

## **THE MORRIS EIGHT TOURER CLUB OF NEW ZEALAND**

### ***The Biggest Morris Eight Club in the World***

The Club focuses on the Morris Eight in all its forms. What is now referred to as the Pre Series, which has 35/E on their identity plate, was built from late 1934 until mid-1935 when it became known as the Series 1. The identity plate then read S1/E and continued in that form until it changed to Series 2 (S2/E) in September 1937. The Series E (SE/E) was shown for the first time in October 1938. It continued until WWII and after the war ran on until 1948 when the MM Low-light Minor was introduced. Morris was never one for un-necessary change, so the engine continued on from the Series E until 1952, with some changes sure, but basically very similar. That has made a wide variety of options available to owners of all models, who can select some parts from later cars to fit their earlier engines.

The Morris Eight came out of the factory in several guises. The standard options from 1935 up until late 1938 were a Two Door Saloon, Four Door Saloon, a Two Seater, a Tourer and a 5cwt Van. Specialised body builders took chassis and produced all types of variations. Australia was quite prolific and had many models unique to that country. Unlike Britain, they continued to produce their versions of Tourers and even Roadster Utilities, Roadsters, Coupes and many others.

The Series E had both Two Door and Four Door Saloon models and a Tourer until WWII. (There were a limited number of Two Seaters which shared the same body as the Tourer and generally had a back seat added later on).

The 5cwt Van was introduced as a 35 (35/EV), and changed mid-1936 to Series 1 which is how it stayed until late 1939. (S1/EV).

The Series Z 5cwt Van was introduced in 1940 and continued until 1953 when the Minor based 5cwt Van became available with an OHV 803cc Austin engine.

Where practical the M8TC has parts manufactured as well as sourcing parts from commercial outlets with suitable items still in stock. An extensive store of well catalogued used spares comes from collections and occasionally from cars beyond saving. All parts sales are managed by the efforts of volunteers and by becoming a member you can buy parts from the Club. As a true non-profit Incorporated Society, our funds are dedicated to both the manufacture and purchase of parts, as well as maintaining the facilities used to store and distribute them. With the overhead costs of insurance and utilities, as well as administrative fees from auditors and the like continuing to rise, the Club is determined to be extremely prudent in managing all expenses.

While New Zealand based Members have the opportunity to join in with activities, our monthly Newsletter keeps everyone world-wide up to date. Stories of restorations and technical achievements from the innovative are both interesting

and motivating. Our goal of preserving this model for the enjoyment of our Members is continuing, with a very strong membership base of over 250 currently. With the advantages of internet connections around the world, our Newsletter is despatched to everyone on the same day which is an equitable way of sharing purchasing opportunities when Members use it to offer cars for sale.

In 2024 the Club will be 50 years old and continues to grow strongly. New members are very welcome and overseas purchases using PayPal make it very easy to be part of our successful Club. Our website is a very good place to start your journey to becoming a member and we look forward to hearing from you!

[www.morris8.nz](http://www.morris8.nz)