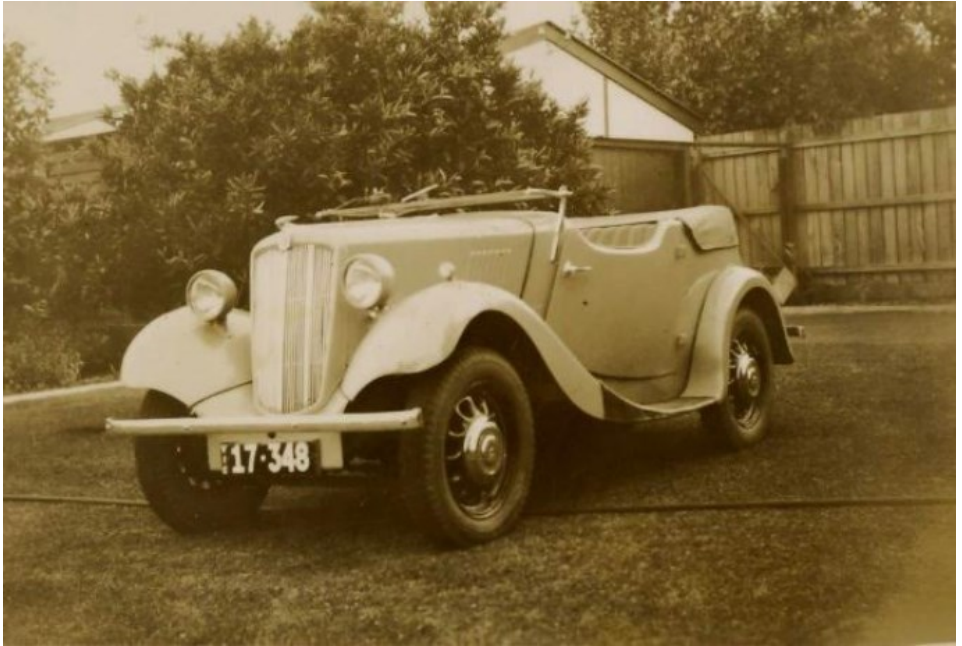


My 1938 Series 2 MORRIS 8/40, 2 door Tourer-“Basil”

The car shown below was purchased new by my father in April, 1938 and is shown here in my grandfather's backyard when I guess it was fairly new or just after major accident repairs and repaint.



I grew up with this car since 1953 and remember well being driven to school, shopping etc. in the 1950s and 1960s.

The other great event remembered was Christmas- the only time the roof was allowed down to transport the Xmas tree!

The car was eventually retired to my father's workshop for many years when it was replaced by my grandmother's Austin A40.



It was then consigned to a rear shed in the backyard of our house in the 1970s to make room for a 1929 OHC Morris Minor Hill Climb Special and a 1932 J2 MG.

The car remained in a dry but lonely place for many decades until after my Mother passed away and I was asked to clear out all my “car stuff” including the Morris 8/40 of Dad’s.

I had been established in Queensland since 1978 and at this point had limited space to store much of “my stuff” and a decision had to be made in Melbourne what to transport to QLD and what to sell.

I decided the 3 Minors and parts including the J2 had to go and to ship my Dad’s 8/40 back to the Gold Coast (big decision).



The Morris has been re-located several times with us and moved to Northern New South Wales in 2003 where it began a strip down and full restoration.

After much deliberation as to whether it should remain, basically as is, being so original and complete.

However over the years of dormancy the car was subjected to some "fiddling" and bits were used and abused with some panels being slightly damaged due to various attempts at "fix ups" and as such it was decided to go the big mission!



The chassis and all mechanicals were stripped, caustic cleaned, repaired, treated and painted with particular attention to preserving ALL original parts including fasteners for re-use.



During the dismantling it was discovered some significant damage to chassis cross members, timber framing and panel repair. It dawned on me at this point that the damage and repair work undertaken (which included items such as headlight shells, parking light shells, radiator surrounds, running boards and guards) was most likely due to a “light rollover” my father once mentioned happened during the war years.

As I remembered, he recalled the driving door swung open and he fell onto the running board with his foot caught on the roller on the throttle. Trying somehow to get back into the car he swung on the steering wheel and the little rocket tipped on its side and slid down the road and hence the repair work done on many components with some needing a little refreshment 80 years on – this was in a war period



where car repairs would have been a strict NO NO!

Over several years the chassis and all mechanicals were restored and the bodywork just started when it was once again on a trailer heading to Hervey Bay, QLD where the restoration work recommenced once more.

This included all body repairs, new sill panels and some framing timber replacement etc.



The seat upholstery was farmed out to an Upholsterer in Bundaberg. I have muddled my way through all the other stuff including the trimming, panel work, painting and all mechanical and electrical work with the focus on re-use not replace.

The car now is set for final top coats of cream for bonnet, radiator mask and transition panels and maroon for guards and running boards having all been repaired and fitted.



Whenever asked “when will it be finished” I’ve always answered probably Christmas! But never the year! 2023??

Contributed by Andrew Genders