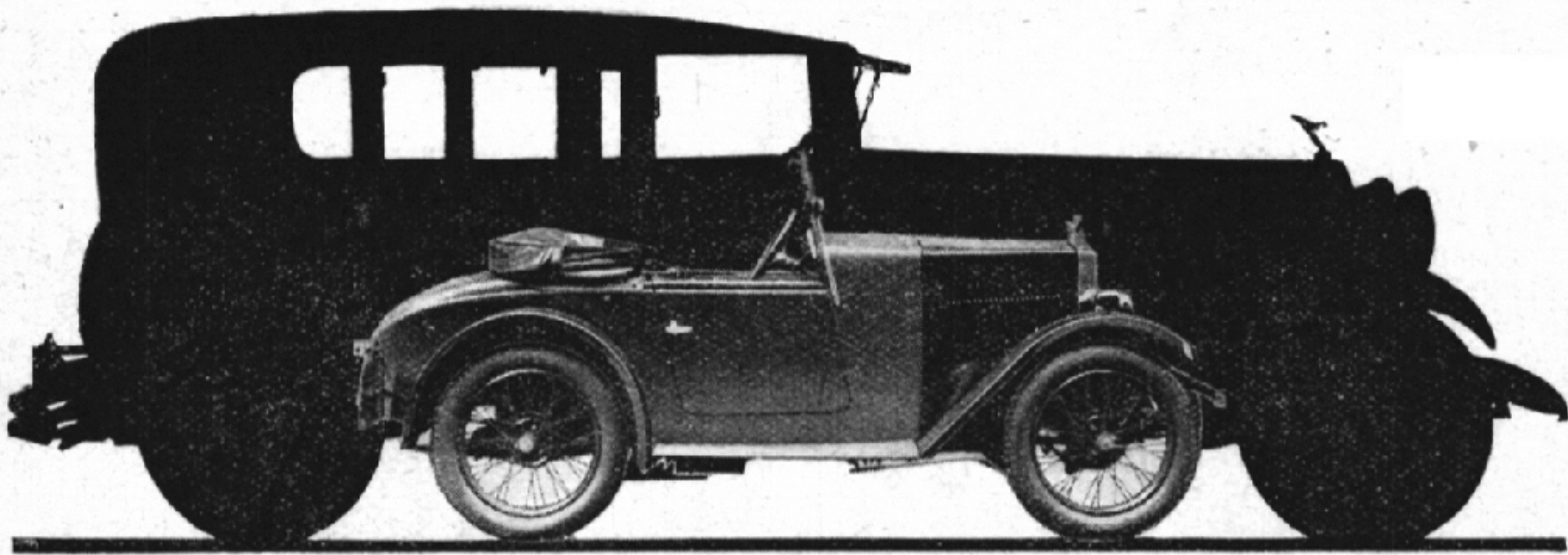


"THE AUTOCAR" ROAD TESTS—(continued).



MORRIS MINOR TWO-SEATER

Excellent Performance for the Engine Size, Especially on Hills, and a Roomy Body.

The illustration above indicates the size of the Morris Minor two-seater compared with a 40-50 h.p. Rolls-Royce.

THERE is no question at all but that the Morris Minor has firmly established itself as an economical, lively small car, and now the two-seater, the latest addition to the range, is a model that should be appreciated by those who, preferring the open body, still do not require a four-seater.

Perhaps the most prominent feature of the Minor is the smoothness of the engine, a factor not at all easy to obtain with this type of car, which depends very largely on the ability of the engine to turn over fast. Another point that might not be expected by those unfamiliar with the car is that a speed anywhere between 40 and 45 m.p.h. on the speedometer can be maintained without any apparent sign of distress, while the actual maximum is obviously very good indeed.

A thing which is surprising, too, in view of the engine capacity, is that the top gear performance is quite extraordinary. In fact, one of the most satisfactory features of all in the performance is the way in which the car tackles hills. If the engine speed is kept up reasonably before a gradient is reached, the average sort of main road hill is taken quite fast on top, while the performance on second gear, if that ratio is used comparatively early, will take the car up at a speed little short of amazing.

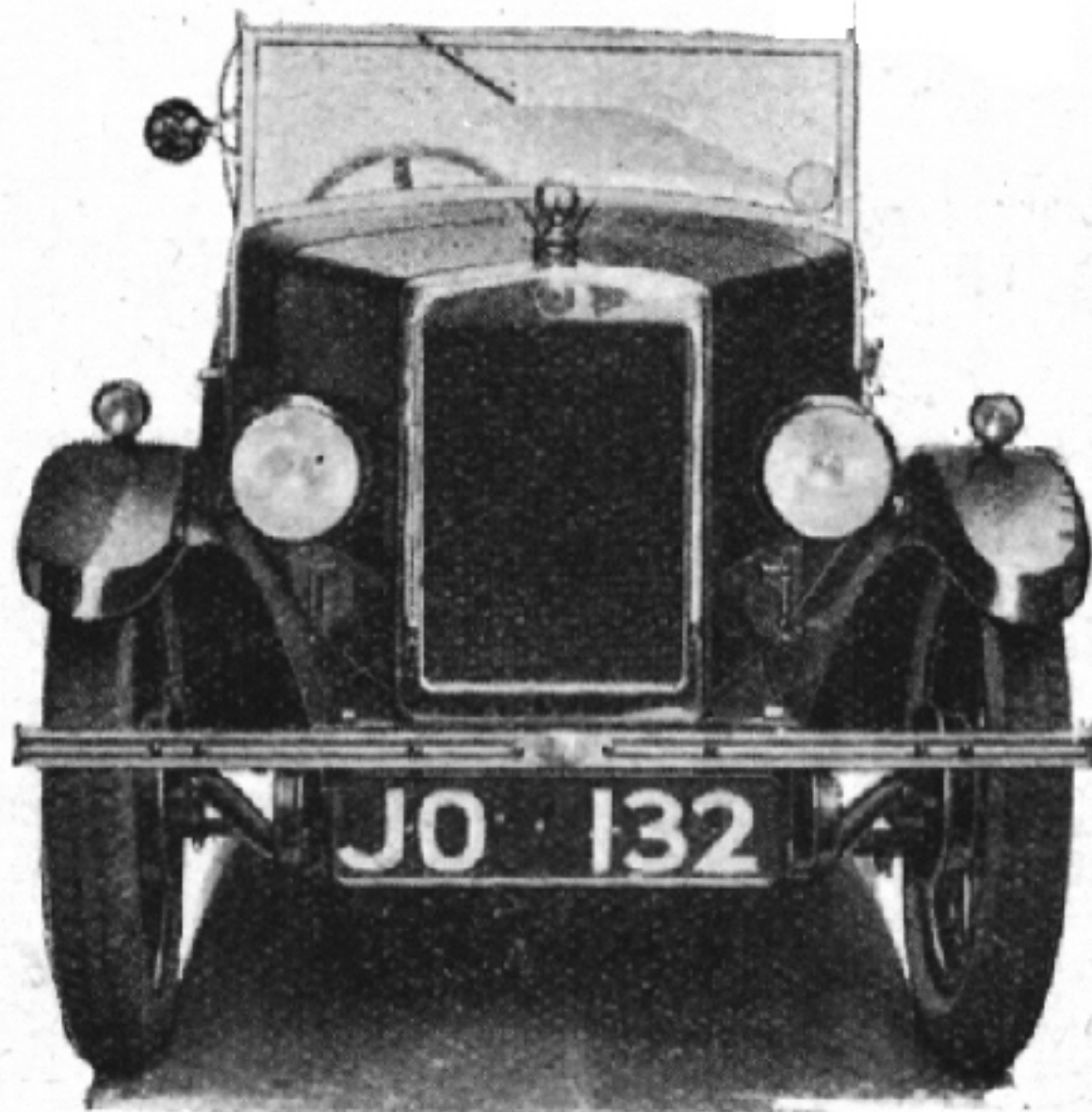
Moreover, the car can be handled on top gear without snatch down to 6 or 7 m.p.h. with the ignition retarded, of course. But, driving in another way, taking advantage of the fact that 40 m.p.h. can easily be reached on second gear and still not over-stressing the little machine, it can be made to hold its own in a most remarkable way with far bigger cars. In other words, one can hurry to very excellent purpose on the stout-hearted little Minor.

Clutch action is light and the drive takes up progressively, the throttle works smoothly, and the brake pedal only requires light pressure, the action being decisive, while the hand brake, of which the lever could be a little nearer for a driver of average height, will hold the car stationary on a 1 in 4 gradient; a gradient on which, by the way, the car can be restarted without difficulty. Steering is extremely light, with a distinct tendency to straighten out automatically after a corner, springing is good, and the car holds the road very well indeed.

The two-seater body has ample room, the seat is not adjustable, and the upholstery should be durable; the single-panel windscreen, which has safety glass, is fixed and has a suction-type wiper. The grouped instruments are neat though not illuminated, the panel being recessed somewhat beneath the scuttle, while on either side is a useful cubby hole. There are two wide doors, with both outside and inside handles, the hood is neat, with a good cover, and is easily raised and secured by one person, there being rigid side curtains which fill in the space between the back portion of the hood fabric and

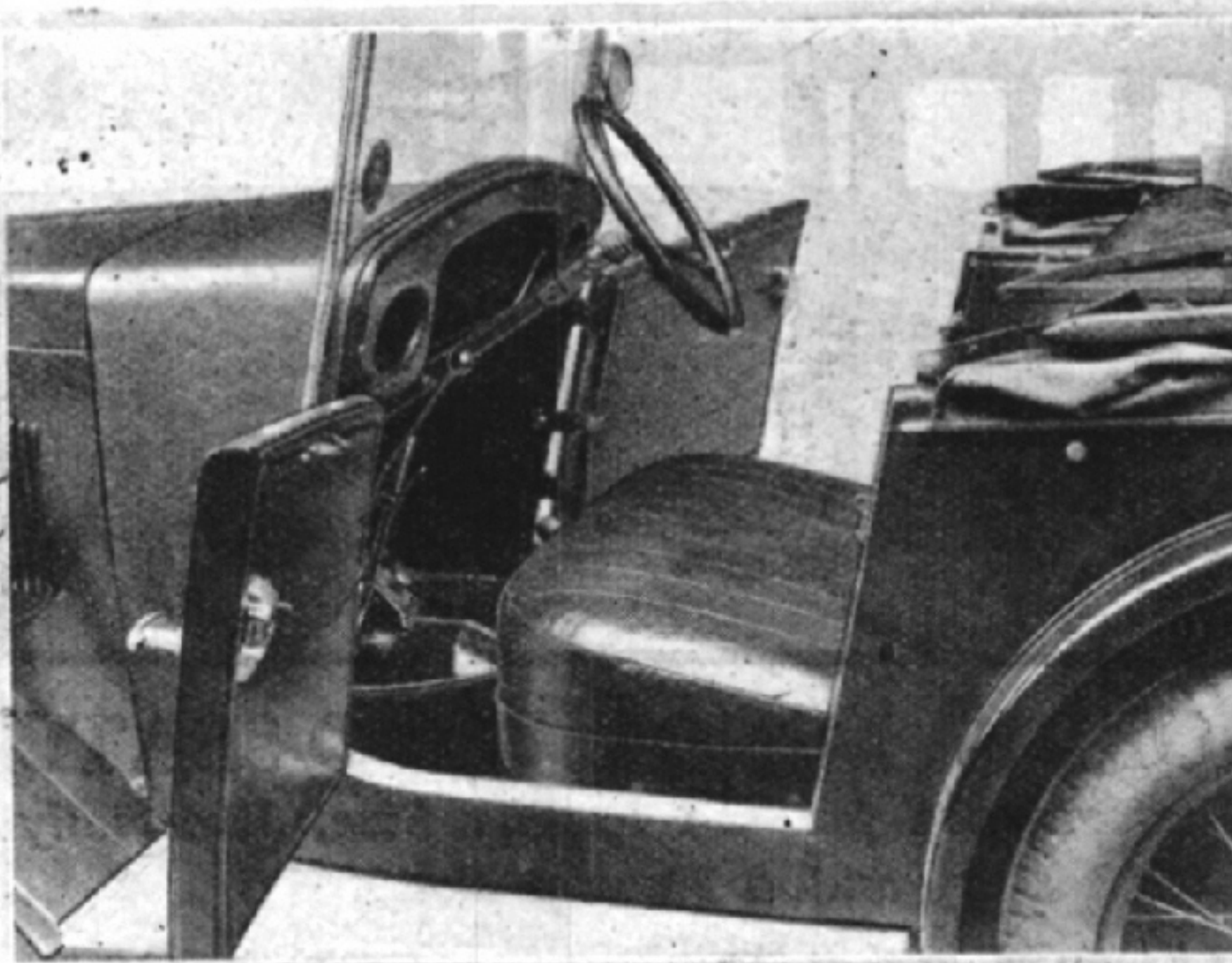
the windscreen so as to make the car really snug in bad weather. Each side screen, by the way, has a hinged section for ventilation and for allowing hand signals to be given, and when not in use the screens are carried in a recess behind the hinged squab of the driving seat, where they are well out of the way and are not likely to become scratched or otherwise damaged.

The spare wheel and also the tools are stowed accessibly in the tail, inside the body, that is, and there is a good deal of space left for luggage. Beneath the bonnet the engine is neat—an effect which is enhanced by the oil-retaining cover that conceals



“THE AUTOCAR” ROAD TESTS—(continued).

the overhead valves—and has the auxiliaries properly accessible. In particular the plugs are easy to get at; it is a simple matter to remove for cleaning purposes the restrictor valve through which oil passes to the overhead-valve gear; the distributor and coil and, on the other side of the engine, the carburetter, are in good positions, and the drain tap for the radiator is also accessible—a point that is not infrequently overlooked.



ning, or half charge for the summer time, when conditions are less arduous as far as the battery is concerned. Accordingly the switch has two positions, corresponding respectively to full and half charge rate. The battery is reached for inspection when the front seat cushion has been lifted, and the chassis is quite reasonably well arranged for greasing the various lesser bearings with the usual pressure gun.

It can be the source of considerable annoyance if it is difficult to get at the tap or if some form of spanner has to be employed in operating it.

A convenient feature is that when the bonnet is lifted there is a support which keeps the side-flap of it properly out of the way of anyone making adjustments or, for instance, checking the oil level. The oil consumption, incidentally, seems to be very low, and it is a noteworthy point that the engine always starts very easily indeed, not only when it is warm, but from cold first thing in the morning. The oil filler is accessible and has a snap-type cap, while the fuel tank in the scuttle has a quick-action filler cap, that orifice also being properly accessible.

Chromium plating is used for the bright external parts, and, as to detail equipment, there is a bumper at the front of the car, and a driving mirror fixed to the right-hand screen pillar, while a good thermometer is fitted on the radiator filler cap.

In fact, considering the car from the point of view of the average buyer who wants an inexpensive vehicle, really ready for the road, there is very little additional equipment that seems desirable.

The Morris Minor pleases one very much indeed because of its willingness to tackle hard work equally successfully as a much bigger car, and the value is obviously excellent.

The appearance, too, of the semi-sports type body is good, though æsthetic considerations have not been regarded as more important than providing a roomy, practical little car which is as suitable for the older man who prefers an open body as for the younger enthusiast. An interesting aspect of the present-day attitude towards miniature cars is that no longer are they looked upon as something slightly impractical by reason of the dimensions, but are taken absolutely seriously, as it were, and often in direct competition with much bigger and more expensive cars.

8 h.p. MORRIS MINOR TWO-SEATER.

DATA FOR THE DRIVER.

8 h.p., four cylinders, 57 x 83 mm. (847 c.c.).
 Tax £8.
 Wheelbase 6ft. 6in., track 3ft. 6in.
 Overall length 10ft. 7in., width 4ft. 2in., height 4ft. 11in.
 Tyres: 4.00 x 19in. on detachable wire wheels.

Engine—rear axle gear ratios.	Acceleration from steady 10 to 30 m.p.h.	Timed speed over ¼ mile.
17.5 to 1	—	—
8.97 to 1	8½ sec.	—
4.88 to 1	14 sec.	55.21 m.p.h.

Turning circle: 34ft. 6in.
 Tank capacity 5 gallons, fuel consumption 45-48 m.p.g.
 6-volt lighting set cuts in at 15 m.p.h., 8 amps, at 30 m.p.h.
 Weight: 11 cwt. 0 qr. 6lb.
 Price, with two-seater semi-sports body, £125.