

THE MORRIS EIGHT TOURER CLUB OF NEW ZEALAND (INCORPORATED)



JUNE - JULY 2025



This photo was taken at the
Ferrymead Heritage Park
while on a Rally in the 1970s

www.morris8.nz

M8TCNZ - EVENTS CALENDAR

MARK THESE DATES IN YOUR CALENDAR NOW

CALANDER OF EVENTS

15 June Mid Winter Christmas luncheon, Thirsty Acre, go directly to arrive at Midday

20 July Waimairi Beach Golf Club, brunch, meet at Clubrooms at 9.3am, leave at 10.00am

22 August AGM, 3pm for afternoon tea.

Introducing 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.

Ernest and Sheridene Gordon, of Bucklands Beach, Auckland. 1937 2str Sports

Anton Pearcy of Dolyeston, Mid Canty. 1937 4dr Sedan

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

President	Terry Richards P:021 047 4670 E: <u>telnbarb74@gmail.com</u>
Vice President	Anthony Rolton. Ph: 027 509 2092 E: <u>a.rolton@hotmail.com</u>
Secretary	Julie Ward Ph: 027 714 3850 PO Box 10-386, Christchurch 8145 E: <u>m8tcnz@gmail.com</u> E: <u>awardfamily@yahoo.co.nz</u>
Treasurer	Lynette Schwass P:029 977 3304 E: <u>m8tcnz@gmail.com</u>
Parts Co-ordinator	Shirley & Bruce Shadbolt P:03 9427870 E: <u>shadboltfamily@hotmail.com</u>
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Committee	George Schwass Andrew Ward Peter Gooby Ph: 027 431 4781 Ph: 03 325 5775 Ph: 03 359 2305

Presidents Report

Greetings once again to you all.

Since the last newsletter Barbara and I attended the Swap Meet at Orari, travelling down on the Friday to Geraldine (*about 2 kms from Orari*) and we booked into the Motel for the night. Our neighbor's at the Motel happened to be Members Ron and Sonja from Athol, who were travelling back from Christchurch after their visit to the Clubrooms on Thursday for coffee and savouries and picking up some tyres etc.



The four of us went to the Village Inn for a meal and a chat on Friday evening and looked forward to the Swap Meet, but unfortunately the weather didn't look too good on Saturday morning so Ron decided to head home. The weather did improve so Barbara and I stayed for the Swap Meet arriving home about 3:00pm. Sadly the Ashburton Swap Meet was cancelled due to bad weather, so we missed out on that one.

Barbara and I have been out a few times in my Morris and it's just had it's 6 monthly W.O.F. and I have clocked up over 400 miles since the last W.O.F. The Government are talking about changing to 12-month W.O.F. for older cars, so hopefully they get off their bums and do something about it!!

As you are all aware the A.G.M is coming up in August and it would be great to see more Member's put their names forward for positions on the Committee. It's not hard work and takes up very little of your time. Interestingly I have been reading other Club newsletters and they seem to be having problems getting Members to serve on their Committee, so I am guessing that Members are all getting older?

When talking to a few out-of-town Members they wished they lived closer to Chch so they could attend more runs that the Committee organise, I realised how lucky we are to be able to attend car events here in Christchurch.

I have noticed the increasing amount of Members that are taking their cars for W.O.Fs at the garage/workshops.

These are my thoughts only, members free to interpret the following advice how they see fit.....

Most garages/workshops lack knowledge of old cars

Don't be talked into improvements that are not required

Old cars have old technology

Recent Example: Seats screwed down to the wooden floorboards is an *ORIGINAL* feature.

Suggestion:

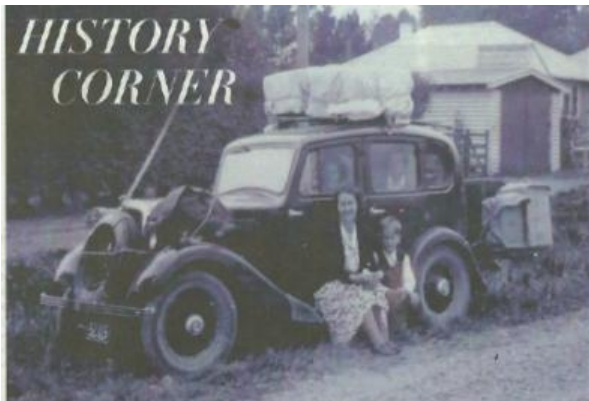
Where possible get the car checked out by someone that understands old cars and is not looking to charge you a fortune.

On that note, a few cars are changing hands at the moment, so it's a good time to buy a Morris or add to your collection of Morris. I often have people asking me what their cars are worth, but I can really only give a ballpark figure unless I see the car.

With winter fast approaching down here in the Shaky Isles, it is also a good time to get those small jobs done on your cars.

Till next time, happy motoring.

Terry



A SUPER SALOON CAR

In the 1950s, Paul Dingwells family enjoyed venturing out on holidays to Hanmer, Kaikoura, the Marlborough Sounds and the West Coast, travelling in their much loved 1937 Morris 8 Sedan

Seriously overloaded the car would travel considerably slower than its 50mph (80kmph)

maximum speed and on steep hills Mum and the kids had to get out and walk.

In this photo Paul and his mother sit on the running board, while sisters Molly and Wendy are at the windows.

Maurice and Jenny Dick

About us - Well we live in Albury South Canterbury on a 13 acre Lifestyle Block sort of like Old MacDonald's Farm. Jenny and I are both in our mid to past 70s and both own Morris cars.

Jenny has just bought a 1955 Series 2 Minor in reasonable order just needs a brake master cylinder to make it safe. It has been shed stored for 20 yrs. Rego on hold.

I have a 1948 Morris 8 Series E. It was a project car for Anthony (Ant) he is a Member of your Club and now it's my project. The following photos are our cars we have



1978 Toyota Celica fully restored over 20 plus years



1955 Morris Minor



1948 Morris 8 Series E

Membership increase from 1st July 2025

Unfortunately we have had to increase the Membership fees due to the large increase in insurance and also power increases. The Membership fees still represent good value overall compared to a number of other Car Clubs.

Membership fees due 1 July 2025

\$50 for single or joint Membership

\$75 for single or joint Membership for a printed and posted newsletter

Life Member's wanting a newsletter posted \$25

Payment by Direct Credit to

Westpac 03-0802-0101743-000 quoting your surname.

Our next Committee meeting will be held at the
Morris 8 Clubrooms, 140 Waterloo Road

Tuesday 10 June at 7.30pm

Please come along to this meeting to meet the Committee Members and see what they do. You might consider standing for Committee at the **AGM on 22nd August at 3pm held in the Clubrooms.**

Thank you.

Regards,

Julie Ward (Secretary)

M8TCNZ

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CHRISTCHURCH 8154

E: m8tcnz@gmail.com

About Me - Keeping the Tradition Alive

My name is Darrell Lester, the eldest son of the late of the late John Lester, whom many of you will know. I have the honour of taking care of Dad's 1935 Morris 8 Sports and thought it would only be right to join the Morris 8 Tourer Club, as this has always been a big part of our family's life.

After Dad's passing in September 2024, I knew I wanted to keep this tradition going.

Dad's Morris 8 has been at the heart of so many incredible memories, for him and Mum and I want to ensure it stays in the family. Being able to continue these adventures with Mum and the rest of our family means the world. It's a way to honour Dad and his passion for cars.

I look forward to many journeys ahead, keeping the family tradition alive and sharing it with others who love these cars too.

Kind regards,
Darrell



Peter Ainsworth & Marilyn Williams

My Morris Eight Journey

My father Jack Ainsworth brought a Morris eight sports three quarters finished from my brother, and finished restoring the Morris around 1979, and then joined the Morris Eight Club.

My father mentioned to me that with some of his spare parts I could maybe build a Morris Eight Sports, then bingo I saw a Sports body for sale and I purchased those parts. The chassis was badly rusted out, so I bought a better one from the Club .

The Morris project started. It was a great help having a Morris to look at when assembling the body, and the Club was a great help with parts. Alan Gulleford was the Parts Co-ordinator from his house in Philipstown.

Around 1980 the car was nearly finished, but I had no windscreen and after six months spent searching I finally found one in Woodend. This was the missing link I needed and after the screen was fitted, it was off to George Lee for upholstery and hood .

The first run was to Timaru to the Selwyn Motor Camp with the Club, sadly I could not drive, DIC, so my Brother- in-law drove that weekend. Some six months later the car was voted 'Best Presented Car' on the first Austin-Morris Rally. The first Christmas Rally I went on was the Greymouth Rally in 1983 .

I took Jim Hughes for a run to Westport on the tail of Merv Spurway all the way, my speed and driving was a bit too much for Jim and he gave me a big wind up, my excuse was I was just trying to keep up with Merv and Ken Hand. Christmas 1982 my girlfriend and I drove the Sports on its first big trip up to the North Island through Wellington, New Plymouth , Whanganui , Auckland, to Cape Reinga back through Gisbourne, Napier and back to Christchurch with the tent on the carrier. What a trip, hood down all the way, meeting lots of Morris fans along the way. 2800 miles and only four flat tyres due to me not fitting a rubber ring to protect the tube from the spokes.

After I finished my apprenticeship as a Electrician, I travelled New Zealand working on some of the 'Think Big Projects'. During my time at Twizel Hydro I found a Morris Eight two door which had been in storage from 1950 - 1981 when I found it. What a dream restoration, no rust at all and only travelled 90,000miles, this car only took six months to restore and was my favourite restoration with George Lee making a superb job of the upholstery.

During this time in Twizel I found another tatty two door Morris and would drive it every second weekend to Chch and back on Sunday, on the other weekend I would be up at Ohau Ski Lodge. I used to hammer this car and it just kept going. On one trip back to Twizel I blew a head gasket going up Burkes Pass late at night, luckily I had an engine in the back and changed the head gasket over and headed on my way, no need for an AA callout.

The guys at work painted the words 'Tunza Time' on the back of the car in silver paint .After finishing with the NZED and before I moved to the North Island I bought a four door Sedan to add to my collection. This restoration was a pain, it had rust in all the normal places, thank God I made contact with Gus Burke Panelbeater what an amazing tradesman and his son Glen, did the upholstery.

Then off to Marsden Point Oil Refinery, 12 hours driving the Sports up to Whangarei where I hit a cyclone going through the Desert Road. the wind was so strong I was down in second gear not able to hold third gear, one hand on the hood and the other on the steering wheel.

During the three years in Whangarei I joined the Vintage Car Club meeting lots of car enthusiasts and Morris owners. After three years back to Chch and settled down in a house with lots of storage for my Morris Eights. I found another Sports to restore in my spare time, Gus Burke did a great job on this car. I now spend a lot of time on runs with the Morris Eight Club and a few years on the Committee. My Morris Eights were used daily for transport.

When I was not working on my cars, I was spending most of my time running for St Martins Running Club meeting John and Ann Henderson and Jim Hughes with another Club. He never mentioned my driving just my running. Then some years later I had a major bike accident broken leg, dislocated hip, broken ribs, punctured lung, which required 12 months recovery. Just after I was the best I could be, I bought a section in Kaiteri, sold my house in Chch and put the cars in storage.

I soon realized that it was not practical to build a house to fit all the cars in, so very sadly some of the cars had to go. First was the two door Sedan through Dr Heinz Classic Cars to a lady who worked on Manchester Street with lots of spare cash to dispose of. I guess the car was not quite what she wanted, so one year later Dr Heinz sold it to a person in Switzerland. Sadly the car is not in New Zealand, the four door Sedan was sold privately and my red Sports was sold and now is in Motueka still in mint condition.

With my partner Marilyn we have used my blue Sports around Kaiteri and Nelson for the last 16 years on Vintage Car Runs and Classic Car Runs. I seem to use my 1963 E Type for most car runs now.

I have just sold my last Morris, tears in my eyes when I saw it go down the drive for the last time. I hope it gets the use it deserves. The Morris is a great car, simple and easy to keep on the road, but this is only possible with parts and help from the Club. Marilyn and myself have had a great time with the Club on many Christmas trips and Club runs.

It was great to attend the 50th Anniversary and catch up with older Members and new Members, who I am sure will lead the Club forward. It has been a lot of fun and joy, driving and working on Morris Eights for 45 years.

The Morris era is now over for me.



The parts I started my first Sports with



Looking for my old 1935 Pre Series 2 door Morris 8



Looking for my old 1935 Pre Series Morris 8. She was my first car from 1972 - 2002. I bought her in Auckland when I was 15, and restored her over the next five years. I was a member of the Morris 8 Car Club when I lived in Wellington, participating in rallies and meets. She was a distinctive black and silver and in the first 8000 manufactured.

Sadly my beloved car fell into disrepair after a small accident and sat in my garage in Hawkes Bay where I was a teacher (Te Aute College).

I had to sell her for a small sum when I moved to Warkworth, and the nice chap who bought the car off me was going to restore her again. He was a Morris 8 enthusiast from Hastings or Napier and promised to keep me updated, but we lost touch after I moved away.

I am now about to retire, and would be keen to buy her back, if the owner was willing. She came with original ownership papers, original manual, and I was the third owner of her (GK2024).

Thanks.

Contact me at: mark@dashper.net.nz

MORRIS Z UTILITY RESTORATION PART 4

Anyone else embarked on a quick restoration project? Seems like I embarked on a sprint and have a bit to go to finish the marathon. The ute arrived three years ago and it is now eighteen months since the last project report. The job was slowed by damaged to both my rotator cuffs by working overhead with the car on a hoist, scraping, cleaning de-rusting and painting undersides. Six months of physiotherapy slowed the job, but unfortunately, the early enthusiasm is hard to maintain.

On my last report I was stripping the engine as, though reassembled, was not in great order. Block and crank went to a mechanic's workshop for measure and report. He gave me suggested bearing sizes for a regrind, and found that the block had been bored .020". I then ordered main and big end bearings from the Morris Register in England.

Meanwhile the steering wheel was removed prior to removing the column and steering box. The drop arm had to be removed from its shaft with a hydraulic puller, thanks again Tony. The column was cleaned and repainted and the box dismantled. The thrust bearings were badly corroded, but I managed to buy loose chrome steel balls to fit in the old retainers. The box was then assembled and adjusted, and refitted to the car along with the refurbished steering wheel. The tricky bit was feeding a draw wire up through the centre of the column to pull through the horn button cable.

After a short delay of one year, the newly fabricated floor was ready for a trail fit. That worked well, but if I knew it was going to cost considerably more than the original car and spares I may have found another path. The floor has now been waiting more than a year for its turn in the final assembly.

The newly reconditioned master cylinder leaked, and was returned for more work. It was then refitted, along with pedals with new pads fitted, and return springs.

Maybe I was getting ahead of myself, but I now tackled the carburettor. Over a period I sorted through three bodies to find the right one. A carburettor was finally assembled after fitting a new butterfly shaft, jet and needle. The body had to be drilled and tapped for a hinge pin for the choke.

My contact Derek in Townsville came up with a proper Morris Z cylinder head, distributor and distributor drive, all of which were different to parts on hand. I was now in a position to go ahead with machining. The block was now stripped of camshaft, dizzy drive, tappets and bearing main and head studs, then along with head and crank sent to a specialist for machining to match the new bearings. We are lucky in Far North Queensland to still have competent local machine shops. Australian made pistons, pins and rings were now ordered from J.P.Pistons.

The plan has been to keep the bodywork appearance as found, but cracks in the front guards had to be addressed. This was done as in period, with a sheet of tin drilled and riveted over the cracks.

Through a local club newsletter I was able to pick up from Mareeba at no charge a utility load of genuine Z parts, including an engine, two gearboxes, grille, complete front and back axles, radiator, sump, and a 1930's RACQ badge. The grille was an improvement on mine, and has now been stripped of paint, rust treated and primed.

After several false starts over six months and provision of extra con rods and valves, the machining work was completed. Work included clean and surface grind block and head, resize con rod big ends, line bore after mains fitted and grind crank to suit. The valves were faced and seats cut. Cost? Again considerably more than the original purchase price!

The block and head were now masked and painted and assembly begun. The crankshaft was refitted with complete with new lock nuts, rods fitted to pistons, pistons fitted to bores. A stray part now appeared, a flange to go on the back of the rear main. Out with the pistons. Lift out the crank, fit offending part and refit all the above again. The valves, springs, spring retainer and collets were now fitted without the tappets in place, which gave a bit more space to fit those tiny collets. By lifting the valves and holding them open with wooden wedges, the collets could now be fitted to an upside down block and the camshaft went in with its drive shaft for oil pump and distributor. Now the timing chain and sprockets, timing cover and pulley could be fitted.

Next, the oil pump was cleaned, internals polished and a gasket cut to fit pump to block. The baffle plate in the sump was removed, sump cleaned and painted and fitted to block with new gaskets and seals. The fan pulley and manifold were fitted. Oil filler tube, dipstick and tube, water outlet and generator brackets were cleaned and painted.

Yesterday the cylinder head was fitted with a new gasket and the nuts torqued to specification. This means that another stage is almost completed.

Analysing my records, there seems to have been some work done every month, much more in the first six months of course. When a new task starts and nears completion, there is a surge of hours worked, but tails off a bit in the middle. Total hours worked so far 284, but don't ask about the cost, Pauline might hear.

Regards, Graham Hepburn,
From sunny Cairns, North Queensland

- 1) Repair of mudguard as done in the day (See below)
- 2) Floor
- 3) Motor during assembly.
- 4) Valves held open whilst followers and cam inserted into the block



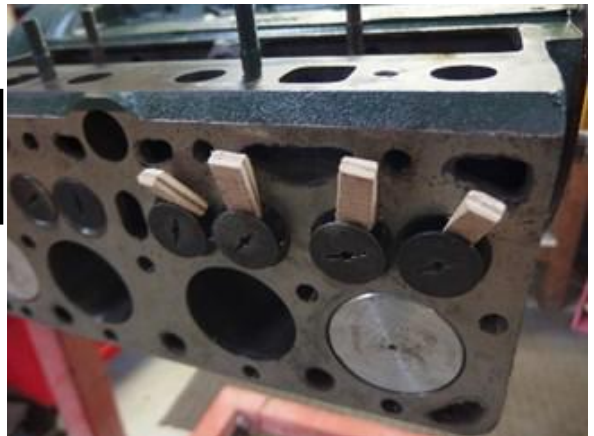


2) Floor: Extensive rust holes apparent.



3) Below:
Motor during assembly

4) Valves held open whilst followers and cam inserted into the block.



The saga continues.

“Restoration or Resurrection”

A very big project on a 1935 Morris 8 Two Seater Tourer

I can honestly say at this point of the project that the biggest hold up is waiting for parts from England or tyres from another state in Australia.

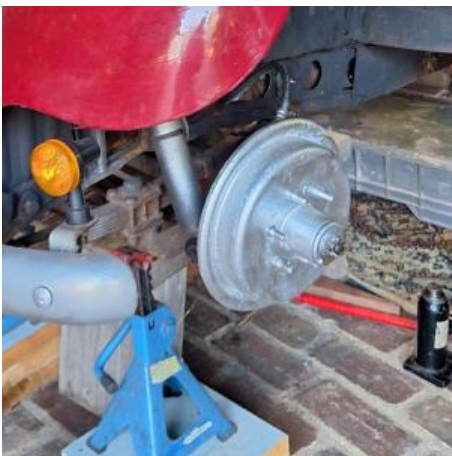
Most times I can leave a section unfinished until a part arrives and move onto something else. Today I pulled the gearbox out to get to the clutch assembly. I will have to take this clutch up to Perth for refurbishment.

I may have told you already that when I drained the engine the gearbox and the differential, water ran out first, so I assume this old lady has been left in a flooded paddock in the past, also a fair bit of rust throughout the chassis and cross beams which I remade and replaced.

The car was last registered in 1980! What happened to it over the next 45 years is a big question. I am baffled by the fuel tank in that I cannot find a fuel cap to match.

But after this hiccup a friend gave me a massive box of nuts and bolts BSF and British Whitworth, plus a box of 6-volt globes, and some English car spanners (any help appreciated)

Cheers,
Rex Barber





FOR SALE

We are wanting to sell our M8 1948 Series E Morris 8 \$3000.

We purchased it as a project if it requires work and to go to car shows. As yet we've not had it on the road..

Motor has been pulled out and partly cleaned. It had a compression issue and one of the pistons exploded when we tried to start it.

It has matching body and motor tags. Was purchased from Fairlie Museum approx 1 year ago.

If you know of anyone who would be interested in purchasing it please let me know

Many thanks

Angela and Rob McClelland

021 217 7265 Rob



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.

Car for sale

1936 Morris 8 4Dr Sedan. Rego on hold, needs a small amount of finishing. Plus a complete spare car.

\$6000 ono.

Ron Adams

Phone 027 289 1155

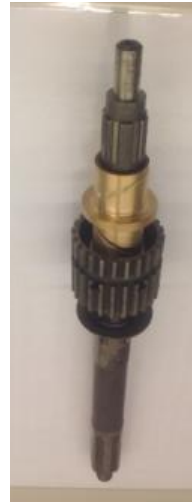


NEW PARTS AT CLUBROOMS

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

Parts Shed

Members on site every Thursday – 9am to 11am

Location; 140 Waterloo Road, Hornby, Christchurch

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

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

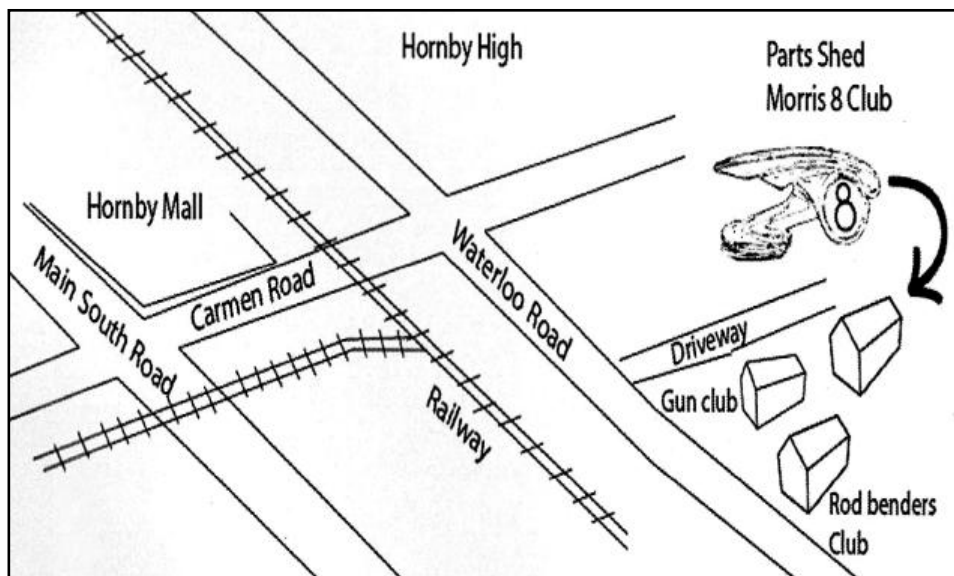
Please put invoice number in Reference and your name in Code when paying

Photos of the car the Club bought for parts



THE MORRIS EIGHT TOURER CLUB OF NZ (INC)

140 WATERLOO ROAD, HORNBY, CHRISTCHURCH



FOR SALE

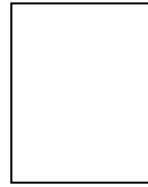
Club Bumper/Grille Badge

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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