

# The Morris Minor is Here!

*First full description  
of the most discussed  
car of the last decade*

Tourer - - £125

With Triplex Screen £127

Saloon - - £135

With Triplex Screen & Windows £141 10s.



**P**OSITIVELY no other car has been awaited with so much eager interest as the Morris Minor, which, in increasing quantities, is now going into production. Immediately following the first publication of details in the daily Press, the post bag of Messrs. Morris Motors (1926) Ltd. was weighed down with enquiries from every part of the world.

## Motoring for All

The reason for this is not far to seek. In the Morris Minor we have a car which almost everybody can afford to run. Doing about fifty miles to a gallon of petrol, and possessing an acceleration and a turn of speed enabling it to keep its place in the traffic stream on the fastest highways, it offers comfort for four grown-ups hitherto found only in far larger cars. Yet its modest dimensions permit of its being garaged in a building a little larger than a cycle shed, a very important consideration in these days of congested public garages, and, in many instances, high storage charges.

The four-cylinder engine has a bore of 57 mm., a stroke of 83 mm. and a cubic capacity of 847 c.c., and develops no less than 20 h.p. at 3000 revolutions per minute. It falls within the £8 tax. One of the most interesting features of the power unit is undoubtedly the clever valve gear employing an overhead camshaft of sturdy construction, operating

cams with large bearing surfaces, the whole being fed with oil under pressure direct from the pump which also feeds the main bearings, so that the entire mechanism virtually runs in an oil mist.

The drive to the camshaft is by silent bevel, and the fact that the dynamo creates a new departure in being mounted vertically in front of the cylinder block enables the vertical shaft to be formed by the armature, thus conserving space in no small degree.

An outstanding point of the design is the manner in which it lends itself to easy decarbonisation, the undoing of ten handily situated nuts permitting the cylinder head and valve gear to be removed *in toto* in a few minutes. This feature is even more important than it would at first appear, decarbonisation and valve adjustments on some small cars being a distinctly difficult matter for the novice, owing to the necessarily restricted space the designer has had at his disposal.

## The Ignition

Ignition is by coil, fed from the lighting battery, a talking point of the system being the accessibility of the combined make and break and distributor mechanism, which is the only thing ever likely to require attention, and this only at widely separated intervals. Here it might be prudent to point out that this form of ignition was chosen

### MORRIS MINOR MEMORANDA

**Engine dimensions:** Bore 57 mm.  
Stroke 83 mm. Cubic capacity 847 c.c.  
(Four cylinders.)

**R.A.C. rating:** 8 h.p.

**Tax:** £8.

**Cooling:** Thermo-syphon with fan.

**Carburettor:** S.U.

**Valves:** Overhead camshaft.

**Cylinder head:** Detachable.

**Lubrication:** Pressure feed to all bearings and valve gear.

**Gearbox:** Three-speed and reverse, on orthodox lines.

**Electrical equipment:** Dynamo, coil ignition, self-starter, two large headlights, side- and tail-lamps.

**Fuel consumption:** 50 m.p.g. (approx.)

**Wheelbase:** 6 ft. 6 in.

**Overall length:** 10 ft. 3 in. (including bumpers).

**Overall width:** 4 ft. 1½ in.

**Maximum height:** Saloon, 61½ in.

Open model with hood down, 55 in.

**Suspension:** Semi-elliptics, fore and aft.

**Brakes:** On all four wheels, operated by pedal. Hand brake external contracting, operating a large drum behind gearbox.

**Tyres:** 26 x 3.50 Dunlop.

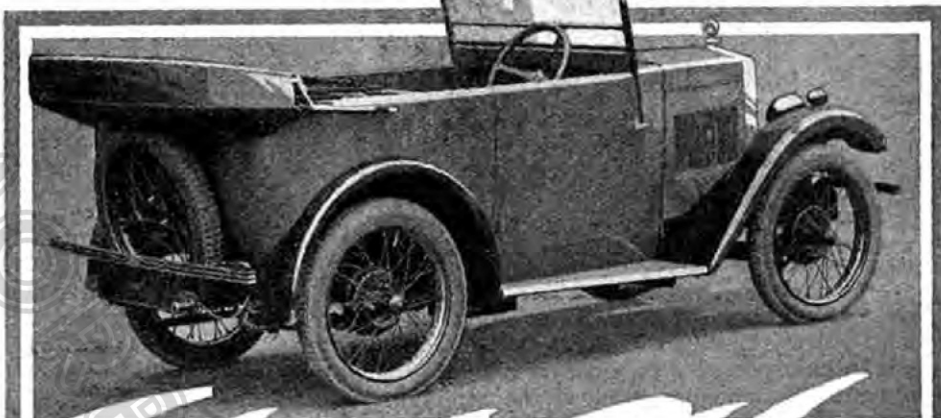
**Colours:** Blue or brown for either model.  
Upholstery to match.

*The Morris Minor is Here!—contd.*

without any regard to considerations of cost. Magneto ignition is dependent for a hot spark on high engine revolutions, and in the event of its being a little off colour imposes a considerable strain on the accumulator in starting up. On the larger Morris cars this circumstance is discounted by a battery of ample size, but, owing to restrictions of space, in the case of the Minor the battery, although of adequate dimensions for the lighting system, is necessarily smaller. Now a feature of battery ignition is a hot spark at low speeds, which, of course, is when we want it most. Therefore, everything con-

which also supplies the two large headlights, side- and tail-lamps, is easily reached for the monthly fill of distilled water by lifting the cover beneath the driver's seat.

The power reaches the back axle through a large dry-plate clutch with a particularly sweet



With hood down, the open model can be stored in a shed 56 in. high.



The all-weather equipment virtually converts the open model into a closed car. Note that headlamps, bumpers and mechanical windscreen wiper are standard fittings.

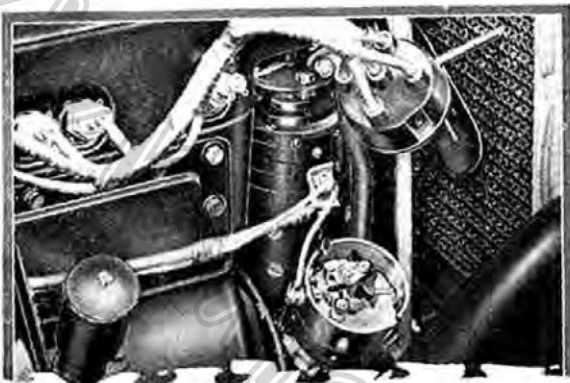
action. And it might be opportune to mention that on no account must oil be poured into the clutchcase, as with other Morris models. An inspection cover on the casing permits of simple adjustment after many thousands of miles on the road.

The drive is then taken through a sturdy three-speed gearbox on orthodox lines having central control, thence through a spider and flexible fabric disc to the propeller shaft and differential mechanism. This, again, is of particularly

sidered, it may be accepted as a broad principle that battery ignition is the better choice for a very small car.

Before leaving the ignition system we must mention the accessible position of the plugs. These incline at an angle of 45 degrees in the off-side of the cylinder block. We might also note that the accumulator,



*The Morris Minor is Here!—contd.*

Observe the inclined sparking plugs, vertical dynamo, large oil filter and accessible make-and-break and distributor mechanism.

massive proportions, calculated to stand up to the most abject abuse.

As is to be expected with a car capable of a high performance, braking has received the attention it deserves. One brake, hand-operated, is mounted on a drum immediately behind the gearbox, while the pedal controls shoes in large drums carried on all four wheels, those forward being connected to the pedal mechanism by stout cables with very accessible lubrication points.

Because the Morris Minor is sold at a modest price it must not be thought that the suspension is to be compared with other cars selling at a similar figure. There has been no compromise; only the best has been considered good enough. Now it is a broad principle of design that large semi-elliptic springs are the most serviceable form of spring, but of necessity somewhat expensive. These, therefore, have been fitted fore and aft to the Minor, and



The front seats tip forward and the backs fold over, affording easy access to the rear seats. Note the well for the rear passengers' feet and the handy toolbox.

among other things are responsible for its superb comfort and excellent road-holding qualities. The double-drop frame is important too in this respect.

In the bodywork we find an hitherto unattained combination of grace of line and leg-room in an inevitably limited space. Every inch of the interior has been turned to good account and, as already stated, four grown-up persons can spend a long day on the road in perfect comfort.

Nor does entry present any difficulty even to a tall man, the shape of the door forming virtually a truncated triangle offering ample space for the most portly figure. Access to the rear seats is gained by tilting forward the front bucket seats, which have folding backs and virtually present no obstacle at all.

On the closed model the windows are split vertically, one half sliding over the other, thus ensuring ample ventilation on the hottest day and offering a cosy warmth in cold weather. A single-pane wind-

## THE VALVE GEAR



It may be inspected instantly by undoing two thumb nuts.

screen is employed as on other closed Morris models which, of course, opens forward. With serviceable upholstery to match the exterior, set off by a particularly neat instrument board carrying oil gauge, speedometer and ammeter, the interior boasts a sense of refinement and comfort which the performance of the car more than justifies.

The open model apart from bodywork differs only from the saloon car in that it has a two-piece windscreen. Indeed, with the efficient all-weather equipment embodying celluloid screens which run practically the whole length of the body, and hood erected, it becomes to all intents and purposes an enclosed car.

Altogether, in the models of the Minor we have a car with an almost universal appeal. Not only will it bring motoring to thousands to whom a larger car would be unobtainable owing to financial considerations, but it will assuredly make a strong appeal to the man who requires an economical tender for shopping, journeys to the golf links and other occasions when he does not feel justified in taking a larger car.