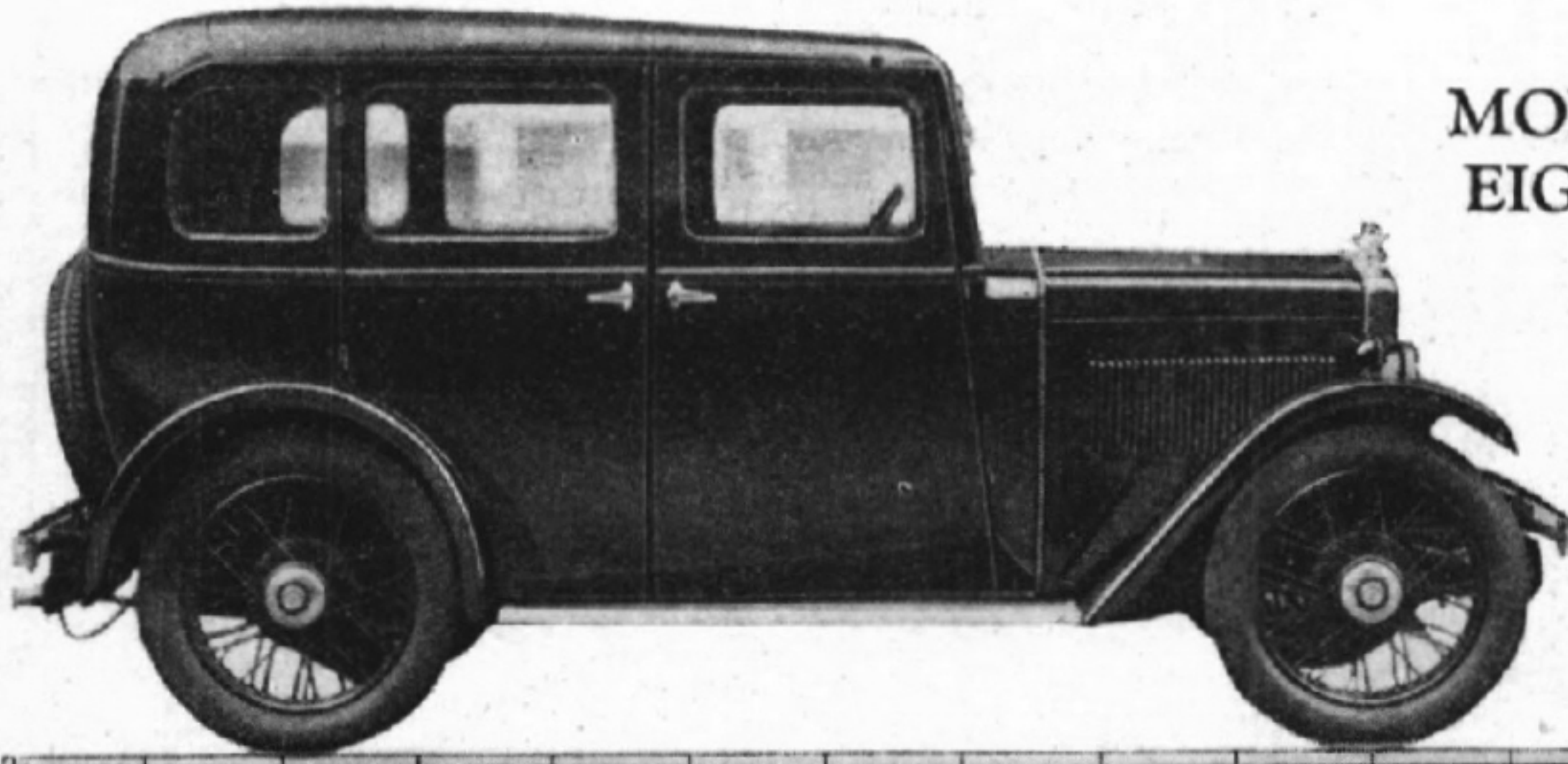


THE AUTOCAR ROAD TESTS



MORRIS FAMILY EIGHT SALOON

No. 706

(Post-War Series)

WHEN it comes to cars costing round about £150 it is possible to attach overmuch importance to figures of performance as such, though these are necessarily emphasised by a test. That is not to excuse the performance of the new Morris Family Eight, but with this type of car it really does not matter at all what the maximum speed happens to be to a mile or so an hour, the point above all being that here is a vehicle capable of taking four people into the country at week-ends, or on business or shopping expeditions, comfortably and pleasantly for very little outlay.

The Morris Eight, which is an innovation for this year, is typical of the present strongly marked tendency to obtain the maximum of seating accommodation with an engine which calls for the minimum of annual tax, and has the smallest possible thirst for petrol consistent with adequate power for its work. On the other hand, this Morris has features of its own, and the overhead-valve engine is distinctly lively despite the quite big body.

Having said that the car gets away smartly from rest or on top gear without need for changing down after it has been slowed by traffic obstructions and so forth, and that it will run without roughness or noise at 35 to 40 m.p.h. for as long as one may wish, there is very little more that need be mentioned about the actual performance.

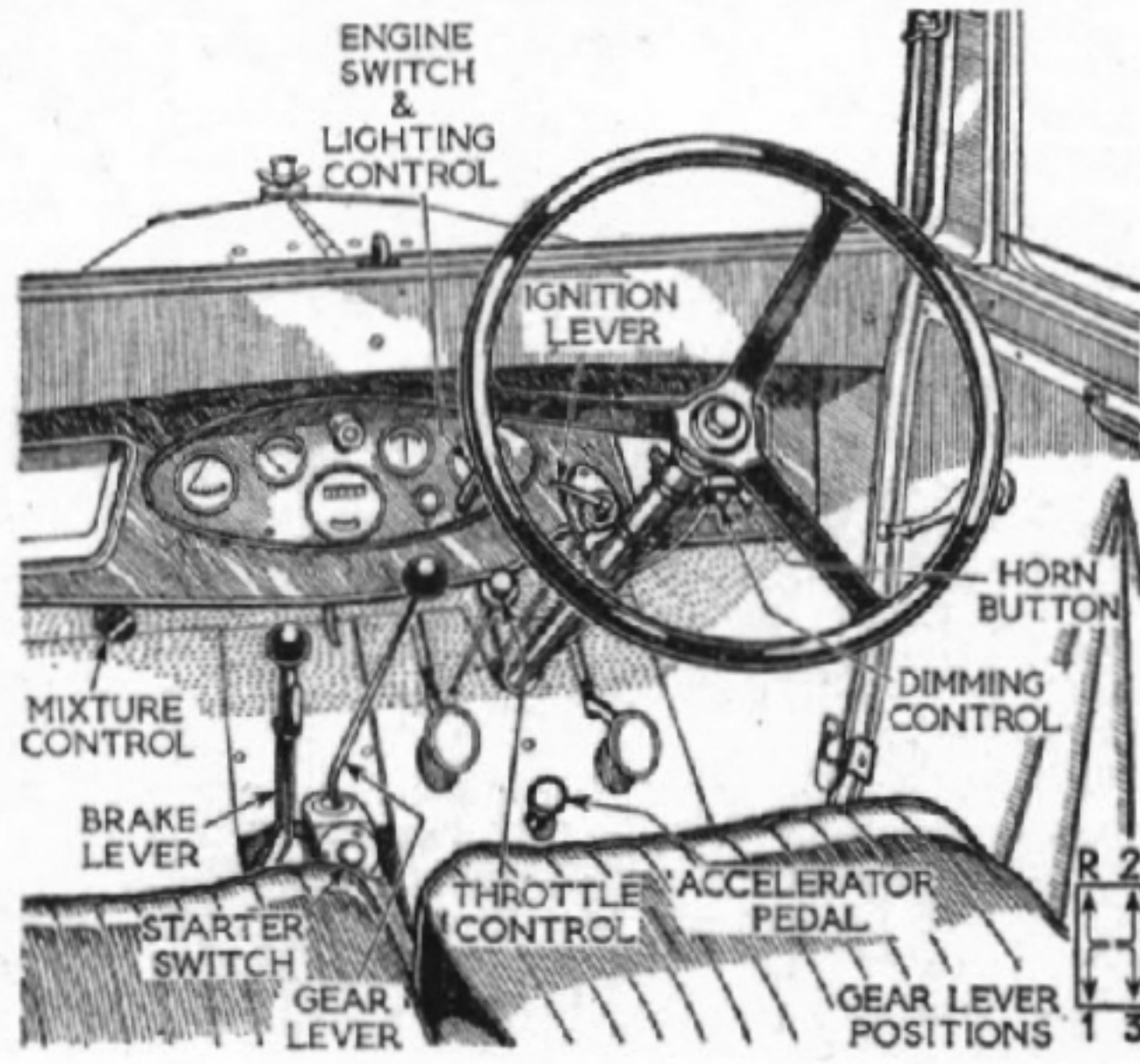
At need the car has an ability to run up to a good maximum, though beyond the cruising speed there is evidence of the engine working comparatively hard on its fairly low top gear ratio. The speedometer read high, recording 60 during the timed test. But the engine is notably willing,

pulls the car well over slopes on top, is smooth also at low speeds, and will come down to 7 m.p.h. on the level and still pull away without snatch. This means that in towns there is an unusually good ability to take sharp corners, or to run slowly, without bothering about gear changing.

Longer, steeper main road hills naturally call for second gear, on which 25 m.p.h. is comfortable, and a reading of 33 can be reached without too much noise. First is sufficiently low an emergency ratio to deal with the type of gradient found when one is on tour and leaves the main roads for the more interesting by-ways, or with the worst type of main road hill, second being fully able to cope with a gradient as steep as 1 in 8.

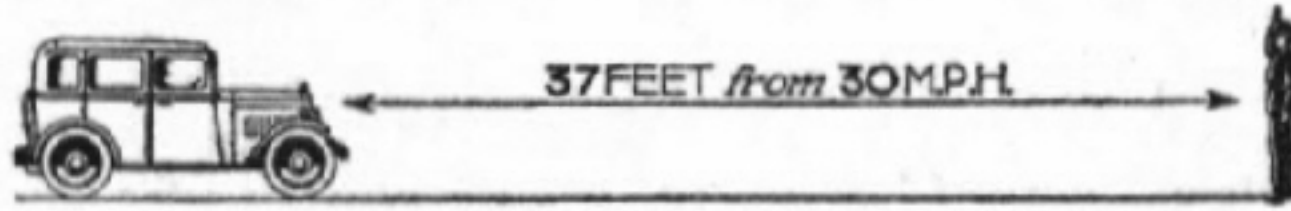
The gear change is not unusually difficult, and the lever is of a convenient length, but there is not much latitude for misjudgment of engine and road speeds when changing. Nothing else in the control of the car presents any difficulty or calls for special skill. The pressure required on the clutch pedal is light; there is no tendency for jerky starts to be made unless one is particularly (Please turn to page 464.)

MORRIS FAMILY EIGHT SALOON



DATA FOR THE DRIVER

8 h.p., four cylinders, 57 x 83 mm. (847 c.c.).
 Tax £8.
 Wheelbase 7ft. 7in., track 3ft. 6in.
 Overall length 11ft. 5in., width 4ft. 5in., height 5ft. 3in.
 Tyres: 4 x 19in. on detachable wire wheels.
 Engine—rear axle Acceleration from Timed speed
 gear ratios. steady 10 to 30 m.p.h. over $\frac{1}{4}$ mile.
 19.97 to 1 —
 10.76 to 1 9 $\frac{1}{2}$ sec.
 5.87 to 1 15 $\frac{1}{2}$ sec. 51.72 m.p.h.
 Turning circle: 37ft. (left), 39ft. 2in. (right).
 Tank capacity 5 gallons, fuel consumption 40 m.p.g.
 6-volt lighting set cuts in at 12 m.p.h., 8 amps. at 30 m.p.h.
 Weight: 15 cwt.
 Price, with four-door saloon body (with sliding roof), £152 10s.



37 FEET from 30 M.P.H.

Chassis described in "The Autocar" of August 28th, 1931.

" THE AUTOCAR " ROAD TESTS—(continued)

MORRIS FAMILY EIGHT SALOON (continued from page 462)

careless in releasing the pedal, and a distinctly commendable feature is that the three pedals are widely spaced apart so that there should be no chance of pressing brake and throttle together, as is sometimes the case with small cars.

Steering is notably light, sufficiently accurate for all one does with a car of this nature, and though the steering wheel itself is on the small side the driving position and the angle of the column are such that there is a sense of good control over the car. The brakes, which are hydraulic, are really powerful, and fully capable of meeting every emergency, possessing the all-important virtue of pulling the car up square in a straight line even when applied hard. The hand lever also, though rather far forward, is efficient, as it operates the rear wheel shoes through cables and will hold the car firmly on a steep gradient.

Of the accommodation and comfort provided there can be nothing but praise. The front seats, which are separate, can be adjusted instantly for position while occupied, and the back rests are at such an angle and of sufficient height to give a comfortable position with proper support.

Quite apart from that, and here really is the point of the car, the back seat is not in any sense of the term a makeshift, but is wide, has a comfortable cushion and back rest, and gives full leg room even for two tall passengers, an arm-rest effect being provided by the wheel arches, over which the body is extended. The leather type uphol-

stery is good, each of the side windows winds up and down and does not slide, the winding action being light. All the glass is Triplex, there is a good sliding roof, the windscreen opens sufficiently for a direct view of the road and has a suction wiper, there is a cubby hole on either side of the neat instrument panel, the instruments including a gauge for the fuel tank, which, it should be noted, is at the back of the chassis. Also, the doors can be locked.

Nothing one could reasonably want for comfort and convenience has been omitted, and the finish is excellent without necessity for making any reservation about the low price of the complete car. The driving mirror, which is fitted centrally above the windscreen inside the car, is effective. On the radiator filler-cap is a thermometer, bumpers are fitted front and back. The head lamps give a fair beam, and the combined dimming switch and horn button projecting from the steering column is convenient. The horn itself is quite powerful.

Beneath the bonnet the engine is neat and compact; components likely to require periodical attention are accessible, as also is the radiator drain tap. The container for the hydraulic brake-operating fluid is just as accessible as it can be, on the face of the dashboard. The engine oil filler is convenient, too, and the oil consumption was very low.

As a whole the car has a pleasing, balanced appearance with no suggestion of unsightly overhang at the back, and the deep chromium-plated radiator is well proportioned.

