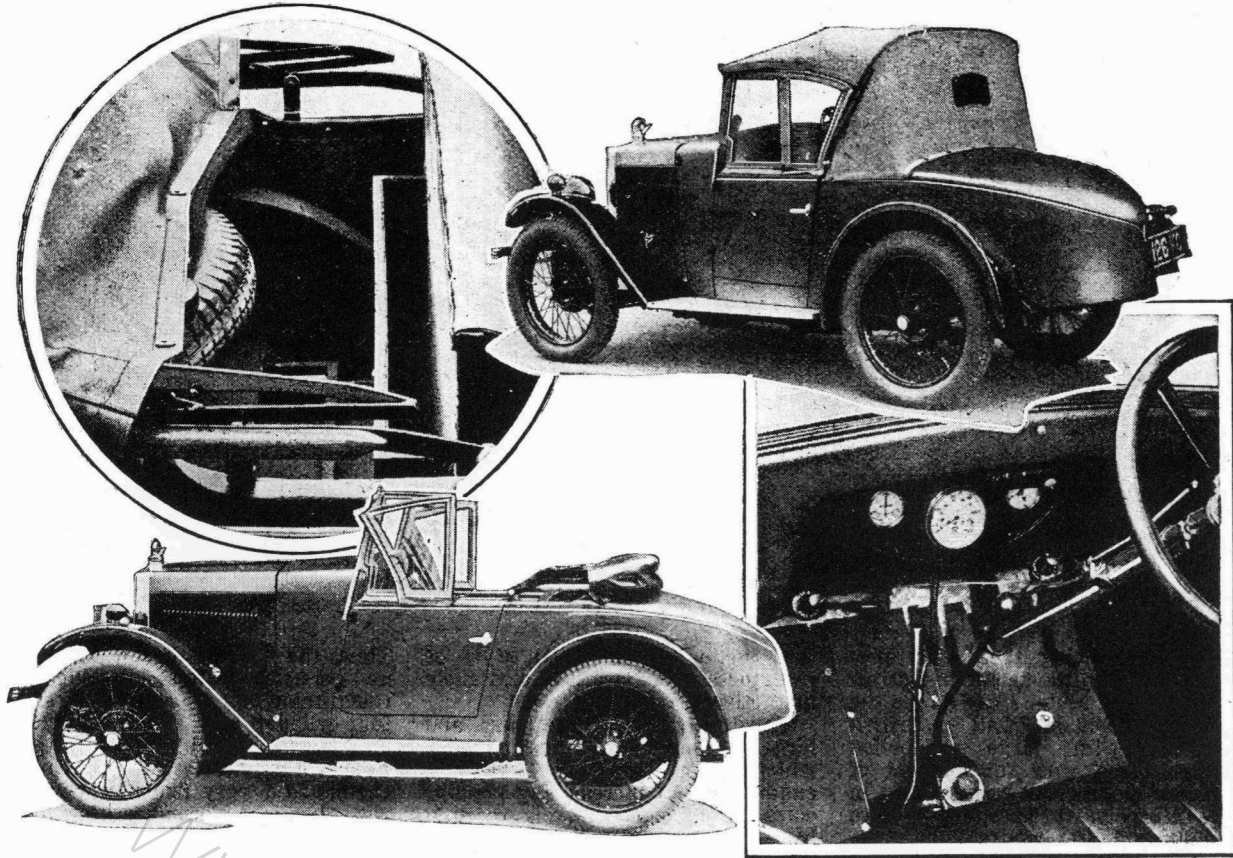


A NEW MORRIS MINOR MODEL

An Attractive Semi-sports Two-seater with Fabric Body to Sell at £135



Showing the new Morris Minor two-seater semi-sports with the hood raised and folded, the spare wheel and side screen accommodation, and the instrument panel and controls.

A VERY attractive two-seater semi-sports body on the Morris Minor chassis has been introduced by Morris Motors, Ltd. It is fabric-covered, finished in red and black, and the price is £135.

As will be seen from the accompanying illustrations this new Minor model has quite attractive and sporting lines, while the waistline having been kept low enables driver and passenger to have freedom of movement. The seating is very comfortable, the cushion being deep and the squab sufficiently high to afford restful support.

The facia is fabric-covered and the centre of it being recessed increases the roominess. A neat oval instrument panel carries a speedometer, oil gauge, and ammeter, and the lighting and starting switch. The foot controls are well spaced and brake and gear levers come readily to hand. Cubby holes are also provided on each side of the facia.

Excellent weather protection is an outstanding feature and there is ample headroom and the visibility is good when the hood is erected. The hood is of drab colour and exceptionally well made, while the peg-in side

screens are each fitted with signalling flaps. The screen, as on all Morris models, is of Triplex glass, and all external bright parts are chromium-plated.

The spare wheel is carried in the boat-shaped stern, access to it being obtained by pulling forward the squab. On the back of the squab is the locker for the side screens and hood envelope and on the floor is a receptacle for the tools.

We were enabled to have a short run on one of these models, but as the car had only just come off the assembly line it was only natural to find that the engine was very stiff. It, however, ran with commendable smoothness, the suspension was excellent, the steering light and the brakes good. With the engine properly run-in there is not much doubt that a speed of close upon 60 m.p.h. should be obtainable.

PEN-NIBS AS DECARBONIZING TOOLS

KEEP your old pen-nibs as they can be used when decarbonizing. Reverse one in its holder, snipping off part of the point if necessary. Others should be heated until red hot and then flattened with a hammer. Cut one square across with scissors. Cut another at an angle, or to any shape and width required, and leave one uncut. Whilst red hot turn the half of one nib down at right angles. Now heat them all red hot, on an asbestos mat with blowpipe or otherwise, and drop into a tin of paraffin. The paraffin will not take fire, but it is always best to have a lid handy to put on the tin in an

emergency. Pen steel is fine steel and you now have a good set of scrapers of the correct temper for decarbonizing, and, being thin, they will keep their sharpness without grinding. They will be found particularly useful for many other purposes such as light wood carving, etc.

While mentioning decarbonizing, boil your pistons (if cast iron, but not aluminium) in strong soda and water and the carbon will be easily washed out beneath the piston-rings, without the possibility of breaking the rings as it will not be necessary to remove them.—S.M.

