

# The



# Rag

**Volume 30 Number 1 June 2025**



## YOUR CLUB

### Committee 2025-26

Paul Jones (President)	Ph 021 184 1632
Brett Bailey (Club Captain)	Ph (03) 310 0638
Tania Bailey (Club Captain)	Ph 021 179 0879
Gordon Taylor (Secretary)	Ph 021 462 779
Gillian Thompson (Deputy Secretary)	Ph 027 412 8395
Mike Kelly (Treasurer)	Ph (03) 384 4709
Alan Banks (Parts Shed)	Ph 027 833 3580
Erick Akeley (Editor)	Ph 021 0278 2909
Marilyn Taylor (Interbank Signatory)	Ph (03) 342 7598
Jan Kelly (Camp Mother)	Ph (03) 384 4709
Paul Thompson	
Anna Maffey	

**Club Website** <http://www.mocsi.org.nz/>

**Facebook Morris Owners Club South Island - Members**

### Magazine Contributions

Send to: Erick Akeley  
mocsieditor@gmail.com

### Secretary's Address

Send to: Gordon Taylor, (03) 342 7598  
Email: gm-taylor@xtra.co.nz

### Disclaimer

The views and opinions expressed in this journal are purely personal ones of the authors and not necessarily the official views of the Morris Owners Club (South Island).

### Front Cover

**Richard James' display of early Morris Minor dashboards (see part 1 of his article in this issue)**

## In This Issue

President's Report.....	2
Club Captain's Report.....	3
AGM Report.....	5
From the Editor.....	6
Run Report: Little River Inn.....	7
Club Quiz.....	8
Upcoming Club Events.....	9
FEATURE ARTICLE: The Story of the Morris Minor...In a Dash....	10
DIY Kit for Pressure-testing Coolant System.....	19
Winnie's World.....	21
MOCSI Parts Shed.....	24
Morris Club Badges.....	24
Regular Activities in the Local Area.....	25
Lasses and their Morrisies!.....	26
Quiz Answers:.....	26
For Sale.....	27
Local Businesses of Interest.....	28

## **President's Report**

Following our club AGM held in April, your committee has seen a few changes to the line up. I would like to, again, thank exiting committee members Morrie Bone and Sue Banks for their contributions. And a warm welcome goes to the following new members of the team—Erick Akeley, Gillian and Paul Thompson, and Anna Maffey.

I feel confident that this crew will continue, as previous committees have done, to steer the MOCSI ship successfully in the right direction.

Having said that, I feel I should confess to missing the last committee meeting. My only excuse is straight out forgetfulness. Like many of us, I have a lot of irons in the fire, both at work and outside of work. The easiest way for me to manage that is to keep a diary, which I do. Of course, it only works if you remember to write things in it! DOH!

The club year kicked off with our first event in May, a lunch outing to the Little River Inn. Even though we couldn't bring a Morris on this occasion, Dawn and I enjoyed the run, and the club were made very welcome by the staff. They even put Morris-related YouTube videos on the TV screen for us while we ate. Dawn and I will no doubt be visiting this venue again with other groups as the management are keen to encourage such gatherings in the future. I will certainly be recommending the run to the motorcycle group that I belong to in Amberley. For a summer run, of course.

Be sure to keep an eye out for newsletters and text updates for upcoming club runs/events as well as other events that may be of interest to you.

It is a Sunday afternoon as I write this, so I must sign off now and head out to my happy place (the shed) to play with my toys! I'm currently working on my next Morris restoration as well as maintaining the current one.

Happy motoring all,

Paul

# Club Captain's Report

Hi Everyone,

With the winter now upon us, a lot of car enthusiasts have put their cars into hibernation while the hardy ones get out in any weather. This was well represented by the Irishman's Rally on TV tonight. It's great to see the vintage cars on gravel roads and going through fords as they have done over the years. Unfortunately, Daisy, our Morrie, is tucked up undercover as I need to fix the binding brakes again before we go for a WOF. Due to some hefty vet bills and a damaged shoulder, those repairs will have to wait a bit.

I have had my usual trips around the South Island for work, with Tania being able to take advantage of cheap flights to meet me in Invercargill, Queenstown and Nelson recently. We also had a look through the Holden Show in Christchurch during Easter, where my brother was exhibiting his HSV.

It was great to see three MOCSI members highlighted in a recent issue of *Women's Weekly*, including the story of their Morris Minors and the enjoyment they get from driving them about. We have had a lot of positive comments from friends and acquaintances, and the photo shoot, while long, was a great experience for Anita, Marilyn and Tania. Well done, Gordon, for staying for the whole afternoon while I took a rain check until meeting them all later for post-match drinks. I was surprised to see my photo in the article as well.

Our recent runs to Joe's Garage and Little River were well supported. MOCSI were the 3rd car club at the Little River Inn that weekend, and it was great to be supporting the pub following the recent floods. Thanks to Paul for running the quiz, which was great fun.

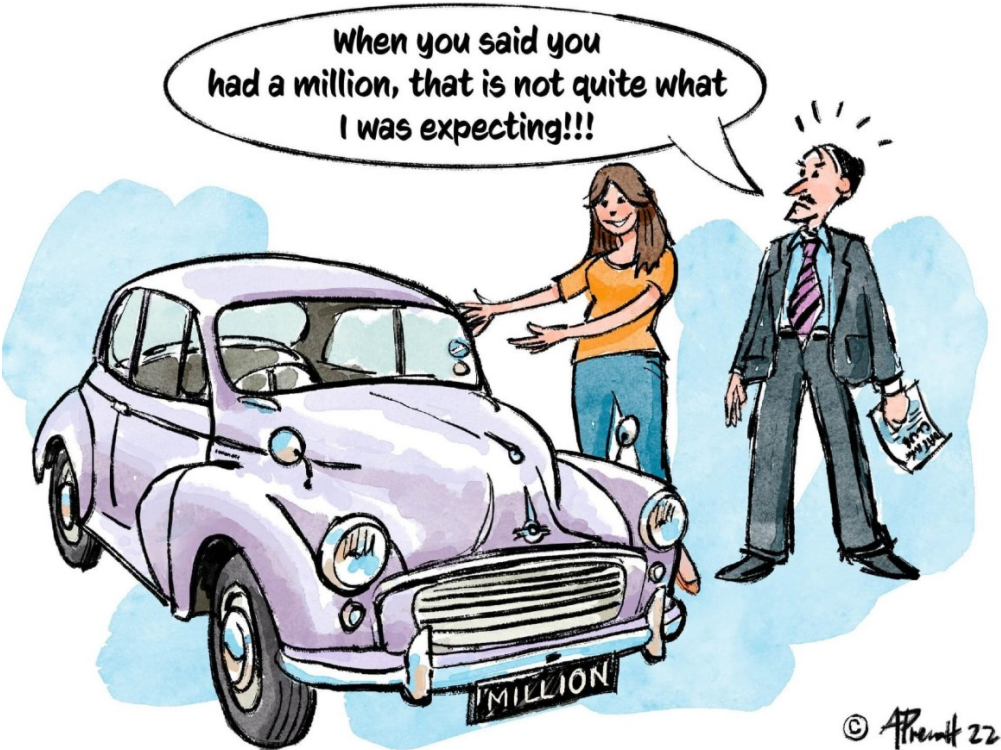
Speaking of runs, I'd like to emphasise a few points following the Little River outing. Please try to RSVP by the due date and supply your menu selection if asked to do so. This just makes the day go a little smoother. Whilst on the run itself, please don't travel in a close convoy as this irritates the general public and makes it hard to pass. Please pull over if you see cars building up behind you.

It was pleasing to see new committee members stepping forward at the AGM. Our meeting room seems a little small now.

We are planning another movie night at Ferrymead soon. These are a fun event with an amazing supper. There are only 21 seats, so get in quick once the booking has opened.

Cheers,

Brett



# **AGM Report**

The 29th Morris owners Club AGM was held on 27 April at 1:00 pm with 33 members attending. This is great turnout for any club when committee positions need to be filled. There were several new members in attendance, and that bodes well for the club's future.

The President (Paul Jones), Treasurer (Mike Kelly) and Club Captain (Brett and Tania Bailey) positions were carried over from last year. The Secretary position was finally established where Gordon will continue for another year while Gillian Thompson will attend committee meetings and understudy the secretary activities.

The club was grateful for the nomination of Erick Akeley to take over the task of club editor, producing the monthly newsletter and The Rag, the club's quarterly magazine. Erick was forthwith elected to take over from Sue Banks, who has done stellar work as editor for the past several years.

Other committee positions were filled by:

Jan Kelly	(Camp Mother)
Alan Banks	(Parts Shed)
Marilyn Taylor	(Interbank Signatory)
Anna Maffey	
Paul Thompson	

The meeting carried an AGM motion from the committee that Dave and Linda Yates be awarded Honorary Membership to the club.

And a warm welcome is extended to those who have recently joined our club:

Anna & Mike Maffey  
Clive Miller  
Dennis Rasmussen  
Clinton & Jaclyn Frater

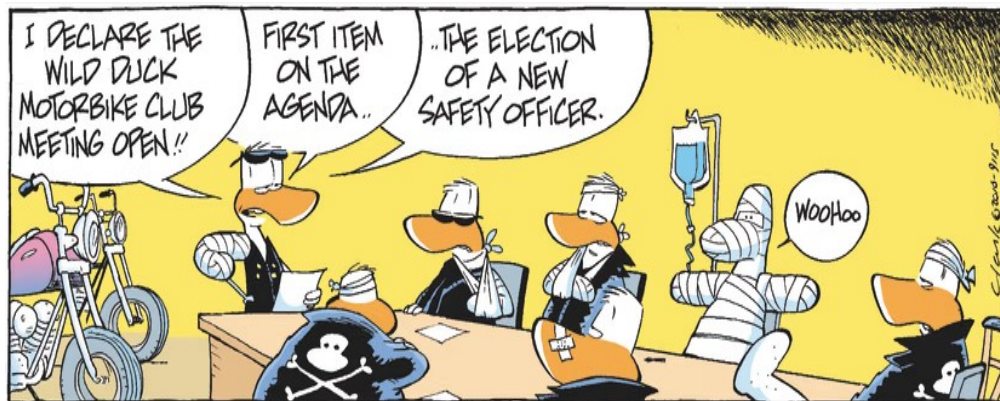
Report submitted by Gordon Taylor, Club Secretary

## From the Editor

Hello everyone. It's my pleasure to take over editorial duties for the club, and I'll do my best to carry on the excellent job Sue (Banks) did during her tenure in the role. You may have noticed that I edited the last two newsletters; this is my first issue of *The Rag*, and I'm happy to say it's 'So far, so good!' If, however, you notice any inexcusable errors, grievous omissions or questionable content, don't hesitate to let me know. Please do likewise if you have suggestions as to how either *The Rag* or our monthly newsletter might be improved.

Of course, our publications can only be as good as what I have to put in them. I therefore encourage all club members to submit news, announcements, notices and most of all articles of interest. Visits to automotive museums, car shows, workshops, etc., can all be good subject matter, as can maintenance, repair or resto projects or tips. Photos are great, and if you're put off by the writing, just give a shout. I'd be happy to help.

Erick





# **Run Report: Little River Inn**

**24 May 2025**

Once again, we all stand around and greet each member as they arrive in their car.

We are gathered in the start area parking at St. Margaret's Hospital. How good it is to see the new members and the cars they have brought into the club. We go to make them welcome and discuss their vehicles. We then wait for the 10:30 am start time.

As usual for our club, there is no hurry to get to the destination, and we each keep a good distance between our own and other cars as we move. We soon arrive at Little River and drive past the pub, where the Jaguar Club members are lunching before us. We drive further on to park up by the store and the railway station, which is complete with a small train on display. As one might expect, we investigate the type of engine that powers the train. Then we observe the carriages, the track wheels, etc. There's lots of talk here.

On time, we all go back to the pub and line up our cars in the pub car park as a display. Inside, we choose tables and ensure that new members are seated in good company. We get drinks and order our meals. Each table enjoys the company, and there is lots of discussion. The meal comes out, and all goes great. After the meal, the quiz sheet is handed out for each participant to complete. We are advised that the answers are to be found by matching a known vehicle with each clue on the sheet. It is hard to think clearly, but when the answers are given most of us think "Of course!" Each answer is logical, if only we could have thought of it at the time! The best total correct answers are allowed to select a prize. The one with the most correct answers is, of course, The Club Captain!

Behind the scenes the publican has been out and selected her best from our line of parked Morris: in the event it is the Morris Isis of the Thompsons, Gillian and Paul. The pub owner says it is her best choice and that the whole lot make for a better selection than the Jaguars had to offer. A voucher for \$20,00 is the prize. Time now for coffee.

We all depart in fine sunshine to return to Christchurch, being pleased with our outing. It is just another well-supported outing for the club. Our thanks go to the Bailey family for the work in setting this outing up.

Gordon Taylor, Club Secretary



*Gillian & Paul Thompson, with matching stripes!*



*Hard at work on Paul's motoring quiz!*

## **Motoring Quiz**

**Paul Jones, our Club President, supplied this quiz for the run to the Little River Inn in May. Here it is for those who missed the run to have another crack at it. The clues all relate to vehicle manufacturer makes and/or models. Good luck! (Answers on page 26 of this issue)**

1. Underage traditional English dancer?
2. Earth wanderer?
3. Could be one of the Fab 4?
4. 1960s fashion dress?
5. German car named after its designers daughter?
6. Household storage area before fridges?
7. A dependable bird?
8. Bambi's Dad?
9. Island off the coast of Italy?
10. Old British one pound coin?
11. White mineral and an Italian mountain range?
12. Wyatt Earp had a long barrelled version of this legendary gun?
13. Ex British Formula 1 champion?
14. Might try to avoid a serious US challenger?
15. Popular brand of lemonade?
16. Spotted big cat, found in the Americas?
17. Oldsmobile could have been used by Captain Jack Sparrow?
18. School Monitor?
19. Large predatory Fish found in tropical and sub tropical waters?
20. Emma Peel or John Steed perhaps?

# Upcoming Club Events

## Club Run, June 29<sup>th</sup>, Sunday

Club run. Local tikki tour ending with lunch for order at venue in Marshland Rd area. Meet at 10:00am at The Peg on Main North Road for a 10:30am departure.

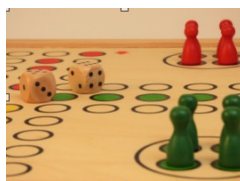


## Movie Night at Ferrymead, 25 July, Friday, 7 pm



Come along for a wild ride in *Wild Hogs*, starring John Travolta, Tim 'The Toolman' Allen, William H. Macy and Martin Lawrence as zaney retirees on a slightly geriatric biker road trip across the USA. Supper starts at 7:00pm, with movie afterwards. \$20pp inclusive. There's room for only 21 bums on seats, so be sure to RSVP Tania on 021-179-0879 ASAP to reserve your place(s). Payments are to be made at the door on the night.

## MOCSI Games Day, 31 August, Sunday, 12 pm



Time to do something different! We will be holding a games day, inside, in the warm! It should be a lot of fun, so come, support your club and challenge your wits. To be held at the Kustoms Car Club, McLeans Island Road.

## MOCSI Xmas Dinner, 2 November Sunday, 12:30 pm

Our Christmas dinner gathering this year will be held on Sunday, 2 November, at the Richmond Working Men's Club. Plan to arrive at around 12:30 to catch up with other members before the 1:00 meal. The cost is \$50pp.

Please remit payments to club account at Morris Owners Club, 03-0859-0273204-00. Reservations and payment due by 1 October!





# THE STORY OF THE MORRIS MINOR...IN A DASH

(Part 1)

By Richard James

My interest in and love of the Morris Minor started early, at 18 months of age, to be precise, with the object of my affection being our 1969 Morris Minor traveller in Trafalgar Blue called 'Nelson', reg number MBK 387G. My parents sold the car in the late 70's. Sadly, looking on the DVLA (Driver and Vehicle Licensing) website, Nelson was last on the road and taxed in 1996. As that's nearly 30 years ago now, I presume it's since been scrapped.



*Figure 1: Me at 18 months old, with 'Nelson'*

Winding the clock forward to 2025, I am 50, we have two young children and two Morris Minors which have been in our family for over 10 years.

One is an Austin-badged 8cwt Morris Minor van in blue, and the other is a pickup converted from an aqua blue traveller, now in Ford signal yellow. Both are K reg (1970).

Having scrapped and cut up a rotten Morris Minor in the past (to use the parts for my Morrisies), I kept the dash from the scrapped car, with a view to one day using it for a wall display in the garage.

That day came in January 2023, and without too much trouble I had the dash displayed as I wanted. Then, having built that one, I thought I'd see if I could source another Minor dash—one different in style—on eBay or Facebook, from someone stripping a car down for parts. Going through the seller's listings online, I hadn't realised how many different styles of dashes the Morris Minor had from 1948 to late 1971/ early 1972 when production ceased.

I decided to start by collecting only glove box lids. I managed to get all the various styles of these without too much difficulty, but the problem was that very few would stand up on the shelf against the wall without falling over. So, having given the



*Figure 2: My Morrie MM dashboards, neatly displayed on my garage wall*

matter more thought, I decided I had best go ahead and get more incomplete dashes in which to display the glove box lids. And that's how it all began!

Through the Morris Minor Owners Club I have had the pleasure of meeting some very kind, wonderful, friendly and extremely knowledgeable people, at the National Rally, at car shows and on the online forums. I am pleased to say that all the individual Morris Minor groups on Facebook, both UK-based and overseas, have been equally accommodating. As my knowledge about the different styles of Minor dash has increased, so it seems has the size of my collection.

The purpose of this write up is to compile all the information I have learnt while building my dashboard display—information which I hope will be of use and interest to other enthusiasts. The collection currently is as shown in Figure 2, and the text below describes the changes to the Morris Minor MM dash in detail.



*Just as an aside, here's a 1949 Morris Minor tourer dashboard I purchased recently from Melbourne Australia. This very early dash has no windscreen de-mister vents, as that feature was introduced to Minors only in 1950.*

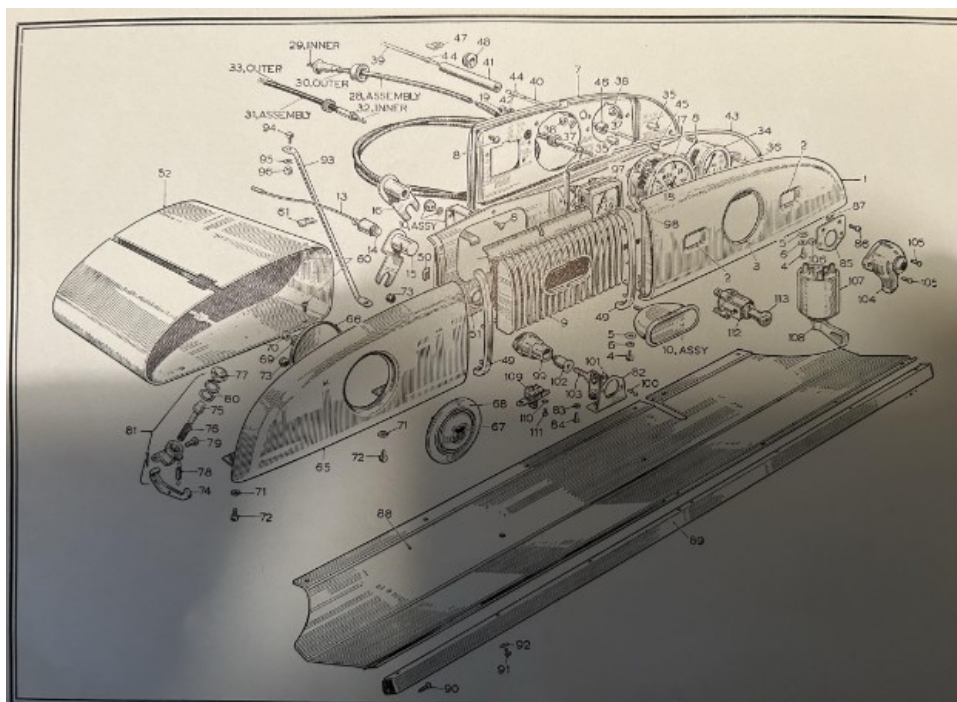
## What components made up a Minor dash?

The two images Figure 3 have been taken from an early Morris Minor parts manual—judging by the metal passenger glovebox lid badge and the ashtray in the Mazak centre grill, I am assuming the dash dates around early 1952.

The first image is an isometric exploded diagram of an early Morris Minor dash complete with numbering of the individual components. The second is the parts list which relate to the numbers on the diagram.

Looking at the diagram and the list of components used, it's interesting to see just how many parts made up an early Minor dash. This list is typical of all Morris Minor dashes through the years; however as upgrades, fashion and technology changed, so did the dash style and the parts list.





# KEY TO PLATE L

Illus. No.	Description	Page No.
1	Panel—instrument	42
2	Bezel—panel—square	42
3	Bezel—panel—round	42
4	Bolt—panel to fascia	43
5	Washer—wing nut or bolt	43
6	Spring washer—wing nut or bolt	43
7	Back plate—panel	43
8	Screw—back plate	43
9	Globe—facia centre	43
10	Ash tray—facia	43
13	Adaptor with cable—indicator light	43
14	Bulb—indicator light	43
15	Bracket and casing—sidelamp indicator	43
16	Bracket and casing—headlamp beam	43
17	Speedometer	44
18	Screw—speedometer	44
19	Nut—speedometer screw	44
28	Cable assembly—speedometer	44
29	Cable—inner	44
30	Cable—outer	44
31	Cable assembly—speedometer (E)	44
32	Cable—inner (E)	44
33	Cable—outer (E)	44
34	Gauge—oil pressure	44
35	Bolt—gauge support	44
36	Screw—gauge to back plate	44
37	Spring washer—nut	44
38	Nut—gauge screw	44
39	Pipe—flex to engine	44
40	Pipe—gauge to flex	44
41	Pipe—flexible—oil gauge	44
42	Spring washer—speedometer nut	44

Illus. No.	Description	Page No.
43	Sealing ring—instrument panel	43
44	Olive—oil gauge pipe	44
45	Nipple—oil gauge pipe	44
46	Nut—oil gauge pipe	44
47	Clip—pipe	44
48	Grommet—oil gauge pipe	44
49	Moulding—control panel	45
50	Nut—moulding to panel	45
51	Cover plate—control panel	45
52	Glove box	45
53	Screw—glove box to facia	45
54	Nut—screw	45
55	Bolt—glove box bracket	45
56	Spring washer—nut	45
57	Nut—glove box bolt	45
58	Lid assembly—glove box	45
59	Plate—cover retaining	45
60	Badge—glove box lid	45
61	Cover—glove box lid	45
62	Spring washer—nut	45
63	Nut—badge to screw	45
64	Spring washer—bolt	45
65	Bolt—hinge to facia	45
66	Buffer—lid	45
67	Lid assembly—glove box lid catch	45
68	Plunger—glove box lid catch	45
69	Spring—plunger	45
70	Cap—C.P.—plunger	45
71	Spring—lever	45
72	Clevis pin—lever	45
73	Pin—glove box lid catch	45
74	Catch—glove box lid	45

Illus. No.	Description	Page No.
82	Bracket—ignition switch	45
83	Spring washer—bolt	45
84	Bolt—bracket to facia	45
85	Bracket—indicator switch	45
86	Bolt—bracket to facia	45
87	Nut—bolt	45
88	Angle—facia	45
89	Screw—facia tray to body	45
90	Rivet—facia tray to angle	45
91	Washer—rivet	45
92	The rod—facia to windshield panel	45
93	Bolt—tie rod	45
94	Spring washer—nut	45
95	Nut—bolt	45
96	Clutch—fuel	45
97	Screw—gauge to back plate	74
98	Switch—ignition	74
99	Switch—ignition	74
100	Nut—screw	74
101	Lock—ignition	74
102	Key—ignition lock	74
103	Switch—indicator	74, 76
104	Switch—indicator and flasher	74, 76
105	Switch—panel light	74, 76
106	Spring washer—screw	78
107	Screw—switch to facia	78
108	Switch—lighting	78
109	Knob—switch	78

Figure 3: The dashboard of a Morrie is not as simple as it might appear!

# Series MM Lowlight Dashboard 1948 to 1951



Figure 4: Two early Series MM Lowlight dashes, the two at top left in Fig. 2

## Early Speedometers

Figure 5 shows, on the left, an example of the very early speedo (serial number X70620) used from 1948 until approximately 1949 and, on the right, the new style speedo used (more widely) from approximately 1949 until near the end of the Series 2 production in 1954 (serial number X70620/2 for Series MM and serial number



Figure 5: Two Morrie speedos - Early MM style, on left, and later MM and Series 2 style, on right



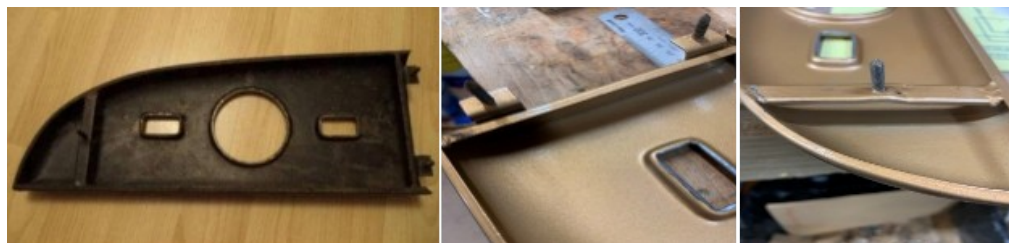
X70620/7 for Series 2). When the Series 2 late model was put into production in 1954, a larger gold-faced speedo was introduced, with the speedo being re-located to the centre of the dash.

The change to the speedo in 1949 consisted specifically in the MPH numbers being shifted from outside the increment marks, as in the photo at left, to the inside, and the increment marks correspondingly moved to the outer edge, as on the right.

There is no clarity as to whether the very early speedo (1948 to 1949) was used worldwide (including the UK) or only on cars destined for export/ overseas markets. The reason for the change is also unclear, but likely that it originated with Smiths rather than Morris Motors.

## Early driver's side instrument panel

Within 2 years of the Morris Minor's launch in 1948, the fixings that held the passenger glove box lid and driver's side instrument panel to the dash were either modified or changed. The first of these changes was that to the instrument panel. The early driver's side instrument panel was held in place on the dash using three 2BA bolts and wing nuts fixed to three separate brackets welded to the instrument panel, two at the side and one on the back (see Fig. 6).



*Figure 6: Early driver's-side instrument panel attachment points (photos courtesy of Carlo Pegoraro and Richard Smoothy)*

The upgraded driver's-side instrument panel looked the same as its predecessor from the front, but the attachment points were dramatically more accessible. There were still three anchor points, but these were in different positions and fastened differently. The top rim of the instrument panel (on the inside) fitted over a lug on the back gauge plate. This secured the panel and stopped it from falling forward. The lower anchor points consisted of two brackets spot welded to the base of the

panel. To allow the brackets to sit flush with the bottom edge, a small section of the lower rim of the panel was cut away. The holes at the ends of the brackets aligned with corresponding holes and captured nuts in the dash itself, allowing the panel to be secured using 2x 2BA bolts.

Unfortunately, the Morris Motors manual gives only one part number for the Lowlight/ Series 2 driver's-side instrument panel, making it difficult to say just when this modification took place. However, discussions with other Lowlight/ Series 2 owners lead me to believe it was sometime in 1949. The reason was almost certainly down to the awkwardness of getting to and undoing the wing nuts, which can be accessed only from inside the dash—not very user friendly!



*Figure 7: Later-style instrument panel with welded brackets on bottom rim*

## Early passenger glovebox lid ‘stopper’

The second of the two early changes to the Morris Minor dashboard relates to the early passenger glovebox hinge stopper. The stopper used on the early Lowlight passenger glovebox hinges from the start of production in 1948 until mid-1950 is shown in Figure 8 on the left, and the more widely used hinge from mid-1950 onwards is on the right. The purpose of the stopper was to prevent the glovebox lid from opening any further than 90 degrees. The stopper part of the hinge was pressed from one larger piece of metal which was then fixed in place over the main hinge panel.



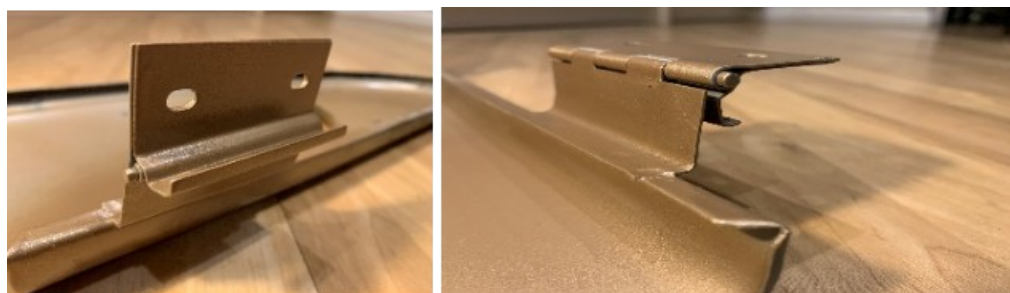
*For a look at the nice interior—including nice details on the dash—of a 1954 Morris Minor, check out this video from Restosaga. Very nice!*

*<https://www.youtube.com/watch?v=IiVvgDcUzpw&t=51s>*



*Figure 8: Change to glovebox hinge stopper--early style on left, later style on right*

The photo on the right in Figure 9 shows how the hinge stopper would work when opened by 90 degrees.



*Figure 9: Glovebox hinge in closed (left) and open (right) positions*

In 1950 not only did the style of the glovebox hinge change with the removal of the stopper, but the way the hinge was fixed to the glovebox lid was also improved. The early stoppered hinge was attached to the edge of the glovebox lid using spot welds, as can be seen in Figure 10. Possibly customer feedback hadn't been great, or perhaps Morris Motors felt during a product review that the original design was flawed and could be improved upon. Whatever the reason, the new style hinge was attached, still using spot welds, not to the edge of the lid but to the bottom, thus giving the attachment more surface area strength. To ensure the hinge sat flat against the base of the lid, a small section at the edge of the glovebox lid was removed as seen in Figure 10 on the right. This cut out was duplicated for both

hinges. This style of hinge, and where it was fixed, continued in use until the glovebox lids were discontinued in 1954 with the launch of the Series 2 late model.

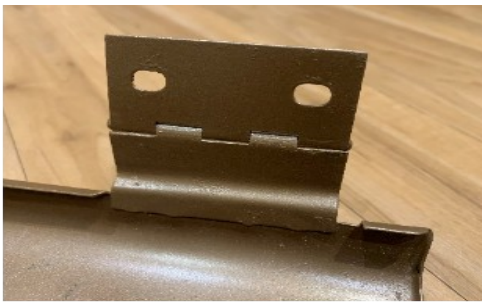
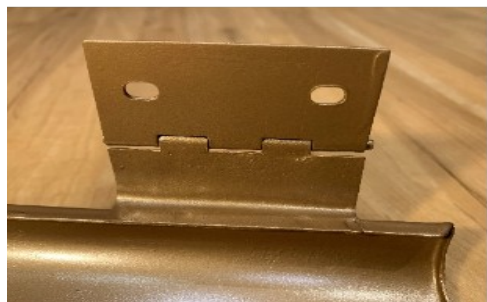
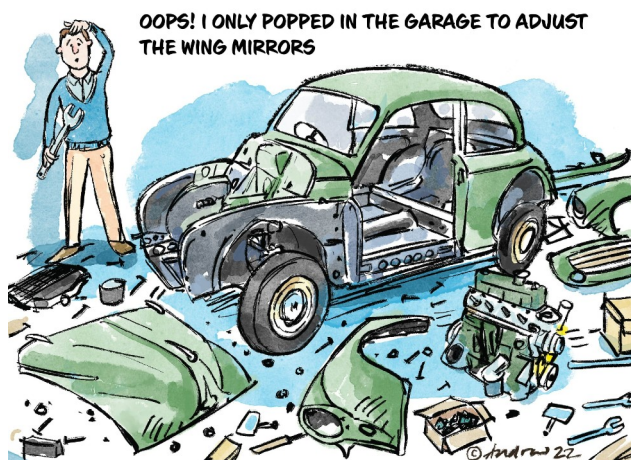


Figure 10: Glovebox hinge attachment, early (left) and later (right)

There is no concrete evidence to clarify exactly when this change in hinge styles occurred as Morris Motors service manuals list just one part number. However, a recent post on Facebook and the accompanying feedback from Lowlight owners in the UK and abroad suggest it happened sometime between June 1950 and September 1950. As before, the reason is unknown, although it may have been in the interest of cost reduction, appearance or production simplification.

**(See the next issue of *The Rag* for part two of this story.)**



# **DIY Kit for Pressure-testing Coolant System**

Erick Akeley

Some years ago on a trip to Nelson with my '59 Morrie Minor I encountered a pesky coolant leak. The engine ran fine, but I found I had to top up the radiator at every stop—four times between Christchurch and Nelson! The strange thing was, I didn't actually see any water escaping anywhere. Everything looked fine under the bonnet, and there were no drips under the car. Try as I might, I couldn't see where the problem was. I got to Nelson okay, but the matter obviously had to be sorted sooner rather than later.

When I got it to a mechanic, he took out a pressure testing kit, stopped up the radiator aperture with the plug and started pumping. A moment later, coolant started dripping onto the ground under the car. 'Water pump seal's gone,' he said. I took a look at the front of the engine and sure enough, green liquid was dribbling from a hole in the neck of the water pump. I'm not sure why I hadn't seen it before, but there it was! In short order I was off to a parts shop for a new pump and in a couple of days had the car back in good nick.

Ever since that experience I'd had it in mind to fashion, DIY-like, a pressure tester for myself. Recently, I noticed I had several spare radiator caps, so I decided it was time to have a go. What I did, basically, was to remove the central rivet in the cap and replace it with the valve stem from a bicycle tube. I used an old British-style valve stem—the kind threaded on the outside—so I could use the ring nut to crimp rubber seals between metal washers and stop up the pressure-relief vents in the cups at the bottom of the unit. I added a second spring to keep the main seal firmly seated against the lip in the radiator fill hole and held it all together with the cap nut that secures the valve in the valve stem. A screw-on adapter allows me to attach a normal car tyre pump fitting to the valve.

I then tried it out on my Morrie van, and I'm glad I did! I hadn't noticed any coolant leaks on this vehicle before, but with the pressure tester in place and about 15 PSI pumped in, water started dribbling from the bung in the water temperature sensor port and welling up around one of the anchor studs on the thermostat cover. Inside the cab I saw coolant dripping from the heater core as well! The first two were easy



fixes, but the heater core turned out to be beyond repair. I ended up having to install a whole other heater unit, but at least I could console myself with the thought that my jerry-rigged pressure tester had helped me detect and resolve a small issue well before it could become a big problem.



*Components of the coolant system pressure tester. Note threaded bicycle valve stem.*



*I added a second spring inside the main spring for extra pressure*



*The radiator cap adapted for pressurising the radiator. The British-style bicycle valve stem comes out the top...*



*... and now with an adapter to match normal pressure hose fittings!*

# **Winnie's World**

## **A Rather Long Story in Many Instalments**

by Ribbed Gearbox

### **Episode 1: 'The Hooner Grounded'**



'No! *Again?* That's the third time now! He's only been driving a year!'

'Yes, dear, I know. He said he just got carried away, what with his mates in the car n' all. I think he feels pretty bad about it.' Jeremy had not had a good day down at the port, she could tell.

'And what was he doing with the Holden on a Friday night anyway, I'd like to know. I thought we agreed last time there would be no more weekend or nighttime cruising?'

'Well, yes, but we also said he could take it to the school picnic, which is what this was. He just didn't mention it was a *supper* picnic, with games afterwards. It didn't break up till well past ten. Then he had to take some of his friends home . . . . You remember what it's like when you're young.'

'Yeh, but when we were young cars wouldn't do zero to a hundred k's in eight seconds. Twenty seconds, more like.'

'That was when I was young. When you were young it would have been at least a minute.'

'Ha and double ha,' said Jeremy.

'If they could even reach a hundred, that is.'

'Enjoying ourselves, are we?'

'Immensely, yes. But . . .,' she continued, serious now, 'I suppose we need to do something.'

'Oh, I don't know, Ms. Funnybones. He's only our one and only son.'

'Okay, okay. Really, then, what should we do?'

'He was hardly being straight up about the party was he? He knew very well we would have been concerned if we knew it was a nighttime thing. Had he been drinking, too? God help him if he's also been nicked for DUI!'

'He'd had a glass of beer, he said, but just the one. Juice after that. They checked, of course, and he was sober.'

Sandra was just as upset as her husband, though more worried than angry. It had always been like that—she more given to being understanding. *Or at least trying to be*, she thought to herself now. Her day at the office hadn't been all that great either. In a word, she felt more than a little irked at the whole affair.

'Well, I'm not sure.' Jeremy had cooled a bit, partly out of weariness, partly from resignation. 'You've had some time. Any thoughts? We said we'd put the car off limits if he got another ticket.'

'Yes, I know. But can we really? He's nineteen, going on twenty. He's putting all his money away for that diploma course, but if we crack down too hard he'll go off and buy his own banger, and then where would we be?'

'He won't be able to do that anytime soon, I should think. He's got to pay off the fine first. Do you know how much it is?'

'No. He's got to appear in court, so the judge will set the amount. There'll likely be a licence suspension as well, but probably not for too long. He said he'll use the birthday money we gave him to cover the fine.'

'That's not why we gave him that!' Jeremy exploded again. 'It was to put towards his savings, pay for tuition, that kind of thing. Not to pay court fines, for Christ's sake!'

'I don't think we were very specific, actually. I told him the same as you just said, and his comeback was that this is one of the things savings are for. I think he's got us there, to be honest. It's his money now, after all.'

'So, what *are* we going to do? *Nothing?* We can't just do *nothing?*'



‘Why don’t we wait to see if his licence is suspended? If so, maybe that’ll be enough punishment in itself. Could there be some community service too, do you think?’

‘I don’t know. But I’ll tell you one thing, Sandra, I’m not too keen on letting him drive the Holden anymore in any case. It’s just too hot. He’d be bound to run into trouble again with it eventually.’

‘Trade it in, do you think? Get something else more . . .’, she searched for a word, ‘*pedestrian?*’

‘No! I *like* the Holden. It’s my car, not his, don’t forget. And we can’t afford to change cars now of all times. The mortgage is a real bastard.’

Jeremy lapsed into silence, looking out the window.

‘Well, I agree, the Holden is out. But he’s going to have to drive again eventually, so we need to do something.’

Now she fell silent too, looking at Jeremy looking out the window. Seconds passed, then half a minute.

‘What?’

Sandra had spoken, still looking at Jeremy.

‘What?’ he said, turning to her.

‘Yes, what? What is it? You have a funny look on your face.’

‘Do I really?’

‘Yes. What are you thinking? You look . . . *naughty.*’

A slight pause, then . . .

‘Not so much thinking as just *musng*. And, no, not naughty exactly, more like . . . oh, *sneaky*, perhaps. It just occurred to me . . .’ His voice trailed off.

‘Go on. What has ‘just occurred’?’

‘Well, I may have an idea. In fact, I may have hit on a plan, a good one—a genuine *cunning* plan. Yes, a very cunning plan indeed . . .’

**\*\* . . . to be continued . . . \*\***

## **MOCSI Parts Shed**

If you need any parts for your favourite Morris, please call any of the following members to discuss your needs. We also have a library.

Keith Upston	(03) 323 9266
Dave Pringle (Librarian)	(03) 385 7842
Alan Banks	027 833 3580
Gordon Taylor	(03) 342 7598

Something to keep in mind for when spring finally comes round: The club periodically organises Parts Shed Days, usually for several hours on Saturday mornings. Keep up to date on club activities so as not to miss these. They are a great chance not only to find that particular doodad you've been hankering for, but also to mix and mingle with like-minded club mates. Sausage sizzle and morning tea provided. Watch this space!

## **Morris Club Badges**

Cloth Badges - \$6.00 each or 2 for \$10.00

Window Stickers - 50c each

Available from the Club Treasurer, Mike Kelly



## **Regular Activities in the Local Area**

### **Kustoms Breakfast**

**First Sunday of every month**

**Kustoms Car Club Rooms, McLeans Island Road**

This gathering takes place on the first Sunday of every month rain or shine. There are regularly in excess of 400 vehicles at these events. Each month there is a feature vehicle nominated by the club. Previous feature cars include Mustangs, Camaros, Tri-5 Chevys, Pick-ups and Mopars. But it is not all about big American V8s. All classic cars are very welcome. A feast for the tummy & the eyes (to see the various cars on display.)

### **Better Half Kitchen & Bar Classic Car Show**

**Last Sunday of every month**

**Better Half Kitchen & Bar, Leithfield**

Each month the people at Better Half host a show for anyone who would like to display their classic car, or view the cars on display. This is a great venue, with indoor and outdoor seating, a full bar, a great food menu and, more often than not, live music. Come along on the last Sunday of any month to enjoy the show.

### **Vintage Car Club, Canterbury Branch presents: OLD CARS, BIKES AND COFFEE**

**Third Sunday of every month, 9am-12pm**

The VCC invites all members and any interested members of the public to join us at Cutler Park from 9am-12pm on the third Sunday of each month for coffee and a catch-up. Turn up in your club-eligible vehicle and meet other club members. If enough interest is shown we might head out for a run. Partners and children encouraged to join in, but please no dogs.

## Lasses and their Morrisies!

*Our story with three women – Anita van der Velden, Marilyn Taylor and Tania Bailey about their beloved Morris Minor cars and colourful lives struck a chord with readers.*

Love it. Go girls, girl power!

*Christine*

So lovely to see these  
classy cars.

*Cheryl*

Go the Morrie gals!

*Alie*

Go the Morris. Convention  
over Easter in Timaru was  
great. Go ladies.

*Ricki*

Looking gorgeous, cars and  
ladies. I love the outfits.

*Jill*

Love these cute wee classy  
cars. My 48-year-old son  
learned to drive in a Morris  
Minor. The car was called  
Bubbles. Years ago in the  
'50s, my grandad always  
had a Morris Minor.

*Lee*



In a recent issue of *Women's Weekly* magazine, club members Tania Bailey, Marilyn Taylor and Anita van Der Velden were featured with their Morrie Minors. Here they are, looking great, with their wee cars in the background, and a sampling of rave reviews from *WW* readers.

(Editor's note: If you have been featured anywhere for your interest in vintage motoring, or if you know of anyone who has, please get in touch so we can share the news in our club publications.)

### Quiz Answers:

1. Morris Minor; 2. Land Rover; 3. Beetle; 4. Mini; 5. Mercedes; 6. Lada; 7. Reliant Robin; 8. Stag; 9. Capri; 10. Sovereign; 11. Dolomite; 12. Colt; 13. Jensen; 14. Dodge; 15. Sprite; 16. Jaguar; 17. Cutlass; 18. Prefect; 19. Barracuda; 20. Avenger

Check this scoring guide to find out how you place in the world of automotive trivia:

17-20: A certifiable motorhead!

13-16: Will likely never be sold a lemon at the car yard

9-12: A respectable member of our club

5-8: Just your average bloke or shiela

0-4: Probably just one of the kitchen staff who crashed our party

## **For Sale**

**Classic British Trailer** to tow behind your classic British car!!


- One owner - Morris Marina Ute trailer made from back half of a Mark 3 (1980) Marina Pick up in 2012. Has been dry stored and only really been used for a few car shows and light duties for 1 trip when moving house about 4 years ago. No Rust.
- Note - it now has standard steel wheels (black with chrome beauty rings), not the triumph alloys pictured.
- Draw bar was fabricated and fitted by qualified engineer. Suspension, lights, etc. and axle (with diff head removed) are from the original vehicle. Deck in good condition, new hardwood trim fitted at the time of build. Rear bumper is from a Marina Estate model.
- Jockey wheel and coupling bought new from TWL.
- Tonneau cover and spare wheel cover by Woods and Moulin.
- Rego on hold and no current WOF
- \$1750.00 (O.T.O.). Asking price includes WOF and 1-year rego.
- Contact Paul Jones 021 184 1632

**Morris Marina Parts** – many parts still available, including glass, doors, wheels, suspension, etc. Contact Paul Jones 021 184 1632

**Car-Related Signage & Cans, Also Model-Size Cars** – To arrange a time to view, please ring Shirley Dabinett on 027-352-7821.

**Cars for Sale:** 1938 Morris 14/6 6 cylinder  
1927 Morris Cowley Tourer  
Regos on hold.  
Contact Jim Lang for details on 03 693-6196

## Local Businesses of Interest



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**The Morris Owners Club (South Island) was formed by a group of Morris motoring enthusiasts from Christchurch in 1996. It has been going ever since, and currently has over 70 members, with more joining regularly.**

**A quarterly club magazine contains details of past and coming events, cars for sale or wanted, as well as articles of a technical nature, illustrated with photographs. A monthly newsletter keeps both members and other clubs apprised of recent and upcoming events and activities.**

**The management committee meets monthly, and the Annual General Meeting for all members is held every April.**

**Subscription is presently \$40.00 single per annum or \$45.00 for a joint membership.**

**New members are always welcome. For a membership application, contact the Club Secretary, Gordon Taylor at [gm-taylor@xtra.co.nz](mailto:gm-taylor@xtra.co.nz)**

# The Rag

## **CLUB MAGAZINES**

We receive magazines from the following Clubs. If you would like to read any of them, please contact the President, Paul Jones.

*Morris 8 Tourer Club of NZ*

*Morris Register of New Zealand Auckland Branch*

*Morris Enthusiasts Car Club of NZ Inc – Nuff Said*

*The Wolseley Car Club NZ Inc – The Wolseley Word*

*The Canterbury Morris Minor Club Inc – Minor Moment*

*The 6/80 & MO Club*

A number of other clubs' magazines and newsletters are sent through to us electronically, and we are happy to share these with you should you be interested. Please contact the editor to have your name and email address added to the mailing list!

The Journal of the Morris Owners Club (South Island)