

RETURN ADDRESS:
MMCCV Inc
P.O. BOX 354
BALWYN, VIC. 3103

THE GENERATOR

August 2016 Vol 41 No 8



Graham and Rosalee Harper's Morris Minor

Official Club Newsletter of THE MORRIS MINOR CAR CLUB OF VICTORIA INC.

Member of the A.O.M.C. A.R.N. A0001386N ABN 47 849 670 294

Send all correspondence to:- P.O. Box 354, Balwyn. Vic. 3103.

Web Address: <http://www.morrisminorvic.org.au>

Email mmccv@morrisminorvic.org.au

NEXT CLUB MEETING

11th August 2016 7.30pm for 8.00 pm at Horrie Watson Pavilion, Deepdene Park,
Whitehorse Road, DEEPDENE. 3103. (Melways Map 46 Ref. A8)
MEETINGS ARE HELD ON THE 2nd THURSDAY OF EACH MONTH

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AH: 9439 5791

NATIONAL RALLY DELEGATE

Richard McKellar Ph: 9830 5027

Mark Parritt Ph: 5976 4437

WEBMASTER:

Email: webmaster@morrisminorvic.org.au

Club Regalia

Clothing

Short Sleeve polo Shirt \$30.00

Long Sleeve Denim Shirt \$40.00

Reversible Vest \$45.00

Winter Jacket \$70.00

Tee Shirts \$15.00

Club Logo Tri Colour Caps \$25.00

Cloth Club Logo Patch \$10.00

Accessories

Stubbie Holder \$9.00

Promo Key rings \$5.00

Lapel shirt pins \$5.00

MMCCV Metal Grille Badge \$20.00

MMCCV Windscreen Banner \$7.00

Stickers for cars

MMCCV Round Logo Sticker \$2.00

BMC Rosette Sticker \$4.00

Keep on Morrying (chrome) \$2.00

Keep on Morrying (white) \$2.00

MMCCV \$1.00

I Love my Morry \$1.00

Magnetic MMCCV [round) Lge \$15.00

Magnetic MMCCV [round) Sml \$10.00

Morris Logo Vinyl Sticker \$3.00

For Purchases Contact Regalia Officer

Graham Harper

MEMBERS ONLY WEB ACCESS

Please note that access details for our Club Magazine (Members) Web Page have changed to:

Username: mmccv

Password: c3gMHP9d

BANK ACCOUNT DETAILS FOR ELECTRONIC FUNDS TRANSFER:-

BSB No: 633 000

ACCOUNT No: 1469 35168

ACCOUNT NAME: Morris Minor Car Club of Victoria INC.

In the reference field, please quote what the payment is for and by whom it is from

DISCLAIMER

This publication contains general information which does not necessarily reflect the views of the Club, its Committee or Editor and should not be relied upon without specific advice from a qualified professional.
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The Club and its Officers shall not be responsible for any transactions begun as a result of information published herein nor any misrepresentation made by an advertiser
Anyone wishing to reprint an article can do so as long as the source is acknowledged.

CLUB PERMIT SCHEME HOLDERS

Notice to all club permit holders.

New applications and renewals to be signed between August 26 and September 17 are to be sent to Mark Parritt at 37 Prince Street Mornington 3931.

Phone 0403 194 021 or email: president@morrisminorvic.org.au Don't forget to send early.

Renewals: please send a stamped self-addressed envelope plus Vic Roads Forms.

ALL NEW APPLICANTS: PLEASE SEND 3 X \$1.00 STAMPS PLUS CURRENT R.W.C., PROOF OF OWNERSHIP, VIC ROADS CLUB PERMIT APPLICATION, VEHICLE ELIGIBILITY AND STANDARDS DECLARATION FOR CLUB PERMIT VEHICLES AND 6 SIGNED and DATED RECENT PHOTOS of Front, Rear, Driver's side, Driving position (Side-on with driver's door open) Chassis number or ID plate, Engine Bay. Club rules are that a person must be a club member for more than 6 months before they can apply for a permit.

Holiday house at Smiths Beach Phillip Island for rent

Situated with in easy walking distance of both beaches, for safe play and great surfing.
Close to Phillip Island race track.

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Hairdressers Glen Iris - Reds For Hair

The leading hairdressers located in Glen Iris, Reds For Hair, has been operating for 15 years.

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Special discounts for Morris Minor Car Club Members

Hairdressers Glen Iris - Reds For Hair

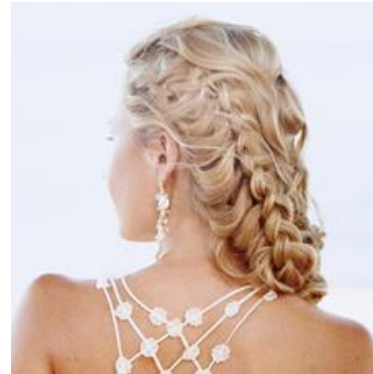
Address: 23 High Street,
Glen Iris, Vic 3146

Phone: 03 9885 6290

Mobile: 0411 202 759

Email: masonwallace66@gmail.com

www.hairdressers-gleniris.websyte.com.au



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Darren Goff 02 4884 4123
sales@minormagic.com.au



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MM003 RMD

President`s Report August 2016

Hi All

I did enjoy the Mid-Year lunch. Many thanks to Michael Dobson for arranging it and the run prior to the lunch. The dirt road up to the Panton Hill Winery was such a surprise, but was worth the carwash to see the beautiful stone buildings and look around the winery. It was great to see so many members at the lunch. The meal at Bridges was excellent and it was good to have time to catch up with some old friends and get to know some of our newer members. The best Hat competition that Braidy arranged added extra fun, many of the hats were fabulous and that made it very hard to decide the winners. (More on the run and hat winners in the run report.)

My thanks to Jeff Brumhead and Neil Cheney who are stepping in as our AOMC delegates at the August AOMC meeting in Seymour. This is a very important meeting as the guest speaker, from Vic Roads, will be launching their documentation for clubs and explaining how to transfer vehicles from H plates to M Plates. We should have plenty to talk about at the September meeting.

My apologies for missing the August meeting as Sue and I are off on our winter caravan adventure to Queensland. We try to make this journey every couple of years to catch up with family and friends. This time we are going to go further north to Agnes Waters and Bundaberg to meet up with some friends that we meet at the last couple of National Rally's. It will be nice to get up there for some warm weather! My thanks to Braidy who is looking after the club meeting while I am away.

Look forward to see you all at the September meeting.

Keep on Morrying

Mark

Club Captain's Report August 2016

Hi Members,

The Club had a fantastic mid-year lunch and run prior to the Panton Hill Winery, it was little early in the morning to be wine tasting but the views are excellent. I would like to thank the Dobson's for organising the run and mid-year lunch.

This month, the Touring club are off to see South Australia and I'm sure all will have fun.

The Hurstbridge Wattle Festival is another run for the club this month. All those that are going please be at Hurstbridge McDonalds before 9am so we are at Hurstbridge in time to set up.

I would also like to add that Steph and I have added to the MMCCV Membership. Steph and I are excited to welcome William Brice Carr. Born 26/07/2016 at Warragul. Mum and Baby are doing well.

Keep on Morrying

Stewart

AGENDA FOR GENERAL MEETING MORRIS MINOR CAR CLUB OF VICTORIA INC

Thursday, 11th August 2016 Horrie Watson Pavilion Deepdene Park, Deepdene 3103.

-
- 1. Apologies**
 - 2. No. of Members Present (Quorum)**
 - 3. Confirmation of last minutes**
 - 4. President's Report**
 - 5. Treasurers Report**
 - 6. General Business**
 - 7. Close of Meeting**

UP COMING EVENTS 2016

Sunday 31st July

John Whelan Memorial Run

The Old Hepburn Hotel – Hepburn String
236 Main Road, Hepburn Springs
The Geelong Club will be leaving the White Church on Ballan Rd at 9:30am
Please contact the hotel to make your own lunch booking.

Saturday 27th August to 18th September

Morris Minor Touring Club Australia Incorporated

South Australia Tour

The tour will go from Geelong to Adelaide then to Streaky Bay, Renmark then will finish in Bendigo.
Contact Heather Jarman 0466 080 816. hedandles@hotmail.com

Sunday 28th August

Hurstbridge Wattle Festival

The Hurstbridge Wattle Festival is a significant cultural event for Melbournians that have their roots firmly planted in our early rail history. It's a joyous celebration of our heritage, environment and community. Festival goers view the wattles in a blaze of glory along the Diamond Creek as they approach the township of Hurstbridge. As visitors stroll the main street and the various Festival precincts, they enjoy a fabulous and extensive array of entertainment, events and activities for all the family, many of them free.

Meet at the Diamond Creek McDonald's at 8:30am for a 9:00am sharp departure, then proceeding to Hurstbridge for a 10:00am set up at the railway station.

Contact Graham Harper for more information AH: 03 9439 5791

Sunday 25th September

Braidy's Mystery Run

More information to come later.

Saturday 1st October

Morris Minor Owners - National Show and Shine **9am-3pm**

This national show and shine is to be held at the Parkes Showground – Parkes NSW. It is planned that a convoy leaves Melbourne on Thursday 29th September and travels to Narrandera (435km) then arrives at Parkes on Friday 30th September (275km) just in time to get ready and to be at the “show and shine” on the Saturday. There will be an optional run on the Sunday. Coming home on Monday could be via Jerilderie (379km) then home to Melbourne on Tuesday (330km) For additional information and entry form, please see the back page of this magazine. For more information please contact Graham Dines.

0400 893 483 or email gdines@bigpond.net.au

If the group want a morning tea stop, the Stanyer's wayside stop will be open.
Just let Julie know how many sticky buns she will need.

October 23rd

Motorkhana

Mark Parritt and Stewart Carr are organising.

Tuesday 1st November

Melbourne Cup Day

More details to come close to the date.

Friday 4th November to Tuesday 8th

November Phillip Island - Cowes Trip

A weekend away to the Phillip Island - Cowes Caravan & Camping Park – “Right on the Beach” Cabins as well as caravan sites are available.

SITE FEES: Site bookings are for 1 tent & 1 car or 1 caravan (& annex) - \$43 per night.

PARK CABIN FEES: 2 person per night. Standard - \$100, Deluxe - \$130, Executive - \$140, Beach View - \$150. Please enquire regarding bedding as we may need to supply your own.

There will be a group discount of 10% for each booking. (Mention MMCCV)

Contact Graham Harper for more information. AH: 03 9439 5791

4 December 2016

The BMC Experience Grand Day Out

The 12th annual BMC Experience Grand Day Out is on Sunday 4 December 2016 at Bundoora Park, Plenty Rd, Bundoora from 10am to 3pm.

The event is open to owners of all cars from all the brands that made up the BMC-Leyland groups of companies: Mini; Austin; Morris; Austin-Healey; MG; Riley; Wolseley; Leyland; Rover; Land Rover; Jaguar; Triumph; Vanden Plas; and Innocenti.

This is an entirely FREE event.

Thursday 8th December

Christmas Party

When: Thursday 8 December 2015 - Time: 7pm Where: Box Hill Golf Club - 202 Station Street, Box Hill South, Melways – Map 61 D2.5

ELVIS WILL BE IN THE BUILDING

Please think of runs you would like to do this year or next year.

(Australia Day will need to be organised)

Other Events

Sunday 19th February 2017
MMCCV 40th Birthday party



<http://www.morrisdownunder.com/forum/index.php>

This forum is the common portal to link all the clubs together and where Morris Minor owners from all over the country can swap information, search for parts
And make new friends.

RUN REPORT

Mid winter run and lunch at Bridges 17th July,2016

Report by Braidy Davies

There's a bright golden haze on the meadow –oh what a beautiful day! To paraphrase a famous musical as the best way to describe the weather. Glorious sun shine which was just as well as part of the run was on dirt road (shiver)!

So the morning started with the usual McDonalds coffee which even tasted a bit like coffee. Michael Dobson, our secretary, had organized the run as well as the venue and thanks to him for the work he put in. It gave us a chance to see some the hats people had worn for the hat completion at lunch.

Eleven Morris Minors went on the run which headed around the hills, along a small dirt road, to the Pantan Hill Winery. This has lovely views and some very beautiful sandstone buildings. I'm not sure anyone tasted the wine but it was a nice place to visit. While we were there Mike drew the prize of having your car photographed in front of the Bridges winery between the Morris Minor Club flags for the cover of the Generator. This was won by our regalia officer Graham Harper so check out the cover of this magazine to see his beautiful Morry.

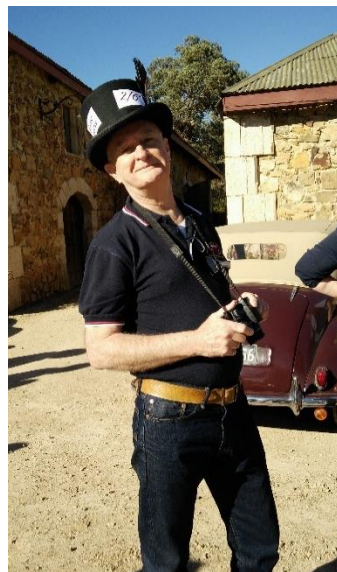
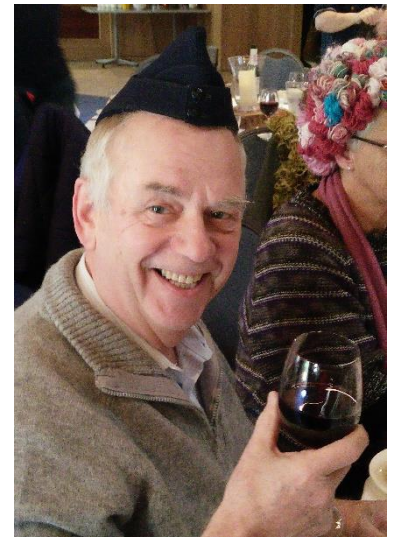
Bridges put on a good meal and everyone appreciated the soft drink provided by the club but the best fun was finding out about everyone's hats. There were some absolute brilliant hats. The best hat with a history went to Mal Baker for his grandfather's 1944 Air Force cap which has his name inside and original badge. The best Morry hat was a tough competition as many people has a lot of paraphernalia and many great ideas but Jeremy Rodseth had a little beanie that he had worn in a car rally in 1955 which he won in a Morris Minor! The most fabulous hat had a lovely spring theme with daffodils and Acacia worn by Gwen Coleman and the President's choice was Rob Smith with his Mad Hatters top hat. There was a special mention for our librarian Henry Edwards and his wife Marlene for their home made multicolored big beanies. Our President had covered all bases with two hats - a llama and a decorated hard hat so he was a bit disappointed not to win something.

A good time for all.

Attendees: 47 Adults plus 3 children attendees 14 Morries 10 Modern

Barbara & Ken Urquhart, Lesley & Graham Dines, John & Ann Druery, Rob & Trish Smith, Ross & Ann Carr, Michael & Veronica Dobson, Graham & Rosalee Harper, Bruce Kerr & Ann Rasmussen, Kelvin & Jo Hawkesworth, Tim Lengyel, Wayne Cunningham & Lyn Waites, Henry & Marlene Edwards, Mal & Margaret Baker, Mark & Sue Parritt, Jude & Andrew, Hudson, Mitchell & Lucas Park, Braidy Davies & Peter Walker, Jim & Helen Gourlay, Mark & Therese Powell, Bill & Sheila Bailey, Ed & Rosemary James, Gwen & Stephen Coleman, Jeremy & Maeve Rodseth, Rob Harper & Kathryn (visitors) Gail & Roger Charteris (visitors),







TRADING PLACES

August 2016

Contact: Graham Dines: 0400 893 483

Or email editor@morrisminorvic.org.au



There is a collection of Morris Minor panels in Shepparton in covered storage.

Contact: = Martin Kiddle Phone number 03 5828 5284.

Martin would like some cash for them, not sure how much, otherwise they are going to the tip!

For Sale

Morris Minor New Clutch Plate, Pressure Plate and Thrust Bearing. \$25.00

Contact Bill Legg on 03 9796 7075 or 0417 159 603. Bill is at Narre Warren

For Sale 1967 Morris Minor sedan which has been my daily transport for the last 5 years.

My personal circumstances have changed which require me to now have a modern car, so I am looking to sell my 'Dolly'. The vehicle is not perfect as you would expect from daily use. It is registered until April 2017. I have had it inspected for road worthy and it does require a list of things to be fixed and I have been advised that they are not major for a car enthusiast. Priced to sell at \$3,500 ONO.

Contact Mark Bailey 0417 117 317

Nicky Moulder. Email nicky_moulder@hotmail.com



MONTHLY MEMBERSHIP REPORT

Membership statistics as July 28 are as follows:-

Posted 38 Email 125 a total of 163 members plus 8 Life members
83 cars registered with the Club Permit Scheme.

If any member would like a membership card sent to them, please send a stamped self-addressed envelope to the PO Box. Should you have any Membership queries or suggestions do not hesitate to contact me at

9817 5385, or email - membership@morrisminorvic.org.au

Club Name Badges: - are available for \$9.00 per person, contact me to order a badge. Wear your badge to a meeting & be in the running to choose a prize from the raffle table.



Congratulations to our Club Captain Stewart & Steph Carr  on the arrival of William Brice, and grandson to our life members Ross & Ann Carr.

To those members of our Club who are not well, we wish you the best & hope you recover quickly. If you know of any member/s who are on the sick list, please let me know.

*****MEMBERS BIRTHDAYS FOR AUGUST*****



| | | | | | | | |
|--------------------|----|--------------|----|-------------------|----|-----------------|----|
| Joanne Hawkesworth | 03 | Anne Ripper | 03 | Brian Boote | 04 | Margaret Hender | 04 |
| Bev O'Donnell | 08 | Bill Brown | 09 | Robert Bruce | 11 | Colin Files | 11 |
| Richard Milligan | 12 | Anna Clark | 13 | Margaret Lawson | 14 | Ann Rasmussen | 16 |
| Tom Milligan | 17 | Coralie Bell | 21 | Caroline Milligan | 24 | Marcus Ball | 27 |
| Gavin Thomas | 27 | Peter Bowes | 28 | Gladys Brumhead | 28 | Robyn Wright | 28 |
| Neville Miller | 29 | Diana Dearie | 30 | John Solomon | 31 | | |



Barbara Urquhart

Membership Officer

TREASURER'S REPORT

| 30/06/2016 | | 01/06/2016 to 30/06/2016 | CM | YTD | |
|------------------------|--------------------|-----------------------------|------------|------------|----------|
| <u>Opening Balance</u> | \$6,524.78 | <u>Income</u> | | | |
| | | Advertising | \$0.00 | \$50.00 | |
| | | Club Raffle | \$59.00 | \$421.00 | |
| | | Events | \$968.00 | \$1,018.00 | |
| | | Interest Earned | \$0.00 | \$0.00 | |
| | | Membership Dues | \$0.00 | \$2,890.00 | |
| | | Regalia Sales | \$0.00 | \$230.00 | |
| | | Badges | \$0.00 | \$25.00 | |
| | | Donations | \$0.00 | \$25.00 | |
| | | Library fees | \$0.00 | \$0.00 | |
| | | Refunds | \$0.00 | \$0.00 | |
| | | <u>Total Income</u> | \$1,027.00 | \$4,659.00 | |
| <u>Closing Balance</u> | | | | | |
| Undeposited Funds | \$0.00 | | | | |
| MMCCV Cheque A/C | \$7,177.51 | | | | |
| | | <u>Expenditure</u> | | | |
| Bendigo Term Deposit | \$8,602.88 | Printing (non-Genr) | \$0.00 | \$126.50 | |
| <u>Total Balance</u> | <u>\$15,780.39</u> | Hall Hire | \$0.00 | \$0.00 | |
| | | Club Events | \$40.00 | \$606.00 | |
| | | Licence & Permits | \$0.00 | \$0.00 | |
| | | Newsletter costs | \$64.90 | \$756.48 | \$821.38 |
| | | Office supplies | \$15.00 | \$319.94 | \$334.94 |
| | | Postage | | \$80.00 | |
| | | Professional fees | \$0.00 | \$150.00 | |
| | | Regalia | \$0.00 | \$127.00 | |
| | | Badges | \$11.00 | \$127.00 | |
| | | Consumer Affairs | \$0.00 | \$54.40 | |
| | | Suppers | \$19.37 | \$218.83 | \$238.20 |
| | | Trophies | \$0.00 | \$48.00 | |
| | | Post office box rental | \$0.00 | \$121.00 | |
| | | Subscriptions | \$0.00 | \$0.00 | |
| | | Webpage Hosting | \$0.00 | \$44.00 | |
| | | AOMC | \$0.00 | \$0.00 | |
| | | Insurance | \$0.00 | \$0.00 | |
| | | Refunds | \$60.00 | \$195.00 | |
| | | Donations | \$0.00 | \$0.00 | |
| | | Equipment | \$164.00 | \$164.00 | |
| | | <u>Total Expenditure</u> | \$374.27 | \$3,138.15 | |
| | | <u>Net Income/Deficit</u> | \$652.73 | \$1,520.85 | |
| <u>LIABILITIES</u> | | | | | |

**MORRIS MINOR CAR CLUB OF VICTORIA INC. GENERAL MEETING HELD AT THE
HORRIE WATSON PAVILION 14th JULY 2016**

- Meeting opening. 8.03PM
- Apologies: Michael and Veronica Dobson, Neil and Sue Cheney, Graham and Lesley Dines, Ken Urquhart, Cheryl and Percy Scicluna
- Welcome Visitors & New members:
Robert Thorpe with a 1950 convertible the same type he has 18 years ago
- Acceptance of minutes. Ross Carr Seconded John Druery
- A small presentation to John Druery in thanks for setting up the computer for the Assistant Membership person.
- President`s Report: as per Generator
- Vice President`s Report: nil
- Secretary`s Report: Recovering from a small operation. Assorted magazines in the mail
- Treasurer`s Report: As per Generator.
- Membership Committee Members Report: 38 posted, 124email, 62 total members plus 82 permit cars. Jeremy Rodseth unwell and get well card sent.
- Club Captain`s Report: Mid-winter lunch run meeting at McDonalds in Diamond Creek at 10.15am. Don`t forget to wear your hats.
Stilling for a Melbourne Cup event.
The 40th Anniversary of the MMCCV will be on the 19th February and cost around \$30 per head. Probably at the Venito Club in Bulleen.
The rest as per the generator.
- Regalia Committee Members Report: Scarves, keyrings and stickers available
- Editors Report: All going well.
- AOMC Report: Next meeting on the 13th August in Seymour with a Vic roads representative to explain what constitutes a club and how to change from H to M plates. Several members attending.
- National Rally Report: Richard McKellar has sent out an update with more details. Bendigo swap meet is on the Saturday morning with a regroup around 12 to head to the Morris Minor Garage for a BBQ lunch then a run to Melbourne along the old Calder Highway. Sunday at Caribbean Gardens with a Master concourse costing \$100. People`s choice as usual.
- Touring Club Report: 40 days away to S.A. leaving on the 27th August and returning on the 18th September.
- Historian`s Report: Searching for suitable short videos.
- CPS Officer: 83 cars on plates, 33 cars on 90 day plates and 50 on 45 day plates. 7 cars on CH plates 7 on H plates and 1 on M plates. VicRoads has a list of club plate cars with 3 expired at the moment. They will allow 3 month before the car is unregistered.
- Librarian: He`s all right mate!
- General Business: Jeff Brumhead needed a new fan belt on the Albury long weekend which Mark Parritt supplied and so he replaced it with the original fan belt in its

current non-functioning condition and then produced a brand new one for Mark with much thanks.

Barbara Urquhart mentioned excellent articles from Minor Matters are available from the librarian and occasionally in the Generator when we get permission to publish them.

Ross Carr wants to thank everyone who helped Graham and Lesley Dines get back from Albury after they were reversed into at a set of traffic lights.

- **Tips & hints:** Jeff Brumhead lost first gear in his gearbox which caused the gear shaft to bend – an extreme amount of pressure exerted.

Freddy's son's car requires a new roof for a convertible and several people had sources for him.

- **For Sale:** None
 - **Close Meeting:** 8.48
 - **Raffle Draw.**
-

MIDEAST Vintage & Classic Car Radiators Australia.

We are a car radiator specialist in Nunawading Melbourne, we specialize in classic cars with Dominic and Paul have been repairing and rebuilding classic car radiators since they were 17 years of age. Phone Contact 1300123488

Vintage cars are something to be proud of. Surviving the test of time, vintage cars and classic cars especially if still operating, provide a glimpse into the past, a kind of time machine. But if your vintage car or classic car is not operating the way that it is supposed to, finding parts and repairs for it can be stressful and exhausting.

Because vintage and classic cars are no longer produced,

finding car parts for vintage cars or classic cars can be

very challenging. If you are the owner of a vintage or

classic car and are in search of a vintage car radiator or classic

car radiator in Australia, then Vintage Car Radiators can offer you a range of vintage car radiators as well classic car radiators.



Our Vintage Car Radiator Service can provide your vintage car with the right vintage car radiators as well our Vintage Car Radiator services are available should your vintage or classic car require radiator repairs or servicing, to ensure your prized possession gets running again.



REGALIA

For purchases contact Graham Harper - 03 9439 5791
regalia@morrisminorvic.org.au



Reversible Vest \$45



Long Sleeve Rugby \$40



Short Sleeve Polo \$30



Long Line Jacket \$70



Club Logo Caps \$25



Cloth Club logo patch \$10



Grille Badge \$20



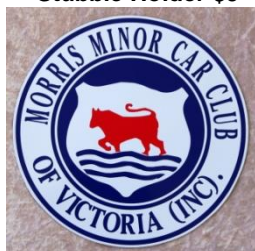
Stubbie Holder \$9



Mugs \$10



Lapel shirt pins \$5



Magnetic Car Signs -Large \$15



Small \$10



Promo Keyrings \$5



Hydraulic brake light switches: Why do they fail?

The subject of failing brake light switches has cropped up several times in Technical Tips recently (see Vol. 36/6 and 37/2). Technical Adviser **ROB THOMASSON** came across an interesting article on the Volvo Owners' Club forum that throws light on why this component is so prone to fail. We reproduce an edited version of that article here with thanks to the author, **RON KWAS**, and the Volvo Owners' Club.

Introduction

When you apply pressure to the brake pedal, you want the vehicle to slow. Sometimes you want this to happen fast, sometimes slowly and gently. You want the brake lights showing also, and this is where the brake light switch comes in. It's supposed to turn on the brake lights when we apply the pedal, to give those following an early warning that we're slowing.

The trouble is, the hydraulic brake system pressure-sensing switches installed on Volvos and other classic vehicles up to the late 1960s just seem to be not too reliable – and we're talking about the Bosch Original Equipment (OE) switches here, not some Chinese replacements!



Fig.1. The original pressure-sensing brake light switch on classic Volvos is very similar to the one on the Minor.

I got tired of replacing these switches on various Volvo 122 and 1800 vehicles, and started to appreciate why the manufacturers had done away with this unnecessarily complicated design. So I developed my own solution based on the much simpler mechanical 'pedal position sensing switch' similar to the later factory designs.

Theory of operation

According to the markings found on an OE switch these are rated for 1-3 BAR (15-45 PSI), so considering the hundreds of PSI possible in a hydraulic braking system, one would expect that the switch should work reliably.

The range of working conditions, namely everything from slow rising and low pressure to fast rising and high pressure, suggests that the requirements for a switch to work reliably throughout the possible range of operating conditions could get fairly complicated; and the fact that so many switches fail suggests that maybe it's tough to meet all of those requirements reliably.

I sectioned a failed OE switch with a bandsaw to try to figure out how they work and get to the root cause of the problem (Fig.2.).

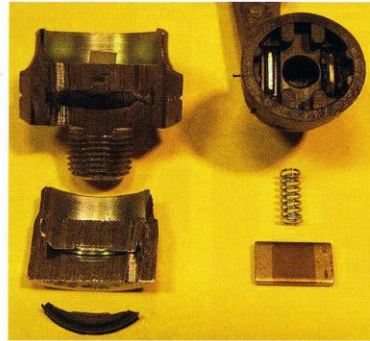


Fig.2. The sectioned switch showing the internal components.

The diagram below (Fig.3.) shows the internal construction and function of the switch. The beefy rubber diaphragm seals against leaks from the hydraulic system. The diaphragm is allowed to expand out under brake fluid pressure from the 'wet side' and transfer about 0.100in maximum of movement (linearly related to the magnitude of brake pressure) by way of the non-conductive transfer pin to the free-floating contact plate, located on the 'dry side'. This is normally held away from the surfaces of the two fixed contacts, moulded into plastic, by its own return spring.

One thing I immediately noticed is that there is no provision for a 'snap' or 'wiping' action of the contacts, and the mechanism has no hysteresis. These standard techniques for assuring reliable contact function are conspicuously absent!

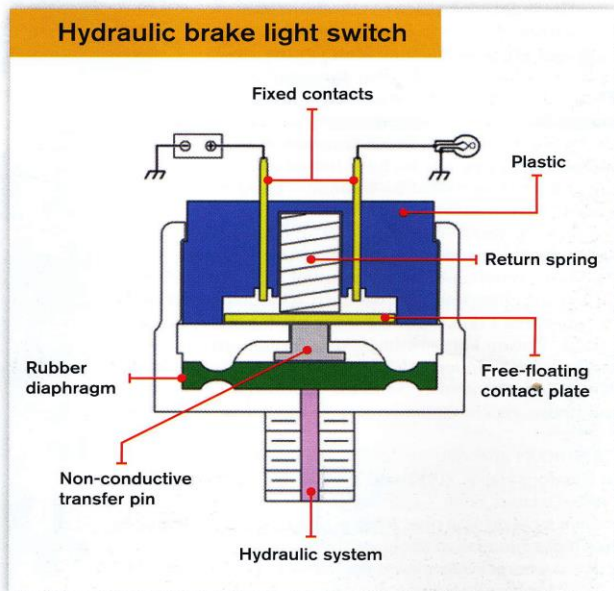


Fig.3. Construction and function of the hydraulic brake light switch. Reproduced courtesy of Swedish Embassy

Normal functioning

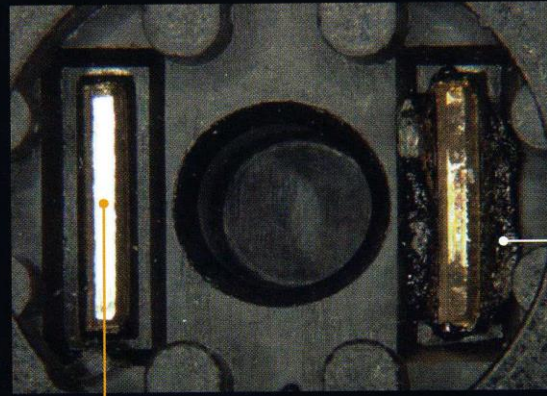
The intended normal functioning of the switch is as follows.

Contact closure (making) action: As the hydraulic system pressure comes up and overcomes the diaphragm and the force of the return spring, the contact plate is moved towards fixed contacts by way of the transfer pin – typically slowly, in a normal braking situation – finally completing the circuit as contact is made, but not without some amount of contact bounce and resulting arcing (the slower the contact closure and the more current, the more arcing).

Contact opening (breaking) action: Upon release of the pedal, the diaphragm returns to its rest position and the return spring pushes the contact plate away from the contacts, breaking the circuit. Again, in a normal braking situation this happens fairly slowly and is accompanied by a certain amount of arcing.

All of this slow action at the contact results in a certain amount of contact bounce and arcing. This is a distinct disadvantage of this non-snapping action design. Since both 'making' and 'breaking' actions of the contacts happen relatively slowly, much more contact arcing and carbonisation will occur than if the actions were to take place quickly with a 'snap' mechanical action (providing a mechanical hysteresis), or with a 'wiping' action of the contacts (providing a cleaning action).

Fixed contacts



This contact is virtually virginal, showing no signs of melted metal or carbonisation

The supporting plastic around this contact has melted and bubbled up to become proud of the terminal

Fig.5. The fixed contacts, showing melted plastic around the right-hand terminal.

Contact plate

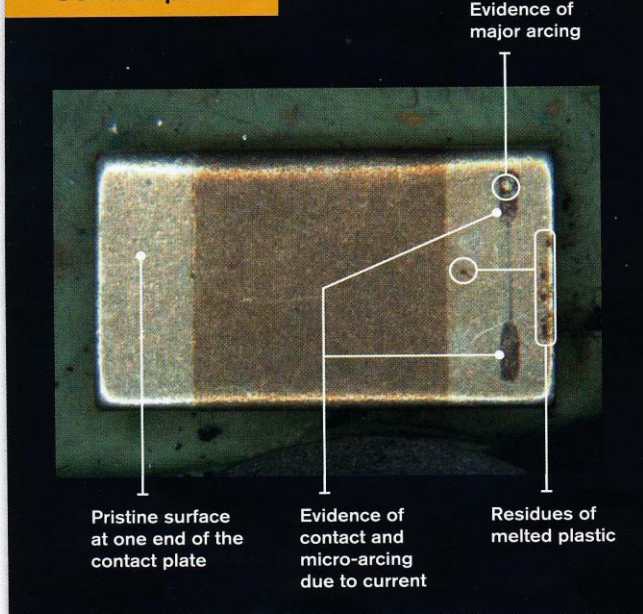


Fig.4. The contact plate, showing pristine surface at one end and evidence of arcing and melted plastic at the other.

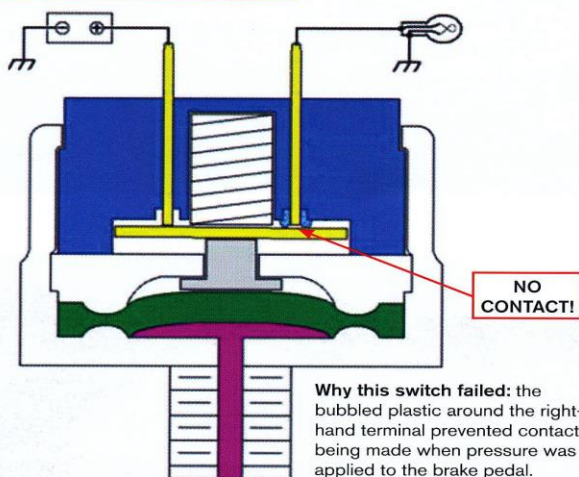
Failed switch

Upon close inspection of the contact surfaces in the switch I sectioned, these were both found to be in remarkably good condition, indicating extremely little use. In fact, one contact area on the contact plate (left in Fig.4) and its respective mate (Fig.5) are virtually virginal, showing zero melted metal or carbonisation. But the story is quite different at the other contact area (right in Fig.4). Although it too shows very little use, the supporting plastic of the corresponding fixed contact (Fig.5) has been heated to the point of melting and bubbling up to become proud of the terminal preventing the contact plate from making contact the next time.

This is further confirmed by holding a straight edge across the fixed terminals. The straight edge is kept raised above the contact surface on the right contact, and external switch terminal show no continuity. The actual amount of contact use, which can be deduced from the carbonisation and deformation, is extremely low on this contact also, but melted plastic is still adhered next to the actual contact area, so this proves pretty well that the contact plate was closed or close to its two fixed mating contacts as the melting occurred.

So it would seem that quite soon after installation and use – maybe even after the first (slow) gentle pedal application – the contact heated enough due to arcing, to cause the surrounding plastic to bubble up. The rest, and the switch function, are history. Exacerbating factors causing increased arcing and heat would be particularly slow pedal application and/or having increased the load current by increasing lamp wattage or by adding a third brake light.

Why switch failed



The pressure-sensing hydraulic switches are just not reliable. The actual electrical contact area closes under slow-speed, low closing force – a perfect recipe for non-function from an engineering design standpoint. The pressure comes up very slowly during normal braking, and thus puts the switch diaphragm through a linear (flexible) region which closes the contact quite slowly, typically not breaking through the carbonised surface (which occurred when the contact was last carrying current and opened), when it should ideally snap closed, breaking through this non-conducting layer. Add to that ageing and relaxation of the diaphragm and most of the switches quit, some quite soon after installation. Bearing in mind also the unavoidable delay factor of having to make pressure in the system in order to show brake lights, all manufacturers including Volvo changed over to mechanical switches in about 1967.

Solutions

Some owners have used the hydraulic switch to control a slave relay, believing that the contacts of the switch are overworked from a current-carrying standpoint. From the current-rating-only standpoint this is not the case. The contacts are sized to be easily capable of the 3.5Amps = 42W/12V load current (including double that for a typical incandescent inrush current), but from a systematic view, which takes into account the slow closing speed, this is actually a reasonable solution in that the current going through the contact and responsible for the heat-generating arc would be greatly diminished if a relay, with its milliamps of load current opposed to brake light filaments, were the actual load on the contact. So I would grant that a relay might be a solution. I would suggest that a fly-back diode be placed across the coil in order to quench the inductive relay energy which would also cause contact arcing.

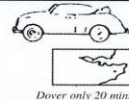
Another possible solution would be to convert the brake lights themselves over to LEDs, gaining the advantage of a marked decrease in load current being switched by the contacts.

It should be noted that although both of these solutions would seem to successfully reduce circuit current and so address the electrical issue, which would prevent arcing and save the contact, they do not address the delay due to having to wait for hydraulic system pressure. Being an electrical guy, I could have simply also worked up a relay solution, but wanting to minimise this delay and also seeing this as a way to improve the design, I chose a solution similar to the factory and designed a 'pedal position sensing switch' for myself.

My advice for those who steadfastly refuse to upgrade to this superior design: Stomp on those brakes, or there's a good chance that your brake lights are not lighting! ●

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MORRIS MINOR OWNERS NATIONAL SHOW & SHINE

Saturday 1st October 2016 9am – 3pm

Parkes Showground – Parkes



- All Morris Minors invited
- Club membership not required
- Cars are not required to be road registered
- Peoples Choice Awards only. No judging
- Free tea, coffee and refreshments available all day
- An event for car enthusiasts – not trophy hunters
- Optional run on Sunday 2nd October is being organized
- Invite your Morry friends. The more the merrier!
- Minormagic will be there with a selection of Morris Minor parts
- \$30 Entry Fee
- All prepaid entries will be entered into a raffle to win a new battery
- All profits to be donated to a local charity on the day

For further information, please call Darren on 0433 490 497
or Dale on 0402 706 089.

All updates about the National Show & Shine including accommodation
will be available on www.ozmorris.com



ENTRY FORM

Please cut out this entry form and mail to **Morris Minor Owners
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Rego or chassis No _____

All cheques to be made payable to: **Morris Minor Owners National Show & Shine**

If paying by EFT, please include your surname as reference.

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