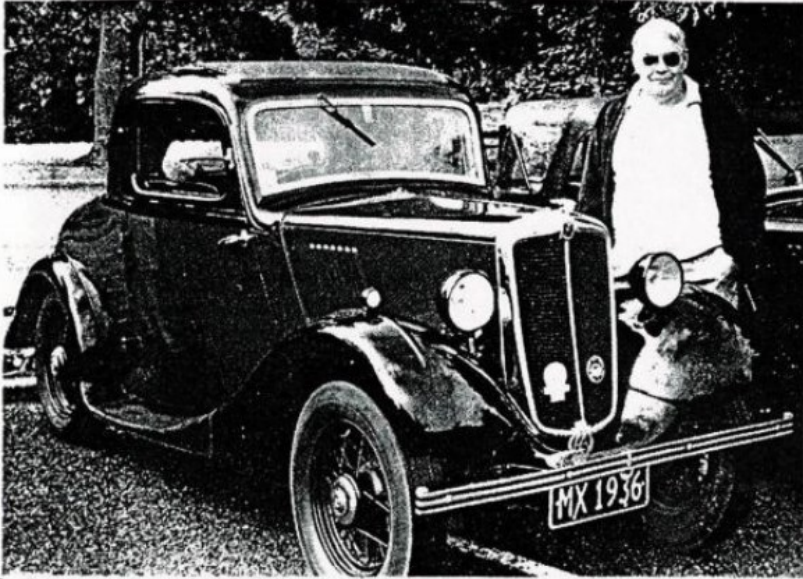


Rare Morris 8 – Where is it?

This article, from the Wairarapa Times, in early 1995 is about Bob Wyman's Morris Eight Coupe at the annual Xmas Rally. It is the only M8 coupe in NZ.



Bob WYMAN, from Rotorua, with his very rare 1934 Morris 8 Coupe. He understands it's a former Masterton car.

ONE of the world's rarest cars spent last week quietly touring Wairarapa last week.

It's a 1934 Morris 8 Coupe, one of just six to come off the production line. The company very quickly decided the car couldn't compete with the then-dominant Austin 7 and the run was stopped almost as soon as it started.

Bob Wyman drove the car from Rotorua to Masterton for the annual convention of the Morris 8 Tourers Club, joining owners from as far away as Christchurch for a week of social activities and visits to Wairarapa scenic spots.

Although it's now 60 years old Bob says it still runs well, averaging 45mph on the open road, "but it doesn't like hills — it's got quite a heavy body for the size of the motor".

The coupe, brought to New Zealand in 1935 or '36, was the oldest car at the convention and is the fourth oldest registered Morris 8 in the world. The oldest is a Series 1 tourer owned by a German.

In a separate M8TCNZ newsletter, Joe Greenaway reported he had spoken to Bob and he advised the ID Plate reads **35/E 1232, Engine No 932.**

In Sept 1934, UK Morris Eight production started with Engine No 901.

Joe also noted that TJ.Richards at Melbourne also produced Coupe bodies – as well as Utes, Roadsters (with dickey seat) and Saloons.

A check of NZTA MR records indicate the plate MX1936 rego lapsed in 2008.

SO WHERE IS THIS UNIQUE CAR TODAY???

After a couple of random phone calls, we were able to speak to Bob, who now lives in Levin. Bob advised he had sold the car in 2006 and the new owner shipped it to the UK.

Bob understood the body was manufactured by a panel shop in Lower Hutt and that 4-6 were made.

Bob acquired the chassis and body in 1985 from Wiri in Auckland and undertook a total restoration, including a replacement Series I motor and gearbox which he obtained from Cambridge. The car had a bench seat but was comfortable and enjoyable to drive.

contributed by Lindsay Crossen