

A NEW PROJECT FOR THE OLD FELLOW

Another English car has captured my attention. My history includes a 37 Anglia, 51 Prefect, 46 Riley, 52 MG TD, 60 Jaguar 3.8 Mk2, 60 Austin Healey Sprite, 64 Cortina Mk 2, Bedford CF Furniture Van, Morris Minor Utility, 67 Austin Healey Sprite Mk 3, and 88 Daimler Double 6. Two Bugeye Sprites and an MGBGT were sold on without much work from me. You would think by now that I would know better than get involved with another British automobile.

Unfortunately I was exposed to a 1951 Morris 8 Convertible Utility, and the bug bit again. This was delivered recently from Ingham where it had been rescued some time ago by an old employee of ours who we ran into again at the All British Day at Townsville. When he showed me some pictures I thought that it was worth saving, and it would give me something to do in my spare time!

The Morris 8 was produced in Britain from 1935 to 1948 without many changes. The 918cc side valve engine produced 23.5 bhp. driving through a 3 speed gearbox. 1938 improvements included a power boost to 29 bhp, with a blinding top speed of 58 mph. This was designated Series II.

Post war tourers were not available in G.B. but were assembled in Australia with local bodies. A Series Z van and utility now had a horizontal bar grille and reverted to a three speed gearbox.

Whilst my Ute is basically complete and relatively sound, it is short of some essential parts, and I hope that members of the club may be able to assist here. I am short a distributor, 16 wheel nuts, lots of engine nuts and bolts, wiper motor, door handle, headlamp bowls, voltage regulator and generator (6 volt pos. earth), radiator cap, hood bows and a complete front bumper. Instruments are in poor condition and the seats are from a 70's sedan.

I have body and chassis plates, and the body was built by Hope in Brisbane. A windscreen rego. sticker shows 12/71, so the poor old dear has probably been off the road for 50 years. I have two motors, and one appears to have been rebuilt. It turns and the bores are honed. Current plan is to restore mechanicals, and do an oily rag restoration on the panels. The wooden utility body is in excellent shape.

I have included photos of the car as delivered, and of a door which I have rebuilt so that it swings ok. You need to handle wood as well as metal on this project.

If anyone out there has leads to Morris 8 parts, and there were few changes over the years, please contact Graham Hepburn on 0408 7770 652