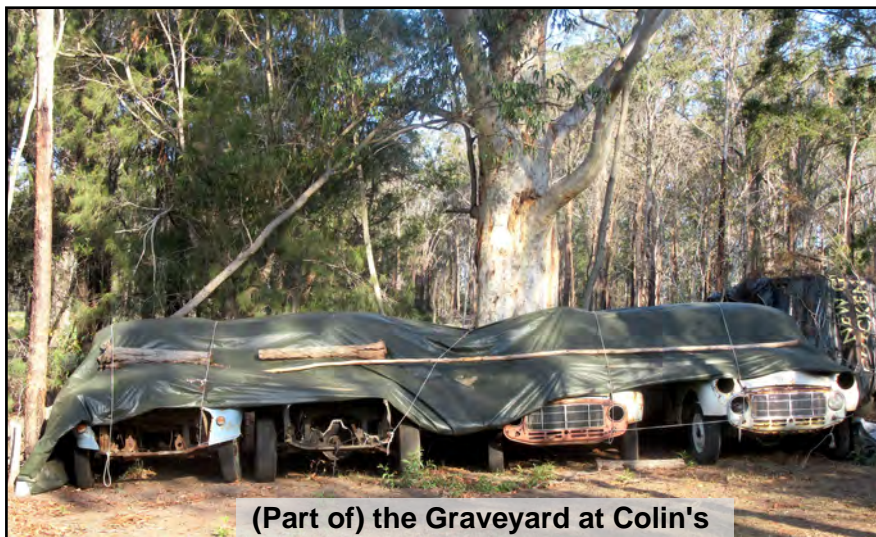


## 2019 Kempsey Special October 5-8

This annual event was down on numbers this year – only Bob Gilliland, Les Whale and former member (and still Morrie owner) Jeff Richardson & his wife Nancy made it up to Colin & Rhonda's. There were apologies from regular attenders the Stewarts and Condons.

Our small group was joined at various times over the weekend by Bruce & Chris Pateman and George & Noel Perdrisat, plus neighbour Bill the spray painter, and a few other visitors who dropped by. Nonetheless, the smaller numbers did not detract from a great weekend away and a chance to catch up with our Mid North Coast members in their own habitat.



(Part of) the Graveyard at Colin's

Colin & Rhonda were very pleased to say the least!

Les took advantage of the hoist to do a major service on his maroon low-light, changing gearbox and diff oils, and sorting a handbrake cable issue. Bob's van's turn on the hoist showed up the reason for the left hand front disc brake "funny noises" and strange braking – a missing spring from the Ford caliper. No problem! Bruce has the same disc brake set up on one of his Morries and had some spares.

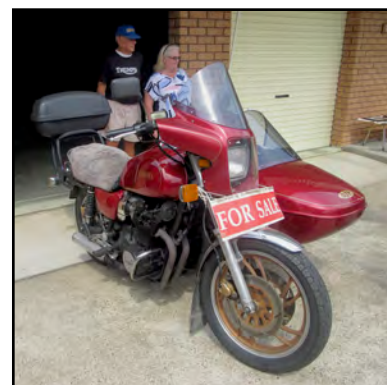
Sunday was a day out, with 5 Morries setting out from Kempsey to Crescent Head. After a brief stop up on the headland, we proceeded cross-country alongside the pretty Belmore River, through Gladstone, Smithtown, Jerseyville and Arakoon to South West Rocks, where we had a delightful lunch of fish & chips, and a stroll past the shops and along the creek.

Returning to Kempsey, we first called by the Rogersons (former members who have sold their Morrie). Kevin happened to have his Yamaha motor bike with sidecar sitting in his driveway with a 'For Sale' sign on it. Jeff, an avid motorcyclist and bike collector/restorer, with Nancy's prompting, bought the unit then and there!



Bob working on Colin Trusler's recent acquisition - a deep-orange convertible, although it comes up looking reddish (Toyota engine)

Saturday was a day for tinkering on our Morries. Colin's recently acquired deep-orange 1000 convertible had had all its wiring harness ripped out, and he had not had a chance to try and start its Toyota engine. Always ready to accept a challenge, the intrepid group of mechanics set up a temporary wiring system, and with gravity-fed fuel to the carby, it kicked over almost first go and continued to run very smoothly;





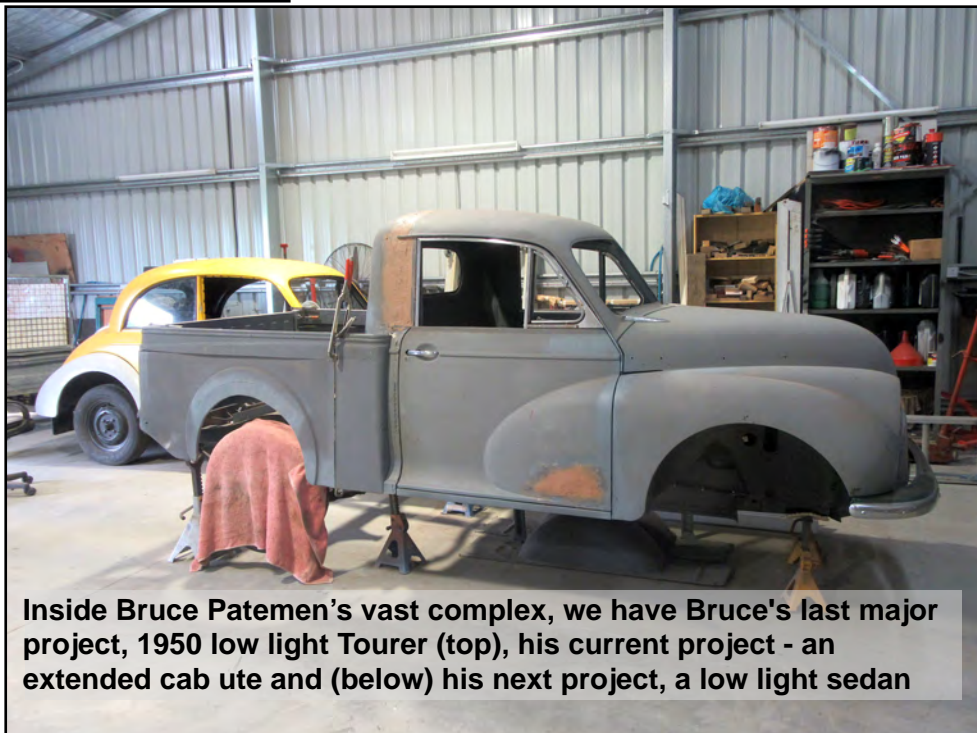


Bruce to try out his new, multi-function, fancy timing light. Bob continued reconditioning some starter motors from Colin's bundle of spares, and made arrangements for a return visit in November for some much needed work on his van.

We headed back home at different times, with Les getting delayed for an hour near Taree on the Tuesday, after a semi loaded with cartons of beer had jack-knifed sending the Pacific Highway awash!

After passing back through Gladstone, we called in at the Pateman estate, to view Bruce's workshop and collection of Morris, and inspect their new house which Bruce had nearly completed. The house and the quality of the workmanship are a credit to Bruce and worth all his painstaking attention to detail. Shed, cars, house – all were very impressive!

On the Monday, Bruce fitted an electronic distributor to Les' Morrie, which enabled



**Inside Bruce Patemen's vast complex, we have Bruce's last major project, 1950 low light Tourer (top), his current project - an extended cab ute and (below) his next project, a low light sedan**



Further lengthy delays at Heatherbrae and Hexham made for a very long, tiring journey home, but the Morrie survived it all – better than the driver!

Overall, it had been a great weekend. Thanks to Colin & Rhonda for their hospitality once again, and particularly to Rhonda for her usual excellent catering.

Les Whale