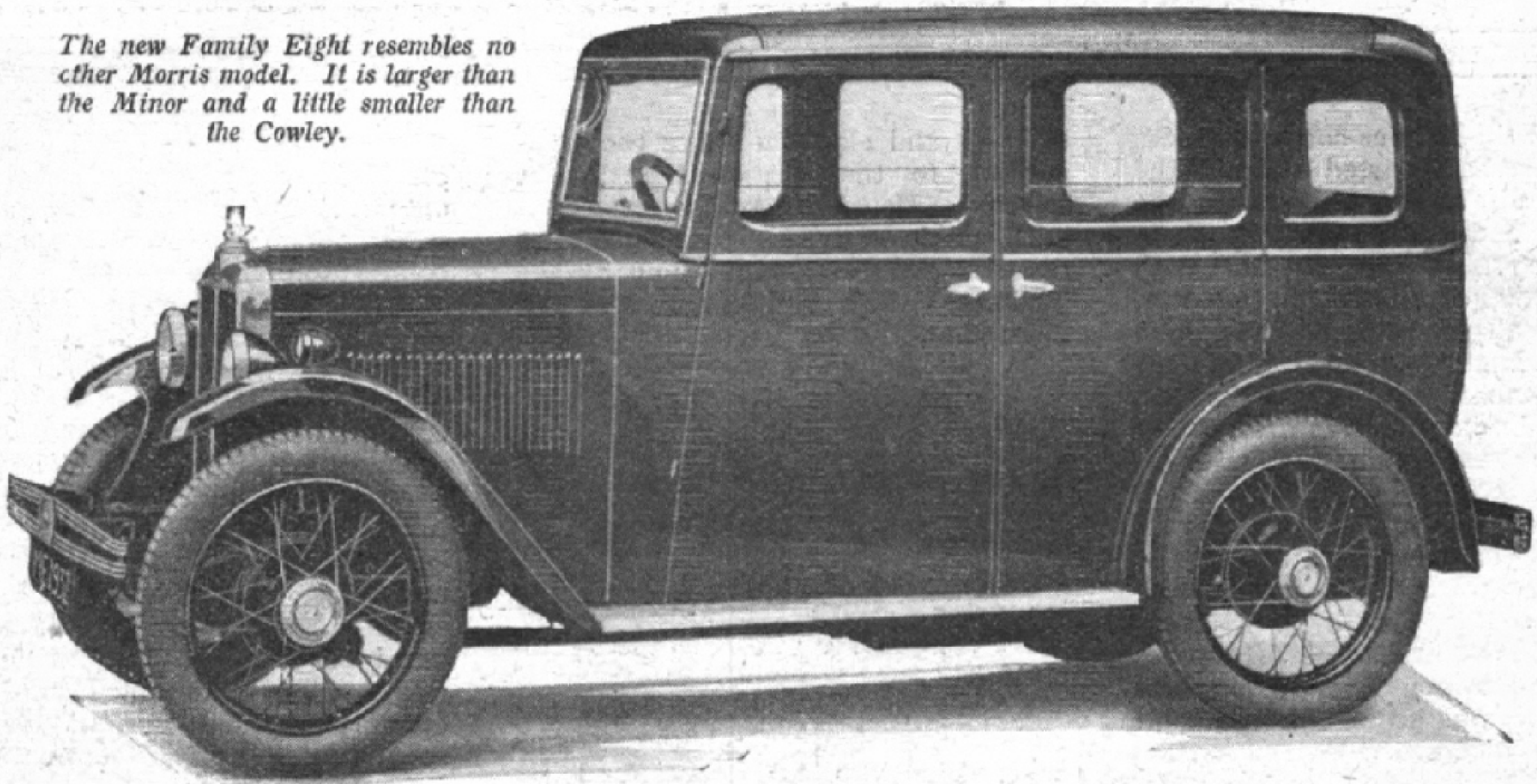


The new Family Eight resembles no other Morris model. It is larger than the Minor and a little smaller than the Cowley.



A NEW MORRIS FAMILY EIGHT

Very Interesting Small Car with a Relatively Long Wheelbase and Large Four-door, Six-light Saloon Body

WHEN any new model issues from the gates of Morris Motors, Ltd., a notable event in the motoring world takes place, because Morris plans are usually so direct in their appeal to public common-sense. To this order of affairs the introduction of the new Morris Family Eight is no exception, and prospective purchasers find themselves offered an attractive economy proposition in the shape of a four-door, four-seater, sliding-roof, six-light saloon, which is propelled by an engine calling only for an £8 tax, and which, therefore, is equally moderate to insure.

In a way, the description of this new car is hampered by the fact that the makers, whilst releasing the first description of it to *The Autocar*, do

not wish to anticipate matters by divulging any actual prices before the announcement of the complete Morris programme for 1932 is broadcast on September 1st. However, in the few days which will elapse between the whetting and the satisfaction of readers' curiosity on the price question, there is an opportunity for interesting speculation.

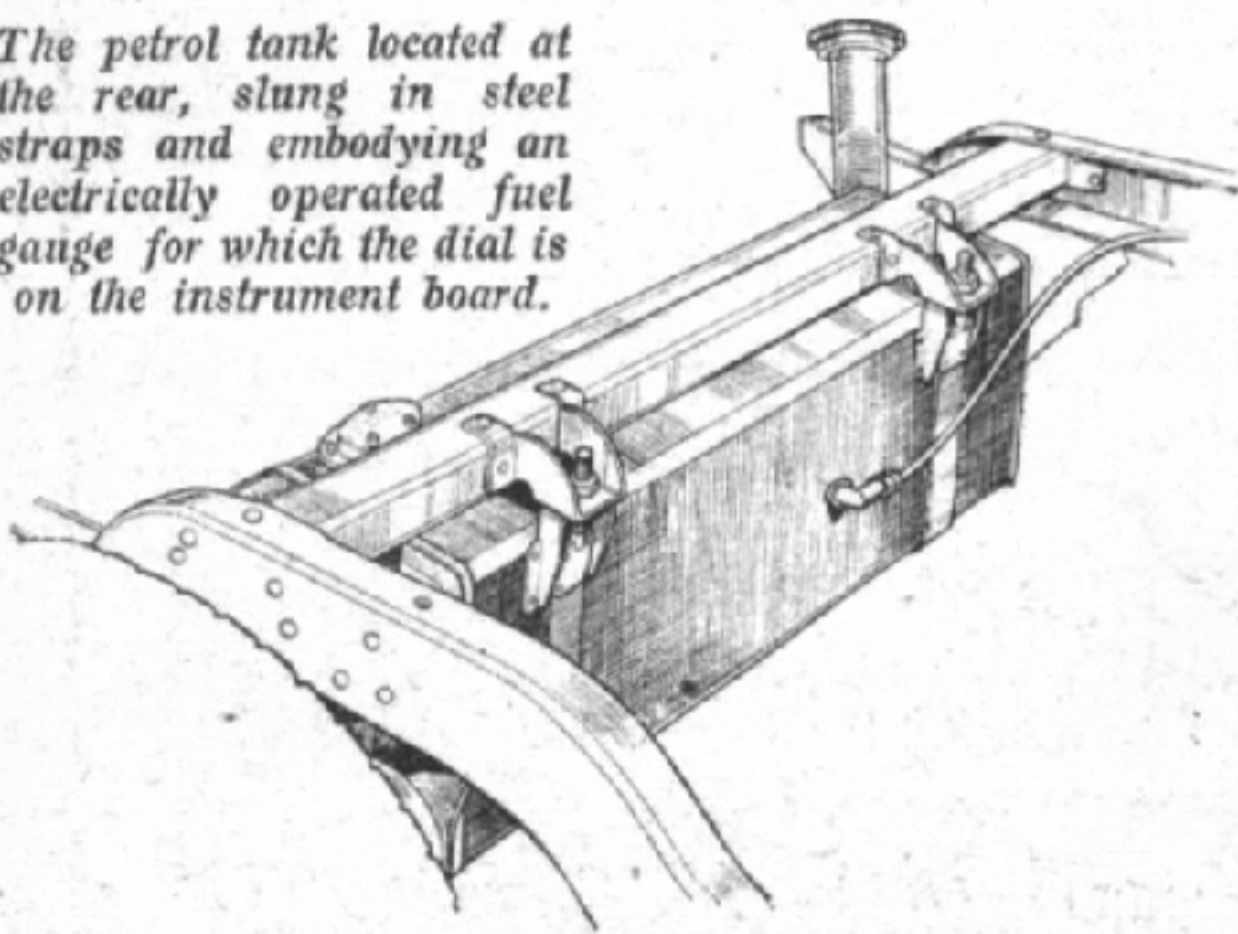
Main Dimensions

Some idea of the size of the car may be gathered from the width of the track—3ft. 6in.—and more particularly from the length of the wheelbase—7ft. 7in., or rather more than a foot longer than the Morris Minor. The engine is a well-tried friend—the four-cylinder, overhead-valve and

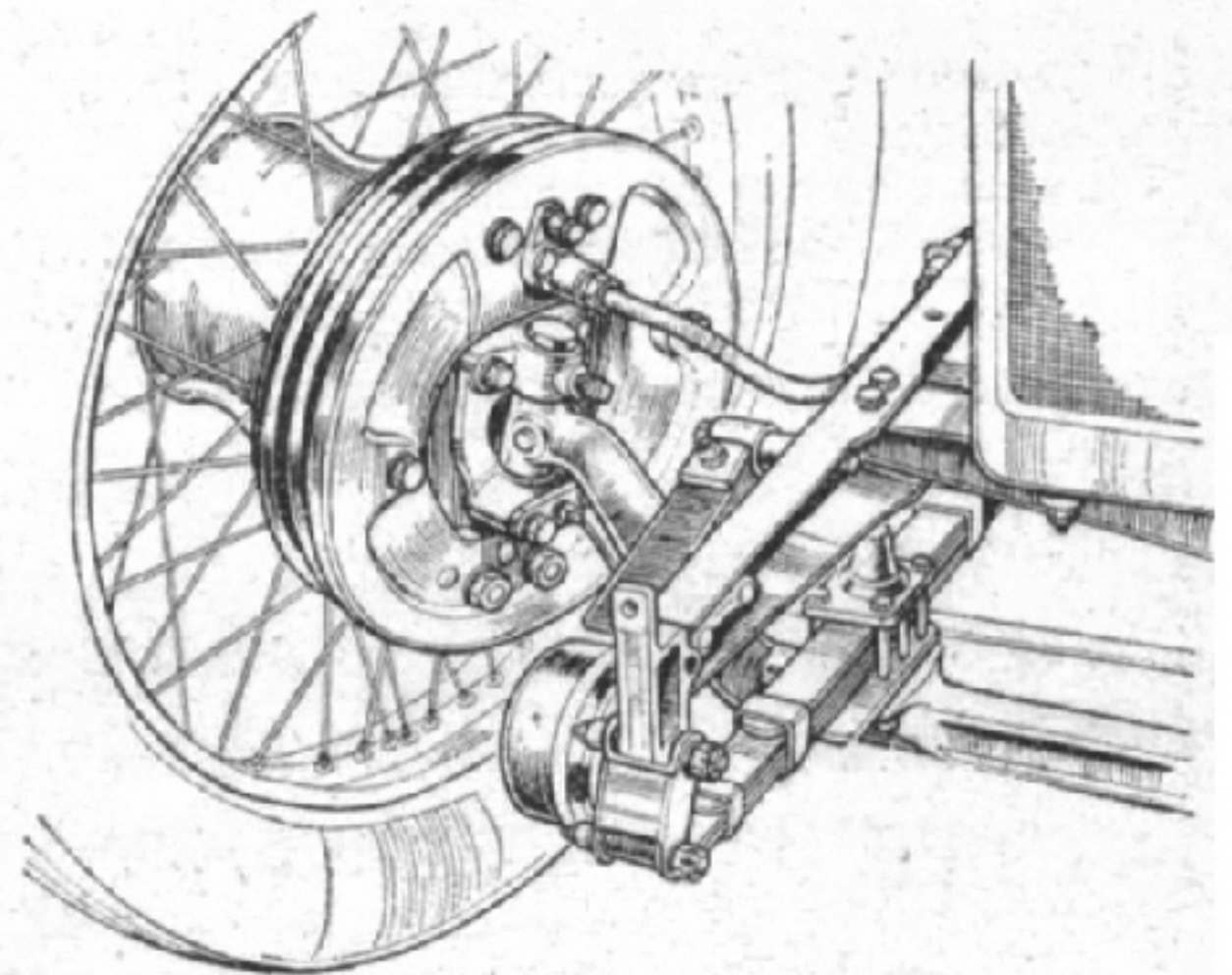
camshaft design, which has been used in the more expensive type of Minor during 1931. This engine, in unit with a single-plate clutch and a three-speed gear box, which has a new easy change, is mounted well forward in a long frame, which is downswept between the axle arches, so that the body may be as long as possible and the floor as low as possible, in order to give stability, and also to provide head room without making a high car.

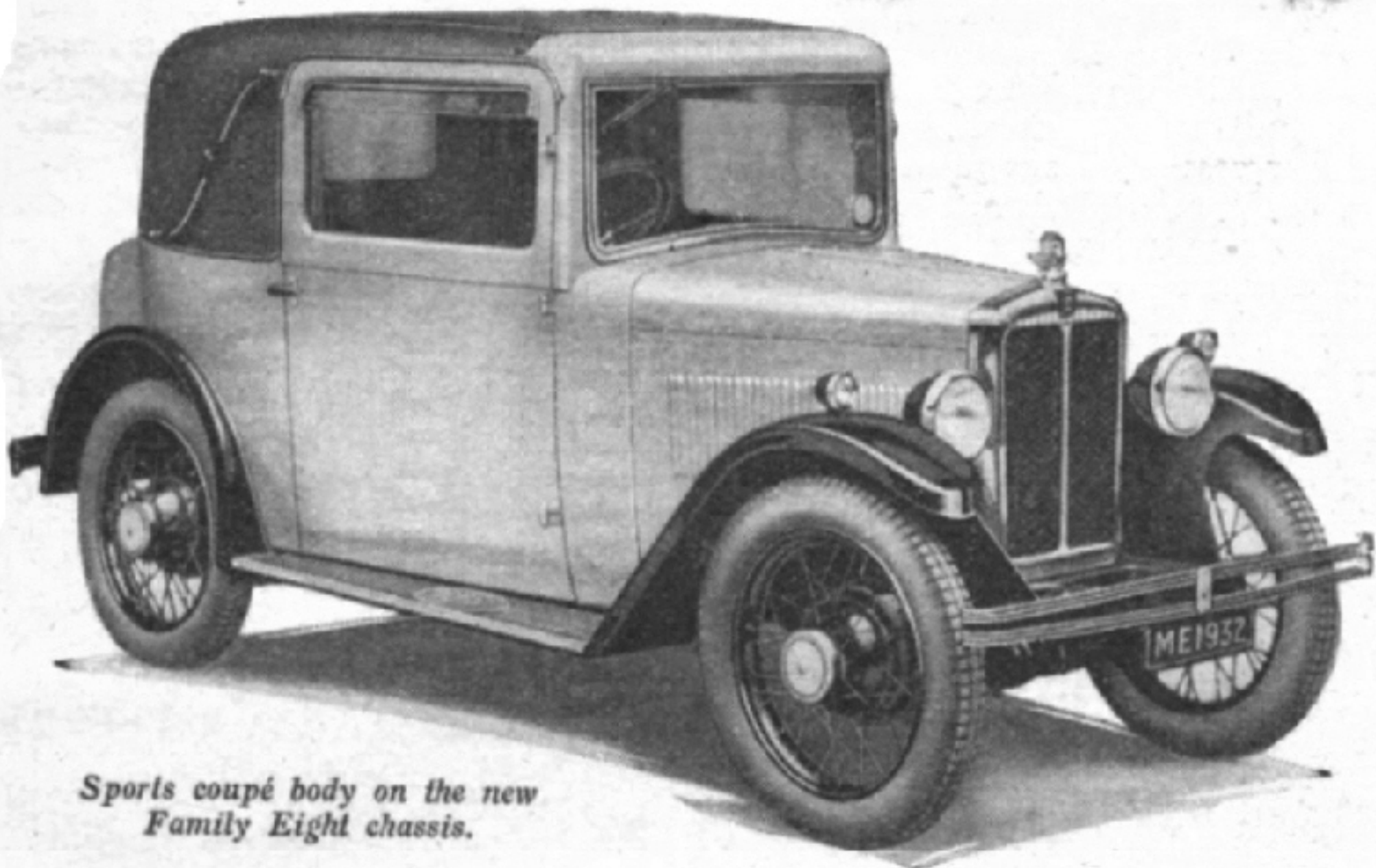
This frame is a stout one, and the axles are attached to it by half-elliptic springs, the front pair having their shackles at the foremost ends. Frictional shock absorbers are fitted. The drive is transmitted from the gear box to the spiral bevel three-quarter float-

The petrol tank located at the rear, slung in steel straps and embodying an electrically operated fuel gauge for which the dial is on the instrument board.



Front of the Family Eight chassis, showing the hydraulic brakes with ribbed drums, and progressive frictional shock absorbers. There are rebound leaves on the top of the springs.





Sports coupé body on the new Family Eight chassis.

ing rear axle by means of an open propeller-shaft with fabric universal joints at its ends. The brake gear is of the utmost simplicity, being, in fact, the well-known Lockheed hydraulic four wheel internal-expanding set, which is self-compensating and practically "self-supporting" as regards maintenance duties. The brake drums of the new Morris are well ribbed to prevent distortion. A hand-brake lever in the centre of the driving compartment operates expanding shoes in the rear drums by means of cables.

In order to ensure the necessary liveliness of performance the new car has slightly lower gear ratios than those of the Minor, so that the very lively overhead-valve engine is the better able to take care of the extra weight of the larger body and longer chassis. One other particular point of importance is that the fuel tank is mounted at the rear of the frame, and contains five gallons. Feed to the S.U. carburetter is by means of a Petrolift.

Pleasing Proportions

In appearance, the metal-panelled saloon body is nicely proportioned, and the attention is at once drawn to the front of the roof, at the point where the windscreen makes junction. Instead of there being a projecting peak, the contour is rounded off so that there is nothing to catch the wind and cause eddies and additional head resistance. This design gives the name chosen for the series, the Eddy-free. The saloon has four doors which shut on to central pillars; the windows in the doors are controlled by winding handles, whilst the third window, or rear quarter light, on each side, is fixed. These quarter-lights, by the way, make a deal of difference to the happiness of passengers in the rear seats of small cars, because so much wider an out-

look is afforded by them, and the interior as a whole is made lighter.

Inside the Family Eight body there is plenty of leg room for all four passengers, and the rear compartment floorboards are sunk below frame level to give the utmost foot space. Separate bucket front seats are provided; that for the driver is instantly adjustable, and both have tilting backs. Underneath one seat is a tool locker, and beneath the other is the battery.

Four doors for a saloon on a relatively small car make all the difference to convenience whilst shopping or during short journeys. One of the refinements of this car is the fitting of a Pytchley sliding roof, a simple and weatherproof type, which may be opened, adjusted, and locked in

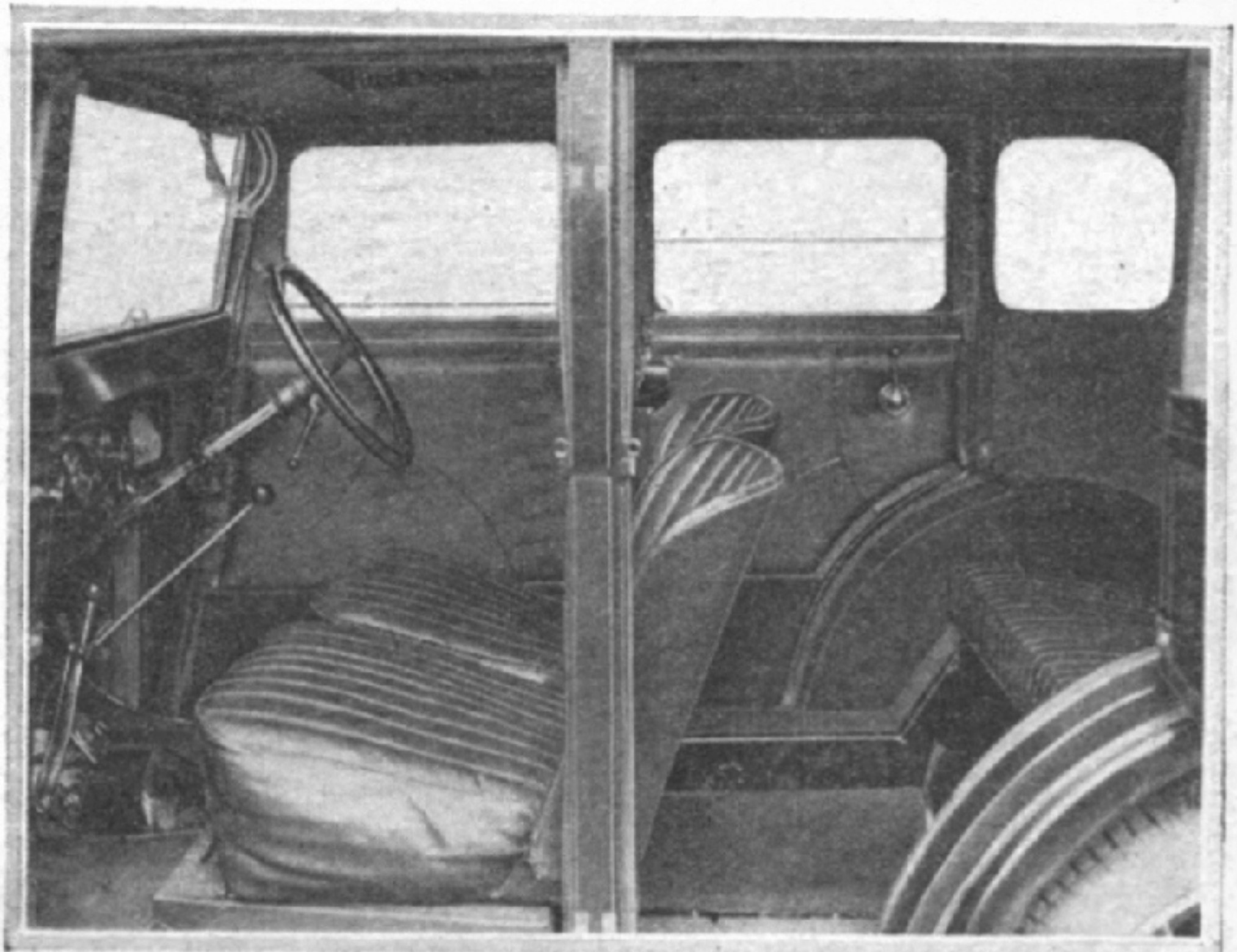
A New Morris Family Eight.
any desired position merely by turning one large flynut.

The interior is finished in Karhyde upholstery, pleated over the seats. The choice of finishes is blue cellulose with brown upholstery, or black with green upholstery. Triplex glass is used, not only in the single-panel adjustable windscreen, but for all the windows. Another safety feature is the provision of double bumpers fore and aft. Chromium plating is used for exterior bright fittings, and the appearance of the car is enhanced by Magna type hubs for the detachable wire wheels. The equipment includes speedometer, electric petrol gauge, screen wiper, Calormeter, driving mirror, rear blind, five-lamp lighting set, and, of course, an electric engine starter, illuminated instrument board, and a roof lamp.

New Radiator Design

One point instantly noticeable is that the radiator is a new design. It is somewhat similar in proportions to the type for the Minor of 1931, but is more rounded in contour, drops lower at the front, and has a centre bar.

Besides the Family Eight saloon, another style of metal-panelled coachwork will be available, this being a sports coupé. It is a smart two-door, close-coupled body, also with a sliding head, and having at the back a built-in boot to take suitcases or other luggage. The doors are wide, and have winding windows; the two main seats are separate and adjustable, and behind them is a properly upholstered seat for children or the occasional use of adults. In this model the style of



Interior of the Family Eight four-door saloon.

**A New Morris Family Eight.**

upholstery and of interior appointments is a special feature. The choices of colour available are: blue and black cellulose, with brown Celstra leather upholstery; black, with brown upholstery; grey and dove with blue upholstery; beige and brown, with brown upholstery.

Briefly, the mechanical specification of the chassis is as follows:

Engine: Four cylinders, 57 x 83 mm. (847 c.c.), tax £8. Overhead valves and spiral bevel-driven overhead camshaft, detachable head, monobloc cylinder casting in one piece with the crank case, crankshaft with roller front and plain rear bearings, coil ignition, with dynamo incorporated with camshaft drive, steel connecting rods, three-ring aluminium pistons, gear

pump pressure oil-feed system, with detachable external filter. Unit construction, three-speed gear box, single-plate dry clutch, open propeller-shaft with fabric disc joints, spiral bevel final drive, Lockheed hydraulic brakes, half-elliptic springs with progressive frictional shock absorbers. Rear petrol tank, six-volt lighting, and starting set.

