THE MORRIS TWENTY-FIVE TOURER

Coachwork. Black or Brown cellulose with brown leather upholstery.

Interior Woodwork. Burr walnut.

Additional Equipment. Hood, hood bag, detachable sidescreens, external driving mirror, luggage grid, Autovac, six detachable Magna type wire wheels, six Dunlop cord tyres, twin foglamps.

TOURER .. **£385**

Morris Twentyfive ... *a modestly priced luxury six for all occasions ....*

Here is the biggest of the Morris range—an imposing car that is a credit to British design and workmanship. It is evident when one examines this car that cost was a secondary consideration with its designers. Every detail is of the very best. It would be hard, however much you were prepared to pay, to find a car more lavishly equipped. And it would be well-nigh impossible to discover an engine that delivered so much power with so little exertion and so little fuss. Fitted with Bendix automatic clutch control and a controllable free wheel, this car can be driven at all times by simple actuation of a single pedal—the accelerator—and gear changing is more simple than anything you have imagined. The Morris Twenty-five is a car for those who count quality the only real virtue, and who need a car suitable for every possible occasion.

GENERAL EQUIPMENT. Triplex glass throughout ; finger-tip controls for ignition, slow-running, dynamo, lamps and horn ; automatic radiator shutters ; direction indicators with automatic release switch ; Lockheed hydraulic brakes ; adjustable windscreen ; pile carpets ; pedal rubbers ; organ type accelerator pedal ; gearbox draught excluders ; pedal draught excluders ; speedometer with trip ; oil gauge ; dash-reading electric petrol gauge ; two-bladed electric windscreen wiper ; licence holder ; pressure chassis lubricating pump ; calorimeter and wings ; bumpers front and rear ; high frequency electric horn ; electric lighting and automatic starting ; free wheel with locking control ; automatic clutch with control ; foglamp ; stop, tail and reverse lamp ; battery master switch ; Luvax hydraulic shock absorbers ; Lucas Biflex headlamps with dip and switch mechanism ; sidelamps ; scuttle side ventilators ; door pockets ; spare wheel carrier ; metal spare wheel cover ; jack ; tyre pump ; kit of tools ; spare tin of oil.

www.morrisarchive.co.uk

THE MORRIS TWENTY-FIVE

General. The design consists of a six-cylinder water-cooled engine built in unit construction with a totally-enclosed single-plate clutch with cork inserts and a synchromesh four-speed gearbox with free wheel. This power unit is mounted in a frame of deep section with a generous stiffening member of "X" formation. Long semi-elliptic springs, effectively controlled by double-acting hydraulic shock absorbers, carry the front and rear axles, which possess a track of 4 ft. 8 in. (1.422 m.) and a wheelbase of 10 ft. 0 in. (3.048 m.).

Engine. The six-cylinder engine has a bore of 82 mm. (3.28 in.), a stroke of 110 mm. (4.3 in.), and a cubic capacity of 3486 c.c. (212.7 cu. in.) with a Treasury rating of 25 h.p. and a tax of £25 (1935 Tax £18 15s.). The cylinders are cast in one with the skirt of the crankcase, which is extended well below the crankshaft centre and liberally reinforced with internal webs, producing a deep girder structure of tremendous strength. The crankshaft is of the four-bearing type, with bearings of the largest possible dimensions. The crankshaft is balanced both statically and dynamically to very fine limits, and is fitted with a torsion vibration damper. The steel connecting rods and four-ring aluminium pistons are individually balanced, and the complete assemblies of rods and pistons are equalised in weight to within .2 oz. (best aero engine practice). Side-by-side valves are fitted and operate in conjunction with a detachable head of advanced design. The valves are operated by a camshaft of large diameter, driven by a duplex roller chain from the crankshaft, which also serves to drive the dynamo.

The tappet guides are mounted in three units which can be removed completely. The induction pipe and exhaust manifold are cast integral, and provided with adequate hot spots. An important feature of the induction system is the combined air cleaner and preheating cover, which also collects and consumes all fumes discharged from the crankcase breathers.

The Synchromesh Gearbox and Free Wheel. The easy-change four-speed gearbox is provided with synchromesh mechanism with interceptor for the engagement of top and third gears, which are of the constant mesh silent type. Gear selection is by centrally disposed lever. Gear changing is rendered a completely simple operation by the addition of a free wheel device which can be locked when desired.

The Automatic Clutch Control. Bendix automatic clutch control is provided. The car can therefore be driven entirely by simple actuation of the accelerator pedal and gear lever without manual clutch operation. The automatic clutch control is brought into operation by a conveniently placed control.

Lubrication. A spur gear pump mounted on the side of the crankcase and driven from the camshaft by a diagonal shaft supplies oil for a full forced feed oiling circuit. The oil passes through a large and efficient filter covering the greater part of the sump before entering into circulation. Chassis lubrication is by Enots high-pressure oilgun and accessible nipples.

Cooling System. A centrifugal pump driven from the rear of the fan spindle circulates the cooling water. It is passed from the cylinder head through three carefully positioned ports which ensure even temperature distribution. The water is maintained at the most effective temperature by automatically operated radiator shutters, and the radiator is fan assisted.

Electrical Equipment. The distributor for the ignition is driven from the upper end of the diagonal oil pump drive and is positioned where it is easily accessible. It is provided with automatic advance control. The dynamo is readily detachable without disturbing the timing chain. The starter motor is of the sliding pinion type. It is automatically operated by a Lucas Startix switch. Full five-lamp equipment is provided, including dipping headlights, sidelights, stop and reverse light. All lighting and dynamo switches, together with the ignition and slow-running adjustment for the throttle, and horn push, are mounted in the centre of the steering wheel. Included is an electric windscreen wiper with twin blades and concealed traffic indicators with automatic release switch. A battery master switch is provided near the driver's seat.

Carburation. An S.U. carburetter, with control over mixture strength operated from the steering column, supplies the working mixture.

Petrol Tank. The petrol tank is mounted at the rear of the chassis and has a capacity of 17 gallons (77 litres). Its contents are indicated to the driver by an electrically-operated dial gauge on the instrument panel. The petrol feed to the carburetter is provided by Autovac.

Transmission. A clutch of the single-plate type having cork inserts in the driven plate, automatically fed with oil from the crankcase, ensures smoothness of action and requires the minimum of attention. A balanced tubular Spicer propeller shaft with Spicer universal joints at each end transmits the drive to the silent spiral bevel final drive gears and differential in the rear axle. The axle shafts are of the three-quarter floating type.

Four-wheel Brakes. Fully-compensated four-wheel brakes of the Lockheed hydraulic type ensure the maximum of braking efficiency. Their certainty and efficiency of action is maintained under all conditions, since lost motion or loss of leverage, due to wear, is entirely eliminated. The hand brake operates on the rear wheels through independent mechanism.

Suspension. The long semi-elliptic springs front and rear are effectively controlled by hydraulic shock absorbers of the double-acting hydraulic type.

Wheels. Six detachable Magna type wire wheels with 6.00—19 Dunlop cord tyres are provided.

Tool Kit. A kit of tools is provided with every car. These are housed in an accessible toolbox.

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GENERAL DATA

	Morris Eight	Morris Ten Four	Morris Ten Six	Morris Twelve Four	Morris Fifteen Six	Morris Oxford Sixteen Six	Morris Oxford Twenty Six	Morris Isis Eighteen Six	Morris Twenty-five
Number of Cylinders	Four	Four	Six	Four	Six	Six	Six	Six	Six
Bore	2.24 in. (57 mm.)	2.5 in. (63.5 mm.)	2.24 in. (57 mm.)	2.73 in. (69.5 mm.)	2.5 in. (63.5 mm.)	2.58 in. (65.5 mm.)	2.87 in. (73 mm.)	2.72 in. (69 mm.)	3.23 in. (82 mm.)
Stroke	3.54 in. (90 mm.)	4.01 in. (102 mm.)	3.54 in. (90 mm.)	4.01 in. (102 mm.)	4.01 in. (102 mm.)	4.01 in. (102 mm.)	4.01 in. (102 mm.)	4.33 in. (110 mm.)	4.33 in. (110 mm.)
Cubic Capacity	56 cu. in. (918 c.c.)	78.84 cu. in. (1292 c.c.)	84.1 cu. in. (1378 c.c.)	94.59 cu. in. (1550 c.c.)	117.27 cu. in. (1938 c.c.)	125.84 cu. in. (2062 c.c.)	156.28 cu. in. (2561 c.c.)	150.61 cu. in. (2468 c.c.)	209.5 cu. in. (3485 c.c.)
Valve Position	Side	Side	Side	Side	Side	Side	Side	Overhead	Side
R.A.C. Rating	8.05	10	12	11.9	15	16	20	17.7	25
Tax	£8 (1935 £6)	£10 (1935 £7 10s.)	£12 (1935 £9)	£12 (1935 £9)	£15 (1935 £11 5s.)	£16 (1935 £12)	£20 (1935 £15)	£18 (1935 £13 10s.)	£25 (1935 £18 15s.)
Number of Gears	Three and Rev.	Four and Rev.	Four and Rev.	Four and Rev.	Four and Rev.	Four and Rev.	Four and Rev.	Four and Rev.	Four and Rev.
Gear Ratios First	17.13	20.88	22.2	20.88	20.88	21.08	21.08	19.6	18.56
Second	9.729	12.32	13.09	12.32	11.9	12.0	12.0	11.17	10.458
Third	5.375	7.986	8.49	7.976	7.75	7.79	7.79	7.252	6.586
Fourth	—	5.22	5.55	5.22	5.22	5.27	5.27	4.9	4.45
Reverse	22.84	26.845	28.54	26.845	26.1	26.35	26.35	24.5	23.85
Clutch	Single dry plate	Single plate (cork inserts)	Single plate (cork inserts)	Single plate (cork inserts)	Single plate (cork inserts)	Single plate (cork inserts)	Single plate (cork inserts)	Single plate (cork inserts)	Single plate (cork inserts)
Steering Gear	Bishop cam	Bishop cam	Bishop cam	Bishop cam	Bishop cam	Bishop cam	Bishop cam	Bishop cam	Bishop cam
Turning Circle	37 ft. (11.28 m.)	38 ft. 1 in. (11.6 m.)	40 ft. 6 in. (12.34 m.)	40 ft. 10 in. (12.45 m.)	42 ft. 0 in. (12.8 m.)	45 ft. 4 in. (13.8 m.)	45 ft. 4 in. (13.8 m.)	49 ft. 3 in. (15 m.)	48 ft. 8 in. (14.8 m.)
Wheel Type	Magna Wire	Magna Wire	Magna Wire	Magna Wire	Magna Wire	Magna Wire	Magna Wire	Magna Wire	Magna Wire
Wheel Size	2.5×17	3.0×18	3.0×18	3×19	3×19	3.25×17	3.25×17	3.25×19	3.75×19
Tyre Size	4.50—17	4.75—18	4.75—18	5.0—19	5.0—19	5.5—17	5.5—17	5.50—19	6.00—19
Wheelbase	7 ft. 6 in. (2.29 m.)	8 ft. 0 in. (2.435 m.)	8 ft. 6 in. (2.59 m.)	8 ft. 6 in. (2.59 m.)	8 ft. 10 in. (2.692 m.)	9 ft. 6 in. (2.896 m.)	9 ft. 6 in. (2.896 m.)	10 ft. 0 in. (3.048 m.)	10 ft. 0 in. (3.048 m.)
Track	3 ft. 9 in. (1.14 m.)	4 ft. 0 in. (1.219 m.)	4 ft. 0 in. (1.219 m.)	4 ft. 0 in. (1.219 m.)	4 ft. 4 in. (1.321 m.)	4 ft. 8 in. (1.422 m.)	4 ft. 8 in. (1.422 m.)	4 ft. 8 in. (1.422 m.)	4 ft. 8 in. (1.422 m.)
F.W.B. Brake Actuation	Hydraulic	Hydraulic	Hydraulic	Hydraulic	Hydraulic	Hydraulic	Hydraulic	Hydraulic	Hydraulic
Hand Brake Actuation	On rear wheels	On rear wheels	On rear wheels	On rear wheels	On rear wheels	On rear wheels	On rear wheels	On rear wheels	On rear wheels
Brake-drum Diameter	8 in. (203 mm.)	10 in. (254 mm.)	10 in. (254 mm.)	10 in. (254 mm.)	10 in. (254 mm.)	12 in. (305 mm.)	12 in. (305 mm.)	14 in. (356 mm.)	14 in. (356 mm.)
Ignition	Coil	Coil	Coil	Coil	Coil	Coil	Coil	Coil	Coil
Final Drive	Spiral Bevel	Spiral Bevel	Spiral Bevel	Spiral Bevel	Spiral Bevel	Spiral Bevel	Spiral Bevel	Spiral Bevel	Spiral Bevel
Front Springs	Half Elliptic	Half Elliptic	Half Elliptic	Half Elliptic	Half Elliptic	Half Elliptic	Half Elliptic	Half Elliptic	Half Elliptic
Rear Springs	Half Elliptic	Half Elliptic	Half Elliptic	Half Elliptic	Half Elliptic	Half Elliptic	Half Elliptic	Half Elliptic	Half Elliptic
Shock Absorbers	Hydraulic	Hydraulic	Hydraulic	Hydraulic	Hydraulic	Hydraulic	Hydraulic	Hydraulic	Hydraulic
Tank Capacity	5½ gallons (25 litres)	6½ gallons (29½ litres)	6½ gallons (29½ litres)	7½ gallons (34 litres)	10 gallons (45 litres)	14 gallons (63½ litres)	14 gallons (63½ litres)	17 gallons (77 litres)	17 gallons (77 litres)
Petrol Feed	S.U. Electric Pump	S.U. Electric Pump	S.U. Electric Pump	S.U. Electric Pump	S.U. Electric Pump	S.U. Electric Pump	S.U. Electric Pump	S.U. Electric Pump	Autovac

a word on the Special Morris Features....

www.MORRISARCHIVES.co.uk

Here are a few examples of Morris *modernity*. From stem to stern, every Morris car is up-to-the-minute in design. No worth-while detail is omitted from Morris specifications. The best safety features . . . the best easy-driving features . . . the best comfort features . . . Morris has them all!

Reinforced Coachbuilt Bodies. All Morris bodies are coachbuilt and reinforced with steel facings, thus combining the best features of the coachbuilder's craft and steel bodywork technique, retaining the advantages of both without their individual disadvantages.

Durable Fabrics. All materials used in the production of Morris cars are tested for quality in special ageing machines to ensure their complete suitability.

Rubber-backed Carpets. All carpets on Morris cars have a rubber layer between the pile and the backing in which each individual fibre is thoroughly embedded. This positively prevents draughts, fraying, and ensures maximum wearing qualities.

Rollsvisor. All Morris closed models except the Eight are fitted with easily controlled anti-glare visors of the roller blind type, which can instantly be adjusted to suit the requirements of the driver.

Rear Blinds with Remote Control. All Morris closed models are fitted with concealed rear blinds with remote control actuated by the driver.

Electric Windscreen Wipers. All Morris cars are equipped with electric windscreen wipers.

Adjustable Windscreens. All Morris closed models are fitted with windscreens opening from the bottom and provided with infinitely variable adjustment.

Cellulose Finish. Only cellulose lacquers of the highest quality are used on Morris cars, and unusual care is employed in their selection and application. The coachwork on Morris cars therefore possesses exceptionally high finish and unquestioned durability.

Sliding Heads. All Morris closed models can be obtained with sliding heads of the easily operated and thoroughly proved Pytchley type.

Chromium Finish. All internal and external bright parts on Morris cars are treated with chromium finish to our own specification, ensuring long life and the minimum of labour in cleaning.

Controlled Semi-elliptic Springs. All Morris cars are fitted with long semi-elliptic springs front and rear, controlled by hydraulic shock absorbers with improved cold weather automatic control.

Sturdy Frames. All Morris cars, with the exception of the Eight, which has a special form of box frame, are provided with particularly deep frames having sturdy cross members of "X" formation.

Safety. Good brakes are an essential for road safety. All Morris cars are equipped with fully compensated Lockheed hydraulic brakes, which not only provide the maximum possible retarding effect, but the lightest actuation, smallest service attention, and longest effective life.

Driving Ease. All Morris cars are fitted with Bishop cam steering, giving delightful steering lightness associated with absolute accuracy of control.

Easy Gear Changing. All Morris cars are fitted with gearboxes having synchromesh mechanism to ensure easy and quiet gear changes. The Morris Sixteen and larger models are provided in addition with a controllable free wheel which further simplifies gear changing.

Automatic Ignition Control. All Morris models are fitted with automatic advance and retard control; that on the Morris Eight and Morris Oxford Sixteen and Twenty is fully automatic, on the remaining models it is semi-automatic.

Right-hand Accelerator Pedals. All 1935 Morris cars, with the exception of the Eighteen and Twenty-five, are fitted with right-hand accelerator pedals.

Direction Indicators. All 1935 Morris cars are fitted with concealed traffic indicators, with the exception of some of the open models which have them fitted to the windscreen pillar. From the Morris Oxford upwards the Trafficators are provided with an automatic cancelling switch.

Safety Battery Master Switch. All Morris models, with the exception of the Morris Eight, are provided with a safety battery master switch which provides an effective method of dealing with electrical fires.

Cushion Drives. All Morris cars are fitted with single-plate clutches having a cushioned hub on the driven plate, thus ensuring perfectly smooth clutch action at all times.

Smoothness. Exceptional care is taken in balancing all the components on Morris engines: this, coupled with their sturdy construction, ensures very smooth running at all speeds with a notable absence of vibration periods.

Power. Advanced design and improved manufacturing methods ensure that all Morris engines develop the highest possible sustained output.

No Fumes. All Morris engines, with the exception of the Eight, are fitted with fume consuming air cleaner heads which burn up all the objectionable fumes usually discharged into the body.

Finger-tip Controls. On all the Morris models the more frequently used controls are conveniently placed on the steering column or steering wheel, where they are readily to hand when required.

Real Leather Upholstery. With the exception of the very cheapest models, all Morris cars have the finest leather upholstery—no split hides are used.

Compensated Voltage Control. All Morris models from the Twelve Four upwards are fitted with compensated voltage control, which automatically regulates the dynamo output to suit the exact requirements of the electrical equipment.

Stabilising Bumpers. All Morris cars from the Ten Six upwards are fitted with front bumpers of the stabilising type which damp out all periodic vibrations arising from road unevenness.

Draughtless Ventilating Windows. The larger saloon models, from the Twelve Four upwards, are fitted with anti-draught ventilating windows to the front doors.

Single-pedal Control with Automatic Clutch Actuation. The Morris Oxford Sixteen and larger models are fitted as standard with Bendix Automatic Clutch Control, which enables these cars to be driven entirely by simple actuation of the accelerator pedal, and which, in conjunction with the free wheel, renders gear changing a ridiculously simple operation.