



**MORRIS
SALESMAN'S
REFERENCE**



1932

**MORRIS MOTORS LTD.
COWLEY OXFORD ENGLAND**

WHEN COMMUNICATING WITH THE WORKS

The Address is : MORRIS MOTORS LTD.
COWLEY, OXFORD
ENGLAND

The Telegraphic Address is :
"VOITURETTE"
COWLEY, OXFORD
ENGLAND

The Telephone Number is :
7101 COWLEY
OXFORD, ENGLAND

*When writing ALWAYS quote model,
engine and chassis numbers.*

MORRIS MOTORS LTD.
COWLEY OXFORD . . . ENGLAND

MODELS, TAXES AND PRICES

8 h.p. MORRIS MINOR. TAX £8.

| | |
|--|-----------|
| Chassis | £90 |
| Two-seater (Coachbuilt) | £100 |
| Tourer (Coachbuilt) | £115 |
| Saloon (Coachbuilt), Fixed Head | £122 10s. |
| .. (Coachbuilt), Sliding Head | £125 |

8 h.p. MORRIS FAMILY EIGHT. TAX £8.

| | |
|--|-----------|
| Chassis | £115 |
| Four-door Saloon (Coachbuilt), Sliding Head | £152 10s. |
| Sports Coupé (Coachbuilt), Sliding Head | £175 |

11.9 h.p. MORRIS-COWLEY. TAX £12.

14.32 h.p. MORRIS-COWLEY. TAX £14.

| | |
|--|-----------|
| Chassis | £135 |
| Two-seater (Coachbuilt) | £165 |
| Coupé (Coachbuilt), Sliding Head | £190 |
| Saloon (Coachbuilt), Fixed Head | £170 10s. |
| .. (Coachbuilt), Sliding Head | £185 |
| Traveller's 5-door Saloon (Coachbuilt) | £195 |
| Sports Coupé (Coachbuilt), Sliding Head | £215 |

14 h.p. MORRIS MAJOR SIX. TAX £14.

| | |
|--|-----------|
| Chassis | £160 |
| Tourer (Coachbuilt) | £210 |
| Coupé (Coachbuilt), Sliding Head | £225 |
| Saloon (Coachbuilt), Fixed Head | £199 10s. |
| .. (Coachbuilt), Sliding Head | £215 |
| Sports Coupé (Coachbuilt), Sliding Head | £245 |

15 h.p. MORRIS-OXFORD SIX. TAX £15.

| | |
|--|------|
| Chassis | £185 |
| Coupé (Coachbuilt), Sliding Head | £275 |
| Saloon (Coachbuilt), Sliding Head | £265 |
| Sports Coupé (Coachbuilt), Sliding Head | £285 |

16 h.p. MORRIS LEIS SIX. TAX £18.

| | |
|--|------|
| Chassis | £250 |
| Saloon (Coachbuilt), Sliding Head | £350 |
| Sports Coupé (Coachbuilt), Sliding Head | £350 |

COLOURS AND UPHOLSTERY

| <i>Model.</i> | <i>Colour Cellulose.</i> | <i>Upholstery.</i> |
|-----------------------------|------------------------------|-----------------------|
| MORRIS MINOR. | | |
| Two-seater | Blue | Brown Karhyde |
| Saloon (Fixed Head) | Green | Green " |
| Saloon (Sliding Head) | Black | Green " |
| Tourer (Coachbuilt) | Blue | Brown " |
| MORRIS FAMILY EIGHT. | | |
| Saloon | Blue | Brown Karhyde |
| " " " " " " | Black | Green " |
| Sports Coupé | Blue and Black | Brown Celstra Leather |
| " " " " " " | Black | " " " |
| " " " " " " | Grey and Dove | Blue " " |
| " " " " " " | Beige and Brown | Brown " " |
| MORRIS-COWLEY | | |
| Two-seater | Blue | Brown Karhyde |
| Coupé | Brown | " " |
| Saloon (Fixed Head) | Black | " " |
| Saloon (Sliding Head) | Black | " " |
| Sports Coupé | Blue and Black | Brown Celstra Leather |
| " " " " " " | Black | " " " |
| " " " " " " | Grey and Dove | Blue " " |
| " " " " " " | Beige and Brown | Brown " " |
| Traveller's Saloon ... | Brown | Brown Karhyde |
| MORRIS MAJOR SIX. | | |
| Coupé... .. | Black | Green Karhyde |
| Saloon (Fixed Head) | Blue | Brown " |
| Saloon (Sliding Head) | Green | Green " |
| Tourer | Blue | Brown " |
| Sports Coupé | Black | Brown Celstra Leather |
| " " " " " " | Blue and Black | " " " |
| " " " " " " | Grey and Dove | Blue " " |
| " " " " " " | Beige and Brown | Brown " " |
| MORRIS-OXFORD SIX. | | |
| Saloon | Blue and Black | Brown Leather |
| Coupé... .. | Black | " " |
| " " " " " " | Brown and Black | " " |
| " " " " " " | Wine and Black | " " |
| Sports Coupé | Blue and Black | Brown Celstra Leather |
| " " " " " " | Black | " " " |
| " " " " " " | Grey and Dove | Blue " " |
| " " " " " " | Beige and Brown | Brown " " |
| MORRIS ISIS SIX. | | |
| Saloon | Black | Brown Leather |
| " " " " " " | Blue and Black | " " |
| " " " " " " | Wine and Black | " " |
| " " " " " " | Brown and Black | " " |
| Sports Coupé | Blue and Black | Brown Celstra Leather |
| " " " " " " | Black | " " " |
| " " " " " " | Grey and Dove | Blue " " |
| " " " " " " | Beige and Brown | Brown " " |

CHASSIS DETAILS

| | Morris Minor | Morris Family Eight | Morris-Cadley | Morris Major | Morris-Oxford | Morris Jala |
|--------------------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| Wheelbase | 6' 6" | 7' 7" | 8' 9" | 8' 10" | 9' 6" | 10' 0" |
| Track | 3' 6" | 3' 6" | 4' 0" | 4' 4" | 4' 8" | 4' 8" |
| Ground clearance (rear axle) | 8 1/2" | 8 1/2" | 8" | 8 1/2" | 7 1/2" | 8 1/2" |
| Ground clearance (front axle) | 18.81 | 19.975 | 18.02 | 21.08 | 21.08 | 19.28 |
| 1st | 9.852 | 10.768 | 9.75 | 12.0 | 12.0 | 10.98 |
| 2nd | 5.375 | 5.875 | 5.27 | 7.79 | 7.79 | 7.128 |
| 3rd | — | — | — | 5.27 | 5.27 | 4.82 |
| 4th | 15.277 | 16.156 | 21.87 | 26.35 | 26.35 | 24.1 |
| Rev. | Worm and wheel | Worm and wheel | Bishop cam | Bishop cam | Bishop cam | Bishop cam |
| Steering gear | Magna Wire | Magna Wire | Magna Wire | Magna Wire | Magna Wire | Magna Wire |
| Wheel type | 3 x 19 | 3 x 19 | 3 x 19 | 3 x 19 | 3.25 x 18 | 3.25 x 19 |
| Wheel size | 3.50-19 | 4.0-19 | 5.0-19 | 5.0-19 | 5.25-18 | 5.50-19 |
| Tyre size | Cable | Hydraulic | Hydraulic | Hydraulic | Hydraulic | Hydraulic |
| F.W.B. brake actuation | Cable on four wheels | Cable on rear wheels | Cable on rear wheels | Cable on rear wheels | Cable on rear wheels | Cable on rear wheels |
| Hand brake actuation | 8 in. | 9 in. reinforced | 10 in. reinforced | 10 in. reinforced | 12 in. reinforced | 14 in. reinforced |
| Brake-drum diameter | Battery and Coil | Battery and Coil | Battery and Coil | Battery and Coil | Battery and Coil | Battery and Coil |
| Ignition | Spiral Bevel | Spiral Bevel | Spiral Bevel | Spiral Bevel | Spiral Bevel | Spiral Bevel |
| Final drive | Half Elliptic | Half Elliptic | Half Elliptic | Half Elliptic | Half Elliptic | Half Elliptic |
| Front springs | Half Elliptic | Friction type | Friction type | Friction type | Hydraulic type | Hydraulic type |
| Rear springs | Springs | Springs | Torque Tube | Torque Tube | Torque Tube | Springs |
| Shock absorbers | Springs | Springs | Torque Tube | Torque Tube | Torque Tube | Springs |
| Torque taken by | 31' 4" | 39' 2" | 39' 6" | 40' 1" | 45' 10" | 48' 3" |
| Drive taken by | 30' 6" | 37' 0" | 36' 0" | 40' 2" | 43' 2" | 39' 6" |
| Turning circle (R.H.) | 3 cwt. 3 qt. | 4 cwt. 2 qt. | 5 cwt. 1 qt. | 5 cwt. 2 qt. | 6 cwt. 2 qt. | 7 cwt. |
| Turning circle (L.H.) | 5 gallons | 5 gallons | 7 1/2 gallons | 9 gallons | 13 gallons | 17 gallons |
| Max. body weight on chassis | | | | | | |
| Tank capacity | | | | | | |

ENGINE UNIT DETAILS

| | Morris Minor | Morris Family Eight | Morris Country | Morris Major Six | Morris Oxford Six | Morris Minor Six |
|------------------------|-----------------------|------------------------|----------------------------|-----------------------------|-----------------------------|----------------------------|
| Number of cylinders | Four | Four | Four | Six | Six | Six |
| Bore | 57 mm. | 59 mm. | 60.5 mm. 75 mm. | 61.25 mm. | 68.5 mm. | 69 mm. |
| Stroke | 85 mm. | 83 mm. | 102 mm. 102 mm. | 102 mm. | 102 mm. | 110 mm. |
| Stroke/bore ratio | 1.66 | 1.406 | 1.49 | 1.665 | 1.5 | 1.59 |
| Compression ratio | 8.87 to 1 | 8.47 to 1 | 11.0 to 1 | 10.0 to 1 | 10.8 to 1 | 26.0 to 1 |
| Valve position | Overhead | Overhead | Overhead | Overhead | Overhead | Overhead |
| Firing order | 1-3-4-2 | 1-3-4-2 | 1-3-4-2 | 1-3-4-2 | 1-3-4-2 | 1-3-4-2 |
| R.A.C. rating | 8.65 | 8.05 | 11.9 | 13.9 | 14.9 | 17.7 |
| Tax | 33 | 38 | 117 | 118 | 175 | 178 |
| Number of gears | Three and rev. | Three and rev. | Three and rev. | Four and reverse | Four and reverse | Four and reverse |
| Gearbox ratio 1st | 3.7-1 | 3.4-1 | 3.4-1 | 4.0-1 | 4.0-1 | 4.0-1 |
| " 2nd | 1.85-1 | 1.81-1 | 1.85-1 | 2.78-1 | 2.78-1 | 2.78-1 |
| " 3rd | 1-1 | 1-1 | 1-1 | 1.479-1 | 1.479-1 | 1.479-1 |
| " 4th | - | - | - | 1-1 | 1-1 | 1-1 |
| " R | 2.6-1 | 2.9-1 | 4.15-1 | 5-1 | 5-1 | 5-1 |
| Clutch | Single dry plate | Single dry plate | Multi-plate (crank mounts) | Single plate (crank mounts) | Single plate (crank mounts) | Multi-plate (crank mounts) |
| Engine tank capacity | 4 gal. | 4 gal. | 1 gal. | 1 gal. | 1 gal. | 1 gal. |
| Gearbox oil capacity | 1 gal. | 1 gal. | 2 gal. | 2 gal. | 2 gal. | 2 gal. |
| Water capacity (total) | 10 gal. | 14 gal. | 30 gal. | 24 gal. | 25 gal. | 45 gal. |
| Steering fluid | A.C.B.11 (long reach) | A.C.B.11 (short reach) | A.C.B.11 (long reach) | K.L.G./K.2 | K.L.G./K.2 | K.L.G./K.2 |
| Power output | 5.25 | 5.75 | 10.5 | 11.5 | 17.5 | 19.0 |
| 1000 | 11.5 | 12.0 | 20.5 | 20.5 | 23.0 | 16.5 |
| 2000 | 16.5 | 17.5 | 26.75 | 27.5 | 30.5 | 49.0 |
| 3000 | 20.5 | 21.5 | - | - | - | - |

MORRIS MINOR RUNNING COSTS

FIRST YEAR'S RUNNING (IN GREAT BRITAIN) 12,000 MILES.

ACTUAL RUNNING COSTS.

| | £ | s. | d. |
|----------------------------------|-------|----|----|
| Petrol @ 47½ m.p.g. | 17 | 7 | 11 |
| Oil @ 1000 m.p.g. | 3 | 8 | 0 |
| Set of 4 tyres and 1 tube | 5 | 14 | 6 |
| | <hr/> | | |
| | £26 | 10 | 5 |
| | <hr/> | | |

Total cost per mile = .53d.

STANDING CHARGES.

| | £ | s. | d. |
|---|-------|----|----|
| Interest on Capital @ 5% | 6 | 5 | 0 |
| Taxation | 8 | 0 | 0 |
| Insurance | 11 | 5 | 0 |
| Depreciation 1st half year @ 15% | 18 | 15 | 0 |
| " 2nd @ 12½% | 15 | 12 | 6 |
| Clearing, Repairing, Overhauling | 15 | 0 | 0 |
| | <hr/> | | |
| | £74 | 17 | 6 |
| | <hr/> | | |

Total cost per mile = 1.404d.

Total cost of running car for 12,000 miles = 20,24d. per mile.

Based on the following prices :-

| | £ | s. | d. |
|------------------------------|---|----|----|
| Petrol (per gallon) | 1 | 4½ | |
| Oil (per gallon) | 5 | 8 | |
| Tyres (3.5—19) (each) | 1 | 7 | 0 |
| Tubes (3.5—19) (each) | 6 | 6 | |

MORRIS FAMILY EIGHT RUNNING COSTS

FIRST YEAR'S RUNNING (IN GREAT BRITAIN) 12,000 MILES.

ACTUAL RUNNING COSTS.

| | £ | s. | d. |
|-----------------------------|-------|----|----|
| Petrol @ 40 m.p.g. | 20 | 12 | 6 |
| Oil @ 1000 m.p.g. | 3 | 8 | 0 |
| Set of 4 tyres and tube ... | 6 | 9 | 0 |
| | <hr/> | | |
| | £30 | 9 | 6 |
| | <hr/> | | |

Total cost per mile = .6095d.

STANDING CHARGES.

| | £ | s. | d. |
|--------------------------------------|-------|----|----|
| Interest on Capital @ 5% ... | 7 | 12 | 6 |
| Taxation ... | 8 | 0 | 0 |
| Insurance ... | 11 | 5 | 0 |
| Depreciation 1st half year @ 15% ... | 22 | 17 | 6 |
| " 2nd " " @ 12½% ... | 19 | 1 | 3 |
| Cleaning, Repairs and Overhaul ... | 15 | 0 | 0 |
| | <hr/> | | |
| | £23 | 16 | 3 |
| | <hr/> | | |

Total cost per mile = 1.676d.

Total cost of running car for 12,000 miles = 2.2855d. per mile.

Based on the following prices:—

| | £ | s. | d. |
|---------------------------|---|----|----|
| Petrol (per gallon) ... | 1 | 4 | ½ |
| Oil (per gallon) ... | 5 | 8 | |
| Tyres (4.0—19) (each) ... | 1 | 10 | 6 |
| Tubes (4.0—19) (each) ... | 7 | 0 | |

11.9 H.P. MORRIS-COWLEY RUNNING COSTS

FIRST YEAR'S RUNNING (IN GREAT BRITAIN) 12,000 MILES.

ACTUAL RUNNING COSTS.

| | £ | s | d |
|----------------------------------|-------|----|---|
| Petrol—30 m.p.g. | 27 | 10 | 0 |
| Oil @ 1000 m.p.g. | 3 | 8 | 0 |
| Set of 4 tyres and 1 tube | 10 | 0 | 6 |
| | <hr/> | | |
| | £40 | 18 | 6 |
| | <hr/> | | |

Total cost per mile = .8185d.

STANDING CHARGES.

| | £ | s | d |
|---|-------|----|---|
| Interest on Capital @ 5% | 9 | 5 | 0 |
| Taxation | 12 | 0 | 0 |
| Insurance | 12 | 12 | 6 |
| Depreciation 1st half year @ 15% | 27 | 15 | 0 |
| " 2nd @ 12% | 23 | 2 | 6 |
| Cleaning, Repairs and Overhaul | 15 | 0 | 0 |
| | <hr/> | | |
| | £99 | 15 | 0 |
| | <hr/> | | |

Total cost per mile = 1.995d.

Total cost of running car for 12,000 miles = 2.8135d. per mile.

Based on the following prices:—

| | £ | s | d |
|------------------------------|---|---|---|
| Petrol (per gallon) | 1 | 4 | ½ |
| Oil (per gallon) | 5 | 8 | |
| Tyres (5.0—19) (each) | 2 | 8 | 0 |
| Tubes (5.0—19) (each) | 8 | 6 | |

14/32 H.P. MORRIS-COWLEY RUNNING COSTS

FIRST YEAR'S RUNNING (IN GREAT BRITAIN) 12,000 MILES.

ACTUAL RUNNING COSTS.

| | £ | s. | d. |
|--------------------------------|-------|----|----|
| Petrol @ 28 m.p.g. | 29 | 9 | 2 |
| Oil @ 1000 m.p.g. | 3 | 8 | 0 |
| Set of 4 tyres and 4 tube | 10 | 0 | 6 |
| | <hr/> | | |
| | £42 | 17 | 8 |
| | <hr/> | | |

Total cost per mile = .8577d.

STANDING CHARGES.

| | £ | s. | d. |
|---|-------|----|----|
| Interest on Capital @ 5% | 9 | 5 | 0 |
| Taxation | 14 | 0 | 0 |
| Insurance | 15 | 0 | 0 |
| Depreciation 1st half year @ 15% ²⁵ | 27 | 15 | 0 |
| " 2nd @ 12% ²⁵ | 23 | 2 | 6 |
| Cleaning, Repairs and Overhaul | 15 | 0 | 0 |
| | <hr/> | | |
| | £104 | 2 | 6 |
| | <hr/> | | |

Total cost per mile = 2.0825d.

Total cost of running car for 12,000 miles = 2,9402d. per mile.

Based on the following prices:—

| | £ | s. | d. |
|----------------------------|---|----|----|
| Petrol (per gallon) | 1 | 4 | |
| Oil (per gallon) | 5 | 8 | |
| Tyres (5.0—19) (each) | 2 | 8 | 0 |
| Tubes (5.0—19) (each) | 8 | 6 | |

MORRIS MAJOR SIX RUNNING COSTS

FIRST YEAR'S RUNNING (IN GREAT BRITAIN) 12,000 MILES.

ACTUAL RUNNING COSTS.

| | £ | s. | d. |
|--------------------------------|-------|----|----|
| Petrol @ 27 m.p.g. | 30 | 11 | 2½ |
| Oil @ 1000 m.p.g. | 3 | 8 | 0 |
| Set of 4 tyres and 1 tube | 10 | 0 | 6 |
| | <hr/> | | |
| | £43 | 19 | 8½ |
| | <hr/> | | |

Total cost per mile = 3.797d.

STANDING CHARGES.

| | £ | s. | d. |
|---------------------------------------|-------|----|----|
| Interest on Capital @ 5% | 10 | 15 | 0 |
| Taxation | 14 | 0 | 0 |
| Insurance | 15 | 0 | 0 |
| Depreciation 1st half year @ 15% | 32 | 5 | 0 |
| " 2nd " " @ 12½% | 26 | 17 | 6 |
| Cleaning, Repairs and Overhaul | 20 | 0 | 0 |
| | <hr/> | | |
| | £118 | 17 | 6 |
| | <hr/> | | |

Total cost per mile = 2.3775d.

Total cost of running car for 12,000 miles = 3.2572d. per mile.

Based on the following prices —

| | £ | s. | d. |
|----------------------------|---|----|----|
| Petrol (per gallon) | 1 | 4½ | |
| Oil (per gallon) | 5 | 8 | |
| Tyres (5.0—19) (each) | 2 | 8 | 0 |
| Tubes (5.0—19) (each) | 8 | 6 | |

MORRIS-OXFORD SIX RUNNING COSTS

FIRST YEAR'S RUNNING (IN GREAT BRITAIN) 12,000 MILES.

ACTUAL RUNNING COSTS.

| | £ | s. | d. |
|---------------------------|-------|----|----|
| Petrol @ 24 m.p.g. | 34 | 7 | 6 |
| Oil @ 1000 m.p.g. | 3 | 8 | 0 |
| Set of 4 tyres and 1 tube | 11 | 0 | 6 |
| | <hr/> | | |
| | £48 | 16 | 0 |
| | <hr/> | | |

Total cost per mile = .976d.

STANDING CHARGES.

| | £ | s. | d. |
|---------------------------------------|-------|----|----|
| Interest on Capital @ 5% | 13 | 5 | 0 |
| Taxation | 15 | 0 | 0 |
| Insurance | 15 | 0 | 0 |
| Depreciation 1st half year @ 15% | 39 | 15 | 0 |
| " 2nd " " @ 12½% | 33 | 2 | 6 |
| Cleaning, Repairs and Overhaul | 20 | 0 | 0 |
| | <hr/> | | |
| | £136 | 2 | 6 |
| | <hr/> | | |

Total cost per mile = 2.723d.

Total cost of running car for 12,000 miles = 3,699d. per mile.

Based on the following prices:—

| | £ | s. | d. |
|----------------------------|----|----|----|
| Petrol (per gallon) ... | 1 | 4½ | |
| Oil (per gallon) ... | 5 | 8 | |
| Tyres (5.25—18) (each) ... | 2 | 12 | 6 |
| Tubes (5.25—18) (each) ... | 10 | 6 | |

MORRIS ISIS SIX RUNNING COSTS

FIRST YEAR'S RUNNING (IN GREAT BRITAIN) 12,000 MILES.

ACTUAL RUNNING COSTS.

| | £ | s. | d. |
|---------------------------|-------|----|----|
| Petrol @ 22 m.p.g. | 37 | 10 | 0 |
| Oil @ 1000 m.p.g. | 3 | 8 | 0 |
| Set of 4 tyres and 1 tube | 14 | 14 | 6 |
| | <hr/> | | |
| | £55 | 12 | 6 |
| | <hr/> | | |

Total cost per mile=1.1125d.

STANDING CHARGES.

| | £ | s. | d. |
|---------------------------------------|-------|----|----|
| Interest on Capital @ 5% | 17 | 10 | 0 |
| Taxation | 18 | 0 | 0 |
| Insurance | 16 | 5 | 0 |
| Depreciation 1st half year @ 15% | 52 | 10 | 0 |
| " 2nd " " @ 12½% | 43 | 15 | 0 |
| Cleaning, Repairs and Overhaul | 20 | 0 | 0 |
| | <hr/> | | |
| | £168 | 0 | 0 |
| | <hr/> | | |

Total cost per mile=3.36d.

Total cost of running car for 12,000 miles=4.4725d. per mile.

Based on the following prices:—

| | £ | s. | d. |
|---------------------------|----|----|----|
| Petrol (per gallon) ... | 1 | 4½ | |
| Oil (per gallon) ... | 5 | 8 | |
| Tyres (5.5—19) (each) ... | 3 | 11 | 0 |
| Tubes (5.5—19) (each) ... | 10 | 6 | |

PRINCIPAL DIMENSIONS AND

| DESCRIPTION | Models (Inch) | | | | Wheeler Essex | | Model |
|--|---------------|-------------|---------------------|-----------------------|---------------|--------------|----------|
| | Two-seater | Four-seater | Saloon (Fixed Head) | Saloon (Sliding Head) | Saloon | Sports Coupé | |
| Width of Front Doors | 35 36 | 38 39 | 35 36 | 35 36 | 35 36 | 35 36 | 35 36 |
| Width of Rear Doors | — | — | — | — | 34 | — | 25 |
| Floor to Roof | 44 | 47 | 47 | 46 | 47 | 45 | 45 |
| Front Seat Cushion to Roof | 37 | 36 | 36 | 35 | 38 | 37 | 41 |
| Rear Seat Cushion to Roof | — | 32 | 34 | 34 | 38 | 34 | — |
| Width Over Front Seats | 60 | 42 | 40 | 40 | 60 | 38 | 43 |
| Width Over Rear Seats | — | 42 | 41 | 41 | 42 | 41 | 45 |
| Height of Front Cushion | 9 | 9 | 10 | 10 | 10 | 10 | 9 |
| Height of Rear Cushion | — | 18 | 18 | 18 | 17 | 17 | 18 |
| Depth of Front Cushion | 21 | 20 | 20 | 20 | 20 | 20 | 18 |
| Depth of Rear Cushion | — | 16 | 17 | 17 | 18 | 16 | 21 |
| Height of Floor Squab | 22 | 18 | 18 | 18 | 18 | 18 | 20 |
| Depth of Rear Squab | — | 18 | 18 | 18 | 18 | 18 | 22 |
| Extension (Front) { Max. Min. | 40 34 | 40 34 | 40 34 | 40 34 | 41 35 | 41 35 | 43 36 |
| Extension (Rear) { Max. Min. | — — | 34 34 | 36 36 | 36 36 | 44 38 | 34 30 | 45 38 |
| Sliding Roof Overlap—Length | — | — | — | 18 | 10 | 17 | — |
| Sliding Roof Overlap—Width | — | — | — | 20 | 20 | 10 | — |
| Engine Compartment—Width | — | — | — | — | — | 28 | — |
| Engine Compartment—Depth | — | — | — | — | — | 10 | — |
| Engine Compartment—Height | — | — | — | — | — | 18 | — |
| Engine Grid—Depth | — | — | — | — | — | — | — |
| Engine Grid—Width | — | — | — | — | — | — | — |
| Overall Height | 60 | 60 | 61 | 61 | 63 | 61 | 60 |
| Overall Length (Wind closed) | 118 | 118 | 121 | 121 | 127 | 137 | 145 |
| Overall Length (Wind open) | — | — | — | — | — | — | — |
| Overall Width | 58 | 51 | 51 | 51 | 50 | 53 | 62 |
| Unladen Weight of Car (in cwt and lb.) | 10-3 | 11-2 | 12-1 | 12-1 | 13-0 | 13-0 | 21-1 |

MORRIS MINOR EQUIPMENT

STANDARD EQUIPMENT

- | | |
|---|---|
| Chromium finish to all external bright parts. | Lucas electric horn. |
| Karhyde upholstery. | Lucas 6-volt lighting set with combination head and side-lamps. |
| Triplex safety glass wind-screen. | Coil indicator light. |
| Speedometer. | Instrument panel lamp. |
| Oil gauge. | Ammeter. |
| Electric petrol gauge (on dash). | Five detachable Magna type wire wheels. |
| Automatic Petrolift. | Five Dunlop cord tyres. |
| Automatic windscreen wiper. | Spare wheel carrier. |
| Pressure chassis lubricating pump. | Jack. |
| Licence holder. | Tyre pump. |
| Driving mirror. | Complete kit of tools in locker. |
| Progressive shock absorbers on all wheels. | |

ADDITIONAL EQUIPMENT

- | | |
|--|--|
| Two-seater | Hood and hood cover, sidescreens with signalling panels. |
| Tourer | Hood and hood cover, sidescreens with signalling panels. |
| Saloon (Coachbuilt, Fixed Head) | Winding door-windows, Triplex glass throughout, rear blind (remote control). |
| Saloon (Coachbuilt, Sliding Head) | Winding door-windows, Triplex glass throughout, rear blind (remote control), Pychley sliding head. |

MORRIS FAMILY EIGHT EQUIPMENT

STANDARD EQUIPMENT

- Psychley sliding hood.
- Chromium finish to all external bright parts.
- Double bumpers front and rear.
- Triplex safety glass in windscreen and windows.
- Winding door windows.
- Speedometer.
- Oil gauge.
- Electric petrol gauge (on dash).
- Automatic Petrolift.
- Automatic windscreen wiper.
- Pressure chassis lubricating pump.
- Licence holder.
- Calometer and wings.
- Driving mirror.
- Progressive shock absorbers on all wheels.
- Lucas electric horn.
- Lucas 6-volt 5-lamp lighting set.
- Headlamp dimming switch.
- Roof lamp.
- Coil indicator light.
- Instrument panel lamp.
- Ammeter.
- Five detachable Magna type wire wheels.
- Five Dunlop cord tyres.
- Spare wheel carrier.
- Jack.
- Tyre pump.
- Complete kit of tools in locker.
- Lockheed hydraulic brakes.
- Door locks.
- Rear blind (remote control).

ADDITIONAL EQUIPMENT

- | | |
|---------------------|--|
| Saloon | Karhyde upholstery, carpets. |
| Sports Coupé | Celstra leather upholstery, Floaton-Air rear seat cushion, pile carpets, built-in luggage container. |

MORRIS-COWLEY EQUIPMENT

STANDARD EQUIPMENT

- Chromium finish to all external bright parts.
- Triplex safety glass wind-screen.
- Finger-tip steering wheel control for ignition and dipping headlights.
- Speedometer.
- Clock.
- Oil gauge.
- Electric petrol gauge (on dash)
- Automatic Petrolift.
- Pressure chassis lubricating pump.
- Calorimeter and wings.
- Driving mirror.
- Progressive shock absorbers on all wheels.
- Spring unitors.
- Double bumpers front and rear.
- Electric horn.
- Electric lighting and starting with 5-lamp equipment.
- Dipping headlamp mechanism.
- Instrument panel illumination.
- Licence holder.
- Five detachable Magna type wire wheels.
- Five Dunlop cord tyres.
- Spare wheel carrier.
- Tyre pump.
- Jack.
- Full kit of tools on dash.
- Lockheed hydraulic brakes.
- Carpets.
- "Organ" type accelerator pedal.

ADDITIONAL EQUIPMENT

- Two-seater** Hood and sidescreens with signalling panels, hood cover, upholstered sticky seat with lock, Karhyde upholstery, adjustable one-piece seat.
- Coupé** Winding door-windows, Triplex glass windows, Karhyde upholstery, adjustable front bucket seats, door locks, rear blind (remote control), roof light.
- Saloon (Fixed Head)** Winding door-windows, Triplex glass windows, Karhyde upholstery, adjustable front bucket seats, door locks, rear blind (remote control), roof light, parcel net.
- Saloon (Sliding Head)** Winding door-windows, Triplex glass windows, Karhyde upholstery, adjustable front bucket seats, Pychley sliding head, door locks, rear blind (remote control), roof light.
- Sports Coupé** Winding door-windows, Triplex glass windows, Celstra leather upholstery, adjustable bucket type front seats, Float-on-Air rear seat cushion, Pychley sliding head, rear blind (remote control), door locks, pile carpets, roof light.
- Traveller's Saloon** Winding door-windows, Triplex glass windows, Karhyde upholstery, adjustable front bucket seats, door locks, rear blind (remote control), roof light, parcel net.

MORRIS MAJOR EQUIPMENT

STANDARD EQUIPMENT

| | |
|--|---|
| Chromium finish to all external bright parts. | Spring gaiters. |
| Triplex safety glass wind-screen. | Double bumpers front and rear. |
| Finger-tip steering wheel control for ignition and dipping headlights. | Electric horn. |
| Pedal rubbers. | Lucas 12-volt 5-lamp lighting and starting set. |
| "Organ" accelerator pedal. | Dipping headlamp mechanism. |
| Carpets. | Coil indicator light. |
| Speedometer. | Calorstat-operated radiator shutters. |
| Clock. | Instrument panel illumination. |
| Oil gauge. | Five detachable Magna type wire wheels. |
| Electric petrol gauge (on dash). | Five Dunlop cord tyres. |
| Electric windscreen wiper. | Spare wheel carrier. |
| Pressure chassis lubricating pump. | Jack. |
| Licence holder. | Tyre pump. |
| Calorimeter and wings. | Full kit of tools on dash. |
| Driving mirror. | Lockheed hydraulic brakes. |
| Progressive shock absorbers on all wheels. | |

ADDITIONAL EQUIPMENT

| | |
|------------------------------------|---|
| Tourer | Hood and sidescreens with signalling panels, hood cover, Karhyde upholstery, adjustable one-piece front seat, upholstered dicky seat with lock. |
| Coupe (Sliding Head) | Winding door-windows, windows of Triplex safety glass, Pychley sliding head, Karhyde upholstery, door locks, built-in luggage container, adjustable bucket type front seats, rear blind (remote control), roof light. |
| Saloon (Fixed Head) | Winding door-windows, windows of Triplex safety glass, Karhyde upholstery, door locks, adjustable bucket type front seats, roof light, rear blind (remote control), parcel net. |
| Saloon (Sliding Head) | Winding door-windows, windows of Triplex safety glass, Pychley sliding head, Karhyde upholstery, door locks, adjustable bucket type front seats, rear blind (remote control), roof light. |
| Sports Coupe (Sliding Head) | Winding door-windows, windows of Triplex safety glass, Pychley sliding head, Celstra leather upholstery, Float-on-Air rear seat cushion, built-in luggage container, pile carpets, adjustable bucket type front seats, door locks, rear blind (remote control), roof light. |

MORRIS-OXFORD EQUIPMENT

STANDARD EQUIPMENT

- Chromium finish to all external bright parts.
- Psychley sliding head.
- Leather upholstery.
- Rear blind (remote control).
- Triplex safety glass windscreen and windows.
- Finger-tip steering wheel control for switches, ignition and throttle.
- Calostat-operated radiator shutters.
- Lockheed hydraulic brakes.
- Pile carpets.
- Pedal rubbers.
- Speedometer with trip recorder.
- Clock.
- Oil gauge.
- Ammeter.
- Electric petrol gauge (on dash).
- Coil indicator light.
- Licence holder.
- Electric windscreen wiper.
- Pressure chassis lubricating pump.
- "Organ" accelerator pedal.
- Calormeter and wings.
- Driving mirror.
- Hydraulic shock absorbers.
- Double bumpers.
- Electric horn.
- Lucas 12-volt 5-lamp lighting and starting set with stop and reverse light.
- Dipping headlight mechanism.
- Instrument panel illumination (diffused).
- Roof light.
- Spring gaiters.
- Five detachable Magna type wire wheels.
- Five Dunlop cord tyres.
- Spare wheel carrier.
- Jack.
- Tyre pump.
- Full kit of tools in locker.
- Adjustable bucket type front seats.
- Door locks.

ADDITIONAL EQUIPMENT

- Saloon** Winding windows, window louvres, luggage grid, folding centre arm-rest to rear seat, head rest cushions.
- Coupé** Double sliding windows with locks, in-built luggage container.
- Sports Coupé** Double winding door-windows, window louvres, Celstra leather upholstery, Float-on-Air rear seat cushion, in-built luggage container, head rest cushions.

MORRIS ISIS EQUIPMENT

STANDARD EQUIPMENT

- Chromium finish to all external bright parts.
- Leather upholstery.
- Adjustable bucket type front seats.
- Rear blind (remote control).
- Triplex safety glass windscreen and windows.
- Window louvres (Triplex).
- Door locks.
- Dash ventilators.
- Finger-tip control for ignition, throttle and switches.
- Calorstat-operated radiator shutters.
- Lockheed hydraulic brakes.
- Pile carpets.
- Pedal rubbers.
- "Organ" type accelerator pedal.
- Speedometer with trip.
- Smoker's companions.
- Clock.
- Oil gauge.
- Electric petrol gauge.
- Electric windscreen wiper.
- Licence holder.
- Pressure chassis lubricating pump.
- Calorimeter and wings.
- Driving mirror.
- Double bumpers.
- Electric horn.
- Pychley sliding head.
- Lucas 12-volt 5-lamp starting and lighting set with stop and reverse light.
- Lucas Biflex headlamps with dipping reflectors.
- Roof light.
- Coil indicator light.
- Ammeter.
- Spring gaiters.
- Hydraulic shock absorbers.
- Check straps to rear axle.
- Five detachable Magna type wire wheels.
- Five Dunlop cord tyres.
- Spare wheel carrier.
- Jack.
- Tyre pump.
- Full kit of tools.

ADDITIONAL EQUIPMENT

- Saloon** Folding centre arm-rest to rear seat, winding door-windows, luggage grid, head rest cushions.
- Sports Coupé** Celstra leather upholstery, Float-on-Air rear seat cushion, double winding door-windows, in-built luggage container.

CHASSIS

MORRIS MINOR CHASSIS. Price £90 ex Works

*The chassis equipment includes:—*Plymax dash, dash shroud, scuttle frame front member with bonnet rest fitted, splashier, combined head- and sidelamps, tail-lamp, battery, front and rear wings (enamelled), bonnet ledge, front and rear number-plates, speedometer, oil gauge, electric petrol gauge, ammeter, electric horn, shock absorbers front and rear.

MORRIS EIGHT CHASSIS Price £115 ex Works

*The chassis equipment includes:—*Plymax dash, dash shroud, scuttle frame front member with bonnet rest fitted, splashier, headlamps, sidelamps, tail-lamp, battery, front and rear wings (enamelled), bonnet ledge, front and rear bumpers, front and rear number-plates, speedometer, oil gauge, electric petrol gauge, ammeter, electric horn, calorimeter with wings, shock absorbers front and rear.

MORRIS-COWLEY CHASSIS Price £135 ex Works

*The chassis equipment includes:—*Steel dash, scuttle rim, clock, speedometer, electric petrol gauge, dumb-iron masks, splashier, front wings, stays and rear wings (enamelled), headlamps with dipping mechanism, sidelamps, rear-lamp, battery, front and rear bumpers, front and rear number-plates, oil gauge, ammeter, electric horn, calorimeter with wings, shock absorbers front and rear.

MORRIS MAJOR SIX CHASSIS Price £190 ex Works

*The chassis equipment includes:—*Steel dash, scuttle frame front member with rubber bonnet rest fitted, dumb-iron masks, splashier, clock, speedometer, dash reading electric petrol gauge, rear-lamp, headlamps with dipping mechanism, sidelamps, battery, front wings, stays and rear wings (enamelled), front and rear bumpers, front and rear number-plates, oil gauge, ammeter, electric horn, calorimeter with wings, shock absorbers front and rear.

MORRIS-OXFORD SIX CHASSIS Price £195 ex Works

*The chassis equipment includes:—*Plymax dash, dash shroud, scuttle frame front member with rubber bonnet rest fitted, dumb-iron masks, splashier, clutch and brake pedal rubbers, clock, speedometer, dash reading electric petrol gauge, rear-lamp with stop and reverse light, headlamps with dipping mechanism, sidelamps, battery, front wings, stays and rear wings (enamelled), front and rear bumpers, front and rear number-plates, oil gauge, ammeter, electric horn, calorimeter with wings, hydraulic shock absorbers front and rear.

MORRIS ISIS SIX CHASSIS Price £250 ex Works

*The chassis equipment includes:—*Steel dash, scuttle frame front member with rubber bonnet rest fitted, dumb-iron masks, splashier, clock, speedometer, dash reading electric petrol gauge, rear-lamp with stop and reverse light, headlamps with dipping mechanism, sidelamps, battery, front wings, stays and rear wings (enamelled), bumpers front and rear, front and rear number-plates, oil gauge, ammeter, electric horn, calorimeter with wings, hydraulic shock absorbers front and rear.

All chassis are supplied with bonnet fitted complete with fasteners, and running-boards covered and beaded, full kit of tools, spare wheel and tyre. Purchasers of Morris chassis are requested carefully to note paragraph 6 of Guarantee. No variation in the above chassis specifications can be made.

LIGHT TRANSPORT

| | <i>Scout. Van</i> | <i>Light Van</i> |
|---------------------------------|-----------------------|----------------------|
| Bore | 57 mm. | 75 mm. |
| Stroke | 83 mm. | 102 mm. |
| Cubic capacity | 847 c.c. | 1802 c.c. |
| R.A.C. rating | 8.05 h.p. | 13.9 h.p. |
| Tax | | |
| Wheelbase | 6' 6" | 8' 9" |
| Track | 3' 6" | 4' 0" |
| Ground clearance | 8½" | 8½" |
| Overall width | 50" | 61" |
| " length | 9' 9" | 12' 9½" |
| " height | — | — |
| Inside width | 3' 4½" | 4' 0" |
| " length | 3' 4" | 4' 9" |
| " height | 3' 6" | 4' 3" |
| Body capacity | 38 cubic feet | 73 cubic feet |
| Number of gears | 3 and R. | 3 and R. |
| Gear ratio 1st | 17.1 | 18 |
| " " 2nd | 8.96 | 9.75 |
| " " Top | 4.88 | 5.27 |
| " " Reverse | 13.8 | 21.87 |
| Ignition | Coil | Magneto |
| Petrol tank capacity | 5½ galls. | 7 galls. |
| Load capacity | 5 cwt. | 8 cwt. |
| Petrol consumption | 47½ m.p.g. | 30 m.p.g. |
| Price with standard body | £110 | £160 |
| Chassis price | £90 | £125 |
| Turning circle | 32' 3" | 41' 3" |
| Weight | 11—3—14 | 19—3—26 |

HIRE-PURCHASE

UNDER the Morris Deferred Payment Plan the prospective owner can pay any reasonable deposit, and the instalments can be spread over twelve, eighteen, or twenty-four months. Quarterly instalments can also be arranged. We recommend that the deposit be not less than 25 per cent. of the purchase price, although a smaller deposit can be accommodated if the circumstances justify it.

To take a specific example, we will assume that the prospective owner has chosen a model costing £130, and that he can conveniently make a deposit of £35. This leaves a balance outstanding of £95, which he desires to pay in twelve monthly instalments. From the hire-purchase table on this page it will be seen that for a balance of £90 he will have to pay twelve instalments of £7 19s. 9d., and for the remaining balance of £5, twelve instalments of 8s. 10½d., giving a total figure inclusive of all interest charges of £8 8s. 7½d. per month over twelve months.

| <i>Balance after deducting Deposit</i> | <i>12 Instalments of</i> | <i>Or 18 Instalments of</i> | <i>Or 24 Instalments of</i> |
|--|----------------------------------|-------------------------------------|-------------------------------------|
| £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| 5 0 0 | - 8 10½ | - 6 1½ | - 4 9 |
| 6 0 0 | - 10 7½ | - 7 4½ | - 5 8½ |
| 7 0 0 | - 12 5 | - 8 7 | - 6 7½ |
| 8 0 0 | - 14 2½ | - 9 9½ | - 7 7½ |
| 9 0 0 | - 15 11½ | - 11 0½ | - 8 6½ |
| 10 0 0 | - 17 9 | - 12 3 | - 9 6 |
| 20 0 0 | 1 15 6 | 1 4 6 | - 19 0 |
| 30 0 0 | 2 13 3 | 1 16 9 | 1 8 6 |
| 40 0 0 | 3 11 0 | 2 9 0 | 1 18 0 |
| 50 0 0 | 4 8 9 | 3 1 3 | 2 7 6 |
| 60 0 0 | 5 6 6 | 3 13 6 | 2 17 0 |
| 70 0 0 | 6 4 3 | 4 5 9 | 3 6 6 |
| 80 0 0 | 7 2 0 | 4 18 0 | 3 16 0 |
| 90 0 0 | 7 19 9 | 5 10 3 | 4 5 6 |
| 100 0 0 | 8 17 6 | 6 2 6 | 4 15 0 |
| 200 0 0 | 17 15 0 | 12 5 0 | 9 10 0 |
| 300 0 0 | 26 12 6 | 18 7 6 | 14 5 0 |

The instalments shown include all interest charges.

MOTOR HOUSES

STEEL-FRAMED Motor Houses (for Concrete Floors only)

| | Length | Width | Door Opening | Price |
|----|--------|--------|--------------|--------|
| KP | 12' 8" | 6' 5" | 5' 11" | £12 15 |
| KW | 12' 8" | 8' 5" | 7' 11" | £15 5 |
| KC | 14' 8" | 8' 5" | 7' 11" | £18 10 |
| KO | 16' 9" | 8' 5" | 7' 11" | £17 15 |
| KN | 16' 9" | 10' 6" | 10' 0" | £20 10 |
| KR | 18' 9" | 10' 6" | 10' 0" | £22 15 |

All the above steel-framed motor houses are 6' 6" high to the eaves with the exception of the Model KP, which is 6' 0" to the eaves.

In all models the clear height of the door opening is the same as the eaves height.

The windows in the steel-framed houses do not open.

| | | |
|---|-----|---------|
| Extra windows, if ordered with house, each | ... | £9 5 0 |
| Personal door, if ordered with house ... | ... | £2 7 6 |
| Double doors at both ends, KP model | ... | £2 12 6 |
| Double doors at both ends, KW, KC and KO models | ... | £3 0 0 |
| Double doors at both ends, KN and KR models | ... | £3 5 0 |

WOOD-FRAMED Motor Houses (for Concrete or Earth Floors)

As the fittings for concrete and earth floors are not interchangeable, it is important to mention the floor intended when ordering.

| | Length | Width | Door Opening | Price |
|----|---------|-------|--------------|--------|
| DP | 11' 7" | 6' 3" | 5' 9" | £9 15 |
| DW | 11' 10" | 8' 3" | 6' 11" | £12 15 |
| DC | 13' 11" | 8' 3" | 6' 11" | £14 0 |
| DO | 16' 0" | 8' 3" | 6' 11" | £15 5 |
| DN | 16' 0" | 9' 4" | 6' 11" | £17 15 |
| DR | 19' 2" | 9' 4" | 6' 11" | £20 15 |

All the above wood-framed motor houses are 6' 6" high to the eaves with the exception of the Model DP, which is 6' 3" to the eaves.

All prices carriage forward ex Works. Conditional upon crates being returned, no charge is made for packing.

All windows in the wood-framed models open and are provided with casement stay.

| | | |
|---|-----|---------|
| Extra windows, if ordered with house, each | ... | £0 15 0 |
| Personal door, if ordered with house ... | ... | £1 5 0 |
| Double doors at both ends, DP model | ... | £2 7 6 |
| Double doors at both ends, DW, DC and DO models | ... | £2 15 0 |
| Double doors at both ends, DN and DR models | ... | £3 0 0 |

When ordering, be sure to give type, size and full address for delivery, and in the case of wood-framed models type of floor to be employed.

CALENDAR 1932

1933

JANUARY

| | | | | | | |
|----|-----|---|----|----|----|-----|
| S | ... | 3 | 10 | 17 | 24 | 31 |
| M | ... | 4 | 11 | 18 | 25 | ... |
| Tu | ... | 5 | 12 | 19 | 26 | ... |
| W | ... | 6 | 13 | 20 | 27 | ... |
| Th | ... | 7 | 14 | 21 | 28 | ... |
| F | 1 | 8 | 15 | 22 | 29 | ... |
| S | 2 | 9 | 16 | 23 | 30 | ... |

FEBRUARY

| | | | | | | |
|----|-----|----|----|----|-----|-----|
| S | ... | 7 | 14 | 21 | 28 | ... |
| M | 1 | 8 | 15 | 22 | 29 | ... |
| Tu | 2 | 9 | 16 | 23 | ... | ... |
| W | 3 | 10 | 17 | 24 | ... | ... |
| Th | 4 | 11 | 18 | 25 | ... | ... |
| F | 5 | 12 | 19 | 26 | ... | ... |
| S | 6 | 13 | 20 | 27 | ... | ... |

MARCH

| | | | | | | |
|----|-----|----|----|----|-----|-----|
| S | ... | 6 | 13 | 20 | 27 | ... |
| M | ... | 7 | 14 | 21 | 28 | ... |
| Tu | 1 | 8 | 15 | 22 | 29 | ... |
| W | 2 | 9 | 16 | 23 | 30 | ... |
| Th | 3 | 10 | 17 | 24 | 31 | ... |
| F | 4 | 11 | 18 | 25 | ... | ... |
| S | 5 | 12 | 19 | 26 | ... | ... |

APRIL

| | | | | | | |
|----|-----|---|----|----|----|-----|
| S | ... | 3 | 10 | 17 | 24 | ... |
| M | ... | 4 | 11 | 18 | 25 | ... |
| Tu | ... | 5 | 12 | 19 | 26 | ... |
| W | ... | 6 | 13 | 20 | 27 | ... |
| Th | ... | 7 | 14 | 21 | 28 | ... |
| F | 1 | 8 | 15 | 22 | 29 | ... |
| S | 2 | 9 | 16 | 23 | 30 | ... |

MAY

| | | | | | | |
|----|---|----|----|----|-----|-----|
| S | 1 | 8 | 15 | 22 | 29 | ... |
| M | 2 | 9 | 16 | 23 | 30 | ... |
| Tu | 3 | 10 | 17 | 24 | 31 | ... |
| W | 4 | 11 | 18 | 25 | ... | ... |
| Th | 5 | 12 | 19 | 26 | ... | ... |
| F | 6 | 13 | 20 | 27 | ... | ... |
| S | 7 | 14 | 21 | 28 | ... | ... |

JUNE

| | | | | | | |
|----|-----|----|----|----|-----|-----|
| S | ... | 5 | 12 | 19 | 26 | ... |
| M | ... | 6 | 13 | 20 | 27 | ... |
| Tu | ... | 7 | 14 | 21 | 28 | ... |
| W | 1 | 8 | 15 | 22 | 29 | ... |
| Th | 2 | 9 | 16 | 23 | 30 | ... |
| F | 3 | 10 | 17 | 24 | ... | ... |
| S | 4 | 11 | 18 | 25 | ... | ... |

JULY

| | | | | | | |
|----|-----|---|----|----|----|-----|
| S | ... | 3 | 10 | 17 | 24 | 31 |
| M | ... | 4 | 11 | 18 | 25 | ... |
| Tu | ... | 5 | 12 | 19 | 26 | ... |
| W | ... | 6 | 13 | 20 | 27 | ... |
| Th | ... | 7 | 14 | 21 | 28 | ... |
| F | 1 | 8 | 15 | 22 | 29 | ... |
| S | 2 | 9 | 16 | 23 | 30 | ... |

AUGUST

| | | | | | | |
|----|-----|----|----|----|-----|-----|
| S | ... | 7 | 14 | 21 | 28 | ... |
| M | 1 | 8 | 15 | 22 | 29 | ... |
| Tu | 2 | 9 | 16 | 23 | 30 | ... |
| W | 3 | 10 | 17 | 24 | 31 | ... |
| Th | 4 | 11 | 18 | 25 | ... | ... |
| F | 5 | 12 | 19 | 26 | ... | ... |
| S | 6 | 13 | 20 | 27 | ... | ... |

SEPTEMBER

| | | | | | | |
|----|-----|----|----|----|-----|-----|
| S | ... | 4 | 11 | 18 | 25 | ... |
| M | ... | 5 | 12 | 19 | 26 | ... |
| Tu | ... | 6 | 13 | 20 | 27 | ... |
| W | ... | 7 | 14 | 21 | 28 | ... |
| Th | 1 | 8 | 15 | 22 | 29 | ... |
| F | 2 | 9 | 16 | 23 | 30 | ... |
| S | 3 | 10 | 17 | 24 | ... | ... |

OCTOBER

| | | | | | | |
|----|-----|---|----|----|----|-----|
| S | ... | 2 | 9 | 16 | 23 | 30 |
| M | ... | 3 | 10 | 17 | 24 | 31 |
| Tu | ... | 4 | 11 | 18 | 25 | ... |
| W | ... | 5 | 12 | 19 | 26 | ... |
| Th | ... | 6 | 13 | 20 | 27 | ... |
| F | ... | 7 | 14 | 21 | 28 | ... |
| S | 1 | 8 | 15 | 22 | 29 | ... |

NOVEMBER

| | | | | | | |
|----|-----|----|----|----|-----|-----|
| S | ... | 6 | 13 | 20 | 27 | ... |
| M | ... | 7 | 14 | 21 | 28 | ... |
| Tu | 1 | 8 | 15 | 22 | 29 | ... |
| W | 2 | 9 | 16 | 23 | 30 | ... |
| Th | 3 | 10 | 17 | 24 | ... | ... |
| F | 4 | 11 | 18 | 25 | ... | ... |
| S | 5 | 12 | 19 | 26 | ... | ... |

DECEMBER

| | | | | | | |
|----|-----|----|----|----|----|-----|
| S | ... | 4 | 11 | 18 | 25 | ... |
| M | ... | 5 | 12 | 19 | 26 | ... |
| Tu | ... | 6 | 13 | 20 | 27 | ... |
| W | ... | 7 | 14 | 21 | 28 | ... |
| Th | 1 | 8 | 15 | 22 | 29 | ... |
| F | 2 | 9 | 16 | 23 | 30 | ... |
| S | 3 | 10 | 17 | 24 | 31 | ... |

JANUARY

| | | | | | | |
|----|---|----|----|----|-----|-----|
| S | 1 | 8 | 15 | 22 | 29 | ... |
| M | 2 | 9 | 16 | 23 | 30 | ... |
| Tu | 3 | 10 | 17 | 24 | 31 | ... |
| W | 4 | 11 | 18 | 25 | ... | ... |
| Th | 5 | 12 | 19 | 26 | ... | ... |
| F | 6 | 13 | 20 | 27 | ... | ... |
| S | 7 | 14 | 21 | 28 | ... | ... |

FEBRUARY

| | | | | | | |
|----|-----|----|----|----|-----|-----|
| S | ... | 5 | 12 | 19 | 26 | ... |
| M | ... | 6 | 13 | 20 | 27 | ... |
| Tu | ... | 7 | 14 | 21 | 28 | ... |
| W | 1 | 8 | 15 | 22 | ... | ... |
| Th | 2 | 9 | 16 | 23 | ... | ... |
| F | 3 | 10 | 17 | 24 | ... | ... |
| S | 4 | 11 | 18 | 25 | ... | ... |

MARCH

| | | | | | | |
|----|-----|----|----|----|-----|-----|
| S | ... | 5 | 12 | 19 | 26 | ... |
| M | ... | 6 | 13 | 20 | 27 | ... |
| Tu | ... | 7 | 14 | 21 | 28 | ... |
| W | 1 | 8 | 15 | 22 | 29 | ... |
| Th | 2 | 9 | 16 | 23 | 30 | ... |
| F | 3 | 10 | 17 | 24 | 31 | ... |
| S | 4 | 11 | 18 | 25 | ... | ... |

APRIL

| | | | | | | |
|----|-----|---|----|----|----|-----|
| S | ... | 2 | 9 | 16 | 23 | 30 |
| M | ... | 3 | 10 | 17 | 24 | ... |
| Tu | ... | 4 | 11 | 18 | 25 | ... |
| W | ... | 5 | 12 | 19 | 26 | ... |
| Th | ... | 6 | 13 | 20 | 27 | ... |
| F | ... | 7 | 14 | 21 | 28 | ... |
| S | 1 | 8 | 15 | 22 | 29 | ... |

MAY

| | | | | | | |
|----|-----|----|----|----|-----|-----|
| S | ... | 7 | 14 | 21 | 28 | ... |
| M | 1 | 8 | 15 | 22 | 29 | ... |
| Tu | 2 | 9 | 16 | 23 | 30 | ... |
| W | 3 | 10 | 17 | 24 | 31 | ... |
| Th | 4 | 11 | 18 | 25 | ... | ... |
| F | 5 | 12 | 19 | 26 | ... | ... |
| S | 6 | 13 | 20 | 27 | ... | ... |

JUNE

| | | | | | | |
|----|-----|----|----|----|-----|-----|
| S | ... | 4 | 11 | 18 | 25 | ... |
| M | ... | 5 | 12 | 19 | 26 | ... |
| Tu | ... | 6 | 13 | 20 | 27 | ... |
| W | ... | 7 | 14 | 21 | 28 | ... |
| Th | 1 | 8 | 15 | 22 | 29 | ... |
| F | 2 | 9 | 16 | 23 | 30 | ... |
| S | 3 | 10 | 17 | 24 | ... | ... |



