

*The*



*Rag*

**Volume 29 Number 3 December 2024**



## YOUR CLUB

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### Disclaimer

The views and opinions expressed in this journal are purely personal ones of the authors and not necessarily the official views of the Morris Owners Club (South Island).

**Front Cover –**

**Morris Minor Commercials display VCC Swap Meet**

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## President's Report December 2024

Greetings Members,

I am happy to be writing this after another successful 12 months in the life of our club. I am particularly pleased to see several new members this year and welcome their participation/involvement throughout the year. There have, however, been a few challenges due to illness or injuries that, thanks to the dedication of your committee, have been overcome. Our incoming editor was unfortunately injured and unable to continue with the role. I would like to thank Sue for stepping in as temporary editor, getting information out to you with newsletters and a double issue of the Rag magazine prior to this one. Would also like to wish Angela the very best in her recovery.

The BLMC Run hit a pothole at the organization stage, with regular organiser Tony and his wife Ngaire unfortunately suffering injuries. It was to involve multiple clubs and on this occasion, it was Club Secretary Gordon who stepped up to help and made it the success that it was. Assisted of course, by wife Marilyn and the team. I was happy to see Tony and Ngaire in good spirits at the Christmas lunch.

Thanks too, to long time club and committee member Jan and club treasurer, Mike for the Christmas lunch function. As always, it was very well organised at a great venue with great food and of course, great company. We all came away with gifts and full bellies!

Brett and Tania have been kept busy, ensuring that the club calendar is always full. Arranging and overseeing events which included the popular movie night held last winter at Ferrymead Heritage Park. It was the second time this event had taken place, a great evening that was very much enjoyed by everyone who attended. Thanks to team Bailey for that one. Our parts shed team have had a good year too, with several open days and working bees. They have made noticeable progress in tidying, sorting and identifying parts, and even made a few dollars in donations for donor parts. Well done and thanks to all involved.

Our committee deserves our thanks for their considerable effort keeping us on track with new events and activities being run fluidly throughout the year. They make it look easy but there is a lot going on in the background that is not widely known so, on behalf of all of us I would like to let them

know that their efforts are appreciated, thanks to the team.

Remember that committee members are really quite approachable, so if you have any ideas or concerns about anything MOCSI, please feel free to get in touch with any of us.

Finally, here's wishing you all happy and safe holidays and I look forward to seeing you all next year.

Cheers

Paul

***"The Doctor accused me of being addicted to brake fluid, I said that's rubbish, I can stop at any time...."***

***"The biggest irony is being hit by a Dodge"***

***"Someone complimented me on my driving the other day. They left me a note on the windscreen, PARKING FINE!"***

***"98% of Jeeps are still on the road today. The other 2% made it home"***

## **Club Captains Report**

As I'm writing this it's 25 November, so we are really on the countdown to Christmas now and a busy time. The MOCSI Christmas lunch was another great success with thanks to Jan and Michael's hard work with the support of the committee. Jan works behind the scenes during the year finding a suitable venue, menu and collecting presents.

Tania and I have further Christmas events this weekend with work and the Rock n Roll club.

The VCC Swap Meet saw the committee put a lot of effort into organising the club site. Tania contacted owners whose cars we had selected for the commercial vehicle themed Saturday. A good variety also attended the Friday, but the predicted bad weather showed up on Sunday and it was a washout. Tania took Daisy our Morrie out on Friday, but she developed a bout of gastro on the way home as the old SU fuel pump has been playing up over recent months and my attempted repairs were short lived and unsuccessful, so I ordered a new electronic pump. I may recondition the old pump at some stage.

Labour Weekend saw a small group of members meet at Woodend for an informal drive up to the Better Half Cafe and Bar at Leithfield for the monthly classic car meet. We took the Holden as Daisy was still off the road. Paul already had his Marina van there when we arrived. A band was playing, and we sat in the sun enjoying the coffee and muffins. The theme was classic Japanese, and these were on display in the front paddock. The local Menz Shed had a gold coin entry. This is a nice casual event and close for us to attend.

We also went to the Kustom Breakfast on several occasions particularly Ladies Day, Father's Day and the recent Zephyr Zodiac and Consul Day to honour the recent passing of a Zephyr club stalwart. Father's Day was busy as we also attended Rock n Wheels at Amberley and then the Canterbury rugby game at Rangiora.

The BLMC run was well supported and Gordon and Marilyn put a lot of work into it. We drove straight to the finish at Cust where we were treated to a huge display of beer memorabilia, trucks and old buildings. The saloon bar was very well done.

The VCC daffodil day run was huge with hundreds of cars converging on Cutler Park from the various start points around the city. These events are a good opportunity to scout for new members. Some of the MOCSI team seem to do very well at the daffodil day raffle each year.

We also took our Holden to the All Oz Day the week after the Swap Meet. There is always a good variety of Holdens, Valiants, Fords, Leyland P76 and even an Aussie assembled Mini there this year.

I have a few weeks off over Christmas and although I do a fair bit of driving during the year, this year we have decided to do a loop around the lower South Island in our caravan and then take it back to Queenstown for a summer outdoor concert. I should still get a bit of time to potter around with our cars though.

The annual run to Little River is planned for New Years Day although we will be out of town. We will have a picnic run sorted for late January and the runs in February and March. Keep an eye out for dates.

There is no shortage of events each weekend and plenty coming up including Hanmer, Rock n Hop Timaru, Holden Nationals and the usual Kustoms, Better Half, Thirsty Acres.

Best wishes for a safe and happy holiday season.

Brett and Tania

### (Better Half Run)



## **BLMC RUN 2024**

Having changed the oil and filter and completed some other routine maintenance on my Austin/Morris 400 van (Marina) the previous day, I drove out of the shed and parked on the driveway to do some last-minute polishing, tyre shine, glass cleaning etc. Looking spic and span in the morning sunshine I set off confidently down the road to meet up with the run. I made it no more than 150 yards before the engine stopped. Being a service vehicle, I felt equipped to deal with it and be on my way. I placed a safety triangle sign at the rear of the vehicle, took out my toolbox and lifted the bonnet. I diagnosed quite quickly that the electric fuel pump was not working and set about checking wires and fuses etc. All appeared to be in order and further investigation led to the pump itself being at fault. My “service” vehicle was not equipped with that particular spare part, so I walked back home. I picked up my ute and Dawn, who having just arisen, I asked nicely to get dressed to come and tow me home. I found out later that this was Dawn’s first experience towing. So that’s off the bucket list now, I guess?

Determined not to miss the event I decided to take my Camaro. Which is about as far from BLMC as you can get but hey, no-one seemed to mind. A decision I was glad I made as there were 47 vehicles in attendance, representing Morris, Austin, Wolseley, Riley, Mini and teaming up too with the Jowett club for their 60th anniversary. Apologies if I missed any marques/clubs.

The early part of the run (that I missed) kicked off from the Jowett club HQ at McLeans Island. It has been reported to me that this was a nice and pretty informal start to the run. Once on the road, participants followed the directions prepared by our team and headed out to the rural North Canterbury town of Cust.

We visited a private collection of trucks and other really cool “stuff” belonging to our hosts Stu Reed and partner Annie. We parked either side of the long driveway before being welcomed by Stu to the property. We walked around the back of a large hedge to see a sign pointing to “Shanty Town”, then a short distance around the corner, a courtyard surrounded



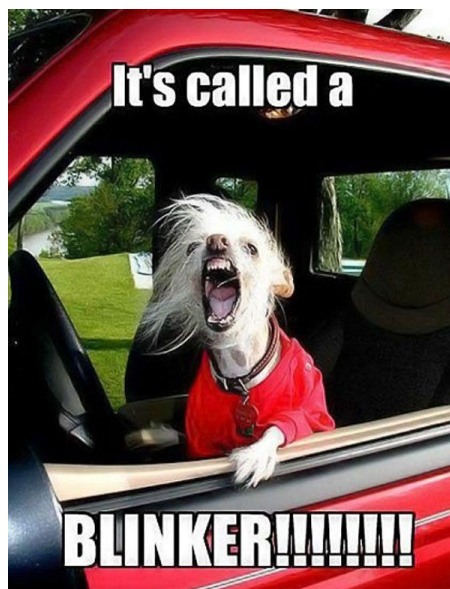
with buildings very much in the style of a Shanty town. To the left, a large shed containing a collection of trucks, Fordson, Austin, Bedford etc. The pride of the fleet though, was obvious by the licence plate “STUSKW” a 1980 Kenworth. Straight ahead was “Annie’s Saloon”. Traditional western style saloon doors led into an amazing entertaining/bar room. Complete with pool table, dart board, a bar and vinyl music collection, Stu told me there had been many a good night spent in there. To the right another large shed, this time containing beer cans. It is the largest collection in New Zealand and one of the largest in the world at 70,000. And although some may look the same, I am assured that they are all different in some way.

Having seen this amazing collection, we sat outside near our vehicles to enjoy our picnic lunches in the sun. After lunch everyone gathered together for prize giving. Gordon announced that all the vehicles had been independently judged in the following categories - “Best Presented BLMC vehicle overall” – Won by Burnard Biddkonbe with a Green 1963 Riley 15, “Best Original BMC Vehicle” – Athol Carr, Black 1950 Morris MS, “Most Impressive BLMC sports car” – Vic Morrison with Red Jowett CDR3, “Best BLMC exhibit (post 1968)” - Jan Fraser orange /black 2015 Mini Cooper Hatch, “Most Potential for”(to be kept as is and used) Owner of Black 1952 Riley was unfortunately not recorded and “Most affordable fun” was won by Barry Eckleton with his white Mini Traveller.





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## Daffodil Day Event – Gordon Taylor (Secretary)

On Sunday 25 August 2024 the nationwide event was planned. Members of the committee decided to participate again but to start at a different location to last year. We have previously started at The Cashmere Club and the next year at Rolleston. So, starting at Southbrook Park in Rangiora was considered suitable. Club members of course can start at any venue they choose.

And so, Rangiora it was. Marilyn and Gordon were in Marilyn's Morris Minor and Brett and Tania were in their Morris Minor. Alan and Sue Banks took the Wolseley estate for the day out. We all enrolled and gathered our run sheets. At the set time we all set off for quite a long drive throughout the Burnside and Swannanoa districts. After about one and a quarter hour we all ended up at The VCC on McLeans Island. The cars were not able to be lined up by our club sign representing the Morris Owners Club as we had not set up a designated area. The committee will attend this next year.

We gathered together and then all moved about the various vehicles, meeting up with other club members and discussing the day. Meanwhile, Marilyn and Sue went about placing membership information on the windscreen of any Morris vehicle there. Each year we have had a good response from this and new members joining the club.

The day ended after the wrapped sausage and onions and pies were eaten, and the music listened to. Even though it was somewhat loud. Raffles were purchased and once again (same as last year) both Marilyn Taylor and Keith Upston won prizes. And so off home. We had enjoyed the outing, given the car a run and won a prize.



## VCC Display Vehicles Report 2024

Just a little view of the background administration when putting on a display at VCC Swap Meet. Each vehicle has to be coordinated with the owner, to ensure we meet the setup that the committee has agreed to.

Set up is from 2pm Thursday. Meet at the parts shed to load trailers and then erect tent on site. Organise the workers with times etc. The equipment needs to be loaded on the trailer at the parts shed.

Friday

Marilyn's Brown Morris 1000. Banks Green Marina. Alexandre's Blue Morris 1000

Dick Van Houten's Green Morris 12. Keith Upston's Morris 1100.

Saturday:

Paul Jones White Morris marina Van. Graham Lawson, Green and white MO.

Marilyn's Brown Morris 1000. Matterson's Green Morris Minor ute

Dave Yates cream Morris 10 Kitty. Don Bennetts nice Blue Morris A60

Morris Van on back of Morris Commercial 3-ton truck.

Sunday: Need for BEST Display Vehicles!!!

Morris Truck with ute on back. Pauls Marina Van, Graham Green and white MO.

Keith Upston 1100. Matterson's Green Ute. Bailey's Blue Morris Minor 1000 "Daisy".

Ask owners to provide a card for window for each vehicle

Break down personnel. Marilyn & Gordon, Keith Upston, Alan & Sue Banks, Tania & Brett Bailey, Maurie Bone, Paul Jones, Mike & Jan Kelly, Tom Reedy.

PS any overflow vehicles are to be parked in the Main Display area near tractors.

This may give members an idea of the work behind each event of this type. When members let the committee down with late notice of withdrawal, the committee then need to react.

And, with all this hard work, we had a fantastic display!



### Display for the Morris Commercials



## Christmas Lunch

As always Jan and Mike did us proud, another wonderful event, with lots of laughs, awesome gifts and plenty of food.

Forty three members attended at the Cashmere Club. The venue was great, plenty of room and plenty of sunshine!

After the first course of the buffet, Mike started calling numbers and if your number was called you were able to go and choose a gift. A variety of gifts were on offer, from the usual tools and car paraphernalia to beautiful handmade handbags made by Tania from a vinyl record. Very very cute! (Wish I'd got a photo Tania, maybe Mr McSaveney may be able to provide one 😊)

Thank you so much Tania!

There was also a gorgeous jigsaw puzzle of a Morris Minor that a number of people were keen to get their hands on! That went to a very avid jigsaw puzzler, hope we get a photo of it when it is completed.

Dessert was had, and Jan Kelly especially enjoyed it!

Tea and coffee followed with more chatter, before everyone headed home.

Merry Christmas Everyone!









## North Island Trip-Part Two- Gordon and Marilyn Taylor

We know it's a small world! Having written about the glass cabinets full of model fire engines at Len Southward's museum, I later discovered through the internet that there was a photo of a Marmon Herrington fire engine, complete with the same number as the RNZAF one was. Under the photo it advised that the vehicle is currently housed at the Ashburton Museum at Ashburton. So off we went to see if this is true. It was and I got to not only start the engine but to drive it around the airfield close to the hangar.

It is many years since 1968 when I fitted a reconditioned engine to it. For many years I believed it was a far larger engine than the 21 & 24 stud flat head v8's. Now I had the chance to check this out. The engine was a Ford/Lincoln 337 CID flathead. It was often referred to as the Ford 8EQ engine and the Lincoln 8EL, in stock for it produced 145hp and about 265ft/lbs of torque. The engine is easily identified as it has 27 studs.

And so, back onto our trip in the North Island. We departed by 8am to drive over the Saddle Rd to Woodville. We were amazed at the number of wind generators but noted so many were not working. It's not until you get close that you see just how big they are.

Taking highway two on towards Dannevirke and turned off at Waipukurau to see the All-British Museum if it is still operating. Looking at the internet gave a possibility of arranging a time to view. But this this was not possible. Google took us to the location, but it was all cleaned up and behind locked gates and fences. Well, we tried.

We stopped for coffee and a look around at the Tukituki Trail site. It was very interesting to see and read the history of that location. We then moved on to Hastings to a farmers' market, strawberries and apples and plums etc.

Later we checked the Meanee speedway, but nothing was on. Then checked The Faraday Museum of Technology but it was too late in the day. So, find a motel and go to the RSA at Taradale. Great meal and western music. Very relaxing after the drive today.

Road conditions between Hastings and Gisborne were noted to be severe with roadblocks, sets of one lane lights, numerous potholes and slow speed areas. For entertainment and amusement, we decided to count the number of shovels being used by the many road workers standing around machinery being used to shift the small piles of shingle around road repairs. Needless to say, we made good time to Gisborne and settled into a studio at Top Ten accommodation. Here they had a heated swimming pool that was indoors. It made a great night of swimming and relaxing.

Our first booked adventure was to ‘ride the rails’ near Bushmere Rd & SHW2. This ride was most unusual as it was two bikes welded together and apart so that the tyres rode on the railway tracks. The assembly was guided by rollers that kept the bikes “on track”.

They claimed it was a flat ride in both directions. Possibly so, but Marilyn was unable to pedal because her knee would not bend enough for the bicycle pedal rotation. Thus, I would be the one providing the forward motion. We set off maintaining the required 20-meter separation between bikes. We had a bell to ring should we need to stop and a handbrake that Marilyn constantly applied as she thought we might be too close. I had occasion to ask her to release the brake as she was using the brake handle to steady her. She was now riding on a seat that had slipped down out of adjustment, so I told her to place her feet off the pedals shaft and just sit there.

I puffed and blew as we travelled the six Km to the turn around point. The bikes were then turned around we set off again. We had ridden over a river on a rail bridge on the way there and I was so concentrating on the peddling I had failed to notice the size of the drop down to the river. Now, going the other way, I was on the side with no safety railing. My thoughts were now how periling the ride was for Marilyn with no balance from the pedals to support her. I now held on extra tight.

The ride ended after a long and sometimes uphill ride with no help from the passenger.



### **Go! The Taylors!**

***“Five Englishmen in an Audi Quattro arrive at the Italian border. The Italian customs agent stops them and says, “It’s illegal to put 5 people in a Quattro”.***

***“What do you mean it’s illegal? “ask the Englishmen.***

***“Quattro means four,” replies the Italian official.***

***“Quattro is just the name of the automobile,” the Englishmen retort disbelievingly. “Look at the papers: this car is designed to carry 5 persons.”***

***“You can’t pull that one on me,” replies the Italian customs agent.***

***“Quattro means four. You have five people in your car, and you are therefore breaking the law.”***

***The Englishmen reply angrily, “You idiot! Call your supervisor over - I want to speak to someone with more intelligence!”***

***“Sorry,” responds the Italian official, “he can’t come. He’s busy with 2 guys in a Fiat Uno.”***

## **Morris Minor DA8312 Mods and Cons -Installation two** **Erick Akeley**

Another modification the former owner of DA8312 made was to install an electric radiator fan in place of the standard blades mounted on the water pump shaft. I liked this change, as getting the fan blades off the water pump meant less drag on the engine. Unfortunately, however, the thermal switch controlling the fan motor was threaded into the collection tank at the bottom of the radiator, just beside the lower radiator hose fitting, where it was sensing the temperature of the water at the coolest point, rather than at the hottest point as it should. Another problem became apparent one day in Nelson when I was negotiating some flooded streets after a bad rainstorm: the switch became submerged and shorted, disabling the fan entirely. Clearly, something had to be done. Fittings are available for mounting a switch in the top radiator hose, but a better option is a ported thermostat housing cap. These were used in various other British cars with the A series engine, and to my delight Larry at Swift Automotive was able to provide me with one straight off the shelf. In short order I had it in the car with switch in place. As insurance, I then had a manual override switch wired in so I could bypass the thermal switch should the need ever arise again. The manual switch is convenient too as a means of checking fan operation: if I flick the switch and hear the motor whir, I know all is well.

Being a 1957 Minor, DA8312 had the 5.0 imperial gallon fuel tank common to the 950cc Morris. This, I found, was not wholly adequate. New Zealand may be a small country, but in some places petrol stations can be few and far between. More than once I anxiously watched the fuel gauge hover towards empty as kilometre after kilometre passed with not a gas pump in sight! I have since swapped the small tank out for one of the later, 6.0 gal. Type, an upgrade I would recommend to anyone with an earlier car. The difference in capacity isn't huge, but it's comforting all the same when you consider that one imperial gallon will carry you an additional 50 kilometres.

Tyres were also an issue for a while. The 155/80 R14s that were on the car were still in good condition, but I wanted bigger—that is, higher—tyres on the basis that the cruising speed, fuel economy and range would all be marginally improved. I also liked the idea of having an additional 15 or so millimetres of ground clearance. One of my other Morris had 165/80 R14s, but I felt that even in 5th gear the 1275cc engine in DA8312 could handle 175s. In shopping around, however, I found that modern trends towards large wheels and low sidewalls have rendered high-profile passenger car tyres hard to come by. Other than a few very expensive specialty brands out of Europe, all I could come up with were barely warrantable second-hand taxi tyres imported from Japan. High-profile commercial tyres (for vans, lorries, etc.) are available, but with eight plies they're more heavy duty than I wanted. Then one day the attendant at the shop where I was having a puncture repaired said they not only could supply me with new 175/80 R14 passenger tyres but that they could do so at a discount, as they happened to be on sale. I thought he must have been talking about commercial 8-ply, but no, he said, they were definitely 4-ply passenger tyres—Sunfull SF688s, to be exact. Feeling it was my lucky day, I bought a set on the spot and drove home very pleased—so satisfied, in fact, that I bought another set next day for my Morrie Minor 2-door!

As for general tidying up, I had the car resprayed some years back. It was a two-tone blue body / white top when I got it, but I didn't care for the white and so went with a light blue top to compliment the royal blue body. I found it surprisingly difficult to get just the right tone match, and my first effort was disappointing as the top came out a shiny pastel blue like that of a kid's lolly. I tried again, this time with the help of the paint shop stylist, and the result was somewhat better—still not the catching effect I had in my mind's eye but good enough to settle for. On other occasions I've replaced the rubber seals and felt window channel liners in the doors, put in oversized door hinge pins, rust proofed the floor of the passenger compartment, fitted new plywood sheets to the shelf in the boot and added an auxiliary brake light in the rear window.

I've long since lost count of the hours and money spent on DA8312, but no matter. The time was (mostly) passed in the way of an interesting hobby,

and the expense . . . well, I accept it as the cost of education. The car runs about as well as a Morrie Minor pimped on a budget could do, I think. It handles beautifully, keeps up easily with traffic and gets lots of compliments from passers-by. Barring accidents or catastrophic breakdown, it should certainly see out my days as a licenced driver, and I'll take pride in passing it on to another caring enthusiast when I'm finished with it. Should any readers be interested in carrying out on their own cars any of the modifications I've described in this article, they're welcome to get in touch for further information or such advice as I can offer



**Electric radiator fan**



**Thermostat cover with fan  
Switch in place**



**Larger 6.0 imp gal fuel tank**



**VW Beetle Taillight**

## **Marina Parts Car Recovery Part 1 – Paul Jones**

As I am sure some of you are aware, I have a keen interest in the Morris Marina. My first was a pick-up which I restored and owned for 12 years. (It is still around by the way). When sourcing parts for this pick-up I struck up a friendship with Ken, now a club member and our web master. Ken was surprised when I told him I only had 1 Marina. “That’s how it starts” he said knowingly, as I looked around to see his yard full of them. More than 16 years later and I have owned more than a dozen Marinas (I’ve lost count) and Ken, and I are still friends.

I have owned and run a pickup, saloon, two estates and a van but the one model I have owned 3 of but never had on the road is the coupe. I was fortunate enough to be offered an Australian built coupe as a rolling body earlier this year which I snapped up. Obviously, a project, I now needed to source some parts. Through a conversation over a beer at a gathering of Amberley motorcyclists I was given details of a donor car that may be available in Temuka, South Canterbury. Through a friend of a friend, I made contact with the owner and arranged to go and see the car one Sunday in early November. I viewed the car, which sat in a paddock resembling one of those car graveyards you see on TV in an Arizona or Aussie Outback desert town. I decided that the parts I needed were salvageable so struck a deal with the owner.

An attempt was made on this first trip to get the car out of the paddock, or at least get it closer to the road. However, our efforts were first hampered by an old Morris Oxford parked in front. It was parked facing my newly purchased Marina and it had a tow bar, so the obvious solution was to reverse my ute to the Oxford and put a towing strop between mine and that of the Oxford. As I gently let out my clutch and start pulling away, I could see the Oxford following in the rear-view mirror and I heard laughter coming from my friend Howie, who was helping me. It seems I had succeeded in towing just the back half of the car. Rust had weakened it so much that it just split in two. After moving the two halves of the Oxford to either side of the track we tried to pull the Marina out too. Fortunately, this car remained intact (just) but was locked up solid. We decided that time was short, and I would return at a later date to collect the car.





## **30th Morris Minor Convention to be held in South Island in 2025!**

As a pair of keen Morris Minor addicts, my husband and I have been travelling to the North Island and even to Australia to celebrate these fabulous wee cars and have created some beautiful memories in the process!

My 1959 Morris 1000 called Audrey was the first to travel to the North Island for the convention that was held in Rotorua in 2019. We had never been to a convention before, and it taught us a lot about the process. Now, with a few more Morris Minor Conventions under our belt, we are lending a hand with the next convention! It happens to be the 30th National Morris Minor convention and is being held in April 2025!

It is so exciting that it is being held in the South Island for a change! Although we both thoroughly enjoy the ferry crossings (thankfully we both have pretty good sea legs) it will be nice to be able to travel to the convention venue in one day for a change! We are also planning to bring two cars which is another new experience for us!

Timaru is a lovely place to visit, and we will be taking our discs along in hopes of tossing them around at the disc golf course (another one of our many hobbies) and will find time for a few nice walks before or after the convention as I've noticed there are several of those which will be fun!

There is a Raptor experience for anyone interested but I'm hoping to see some little blue penguins, that really would be a treat!

The spectacular scenery in the area will make for some beautiful convention photos I'm sure and let's not forget Caroline Bay with all it has to offer!

If you are keen to attend and join us on this wee adventure, please contact myself or the South Canterbury Morris Minor Club (SCMMC) president Joanne Gillespie on the information below.

Also, for those who enjoy sharing photos and information via Facebook, please check out our Facebook page which has been especially set up so attendees can share photos and stories on their trips down, ask questions,

make suggestions and maybe network so they can travel in convoy at various points along the way. It will also be a good source of information on what to expect over the weekend and a bit of local knowledge about the area, eateries, accommodation etc. Look for it on Facebook under the name “30th NZ National Morris Minor Convention 2025”.

Really looking forward to it and seeing all the colourful Morrisies cruising around Timaru at Easter!

The 30th National Morris Minor Convention

Phar Lap Raceway Timaru

18th to 20th April 2025 Contact: Joanne Gillespie 0274532818  
sc.morrisminorclub@gmail.com

Or Anita van der Velden 0210461590 beeandneat@gmail.com



**The 30th NZ National  
MORRIS MINOR  
CONVENTION**

**APRIL 18 – 20 2025**

**• TIMARU •**

For more information  
Text: 021 046 1590 or  
Email: sc.morrisminorclub  
@gmail.com

## **MOC(SI) PARTS SHED**

If you need any parts for your favourite Morris, please call any of the following members to discuss your needs. We also have a library.

Keith Upston	(03) 323 9266
Dave Pringle (Librarian)	(03) 385 7842
Alan Banks	0278 333580
Gordon Taylor	(03)342 7598

## **NEW MEMBERS**

Welcome to our new members, we hope you enjoy being part of the club.

Athol Carr  
Brett McKenzie  
Raman Johal  
Chris and Nicola Peacock

***What was a more useful invention than the first telephone?  
The second.***

## **KUSTOMS BREAKFAST – MCLEANS ISLAND – HELD EVERY MONTH**

This gathering takes place on the first Sunday of every month rain or shine. There are regularly in excess of 400 vehicles at these events. Each month there is a feature vehicle nominated by the club. Previous feature cars include Mustangs, Camaros, Tri-5 Chevys, Pick-ups and Mopars. But it is not all about big American V8s. All classic cars are very welcome. A feast for the tummy & the eyes (to see the various cars on display.)

## **GENERAL MATTERS**

### **Other Club Mags and Newsletters**

As a number of other clubs' magazines and newsletters are sent through to us electronically, we are happy to send these on to you should you be interested. Please let me know (Sue) and I will add you to the list!

#### ***Morris Club Badges***

Cloth Badges - \$6.00 each or 2 for \$10.00

Window Stickers - 50c each

Available from Mike Kelly



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Thank you to Daryn Wright for the donation of oil and filter for our Silver Dollar Run

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**Chris & Sandra**

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Siri says:  
"In 400 feet stop  
and let me out."**





### **CLUB MAGAZINES**

These are received from the following Clubs & if you would like to read any of them, please contact Paul Jones.

*Morris 8 Tourer Club of NZ*

*Morris Register of New Zealand Auckland Branch*

*Morris Enthusiasts Car Club of NZ Inc – Nuff Said*

*The Wolseley Car Club NZ Inc – The Wolseley Word*

*The Canterbury Morris Minor Club Inc – Minor Moment*

*The 6/80 & MO Club*

The Journal of the Morris Owners Club (South Island)



