather forecast, a big 'thank you' to all of you who attended this year's Show and Shine. I think special thanks should go to the behind-the-scenes workers who gave a lot of time and effort to put this show on for the members. As the weather man promised the day started out dry and sunny... so before the other part of the forecaster's promise was delivered our judges for the day, Stephen and Tim, started the judging. The judging took a good part of the day and was still in progress when the rain started, and did not stop. So two wet, cold, judges finally finished. Everyone else had enjoyed the BBQ and desert by that time; the judges had not had a bite! Next year we are going to need more people to judge, to help with parking, and a lot of other jobs.

We had a good turnout of cars but given the club's membership, there could have been a lot more. There were nine cars out of a membership of forty-five so very appreciative for the effort that those members put into the day. We had Morris Minor sedans, a Morris Oxford, a Morris Marshal, and a 1970 Morris Minor Traveller, a very rare car indeed. There was also something you wouldn't expect to find at a British car show... a very nice little Messerschmitt, two-seater, three wheeler with a powerful 198cc two stroke engine, 4 speed gear box, 4 forward gears, and 4 reverse gears, so top speed in either direction! The winners for the day were John and Annette Brooksmith for best two-door for the Messerschmitt, which also took out the award for 'ladies choice'. Best four-door was won by Tony Cronin's Morris Minor Traveller, which also won the 'most popular' award. No commercial vehicles were entered this year so no award was made for that category.

I suspect I know which car was young Oliver's favourite car, he was all smiles after having a ride in the Messerschmitt. Thanks John, I think you made a little boy's day, and I suspect a not so little boy by the name of Tim. It was very impressive how you and Tim fitted in that very small cab! Thank you to all the members who supplied salads and desserts and did the washing up, also to my wife Marilyn for freezing out at the BBQ with me. In attendance were Rob and Anne Quinn (Morris Minor sedan), Elaine Booker (Morris Minor sedan), Shane Martin with Paulette, Kathleen, and Oliver (Morris Marshal), Rod Bowers (MG Midget), Bill Flaherty (Morris Minor Tourer), Tony and Marilyn Bullen (Morris Oxford), John and Annette Brooksmith (Messerschmitt), Joyce and Joe Farsaci (Morris Minor sedan), Tony Cronin (Morris Minor Traveller), Stephen Whitworth (Morris Major Elite club car), and Tim Christie and Deb (modern)

Club Captain

Tony Bullen





## TECH TIPS

### Tuning a Morris Oxford MO

I have had Bessie my trusty Morris Oxford for about ten years, and these are the things I have tried to improve performance a little.

I fitted an electronic ignition system then upgraded the coil to a high powered sports coil. The original coil was rated at 12,000volts, the replacement 40,000 volts, so the next step was to give the spark plugs wider gaps, the reasoning being bigger spark, better burn of the fuel mixture. All sound reasonable... well not exactly.

This is the history of spark plug gaps 1940s to mid-1950s. Side-valve engines were usually 18 thou to 22 thou. Jump forward to the 1980s with fuel injection and engine management systems, spark plug gaps increased to 40 thou or greater. (This is because a leaner fuel mixture needs a much bigger spark to ignite, and a bigger spark needs a bigger coil. A richer, more dense air-fuel mix needs a short fat spark to ignite it; a long thin spark does not work as well.) So now, let's go back in time to 1952 to a 1476 cc side-valve engine built for simplicity and reliability, not high performance. So this is what works best, points gapped at 10 thou, spark plugs gapped at 18 thou, and ignition timing TDC. When the car was first released the motor writers said it would do 25 mpg, with better fuel combined city highway driving just on 27 mpg. The best highway only result has been 29 mpg. The only three modern things I have tried, which actually improved things, was a Gunnson colour tune to set the SU carburettor mixture, and a sports coil gives better spark, therefore easier starting. I have also converted the oil bath air filter to take a paper filter. It made a big improvement to the inlet air flow. I have found keeping the motor that was designed low tech to original settings and equipment, where possible, the more reliable it will be. You won't have the electronic ignition failing in the right hand turning lane with nowhere to go, or ignition leads burning out because they can't carry the voltage for the bigger spark plug gaps. I have left the sports coil on the car with the smaller plug gaps- no more burnt out plug leads and the coil barely gets warm. With the bigger plug gaps it got extremely hot and when you think about it our classic cars, would only clock up 5 to 7 thousand miles a year so you might need to look at the points once a year. I give Bessie a full grill to boot service once a year. Full tune to manufacturer's specs including full grease, motor gear box and diff oil change, flush brake fluid and adjust brakes. The last ingredient to keeping your classic car reliable is to get it out for a good run every few weeks, they don't like not being used. A modern car you can ignore for months and it won't make much difference but classics need to be driven. It solves a lot of reliability problems and you catch small problems before they turn into big problems.

Tony Bullen

## **Major Update – Don't forget to get raffle tickets so this beauty can be yours**

Jobs completed so far,

Full service with oil change

Fixed the faded indicator lenses

Rectified the main earth connection issue

Restored all lighting connections

Repaired the horn

Fixed the indicator stalk

Removed and repaired the front seat

Removed the existing handbrake cable

Resealed the front windscreen

Removed the rear screen and replaced the rubber

Removed the current carpet and underfelt

Repaired the small ding in the front bumper

### **Next Sunday's jobs (29 September)**

Install the replacement handbrake cable

Fit the carpet to the interior and boot

Finish the trim on the windscreen seal

Polish the exterior

Reinstall the seats and seat belts

Replace all door and boot rubbers

Give the car a good polish

Anyone interested in giving a hand please call Stephen or Shayne



## Calendar of events

### 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](mailto:joeyejdavis@gmail.com) and I will put it in.

## Committee contact details

### 2019-2020 MCCV Committee

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