

# Morris Introduce New "Eight"

ONE of the "surprises" of the Motor Show, and one which was well kept, was the striking new Morris "Eight," described as the Series E. Although an entirely new car, it retains many of the features that made the Series I and Series II "Eights" such well-liked cars. The engine dimensions remain unchanged, but the engine has been improved by the use of a new cylinder head, balanced crankshaft, a modified induction system and tin-coated pistons. It is more flexible than before. There is now a four-speed gearbox with synchromesh engagement for second, third and top gears.

Externally, the car is entirely different from its progenitor, for among other things, the radiator cowl is of new design, there is a slightly-projecting boot at the rear, running boards have been dispensed with, there is a flush-fitting sliding top (on S.H. saloons) and the bumpers are of different style. In every respect the new car looks larger, more airy and more commodious. Actually, the overall dimensions are slightly greater, the rear track is wider and the wheelbase is just an inch shorter, and the height is a similar amount less, than before. It is, however, largely due to the general design that the accommodation has been so much improved.

There is a large, watertight inbuilt luggage boot at the rear, with lid hinging from the top, and this has been provided without

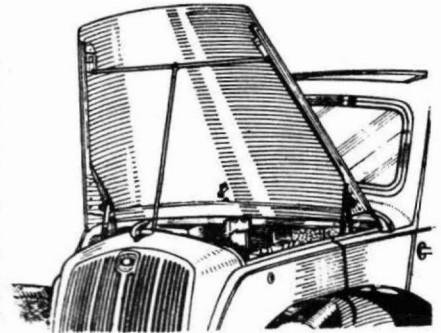
A Large 8 h.p. Car with Inbuilt Luggage Container.  
Comfort, Economy of Running and Good Performance  
are Noteworthy Features

cramping the seating space in the slightest. The car is certainly more comfortable than the previous "Eights," partly due to the use of spring-base tubular-steel-framed front seats and also due to improved body design and absence of foot wells. We refer here to the "feel" of the car when in the showroom, since we have not yet taken the opportunity of carrying out a road test.

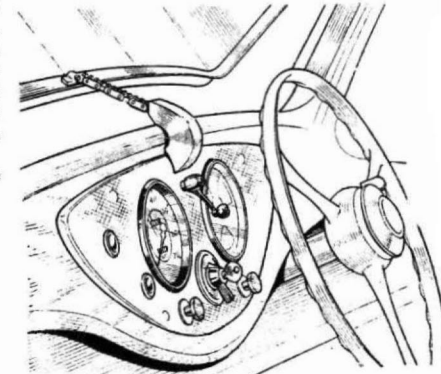
Another interesting feature of the interior is the very attractive indirectly illuminated instrument panel, mounted high so that it is well within the driver's range of vision, and below which there is a full-width parcel shelf. The instruments are of good size and are well placed.

Another refinement is the provision of a self-cancelling direction indicator switch, mounted in the centre of the steering-wheel boss. There is a foot dipper switch as before, and the lights and charging switch has been simplified due to the provision of constant-voltage control of dynamo output. It should also be noted that the positive side of the battery is earthed, in keeping with modern practice.

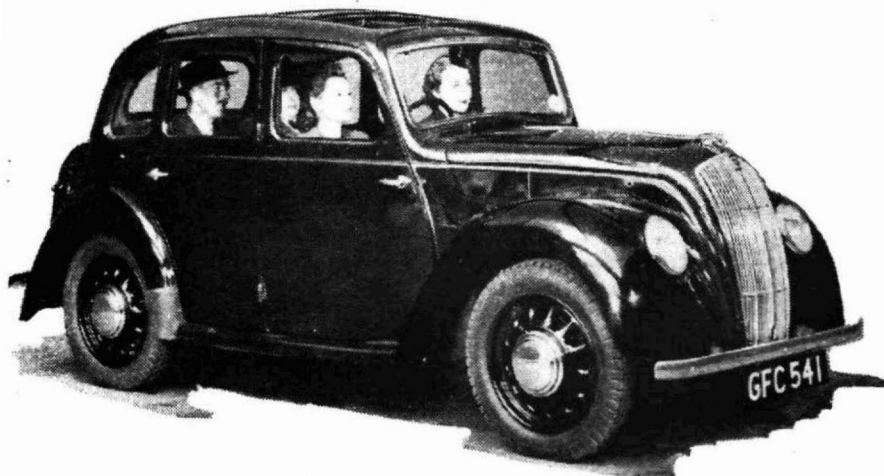
Following are additional details of the principal features:



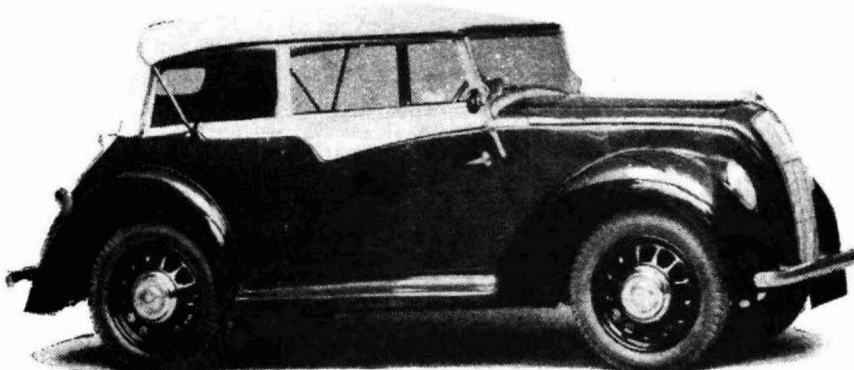
The bonnet "lid" hinges from the rear on specially designed brackets.



There is a smart instrument panel, below which is a full-width parcel shelf.



The smart and roomy four-door saloon.



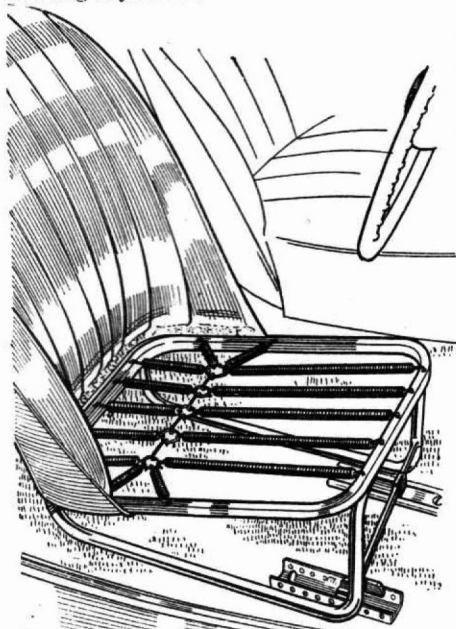
This is the tourer, with hood erected. With hood furled the car has a distinctive, "Sports" appearance.

- FEATURES**
- More room and comfort, and better performance.
  - Large luggage compartment with outside-opening hinged lid.
  - Smoother engine with counterbalanced crankshaft and new cylinder head.
  - Steel-backed main and big-end bearings.
  - Improved and re-designed manifolding system, giving better performance and greater economy.
  - Tin-coated aluminium-alloy pistons.
  - Carburettor air silencer.
  - Six-volt battery with positive earth connection.
  - Large dynamo with compensated voltage control.
  - Headlamps, with pilot bulbs and dip-and-switch control, built into front wings.
  - Self-cancelling direction indicators with steering-wheel control.
  - Windscreens wiper with quiet remote drive.
  - Flush-fitting sliding roof on sliding-head saloon model.
  - Semi-elliptic springing, with piston-type shock absorbers.
  - Four-speed gearbox with synchromesh for second, third and top.
  - Convenient corner jack, hooking on to bumper supports.



**Bodywork**

Special attention has been paid to the problem of rendering the interior, draught, rain and fume proof, as well as ensuring that it is quiet. The roof guttering is carried down in front of the door opening. On the two-door saloon and open models, both front seats are hinged in addition to being adjustable.



Front seats are made on tubular steel frames with spring bases.

First class all-round driving visibility is another important feature which has been given special consideration, the large rear light on the saloons being particularly noteworthy.

On the saloons the windcreens have top hinges and can be opened to a very wide angle by a single central control, while on the open models, the screen can be folded flat over the top of the scuttle. Triplex safety glass is fitted on all models.

**Engine**

Engine dimensions are: bore, 57 mm.; stroke, 90 mm.; capacity, 918 c.c.; Treasury rating, 8.054-h.p.

The side-valve engine is mounted on a chassis of advanced design with double box

section side members of exceptional strength, thus ensuring a very sturdy and durable frame.

The cylinders are cast in one with the skirt of the crankcase, which is reinforced with internal webs to afford great strength and rigidity. The crankshaft is of the counterbalanced type, with three large bearings to ensure freedom from vibration. The connecting rods are of steel with full ring steel backed replaceable white metal bearings. Valves are operated from a three-bearing camshaft which is driven by a silent duplex roller chain.

**Transmission**

Transmission is by Spicer tubular propeller shaft with needle-type universal joints, while the rear axle is of the three-quarter floating type with spiral bevel final reduction gears and differential.

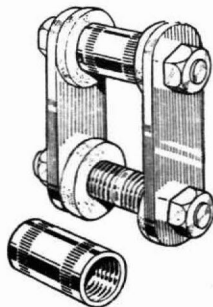
There is a cushion-hub clutch and four-speed synchromesh gearbox.

**Suspension and Steering**

Riding comfort in the new model has been considerably increased, the improvement being directly attributable to the method of suspension which consists of large, semi-elliptic springs, controlled by piston-type hydraulic shock absorbers.

Steering is by Bishop cam-type box, and is light and precise.

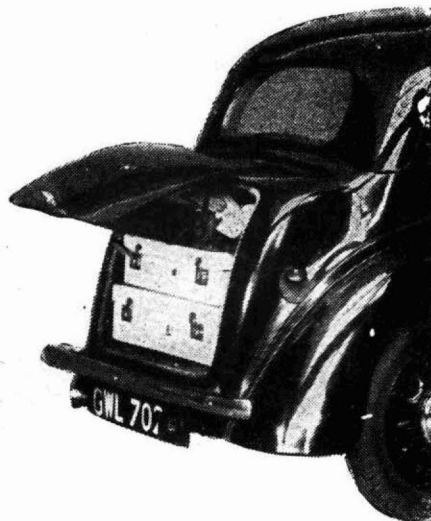
Brakes are Lockheed hydraulic, the foot-brake acting on all wheels and the hand-brake through enclosed cables to the rear wheels only.



Silentbloc bearings are used for the spring anchorages and these have screwed bushes to ensure long life.

**Electrical Equipment**

Special lamp equipment is provided with the side light bulbs incorporated in the headlamps recessed into the front wings. The dip and switch mechanism is operated by a repeater-type foot controlled switch.



A large luggage compartment is provided. It has a capacity of 5½ cu. ft. and houses the spare wheel.

Automatic advance and retard control is provided while the large, belt-driven, compensated voltage control dynamo is of the ventilated type.

The starter switch is hand-operated from the fascia board. An easily-controlled electric windscreen wiper with large motor and silent

**Morris, "Eight", Series E Models and Prices**

Two-seater	... ..	£132 10s.
Tourer	... ..	£135 0s.
Two-door F.H. Saloon	... ..	£128 0s.
Two-door S.H. Saloon	... ..	£139 0s.
Four-door F.H. Saloon	... ..	£130 0s.
Four-door S.H. Saloon	... ..	£149 0s.

Available colours: black, with brown upholstery; blue, with blue upholstery; green, with green upholstery; maroon, with red upholstery.

Sliding-head saloons are upholstered in leather, Karhyde being used for the others.

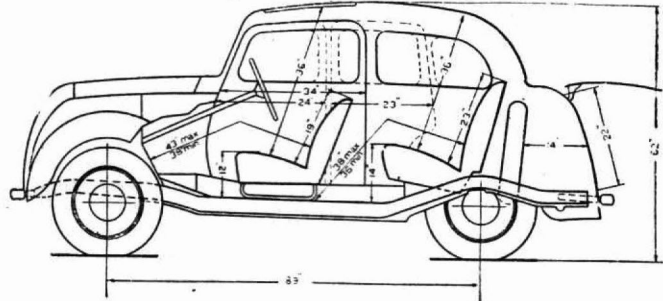
drive is fitted to the saloons, while on the open models, it is mounted at the base of the windscreen. The large 6-volt battery is accessibly mounted under the bonnet beneath the dash bulkhead. An automatically-actuated stop light is part of the equipment.

**Wheels**

Five detachable spoked-disc, easy-clean wheels, with Dunlop 4.50-17 tyres are fitted. The wheels are held in position by six studs with nuts of the reversible type, and are fitted with snap-on hub covers; the spare wheel is easily removed when required, from a weatherproof compartment at the rear.

**Jacking System**

Simplicity of operation is the keynote of the jacking system on the new models. It consists of a special corner jack, adapted to hook under the bumper bar brackets, and is equipped with a screwed shaft which is actuated by the wheel brace. The jack is conveniently kept on the dash when not in use.



(Left) These dimensioned illustrations show the commodious nature of the new Morris "Eight" which is as large as many "tens."

