

*Words and pics: Martin Ross from Vancouver, Canada rekindles his fondness for the humble Morris Minor after purchasing a 4-door saloon recently in North America.*



## A Canadian Love Story...

**I FELL IN** love with the Morris Minor 1000 when I was 16. I bought my first car, a 1959 2 door, for \$250. It was great. The old car had twin Weber SU carburetors that were a pain to tune but gave it a little extra boost when I wanted some attention. The gas tank filled for \$3.50 (approx £1.50p) and took me a week and half to empty...aaah the good old days. I was sorry to see it die when the oil plug fell out on the freeway and it seized beyond hope.

Well, I have just bought a 1958 4-door saloon, 40 years after my first one. I found it on a local car lot tucked away at the rear out the back. Obviously someone who owned it prior had the same appreciation for the car, however the vehicle has not been well taken care of since the lot had it. The car is Right Hand Drive, a bit of a challenge on Canadian roads and has almost all of the original parts including the trafficators, cool for Canada. The chrome is in good shape and the body has only a spot of rust on the rear left quarter panel. The floor will need some repair but at 51 years old, it is not bad at all. My fellow Morris friends said I stole it \$900 (approx £375) as the body has some minor damage, the underside also has seen better days but it is most certainly repairable. When I got the car home I found a few things of interest. An A4 binder from BMC on all

the body parts for the Morris cars ever built. Yes all of them. As well as this when I removed the rear seat I found a coin lodged behind the bracket. It is a 1913 British Penny. The car is starting to pay me back!

The car did not have a battery when I bought it and being a sucker Morris, the car lot owner stated it ran, but of course I never checked this. My first job was to get a battery and surprisingly, Champion batteries in the USA had them listed still and I purchased one from a local dealer. Good old positive ground (positive earth). When I put the battery in I pulled the starter... It ran, not only did it run, but also it ran very well with no smoke. This car may well run OK, but right now it doesn't stop, as it needs attention to the brakes and braking system. There are a few age spots that need to be repaired, but the dream is back.

I plan to spend the next several months cleaning, replacing parts and fixing the age spots and I will post to my website as it will be dedicated to the frustration and joy that I hope will become my hobby. I have changed the filters, cleaned up the oil and checked the fluids. Now comes the hard part... the rust. After that the interior needs new carpet and we are ready for the show circuits here in North America. I have joined a local

# Me and My Minor



car group (Langley Area Mostly British Cars) that has given some good advice. They have 4 Morris cars in the group including a beautifully restored 1950 2 door. To see how British cars are doing in Canada check out the website at [www.lambscarclub.com](http://www.lambscarclub.com) for viewing my project check out my site at [www.martysmorris.com](http://www.martysmorris.com)

My wife told me to get a hobby and I said "Blondes or Cars".... I hope the car is cheaper but not likely.

*Ed note: - the 'duck-egg' blue engine intrigues me as this usually indicates ex-Military*

