

From The Central West

After a fair Spring we are now suddenly experiencing far too much rain, with our dams either full or overflowing. Burrendong at Wellington 125% full and Wyangala at Cowra is seriously flooding the Lachlan River. Of course this is not what farmers want now at harvest time with estimates of grain delivery down already.

There has not been a lot of action out our way but we are slowly starting to resume some normality as the vaccination rate improves (over 95% out this way). So time to get the Morris out, tuned up, cleaned and ready to use!

Events

Cars and Coffee is underway again on the 5th of December, then the next will be first Sunday in February (6th) 2022. This is looking like a big event as we have not had one for many months so be early to get a spot; starts at 9am and goes till 12pm.

Gnoo Blas, Orange This event is on next year after its cancellation last year because of COVID-19. The dates are February 12 and 13, 2022. No entry forms or details yet but I am on their list, so will let you all know soon as I know.

Wellington Vintage Fair Another event I am watching for more details, it is going ahead and I have contacted the organisers confirming our attendance. The dates are Friday night February 4, Saturday 5th and Sunday 6th for the Vintage Fair.

Don't forget that members with HVS and CVS registration need to attend at least four events a year to keep the car registered. All the above events are official and do count.

Members Cars No reports that I know of, but I would like to say that John Hepburn unfortunately has sold his Traveller, with the

good news being it went to a well-known Sydney member - so still in the Club.

For myself, the 1098cc engine I have built for the Ute will be installed over Christmas, and I have managed to find and buy a reconditioned 'rib cage' late model gearbox to go with it.

I took my car for a run and it was not idling right or starting after the run, so into the shed it went. A compression check proved all OK but I saw some water in cylinder 2 and decided to remove the head. A new head gasket was fitted and when all together I tried starting it again, but the problem was still there.

Another strip down, this time the valves also came out and nothing was found till I went to polish up the twin SU carbies and I noticed a stuck open choke. Needless to say this was my problem.

However, I also managed to buy and fit new high tension leads which were not making good contact in my side entry distributor cap. Leads need to be the correct 7mm diameter, not 8mm commonly sold at car spare part shops.

Cheers for now,
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My new Ute motor
1098 plus 20 with
12G202 Cooper
head and MG
Midget diaphragm
clutch ready to fit