

THE MORRIS 8 TOURER CLUB OF NEW ZEALAND (INC)



OCTOBER 2013

The Morris Eight Club of New Zealand was formally incorporated in 1974; the aims are to encourage the sharing of knowledge and fellowship whenever members may meet

Committee 2013 – 2014

President	Keith Bate (Diane) ph. (03) 384 1208 bate.family@clear.net.nz
Vice-President	John Lester (Mary) ph. (03) 381 1881
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Committee

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President's Report



Disclaimer: The views expressed in this newsletter are those of the contributors, and are not necessarily those of the Committee or Club.

Upcoming Events



Swap Meet – 11th, 12th and 13th October

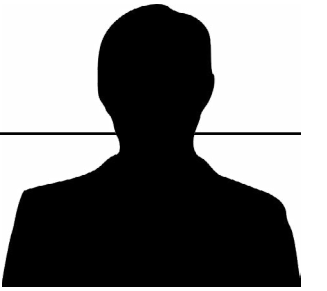
Oct 27th - VCC All British Day

Nov 24th - Final Morris Centenary Event – to be notified

Dec 11th - Club Christmas party

Dec 27th to 3rd Jan - Christmas Rally

Profile



**1938 Morris 8, 4 door series II - Rosie.
Paul and Philippa Rodley**

Rosie, as our burgundy 1938 Morris 8 has been affectionately named, was purchased as a spur of the moment decision from Trademe in 2006. Rosie had had some restoration completed in previous years, but very little is known of her previous history. When Rosie was purchased I took her home, and then told my wife I had purchased a new car - well one built a year before our parents were born. Fortunately Rosie was welcomed into the family, to join other more younger members of the Morris fraternity.



Although the exterior was in very good condition the interior needed some work and some surface rust, under the floorboards required at-

tention. The seats had been redone but the side panels required work, and the trafficators were not working. I cut new side panels, cut out new wooden pieces to go over the arches and my wife, Philippa, made new windlace from some red curtain material and a foam tubing insert. I had also been advised to put modern indicators on, so I rewired the indicators and managed to install 6 volt flashers on the front and rear, and achieve this with the trafficators working as if they were new. Getting the indicators to work alongside the trafficators required a little thinking....

Rosie is an ongoing restoration labour of love, with shock absorbers still to be replaced on the back, a dodgy front light switch requiring replacement. Carpeting and some interior work still to be completed.

While visiting a swap meet 4 years ago I noticed that there were one or two things missing from the interior of the car. The most obvious was the pull ring with mirror, attached to the windscreen. I was told that they were like “hens teeth”, hard to find. I set about wandering around the swap meeting with a picture of the mirror in my mind, and 15 minutes later and \$5 poorer, had secured one. A lucky find. The Japanese 6 volt windscreen motor is next on my list...

Although Rosie hasn't got out much in the last 3 years she did get an outing in October 2010, not long after the big shake. I was taking some friends home, after having attended a dinner, when I heard a siren behind me, flashing lights and a speaker telling me to pull over. Luckily I had not been drinking. The young officer asked me to talk into the breathalyser, asked me for my licence and then proceeded to tell me I had travelled down Montreal street with no lights on. She then said, as a matter of fact, “Does this car have lights?” “No, no, officer, you must be mistaken I have lights, my dashboard is lit up”. The faulty light switch... which requires the odd wiggle for the lights to remain on was not behaving..... Needless to say I let my friends walk the rest of the way to their hotel and I drove home with lights on full beam so I could at least see if they were working.

With a new battery, and new fuel pump (having attempted to rebuild the pump numerous times with various diaphragms and bits from my collection of pumps... A rebuild of the carburettor has also recently been completed, although a little bit of tuning of the mixture is still required.

Rosie is again almost back on the road, ready for my sons wedding in February 2014.

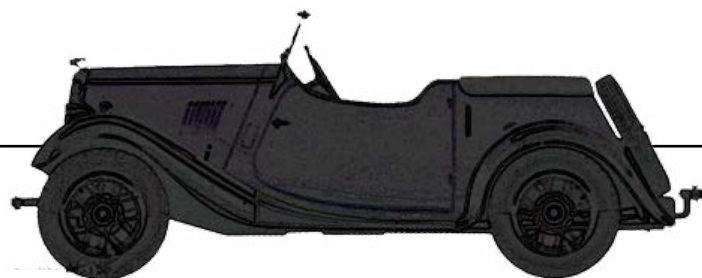


Rosie, Parked next to the Avon River. (2010 photo taken at Mona Vale)

Front Cover photo

Paul and Philippa Rodley's 1938 Series II Morris - Rosie.

Club night



Second Wednesday of each month

The Committee welcomes everybody to join us to help with getting the magazine off to our members! **Folding starts around 7.30pm**

It's a good opportunity to meet others and have the extra chance to buy spare parts, this gives you the opportunity to hide away in the garage at the weekend, and see that long project get closer to being finished. Also we have tea, coffee and nice things to eat. So get off the couch and give us a hand.



We would like to profile a club member (or two), each month in the club newsletter. There are over 200 members! Enough stories to keep us going for a while. Do not be shy - a small story, a few photos, and then you can show your friends!

Recent Outings



Ferrymead

On Sunday morning, 15th September, some of us joined up with other clubs, and met up at Ferrymead Historic Park.



It was fine and dry, but a bitterly cold wind unfortunately; however we had a great turnout in all, with more than 40 vehicles from the Morris stable. From our Club, the Creamers (good to meet up with the whole family) the Goobys, Coutts, Lesters, Rowses, and we Bates.

We wandered round the old cottages, the church (which is used for weddings), the school, the print shop, theatre with attached vintage clothing shop etc etc; and some of us enjoyed a nostalgic ride in the tram.

It was lovely to see Bob and Trixie Ackerley, members from Hastings there, and a chance to catch up with many others over a cup of coffee



from the café, and find a seat in a sheltered spot in the sun!

Thanks to Tony Becker for arranging the day out.

Diane Bate



From the past...

THE ELLESMERE GUARDIAN, TUESDAY, APRIL 4, 1939

THE NEW MORRIS EIGHT

MANY IMPORTANT FEATURES

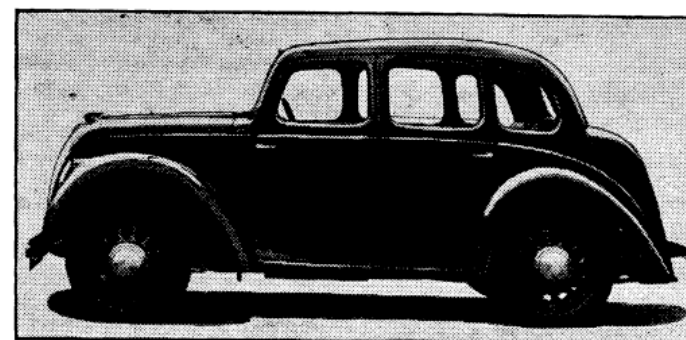
MORE ROOM AND GREATER ENGINE POWER

The name Morris is of such world-wide importance that the announcement of a new model creates immediate interest. The new Morris Eight which was such a sensation at the British Motor Show has now arrived in New Zealand, and is the source of much favourable comment throughout the Dominion. The first thing that strikes one is that a complete break-

away has been achieved in outward appearance. The whole shape of the car is different, with smooth-flowing lines which give it a beauty rarely seen in cars of its price and class.

A closer examination reveals many other important features—and as one enters the driving seat the first impression is the considerable increase in passenger accommodation—in fact, it would be no exaggeration to say that this new Morris Eight is as spacious inside as an ordinary ten. An interesting innovation is the exterior luggage boot at the back, which, apart from its great utility value, considerably improves the streamlined appearance. Other noteworthy external features are the new curved radiator shell and headlamps recessed in the fenders. A new departure for driving comfort is the easy chair front seats with tubular steel frame and floating steel springs. They are instantly adjustable and include a self-locking device for the driver.

The dashboard has a harmonious and compact grouping of instruments,



THE NEW MORRIS EIGHT

Partial reprint from the "Papers Past" - NZ National Library online: Rest of the story can be read here:

<http://bit.ly/18AwWBZ>

New members

Ricky Ward, Otatara, Invercargill
Restoring 1938 Series II 2 door sedan

Bruce Curnow, Thames
1938 Series II 4 door sedan

Gift suggestions from your parts list

1013 DUSTER CLOTH: Cloth with emblem ideal for demisting windshield in winter or as a polishing cloth. Machine washable. \$6.00 Each

1014 CLUB LAPEL BADGES: Small round badge with club emblem
\$6.00 Each

1015 LAPEL BADGE: Series1 and 2 sedan \$6.00 Each

1016 LAPEL BADGE: Series 1 and 2 Sports \$6.00 Each

1017 LAPEL BADGE : Series E	\$6.00 Each
Car Lapel Badge colours Blue, Green and Maroon	

1001 CLUB BUMPER BADGE OR GRILLE BADGE : Same design as 1014 Club Lapel Badge only 3" diameter \$18 Each

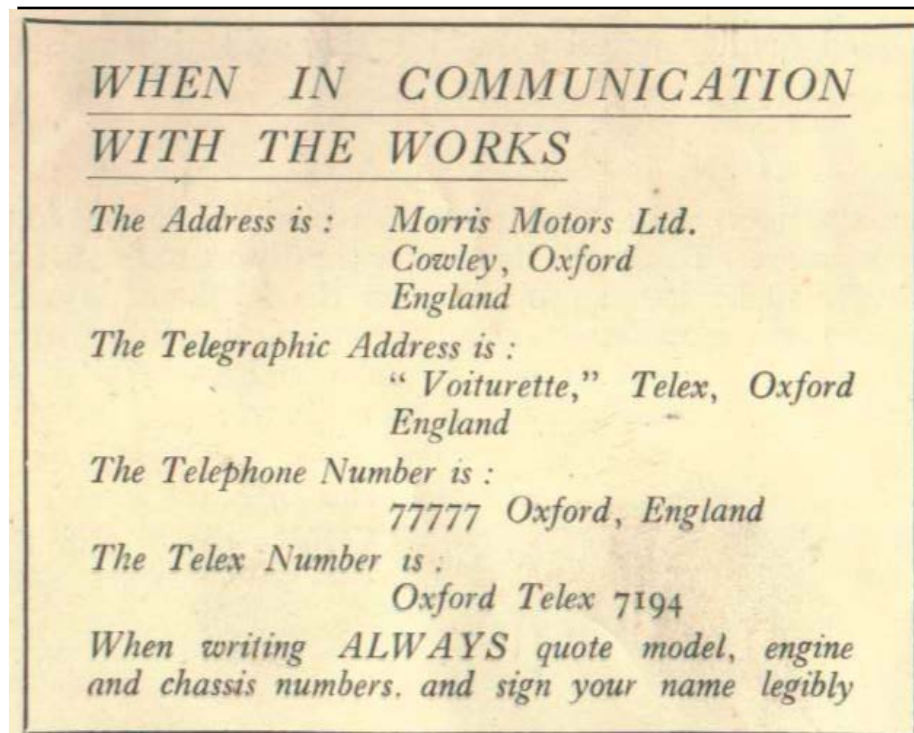
1018 Cloth BADGE : The Club Emblem on a cloth badge: approx 3" diameter	\$8.50 Each
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1003 SERVICE INFO BOOKLET For Series 1 and 2 \$8.50 Each

Information manual Booklet For S1 and S2, E and Z \$20.00 Each

Club Name Badges \$10.00 Each. Please send a clearly printed version of your name, as you wanted it to appear, along with your payment to:
PO Box 10-386, Christchurch 8145.

Morris Trivia...



Extract from 1938 Morris
Operational Manual

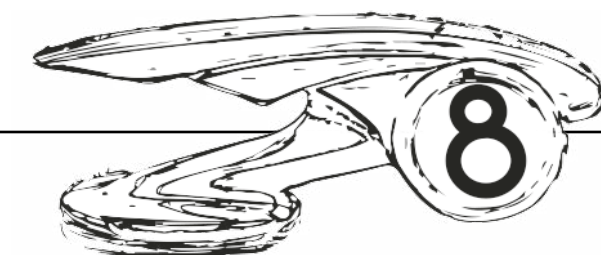
The telegraphic address, for the sending of telegrams to the Morris Works at Cowley, was **Voiturette**. According to Wikipedia the term Voiturette refers to a “miniature” car.

“The term was first registered by Léon Bollée in 1895 to name his new motor tricycle but became so popular in the early years of the motor industry that it was used by many makers to describe their small cars. The word comes from the French word for “automobile”, voiture. “ (Wikipedia)

Leon Bollée died in 1913 and in 1922 his widow sold the Leon Bollée motor company to Morris - so they could sell their car designs in France. At the time France had tough import restrictions on “foreign” cars. Owning a French company was supposed to make it easier to sell Morris cars in France.

The registering of the name for telegrams to Morris Motors was a “small” way of getting back at the French perhaps...?

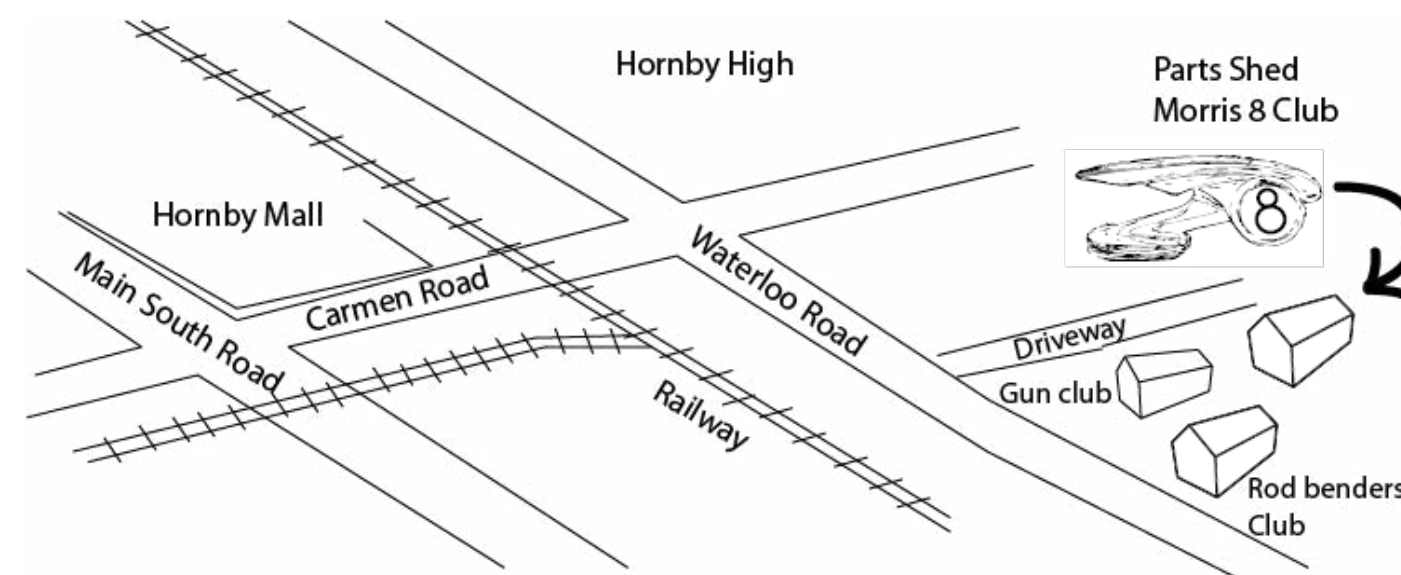
Parts Shed

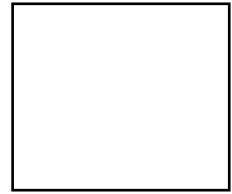


John Lester & Dave Dellow 26 October 2013

Our Parts Shed is open last Saturday of the month only.

Parts also available on Club night (2nd Wednesday of Month)





THE MORRIS EIGHT TOURER CLUB OF NZ:
(INC) P.O. BOX 10 386
PHILLIPSTOWN
CHRISTCHURCH 8145

NEWSLETTER

PARTS SHED

HOURS OF OPENING 10am – 12pm

OPEN TO MEMBERS the last SATURDAY of
EACH MONTH (see inside for dates)

PARTS CO-ORDINATOR Joe Greenaway

25 Allstone Place Marshland

Christchurch 8083 Ph: (03) 383 2073