



# EIGHT TO TWENTY-FIVE



*One of the new Sixes in the picturesque village of Kersey, Suffolk.*

## A review of Morris models for the coming season

**A**S September has followed September, the world of motoring has looked with interest to the Morris productions for the season to come; for the Morris programme has for a number of years served as a mirror of the industry, reflecting all that is best in automobile design for the current year.

### Sound Design

It is interesting to reflect that the Morris concern has never introduced anything freakish, ultra-revolutionary or purely spectacular. Each succeeding year, ever since the 1912 Morris car, which entirely altered the standards set for the British light car, made its debut, Morris models have steadily gone forward, and this year we find a range of cars powered between 8 and 25 h.p. which may be said to make an appeal to almost every member of the community who can afford to motor, that fortunate company of people who numbered one in thirty-five last year and now, happy thought, are nearer one in thirty-two.

Beginning with the Morris Eight we have a car which may truly claim to combine the advantages of a small and a large vehicle in one. We may take it, generally speaking, that the primary reasons why

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a man has a small car are handiness, ease of garage, economy of running and simplicity of control. In all these respects the Morris Eight may justly be said to be a small car. But in addition it seats four tall grown-up persons in comfort, and by comfort we mean sufficient room to render a two hundred miles journey in the day a matter of pleasure for all concerned.

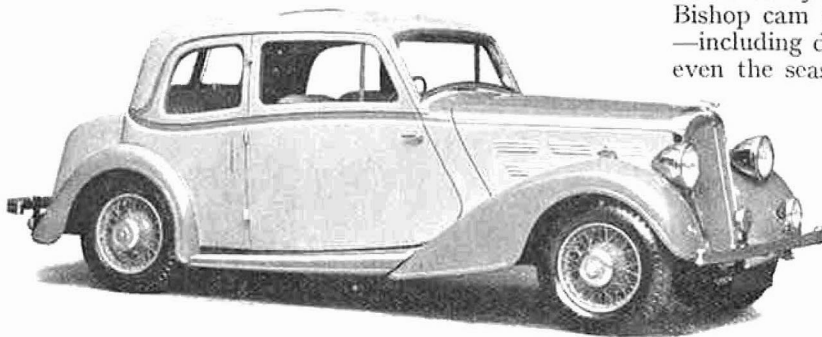
### The Eights

The Morris Eight is offered as a handy two-seater, having exceedingly attractive lines with ample space for luggage behind the front seat and, almost needless to add, really efficient all-weather equipment—which has been a feature of Morris cars these many years—is provided. There is also a good-looking tourer with four bucket seats and, incidentally, rear seats provided with pneumatic cushions, while next in the price scale comes the Eight two-door saloon possessing an extraordinarily pleasing silhouette, and a broad single door rendering access to the rear seats a simple matter when the front bucket seats are tipped forward.

In many instances, of course, this feature is a positive advantage, as in the presence of young children;



*Eight to Twenty-Five—contd.*



The Morris 18 h.p. coupé Series II. Observe how the broad efficient streamlined mudguards blend into the harmonious curves of the bodywork, and the capacious luggage locker at the rear. The 16 h.p. car is precisely the same apart from engine dimensions.

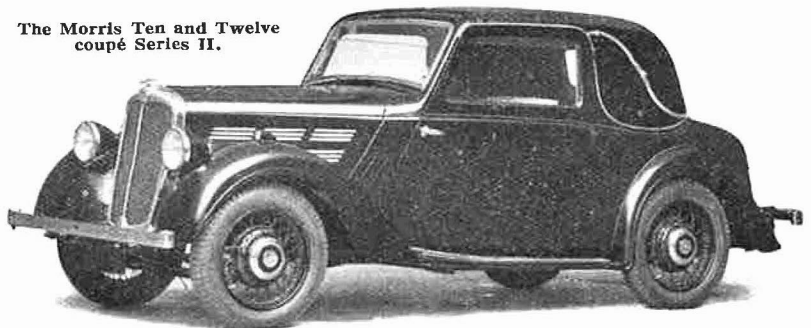
once ensconced in the rear seats they cannot possibly leave the car without the knowledge of the driver and the front seat passenger.

**Four-door Models**

In the four-door saloon the same appealing body line is incorporated with the addition of a second door which, of course, makes access to the back seats still easier.

Both models are available with a sliding head, the latter having an addition to their specification in the matter of bumpers and trafficators. These fittings are, however, ob-

The Morris Ten and Twelve coupé Series II.



In the Ten-Four and Twelve-Four we have a range of cars to satisfy that vast market which can aspire to something a little more expensive than the Eight and who seek still more generous accommodation without wishing to possess a really large car. Just as the Eight utilises every inch of its space for the benefit of the passengers, so does the Ten. And being dimensionally superior this in effect means that the passengers in the Ten-Four and Twelve-Four now have as much elbow and leg room as was afforded in the old type of bodywork of a much larger car a few years ago.

As most people know, its introduction



The 21 h.p. and 25 h.p. saloon, which costs £280, with sliding head.

tainable on the fixed head and open models on payment of another £2 10s.

The specification of the Eights is commendably complete and comprises such things as Triplex glass windscreens, adjustable seats, driving mirror, wind-screen wiper, and in the case of the saloon models remote control for the rear blind, locks for the doors, large cubby holes on the dash, synchromesh gearbox eliminating the possibility of "crashing" gears, long semi-elliptic springs and shock absorbers. The engine has four cylinders, a total cubic capacity of 918 c.c. and falls within the £6 tax. It has the benefit of equipoise suspension, totally eliminating vibration, detachable cylinder head to simplify decarbonising, and generous electrical equipment

Here is the opening quarter-light on the Sixes which materially assists the draughtless ventilation of the interior.

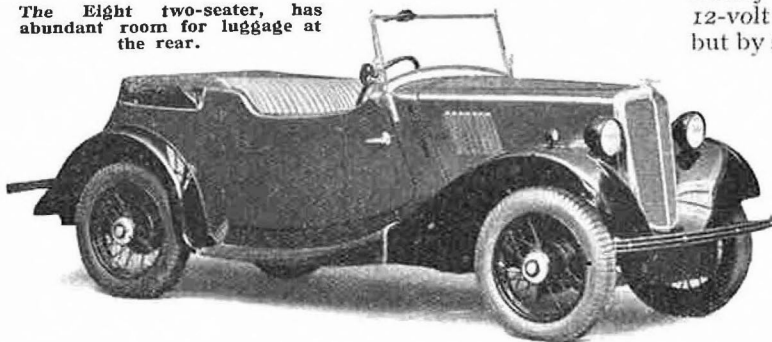


*Eight to Twenty-Five—contd.*

in the Spring created nothing less than a furore in motoring circles, and it is interesting to note that Morris Motors Ltd. are still striving to keep pace with the demand, which transcended even the most optimistic calculations of the factory. The specification embraces almost every refinement the owner can demand, price considerations apart, and includes permanent hydraulic jacks for all four wheels which can be operated together or a pair at a time.

Both the Ten-Four and Twelve-Four have the

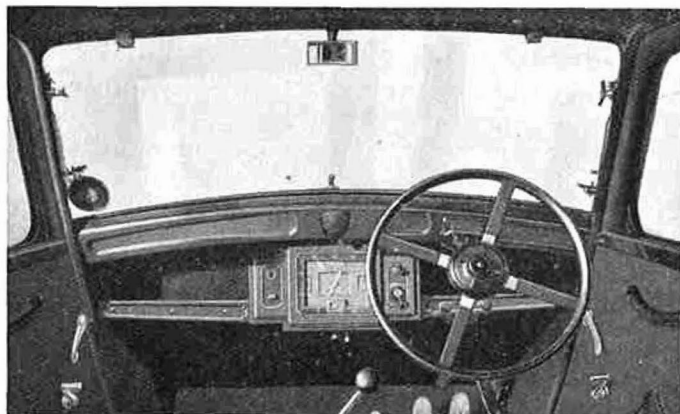
The Eight two-seater, has abundant room for luggage at the rear.



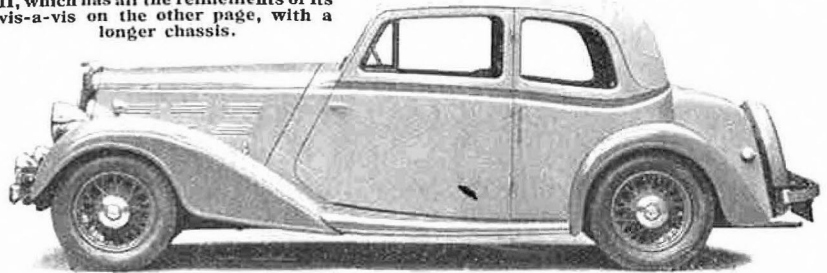
same bodywork and chassis, while the engines are similar except for the matter of cubic capacity. (See panel on page 658.) Care has been taken in the design, as with all current Morris models, to simplify the process of decarbonisation as much as possible, while accessible side-by-side valves are incorporated.

**Clean Atmosphere**

It is interesting to note that an A.C. air cleaner and silencer is standard; it collects fumes from the engine and crankcase and passes them back to the engine, where they serve to lubricate the valve stems and at the same time prevent the possibility of vitiation of the atmosphere inside the car.



The 21 h.p. and 25 h.p. coupé, Series II, which has all the refinements of its vis-a-vis on the other page, with a longer chassis.

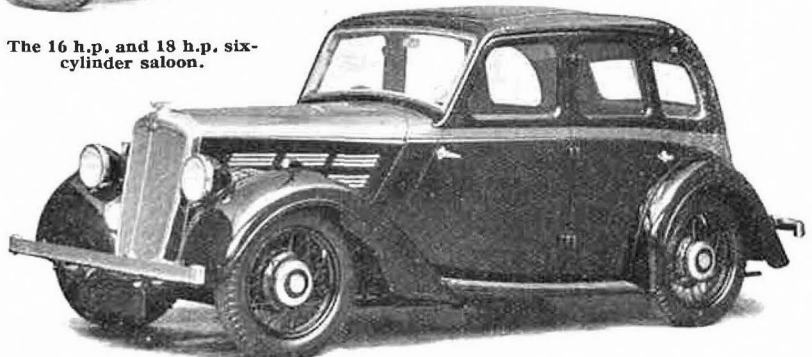


A 12-volt lighting system is incorporated, and a point of interest here is the fitting of two 6-volt batteries in place of the customary 12-volt. It will readily be appreciated that a heavy item such as a 12-volt accumulator tends to weight the car one side, but by splitting the battery into two units and mounting them equidistant from the centre of the car on either side, stability is considerably improved.

**The Instrument Panel**

The instrument panel is particularly interesting and is dominated by a large speedometer of unusually generous dimensions, inside which the rest of the instruments are mounted, including ammeter,

The 16 h.p. and 18 h.p. six-cylinder saloon.



petrol gauge, oil gauge and clock, while switches are handily placed on either side of it with the exception of the horn button and trafficator switch which are still more handily accommodated on the steering column for instant access.

Attention should be drawn to the broad, sloping windscreen which offers extremely good visibility, a matter sometimes overlooked in the design of present-day cars in an effort to provide attractive external lines.

**Coupé Models**

Both Ten and Twelve are available as saloons (sub-divided into fixed head and sliding models) and a special coupé of exquisite line which offers almost as big a body space as the saloon and has the addition of a large luggage container at the rear. It is only fair to mention in the matter of the saloon, however, that abundant

The broad sloping windscreen of the Big Sixes provides extraordinarily good visibility. Note also the interesting instrument panel and spring steering wheel.

*Eight to Twenty-Five—contd.*

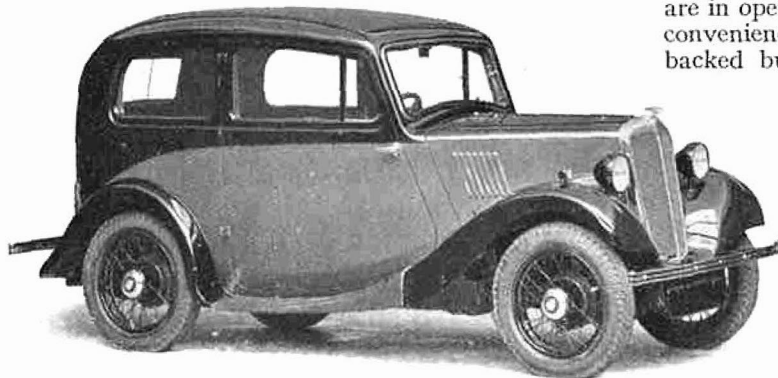
accommodation is allowed for behind the rear seat squabs which are easily lifted up for the purpose, and a luggage grid is available at a very slight extra cost for those who require it.

Everything has been done to insulate driver and passengers from vibration. The long semi-elliptic springs are governed by hydraulic shock absorbers, the upholstery is exceptionally resilient, while the pedals are mounted on the frame instead of on the engine and are thus free from vibration. Furthermore a spring steering wheel is fitted as standard.

We need hardly add that the braking system is the Lockheed hydraulic on all models, which it is interesting to record now has special provision against ingress of water to the brake-drums.

**Big Sixes**

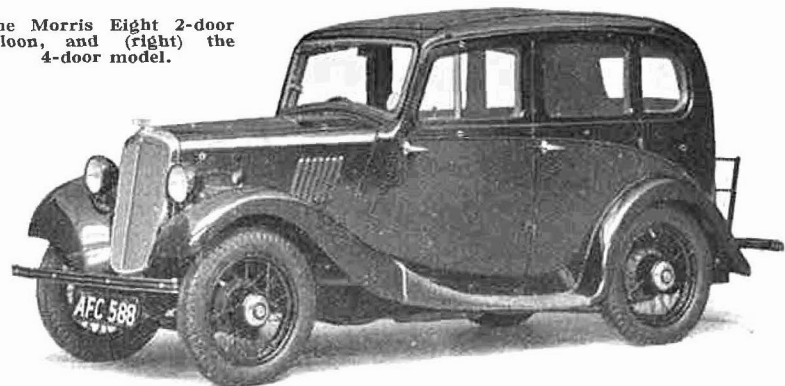
When we come to the larger models we find a group of accredited big cars offering generous seating accommodation for five persons and possessed of a road performance customarily associated only with very costly cars, combined with an expensive specification in which only the best is good enough.



The Morris Eight 2-door saloon, and (right) the 4-door model.

**PRICES**

<b>MORRIS EIGHT</b>	
Two-seater ... ..	£118
Tourer ... ..	£120
2-Door Saloon (fixed head) ...	£120
2-Door Saloon (sliding head) ...	£132 10s.
4-Door Saloon (fixed head) ...	£130
4-Door Saloon (sliding head) ...	£142 10s.
Bumpers and trafficators £2 10s. extra on fixed head and open models.	
<b>MORRIS TEN FOUR</b>	
Saloon (fixed head) ... ..	£172 10s.
Saloon (sliding head) ... ..	£182 10s.
Special Coupé ... ..	£215
<b>MORRIS TWELVE-FOUR</b>	
Saloon (fixed head) ... ..	£177 10s.
Saloon (sliding head) ... ..	£187 10s.
Special Coupé ... ..	£220
Folding luggage grid 30s. extra on all saloons. Spare wheel cover 20s. extra on fixed head saloons.	
<b>THE MORRIS SIXES</b>	
<b>SIXTEEN and EIGHTEEN</b>	
Saloon (fixed head) ... ..	£250
Saloon (sliding head) ... ..	£265
Special Coupé ... ..	£335
<b>TWENTY-ONE and TWENTY-FIVE</b>	
Saloon (fixed head) ... ..	£265
Saloon (sliding head) ... ..	£280
Special Coupé ... ..	£350
Extra for folding luggage grid on fixed head saloons 30s.	



latter being slightly higher in price. The bodywork of both saloons and coupés is definitely comparable to the best English coachwork, while the coupés with their delicate interior finish and walnut woodwork have an air of quiet magnificence which definitely belies their modest price. The power units fall into the £12, £13 10s., £15 15s. and £18 15s. tax class and are all sturdy side-by-side-valve jobs worthy of the Coventry factory which has contributed so much to automobile design.

**ENGINE DIMENSIONS**

<b>MORRIS EIGHT</b>	
Bore	57 mm. x 90 mm.
Cubic capacity	918 c.c.
<b>MORRIS TEN-FOUR</b>	
Bore	63.5 mm. x 102 mm.
Cubic capacity	1292 c.c.
<b>MORRIS TWELVE-FOUR</b>	
Bore	69.5 mm. x 102 mm.
Cubic capacity	1550 c.c.
<b>MORRIS SIXTEEN</b>	
Bore	65.5 mm. x 102 mm.
Cubic capacity	2062 c.c.
<b>MORRIS EIGHTEEN</b>	
Bore	69 mm. x 102 mm.
Cubic capacity	2288 c.c.
<b>MORRIS TWENTY-ONE</b>	
Bore	75 mm. x 110 mm.
Cubic capacity	2916 c.c.
<b>MORRIS TWENTY-FIVE</b>	
Bore	82 mm. x 110 mm.
Cubic capacity	3485 c.c.

They do, indeed, offer to those who could only feel justified in the purchase of a moderate-sized car a de luxe vehicle with all the term has come to imply, yet the 16 and 18 h.p. saloons cost only a modest £250.

These cars, too, embody the hydraulic jacks as in the case of the Ten, Lockheed hydraulic brakes, frame-mounted pedals, a synchromesh gearbox, spring steering wheel and direction indicators having an ingenious green warning light incorporated in the centre of the steering wheel to warn the driver when his signals are in operation, and anti-glare visors are among the conveniences with which the car bristles. The high-backed bucket seats are adjustable and have also adjustable pneumatic back supports, very comforting on a long journey. Ashtrays, foglamps, and foot rests for the rear passengers, in addition to all the many refinements mentioned in the case of the Tens, are included in the carefully-thought-out equipment.

**A Choice of Four**

These Big Sixes are rated at 16, 18, 21 and 25 h.p. and are again sub-divided into saloons and special coupés, the