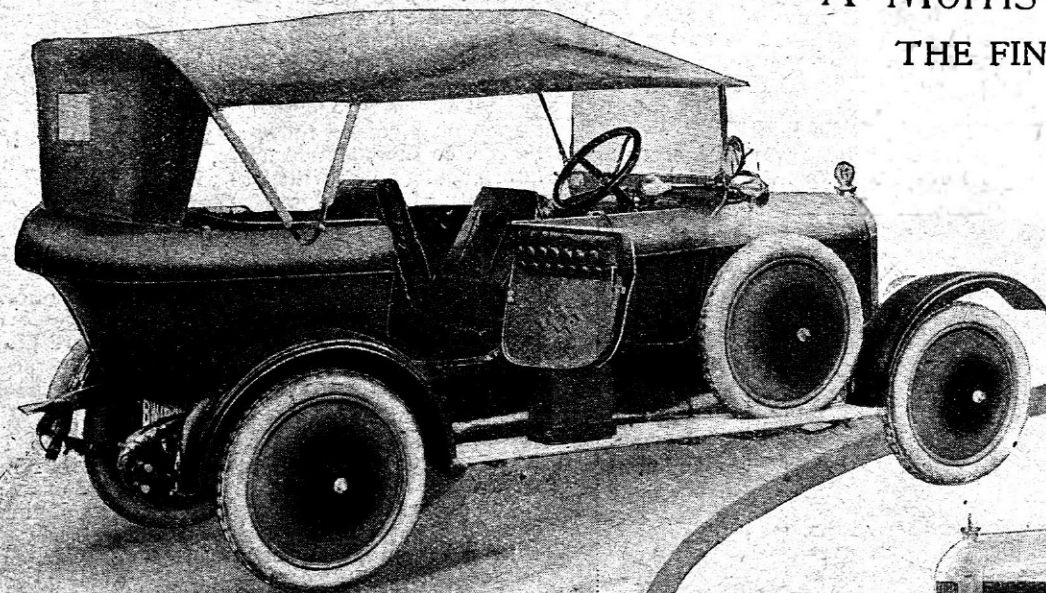
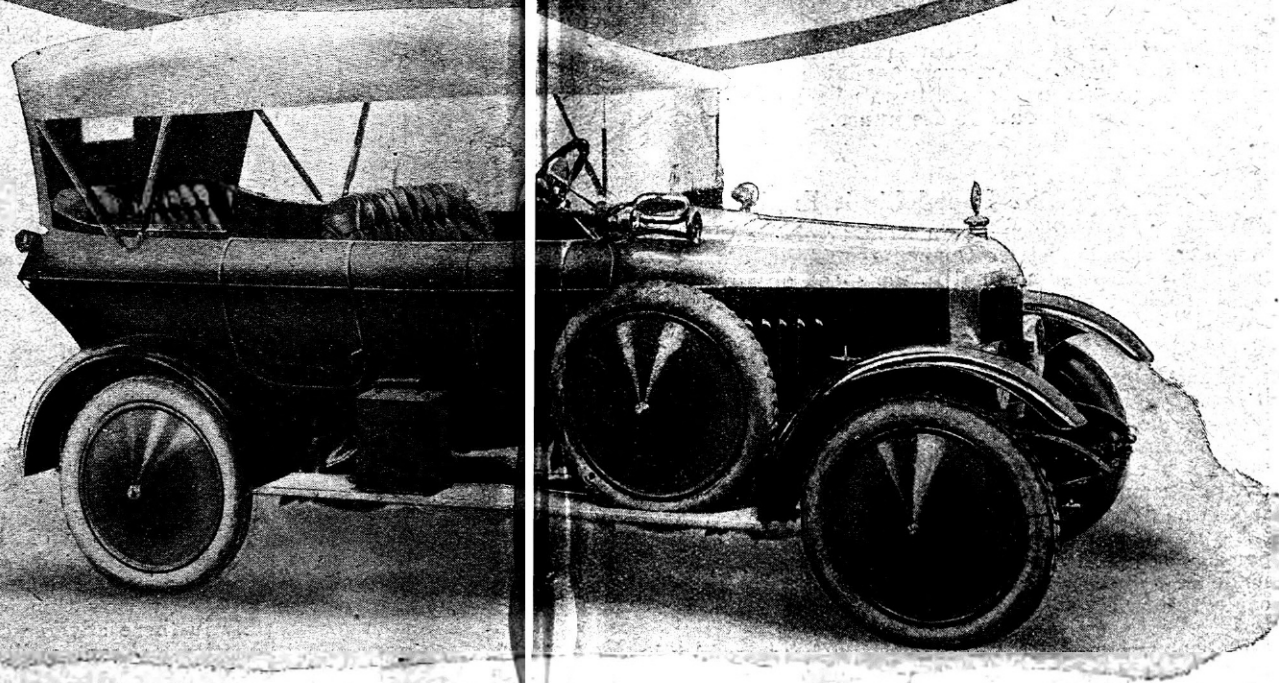
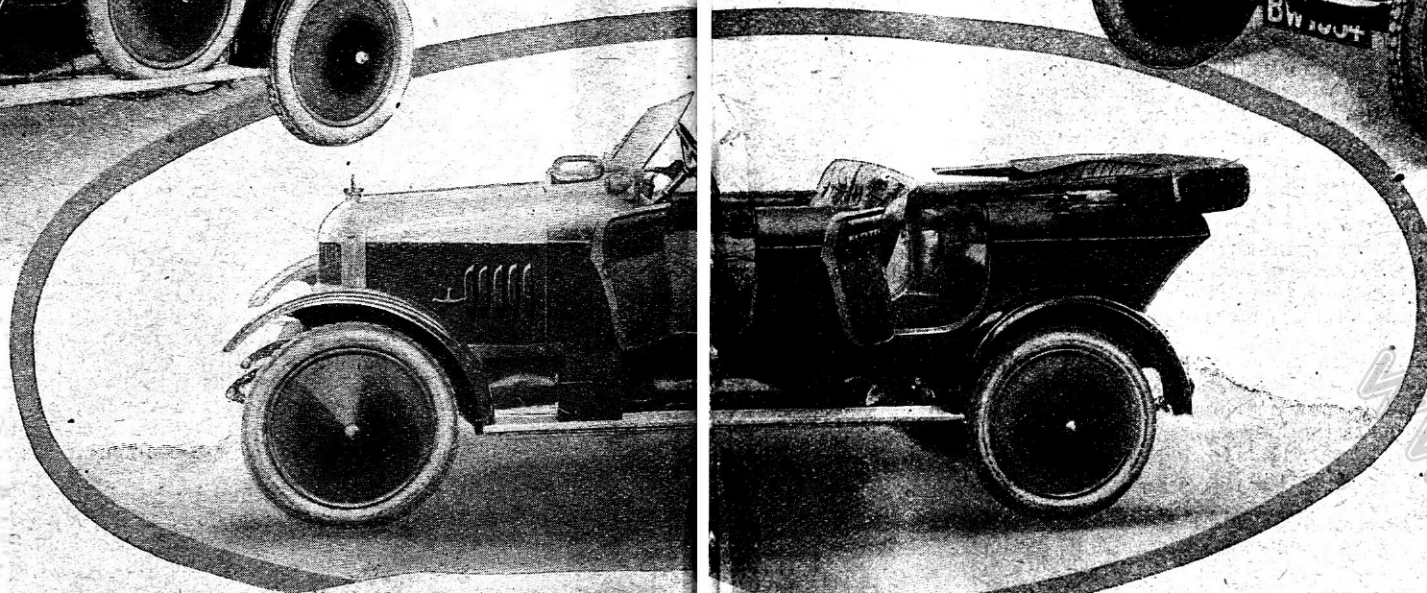
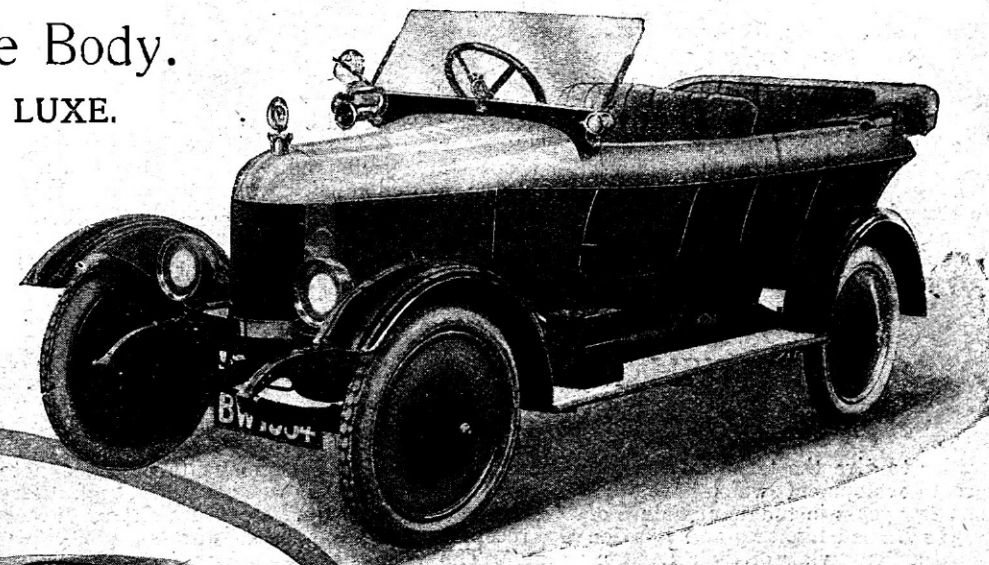


A Morris-Cowley with Cruiser Type Body. THE FINEST EXAMPLE OF A LIGHT CAR DE LUXE.



The illustrations only give a partial idea of the elegance of the car as a whole and the detail of its equipment. The left-hand view shows the tip-up front seats, and the other pictures the upholstery of the interior, and the panelling of the exterior.



IF one of the latest type Morris-Cowley four-seater light cars belonging to Mr. H. Grey, the general manager of W.R.M. Motors, Ltd., and fitted with an exquisite body by Messrs. Hollick and Pratt, of Coventry, were placed side by side with the most luxuriously-equipped car of twice its value, we do not hesitate to say the smaller car would attract the greater attention.

Small car or large car, we have never seen another so handsome or with the details of its equipment so thoughtfully carried out. It has an open touring body on sporting lines, clean cut in its outlines, combining the elegance of a sporting body with the comfort and roominess of an open touring car. Graceful in contour, singularly pleasing in colouring, and with every detail of comfort carefully studied, it reflects the greatest credit on the taste of Mr. Grey, to whom it belongs, and of Mr. Pratt, of Messrs. Hollick and Pratt, the coachbuilders, who were responsible for the design.

The chassis is a standard Morris-Cowley but with one or two small improvements fitted. It is in the bodywork, however, that the greatest interest lies.

Like a Boat.

Running the whole length of the car along the top edge, and continued round the back, is a rounded panel, about 5 ins. deep, like the gunwale of a boat. Below this the bodywork is finished flush, curved and tapering like the sides of a ship, the rear terminating in a slightly pointed stern, so that the body as a whole gives one the general impression of a cruiser.

It is in the finish and colouring of the bodywork that its chief charm is to be found. It is in two shades of apple and reseda green, the two merging into each other. For instance, the upper panel, or gunwale, of the car is in the lighter tint; the lower panels are made in the two colours running into each other, so that light at the top they are dark at the bottom. This idea is well carried out on the disc

wheels, for the discs are dark green in the centre shading to light green at the periphery of the wheels. The upholstery is in dark green leather with green floor mats, and the sides of the bodywork are well padded, so that the car is more than usually comfortable to sit in. The whole of the fittings in the car, with the exception of an aluminium dashboard, are of polished brass, which is now the standard finish of Morris-Cowley cars.

Adjustable Seats.

The front seats are adjustable in three positions, sliding on rails fixed in the floor of the car and altered by a simple locking arrangement. The backwards and forwards movement is about 5 ins. This arrangement has not the usual disadvantage of allowing a draught to pass under the seats, as there is no air space between the seats and the floor. The backs of the front seats are separately hinged, and can be tipped forward to render it easier for the passengers in the rear seats to get in or out. Unlike most sporting bodies, the seating accommodation is unusually roomy; in fact, the body is slightly wider than the standard Morris-Cowley, although, owing to the way the panels are shaped, the body appears from a casual glance to be rather narrow. The seats being of full depth, and the backs being carried to a good height, the seating accommodation is exceptionally comfortable. On each side of the two front seats, pockets are provided for maps, etc., these pockets being placed at the side of the seats instead of in the doors, as is usual practice. Two further similar pockets are also provided on the backs of the front seats for the convenience of the rear passengers.

The pedals are covered with rubber pads. A larger steering wheel than standard is fitted. The aluminium dash is very pleasing to the eye, and helps to carry out the suggestion of a sporting type of car. The dashboard carries a clock, speedometer, the switchbox of the Lucas lighting set which is fitted, petrol filler orifice and gauge, and a neat magneto cut-out. The springs are covered with Duco gaiters. The Zenith carburetter has one of the neatest ideas we have yet seen in an air regulator fitted on the air intake extension. The exhaust pipe terminates in a long fish tail. In many other little ways some attention has been paid either to the appearance of the car or improving its running, such, for instance, as

The car is painted in two shades of green, light and dark, which merge into each other. The front seats are adjustable and the backs tip up. It combines the roominess of a four-five seater touring car with the appearance of a sporting model.

CRUISER TYPE MORRIS-COWLEY (contd.).

in filling in of the dumb irons with wood, painted dark green to look solid. A good place for the spare wheel has been found in a well on the running board in front of the driver's seat. The hood, when folded down, is enclosed in a neat cover. The car is equipped with a set of the new Dunlop oversize light car tyres, 710 mm. by 105 mm., with studded rubber treads.

We can also speak as to the running of this car, which has hardly been run in, as it had only been driven some 500 miles. The engine and transmission are exceptionally silent and so flexible at low speeds

that practically all driving is done on top gear. Neither at high speeds nor low could any periodic vibration be detected; in fact, the car runs more like a six-cylinder than a four, and is as easy to drive at four miles an hour as at 40.

Whether such a car with this luxurious equipment would be listed as a regular model after the war cannot be said, but we are certain that if it were it would command a readier sale than many cars of twice its nominal power, and twice or three times its cost. It is certainly the most handsome light car we have ever seen. Some idea of its appearance may be gained from the accompanying photographs, which show the car from various standpoints.