

**THE MORRIS EIGHT TOURER CLUB OF
NEW ZEALAND (INCORPORATED)**



FEBRUARY-MARCH 2025



1936 SERIES 1 2 DOOR SEDAN

www.morris8.nz

M8TCNZ - EVENTS CALENDAR

MARK THESE DATES IN YOUR CALENDAR NOW

Any future events notices will be sent out in an Email

New Members

We extend a warm welcome to our new Member's and look forward to seeing you at our events or reading about other events you attend in your vehicle.

We would appreciate you taking the time to send us an update about your vehicles history, restoration, photo or whatever else you think would be of interest to our Members.

Kerry Bradford, Rakaia
1947 Series E 2 door Sedan

John Oakly Richmond, Nelson
1937 S1 2 door Sedan

Rex Barber Western Australia
1935 S1 2 Seater Sports

Jean & Mick Black Portland Victoria
1938 S2 Seater Sports

BANK ACCOUNT FOR PAYMENTS

Please ensure you use our preferred account number.

M8TCNZ A/C 03-0802-0101743-000

This is the only account which accepts online payments.

Members who make any payments for parts please quote your NAME AND INVOICE NUMBER when making payment via Online Banking. Payments should be made promptly.

Thanks for your support in this matter.

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

Club Officers 2023-2024

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President's Report

Greetings to you all, I hope everyone had a great Christmas and New Year. Barbara and I had a quiet Christmas Day with family and on Boxing Day we headed to Greymouth for a car run in the 32 Ford.



The weather there was beautifully sunny and I got sunburnt feet the first day. 4 days of sunshine while Christchurch had mainly rain.

My Son who has been staying with us since moving back from overseas finally concluded the purchase of his Town House a week before Christmas so it was all hands on deck helping him buy furniture and moving him in before Christmas. There were plenty of good buys with all the sales over Christmas.

Since returning from Greymouth I have been catching up on jobs around the house, mowing lawns, trimming edges and cleaning the guttering etc. Have also cleaned up the A.J.S. ready for a Warrant next week.

The Thursday Boys started back at the clubrooms on the 9th of January and we have carried on with sorting parts and cleaning up area's to make more space and make it easier to find parts.

A few Morris 8's have changed hands over the last couple of months, so we have a few new Members joining which is great. Good to see Ant Rolton has obtained a lovely wee Series E 2 door which is not far from going on the road.

Things are looking good for the year.
Till next time, Happy Motoring.

Terry

Introducing New Members

Rex and Joanna Barber

Dear All,

Thank you for admitting me to your New Zealand Club, it is much appreciated.

I am Rex a retired Australian Cartoonist (Not in the same realm as Murray Ball) and a Sculptor. My wife is a retired Specialist Nurse of 35 years.

We have a 1912 Model T Ford, and a 1925 straight 8 Hupmobile, and we have just bought a very poor condition 1935 Morris 8 Series 1.

We are up to doing all the wiring, all the brake system, coach and body work, and have started from the back working forward, so know not a thing about the gearbox or engine condition (It turns over with the crank handle) we also have to change all the tires to get it roadworthy.

At the moment we are chasing 12 wheel nuts, and two brass fittings and feed taps for the brake cylinders. I will post the photo's over two or three E-mails if that is alright, and we would like to wish you all a Merry Xmas and a Happy New Year from sunny Southwest, Western Australia.

Perhaps a Club Member can tell me if the handbrake spring goes over or under the brake shoe pivot point, as in this position it causes the brake shoes to scrap on the drum?. Currently, I have to put in all new marine ply flooring, also have to do all the wiring and lights (having trouble getting six-volt globes?) change all the tyres, renew all the brake system, and re-bracket the gearbox.

The first photo as the car came home purchased for \$3000 AUD
It is stripped right down so I can commence work and to see what I'm
up for to get it road registered.





The final photo is this week's problem, amongst many!! The handbrake spring – does it go over or I've gone as far as possible with both rear brakes, and after draining out the diff found it full of water so flushed it out with Kerosene and rotated both back wheels to assist before putting in oil.

I have completed most of the back coachwork, and flooring using marine ply which they recommend painting all around, also nearly finished the back end, bumper bar, spare tyre and trafficator lights (modern for licencing). Of course when everything is done and working, I'll strip it down to sandblast and paint, many months from now.

Because I'm in the bush I've had to make the radiator cushions up out of conveyor belting, The wiring continues as can be seen in the picture.



Our three bits of history are shown below, and our **project car is the 1935 Morris 8, (*Noddy*)** because of the car Noddy and Big Ears drive of course!



I've done a bit of a budget for all of this, and the only real concern I have now, is sourcing parts.

Rex & Joanna Barber

**1912 Model T Ford
(Lizzie)**



**1925 Straight 8
E Hupmobile
(Huppy)**



**1935 Morris 8,
S1 2 Seater
Sports (*Noddy*)**

New Member

My name is **John Oakly** and I live in Richmond **Nelson**.
I'm a retired Mechanic, Garage Proprietor etc.

I own a 1937 Series 1 Morris 8, which I spotted at my local garage last Feb while getting a WoF for my wife's car

It had been there 6 months with a seized gearbox. It'd had a lot of work done, complete brake o/h, chassis repaired, new tyres, wiring, exhaust, fuel pump, etc. I made an offer and it was accepted.

I repaired the gearbox, steering box, kingpins, etc.
It was re-registered with new plates, but after a lot of hassle I got the original plates back on the car.

I used to have a 1936 2 door Morris 8 when I was a 16 year, old apprentice, my wife had a 38 4 door before I met her. My Morris is in original condition, It has a few scratches and paint chips, I have original ownership

papers it was first sold in Christchurch. I drive it regularly my grandkids think it's cool especially the trafficators. Looking forward to meeting other Morris 8 owners.



John



New Members - Jean and Mick Black

My name is Jean and this is *Ruby Rose*, my Morris 8 Roadster 1938. She's my pride and joy.

I bought her from Peter & Karen Carter at MacArthur Victoria in March 2024.

Unfortunately, Peter couldn't give me much information on the history of the car. But he did say it had been restored

some 20 years earlier. I'm a Member of the Morris 8 Australia Club with Club plates. and now a Member of the NZ Morris 8 Club, which I'm very grateful for the help I've received from the NZ Club.

Recently I bought some second hand wheel nuts and studs from the Club, because Ruby was running without them. When I drove her for the first time the wheels were wobbling all over the place. Mick thought something was wrong and removed the front wheels to find nuts missing and burred studs. So Ruby has been up on blocks until we got the nuts and studs to get her back up and running again.

Thanks again to the NZ Club for helping us out and everyone was so kind.

My husband Mick and I hope to get Ruby restored again, but it will be a slow process as we are both getting older and slower. But until then Ruby is road worthy and we will keep driving her around.

We live in a small town by the sea called Portland in Victoria Australia. Originally an old Whaling and Fishing town with a deep sea port, Portland gets a lot of big cargo ships visiting the port for wheat, wood Chips, logs and alumina for the Aluminium Smelter.

There are still some fishing boats in the town mainly trawlers and cray boats. When the Tuna is in we get the big Tuna boats come from Melbourne and hopeful fishermen. So hopefully next Summer we will have Ruby going and driving around the harbour and seaside. I just want to say if anyone in New Zealand wants to come over to Portland Victoria in Australia you will be most welcome and Ruby and I will show you around.

Bye for now. Jean & Mick Black





*Arnold Lincoln is pictured visiting the Gulleford's in
Kaikoura on his trip down to Christchurch
He is fixing the exhaust shortly before the rain started*

My Trip to The Club's 50th Celebrations

Arnold Lincoln – Hastings

I had a visit from Lindsay Crossen who was compiling information for his book called "The First Fifty Years". This book was published in time for the celebrations and records a great deal of the Morris Eight Tourer Club's history. I congratulate Lindsay on the absolutely great job he has made of the book. It is a quality read and I feel it is worth far more than the \$20 it sells for. His visit prompted me to make the trip down to Christchurch in my 1937 Morris 8 4 Seat Tourer. I/we have been to the Mainland 18 times in either Morris 8s or my 1952 Minor Tourer, but have never been in a more modern car.

With the Christmas Rallies having ceased due to the age of some members, I thought that as I turn 80 in 2025, it would be great to make one final winter/spring trip in a Morris 8 while still having a licence. The car only needed me to check the oil, water and tyre pressures and book some tickets on the Cook Strait ferry. I also packed a few spares just in case.

I left Hastings on 6th October planning to travel over the Remutaka Hill which connects Featherston to Upper Hutt.

NZTA says; the steep and unforgiving nature of the Remutaka Hill makes it a challenging road to travel over and it's one of our country's most high-risk sections of highway. In the years between 2013 and 2022, there have been 387 crashes on the hill with 32 people losing their lives or being seriously injured.

Unfortunately there had been stormy weather the previous day with two slips blocking the road. This meant I had to travel over the Saddle Road to Ashhurst then on to Wellington where I stayed with Noel Kilmartin. I made the 7.15 am ferry the next morning (7th) and had a good crossing to Picton. Motoring on to Kaikoura where I stayed with Chris & Alan Gulleford, the exhaust to manifold seal ring failed. I needed to repair it and of course it rained quite heavily as I worked away on the roadside.

The next day (8th) I headed down to Christchurch and then out to Richard & Gill Rowe's place at Lincoln. My GPS has not been upgraded for 8 years and I had all sorts of grief finding my way. The worse feature was finding streets blocked off for cycle-ways and then even more having cycle-ways installed! After what seemed like hours, I finally found my way out to Lincoln. Once there, Richard and I sorted out a carburettor which I had modified. He then showed me an easy way from Lincoln to the Clubrooms in Waterloo Road, via Shands Road, roadworks and all!

On Thursday (9th) I went to the Clubrooms where I met several long-term members including Joe Greenaway, Bruce & Shirley Shadbolt, and also Mark Stevenson who had travelled over from Australia just for this event.

As I had more than enough parts in the car and at home I didn't go to the VCC Swap-meet the next day (10th), but Richard and I attended the evening meal at the Racecourse Hotel. Everyone but me seemed to have name Badges and I found I had neglected to pick up my Rally Pack which included the name badge. The next day (11th) I arrived at the Clubrooms at 10.30 to find that was the departure

time, not 11 as I had read elsewhere. At least I now had my Rally Pack which Julie made sure I hung on to so a quick trip to the toilet and I would be ready to leave. What could possibly go wrong with a simple comfort stop? Well I soon found out when I emerged to find I was alone and locked inside the Clubrooms! Of course by the time I found my way out I was alone, bugger! I did miss out on the visit to the Airforce Museum, but Ruth Hand took me there while I was staying with her after the rally. Thanks Ruth.

Although I had still not read the information sheet, I arrived at the Clubrooms in good time for the evening BBQ and Social. It seemed a good time to make a call home before things got too involved, but when I returned everyone had disappeared. Bugger again! I did remember someone mentioning about something round the back, so I explored and heard Terry's voice nearby, ah ha I had found the BBQ in the neighbouring Hot Rod Clubrooms. It was a great event and many, many people asked me about my toilet adventure. Andrew even shouted me a beer.

Our last day was Sunday (12th) and the first destination was a photoshoot at Lincoln University. That meant a short journey for me as I was staying in Lincoln with the Rowe's. I rang Terry to let him know, to hear that the convoy hadn't left as one member was having petrol pump troubles. That was a shame as I had just given Richard two overhauled pumps. The photo shoot was well organised and went off well. The rain returned afterwards as we motored out to Burnham to Carol & Terry Dalton's large shed. Tracy Inwood and friends were kept busy making and serving very tasty hotdogs. While some members took advantage of being able to watch the Bathurst Supercars, other viewed

the mainly sixties American cars on display. (Why did I ever sell our 56 Dodge Power-flight)? When the 50th Anniversary cake was presented, I was surprised to be asked along with Ruth Hand, to cut it. Was that because I got locked in, or maybe for travelling down from Hasting in my Tourer? It was certainly an honour though, so thank you.

The Rally was over after this event, but my trip was not finished as I had a few more visits to members I have met over the last forty or so years. I couldn't visit all as the list was too long. My visit with Ruth Hand may possibly be for the last time and I enjoyed remembering all the rallies we shared over the years. Ruth spoiled me with a special meal of Lambs Fry & Bacon. Fabulous.

I next spent a night with Tracy & Jeremy Inwood and had a good catch up before leaving the next morning for Ashburton where I stayed with her dad John Kinvig for three days. It was great to see John again as over the years we had shared many visits with him and his late wife Ruth. John took me out to Mount Peel near Geraldine and we also visited Lake Hood which has developed into a large residential area.

My next destination was a surprise visit to my grandson Tyler. He did his mechanics apprenticeship and then his motorcycle apprenticeship during his ten years at Bay Ford in Hastings. He was moving to Christchurch to start a new job at Casbolts Motorcycles in Sydenham. Thank goodness the GPS was working and no cycleways were under construction, so I caught up with him on his second day of work there. He likes the South Island as the cost of racing

is way cheaper than up north and he has hundreds of mates he has raced over the last twelve years. Two weeks later he raced at a three day classics meeting at Levels in Timaru, where he rode a 916 Ducati and a 1961 ES2 Norton which was just back from the Isle of Man. He was also a swinger on a mates classic sidecar and came home having won each event. Not too bad for a 27 year old.

I was feeling a bit under the weather by now and quite worn out, it was time to head home. I might have to return for some more visits with the ones I didn't catch up with. The Canterbury norwester was so strong I took off the side curtains so it could blow straight through the car as I travelled north again. A big thank you to Ruth for the scarf, it was great in the wind. One observation about Marlborough on this trip was how green everything looked, it was lovely.

There was a strong northerly blowing by the time I reached Picton which caused some problems for the ferry when it reached Wellington harbour. It delayed our docking for two hours so it was 7.30 pm by the time we drove off. A wet and windy night in Wellington for me.

The next morning I was able to attack the Remutaka Hill which was open this time. I managed to follow a truck partway up so that helped. By the time I got back to Hawkes Bay it was fine and hot!

I must be an honorary Mainlander now with 19 trips there. I travelled 1309 miles and used 32.9 gallons (150 litres) of fuel which cost \$390 = 39.9 mpg.

Many thanks to all involved in organising the 50th celebrations and all my friends for your hospitality during

my trip. I have a few jobs to do for members as I have time and I hope the selection of Sports and Tourer hinges I gave to the spares department will help others with their restorations. I am sorting out spares in my shed so may have some more bits and pieces.

To Lindsay, I may have got lost a few times but that is just normal for me!

Arnold Lincoln

Arnold's 1931 Morris Minor Two Door Saloon.

Restoration was finished in May 2024



A Teacher's Lesson

An old man meets a young man who asks:

"Do you remember me?"

And the old man says no. Then the young man tells him he was his student, and the teacher asks:

"What do you do, what do you do in life?"

The young man answers:

"Well, I became a teacher."

"ah, how good, like me?" Asks the old man.

"Well, yes. In fact, I became a teacher because you inspired me to be like you."

The old man, curious, asks the young man at what time he decided to become a teacher. And the young man tells him the following story:

"One day, a friend of mine, also a student, came in with a nice new watch, and I decided I wanted it.

I stole it, I took it out of his pocket.

Shortly after, my friend noticed the his watch was missing and immediately complained to our teacher, who was you.

Then you addressed the class saying, 'This student's watch was stolen during classes today. Whoever stole it, please return it.'

I didn't give it back because I didn't want to.

You closed the door and told us all to stand up and form a circle.

You were going to search our pockets one by one until the watch was found.

However, you told us to close our eyes, because you would only look for his watch if we all had our eyes closed.

We did as instructed.

You went from pocket to pocket, and when you went through my pocket, you found the watch and took it. You kept searching everyone's pockets, and when you were done you said 'open your eyes. We have the watch.'

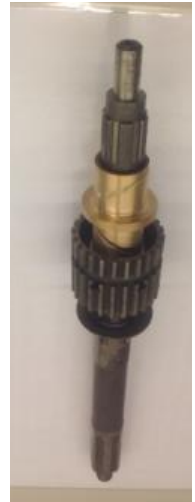
You didn't tell on me and you never mentioned the episode. You never said who stole the watch either. That day you saved my dignity forever. It was the most shameful day of my life.

NEW PARTS AT CLUBROOMS

MAIN GEARBOX SHAFT BUSH SERIES E

We are just trying to get a feel on requirements as the cost is **NZ\$500.00 plus freight**. The reason we had them made is that in every Series E gearbox the Club has pulled apart, this part was broken and not able to be reused.

PLEASE CONTACT SHIRLEY, BRUCE OR TERRY, IF YOU ARE INTERESTED IN PURCHASING.



Silencers and throats back in stock



\$100.00 Silencer (Inc GST)



\$155.00 Throat (Inc GST)

Plus freight if applicable

PARTS CO-ORDINATORS

Parts Co-coordinators SHIRLEY & BRUCE SHADBOLT P: 03 942 7870 E: shadboltfamily@hotmail.com	Assistant Parts Coordinator TERRY RICHARDS Ph: 021 047 4670
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Parts Shed

Members on site every Thursday – 9am to 11am

Location; 140 Waterloo Road, Hornby, Christchurch

Payments to Club – Bank Account. For ALL payment to the Club.

Name: M8TCNZ Account: 03-0802-0101743-000

Please put invoice number in Reference and your name in Code when paying

History Needed

Does anyone know how to go about finding out the history of a Morris 8? See email below and can you let me know please.

Thanks Julie

I am in the UK and have recently acquired a Morris Eight Series E which was originally exported to New Zealand in 1947 and came back to the UK in 2001.

I am interested to find out the history of the car while it was in New Zealand and wonder if you might be able to help me? I have enclosed a Heritage Trust report which has the chassis number (SE/E/83798), which I hope will be of some help.

I would be able to pay for the information if necessary.

Looking forward to hearing from you.

Kind regards

Peter Lightfoot

Wanted to Buy

Paul Whateley is looking for a **Morris 8 Tourer**. If anyone has one for sale, can they contact Paul on **0278136535** or email: pwhateley@hotmail.co.nz

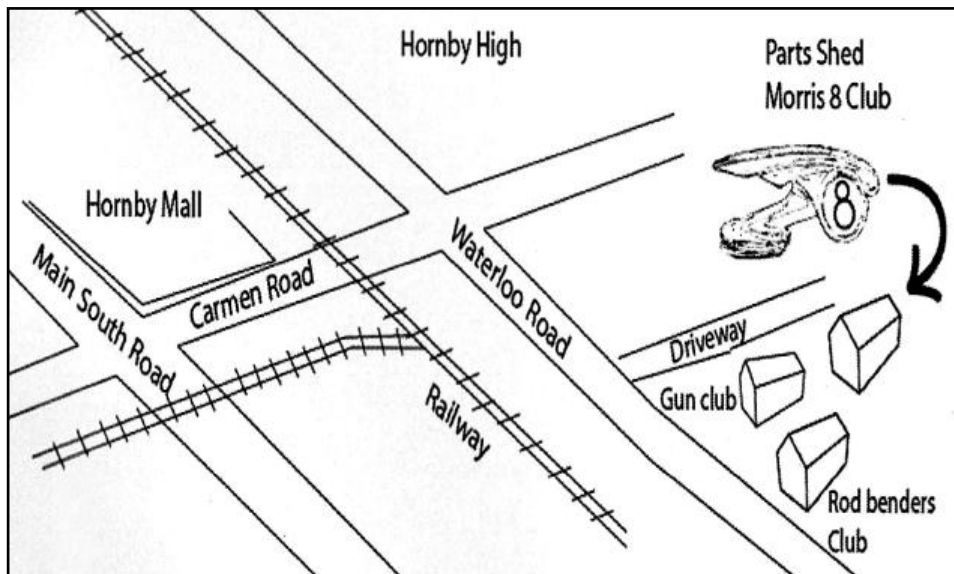
Wanted to Buy - 1938 4 Door Series 2 Morris 8

If any member is intending to sell their Morris 8, can you contact Alfredo directly. He is not yet a Member of the Club.

<alfsodo@gmail.com>

THE MORRIS EIGHT TOURER CLUB OF NZ (INC)

140 WATERLOO ROAD, HORNBY, CHRISTCHURCH



FOR SALE

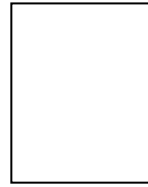
Club Bumper/Grille Badge

We have a new stock of 75mm diameter Bumper/Grille badges made of spun cast alloy and coloured in the Club logo.



Why not give your Morris some style with a new Club Badge? **Price \$25.00** (includes increased postage) **Part No 1001**

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