

The four-door saloon has a pleasing six-light body which gives excellent visibility.

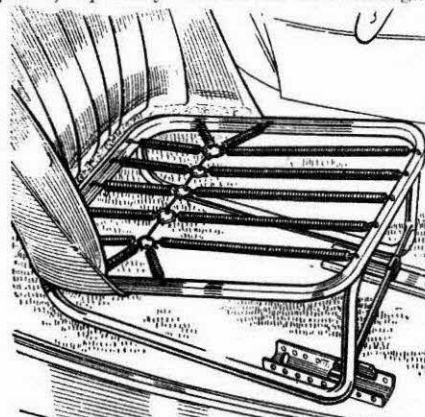
DESPITE the great popularity of the earlier Morris "Eight" models, we are satisfied from our recent test that the Series E should make new records. It is an extremely "refined" low-h.p. car, which is unusually quiet-running and which steers, corners and holds the road in a completely satisfactory manner. The four-speed gearbox has synchromesh engagement for second, third and top and these gears are of the silent, helical type; what is more important, they justify this description!

There is a very short gear-lever movement between the gears, and this adds appreciably to the comfort of driving, whilst making gear-changing remarkably quick. The clutch pedal, also, has a short range of movement, and the clutch itself is as smooth as could be desired. Other features which appeal to the driver are the well-designed instrument panel placed just beneath the screen, the pull-up handbrake lever and the steering-wheel horn and self-cancelling trafficator controls; these are an improvement over those fitted to previous Morris "Eights".

We have just one word of criticism for the controls, this concerning the nearness of the end of the brake lever and the knob of the gear lever when the handbrake is on. This makes it rather difficult to engage reverse without knocking the knuckles or fingers. The trouble could probably be reduced in extent by altering the handbrake adjustment, although that might make the lever slightly less convenient in use.

Large Window Area

Visibility in all directions is worthy of praise, especially that to the rear through



Front seats are built on tubular steel frames and are provided with spring bases. They are very comfortable.

a large window and a well-placed rear-view mirror. The windscreen wiper is very efficient and quiet, being operated from an under-bonnet motor. One wiper arm is fitted as standard, but provision is made for the easy addition of a second on the passenger's side.

There is no doubt that the car as a whole has been very well designed to give ample accommodation for four people; the rear seat is very wide for an "eight", and there is a padded arm rest at each side. Front seats are built on the now-popular tubular-steel frames with spring bases and are very comfortable, as well as being easy to adjust over an amply wide range. At the rear there is a large luggage boot, the lid of which hinges from the top. Thus, if the amount of luggage carried is too great to permit of the lid being closed, it forms a good cover. The spare wheel is also carried in the boot, where it is not difficult to remove.

Top-Hinged Bonnet

The bonnet is unconventional in that the one-piece top panel hinges from the scuttle, the side being fixed with bolts. A lock is provided at each side of the bonnet, these being opened with a square-ended key carried in a holder inside the car. This form of construction is rattle-proof and gives easy access to the tools and battery carried in compartments in the scuttle, but, in our view, makes the engine undesirably difficult of access. This is of particular importance as applied to the dip stick and oil filler, for the ignition distributor is placed above the engine where it is just as convenient as could be wished. Of course, when tappet adjustment is required—and this at very infrequent intervals—the near-side panel can be removed without difficulty.

Other points concerning the general design of the car are the well-les rear compartment, which makes entry and exit as easy as with a larger car, wide-opening screen with central winder, absence of running boards, which also facilitate entrance, and built-in door stops which prevent the front doors from being opened too wide. The last-mentioned is, in our opinion, a valuable safety feature when leaving the car in a busy street; there is greater inclination to look behind for oncoming traffic. It should be made perfectly clear that this arrangement does not restrict door space to any noticeable extent.

Quick Starting

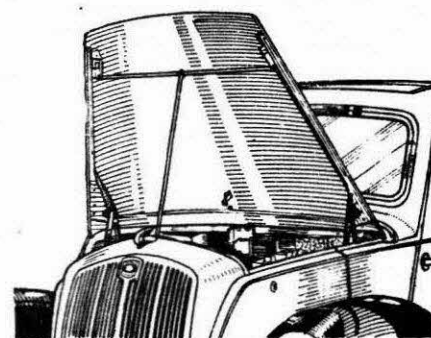
When taking over the car for road test, one of the first points that struck us was the exceptionally quick starting from cold, and the speedy warming up. On the

next day when the car had been standing outdoors overnight, the engine fired within a few seconds of the starter-switch contacts being closed, and could be driven away immediately by leaving the combined mixture-throttle control partly extended for a couple of minutes. After that the knob could be pushed right in and the car driven without spluttering or faltering.

From these observations it was thought that fuel consumption might prove to be rather heavy, but we obtained a figure of 41 m.p.g. throughout our tests. And as these were carried out in cold weather, and without a radiator muff, it is probable that the consumption would be still less in normal conditions of use, and especially in warmer weather or when a muff were employed.

Performance

The engine proved to be very "lively" and pleasingly quiet. In second gear it was possible to reach 30 m.p.h., although there



Bonnet sides are fixed, whilst the top hinges from the rear as shown. When closed it is held firm by two locks—one on each side.

was a suggestion of valve noise as the needle passed 29 m.p.h.; the latter should, therefore, be considered the normal maximum in that gear. In third, 47 m.p.h. was easily reached, and the normal maximum on top proved to be 61 m.p.h. It is worth recording, however, that on one occasion we actually took the speedometer needle round to 67 m.p.h. with a following wind and on a slight down gradient. We should certainly not recommend that the car should be allowed to do such a speed as this, but the fact that it would do it without becoming untractable or even difficult to handle speaks well for the general road-holding capabilities.

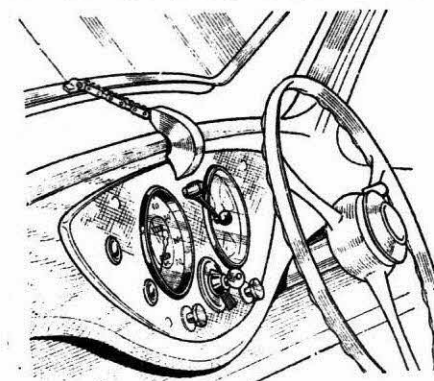
Optimum maxima in the gears were: second, 18-20 m.p.h.; third, 36-40 m.p.h.; top, 48-52 m.p.h. By this it is meant that the car runs extremely well up to these speeds, the engine showing no signs of distress or over-heating. In top gear, speeds round the 50 mark could be held for long stretches on good main roads. In normal driving, it was noticed that we changed from first to second at about 8

PRACTICAL MOTORIST ROAD TESTS OF NEW CARS

Morris "Eight" (Series E) Saloon

A Smart And Attractive Car With 8 h.p. Side-Valve Engine Which Has An Unusually Refined Performance. A Four-Speed Gearbox Is Provided, With Synchromesh Engagement For 2nd, 3rd And Top

m.p.h., from second to third at about 20 m.p.h. and from third to top at just over 30 m.p.h. All of these could be increased when making a quick get-away.



There is a neat instrument panel, placed high where it is easy to see. A shelf runs beneath it and is the full width of the car.

Acceleration Figures

Acceleration in all gears was very good, but especially so in the lower three. Using first, second and third 30 m.p.h. could be reached from a standstill in 9-1/5 secs. Using all four gears, 50 m.p.h. could be reached from a standstill in 30-3/5 secs. Other figures are: 10 to 30 m.p.h. in third, 8-4/5 secs.; 20 to 40 m.p.h. in third, 12-2/5 secs.; 30 to 50 m.p.h. in top, 22-2/5 secs. In top gear the maximum pull, as recorded

by our Tapley "Q" meter was 170 lb. per ton. This indicates that the car would make a steady top-gear climb of a hill with a gradient of one in 13.

From 30 m.p.h. the best stopping distance on a dry concrete road was found to be 35 ft., which is equivalent to a braking efficiency of approximately 87 per-cent. Although this figure is not exceptional, an important point is that the Lockheed hydraulic brakes operated smoothly and evenly, being absolutely safe in all conditions. When applied hard at 60 m.p.h. they gave progressive retardation without causing the car to "pull" or swerve. Behaviour of this kind is more useful than harsh braking which makes the car tip and buck as it comes to rest.

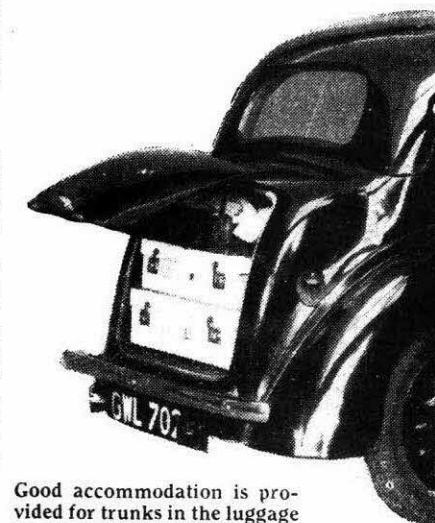
Good Control

General "controllability" of the car was exceptionally good; steering, clutch and brakes were all light in operation, and the tyres held the road in a manner which is not usual with the average "eight".

The lighting system could have been improved—possibly by the simple process of altering the focus of the headlamps—for although the light was intense enough, it was not well distributed over the road. With the lights dipped and switched the near-side light beam was thrown too high, this being noticeable in conditions of mist and haze. It will be seen from the accompanying illustrations that the headlamps are

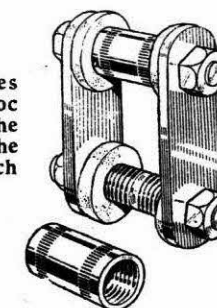
built into the front wings, where they help to give a smooth contour to the car as a whole.

General finish of the car, including upholstery and trimmings, was excellent, whilst the flush-fitting sliding roof gave a reasonably wide opening and ventilation without draught. Altogether, we believe that it would be very difficult to find a better eight-h.p. car with such good accommodation and with such a quiet, unobtrusive performance.

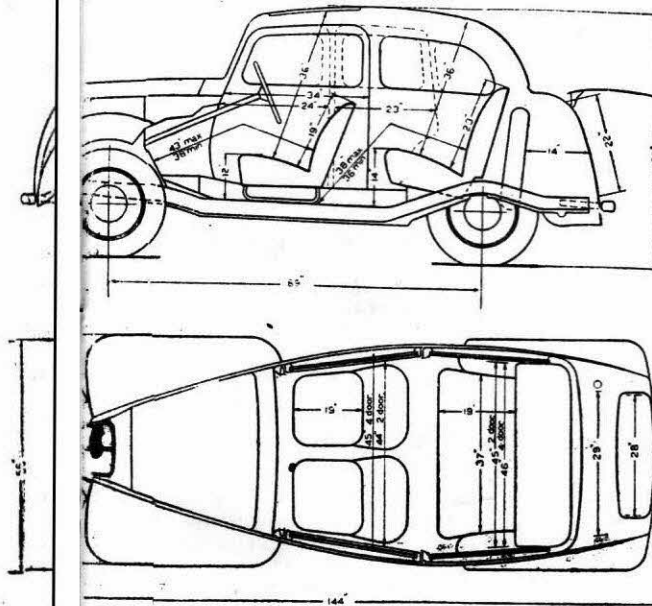


Good accommodation is provided for trunks in the luggage boot. This also houses the spare wheel.

Spring shackles have silent bloc bushes, those at the rear being of the screwed type which have long life.



(Left) Principal body and chassis dimensions, from which it can be seen that the Morris "Eight" is a roomy small car.



PRINCIPAL DIMENSIONS

TRACK (FRONT),	44½ in.
" (REAR),	46½ in.
WHEELBASE	7 ft. 5 in.
OVERALL HEIGHT	5 ft. 2 in.
OVERALL WIDTH	4 ft. 11 in.
WHEEL SIZE	2.5 x 17
TYRE SIZE	4.5 x 17

SPECIFICATION

ENGINE: Four-cylinder, side valves; bore 57 mm.; stroke, 90 mm.; capacity, 918 c.c.; Treasury rating, 8.05 h.p. Counterbalanced three-bearing crankshaft, accurately balanced; steel-backed white metal bearing liners. Steel connecting rods, with full-ring steel-backed replaceable white-metal bearings; individually balanced. Low-expansion, split-skirt aluminium-alloy pistons tin-coated; two compression rings and one oil-control ring. Three-bearing camshaft, driven by silent duplex roller chains. Mounted on floating rubber connections.

ENGINE LUBRICATION: Large spur-gear pump driven by helical gears from camshaft feeds main, big-end and camshaft bearings.

TRANSMISSION: Single dry-plate clutch with cushion hub; four-speed gearbox, synchromesh on second, third and top, which are of silent, helical type; ratios: 5.286, 8.140, 12.158 and 20.88 to 1; reverse, 20.88 to 1; three-quarter floating rear axle with spiral-bevel drive.

CARBURATION: S.U. carburettor with easy-starting control; large air filter and silencer; improved induction pipe with hot spot; S.U. electric pump.

BRAKES: Lockheed hydraulic; steel shoes; hand-brake operates on rear wheels through totally-enclosed grease-packed conduits.

STEERING: Cam type; light control; freedom from road-shock reaction.

SUSPENSION: Semi-elliptic springs all round, controlled by piston-type hydraulic shock absorbers; front springs fitted with silent-block bushes; shackle pins at rear ends fitted with screwed bushes to ensure long life with minimum of attention.

JACKING: New corner jack to hook under bumper brackets and actuated by wheel brace.

PRICES: Four-door f.h. saloon, £139; s.h., £149; Two-door f.h. saloon, £128; s.h., £139.

Morris Introduce New "Eight"

ONE of the "surprises" of the Motor Show, and one which was well kept, was the striking new Morris "Eight," described as the Series E. Although an entirely new car, it retains many of the features that made the Series I and Series II "Eights" such well-liked cars. The engine dimensions remain unchanged, but the engine has been improved by the use of a new cylinder head, balanced crankshaft, a modified induction system and tin-coated pistons. It is more flexible than before. There is now a four-speed gearbox with synchromesh engagement for second, third and top gears.

Externally, the car is entirely different from its progenitor, for among other things, the radiator cowl is of new design, there is a slightly-projecting boot at the rear, running boards have been dispensed with, there is a flush-fitting sliding top (on S.H. saloons) and the bumpers are of different style. In every respect the new car looks larger, more airy and more commodious. Actually, the overall dimensions are slightly greater, the rear track is wider and the wheelbase is just an inch shorter, and the height is a similar amount less, than before. It is, however, largely due to the general design that the accommodation has been so much improved.

There is a large, watertight inbuilt luggage boot at the rear, with lid hinging from the top, and this has been provided without

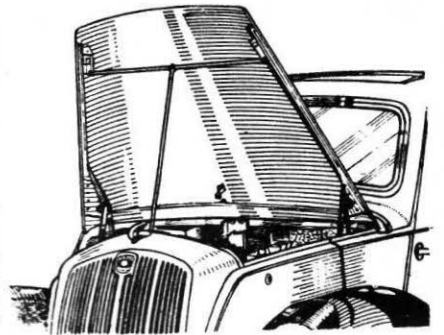
A Large 8 h.p. Car with Inbuilt Luggage Container.
Comfort, Economy of Running and Good Performance
are Noteworthy Features

cramping the seating space in the slightest. The car is certainly more comfortable than the previous "Eights," partly due to the use of spring-base tubular-steel-framed front seats and also due to improved body design and absence of foot wells. We refer here to the "feel" of the car when in the showroom, since we have not yet taken the opportunity of carrying out a road test.

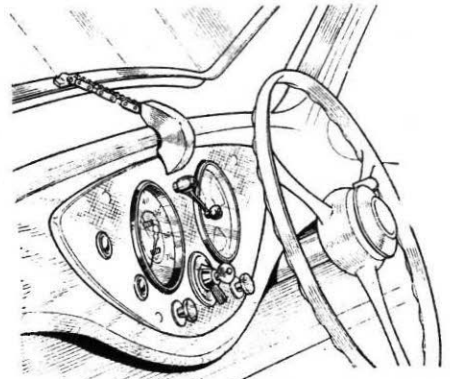
Another interesting feature of the interior is the very attractive indirectly illuminated instrument panel, mounted high so that it is well within the driver's range of vision, and below which there is a full-width parcel shelf. The instruments are of good size and are well placed.

Another refinement is the provision of a self-cancelling direction indicator switch, mounted in the centre of the steering-wheel boss. There is a foot dipper switch as before, and the lights and charging switch has been simplified due to the provision of constant-voltage control of dynamo output. It should also be noted that the positive side of the battery is earthed, in keeping with modern practice.

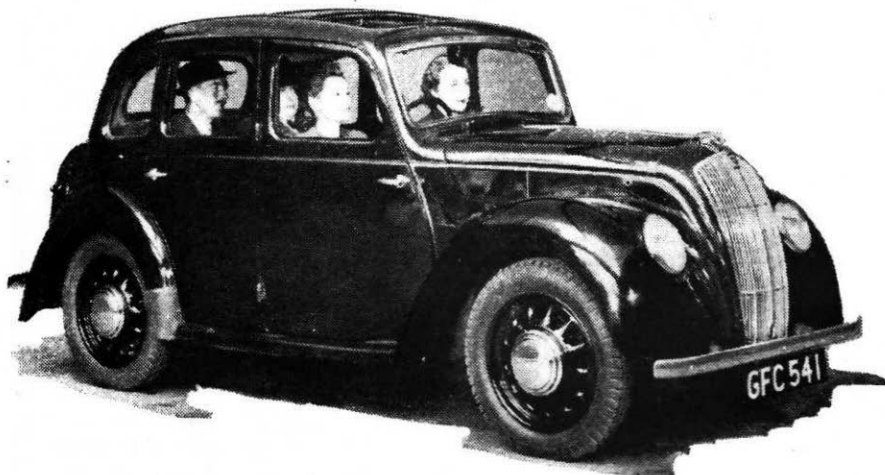
Following are additional details of the principal features:



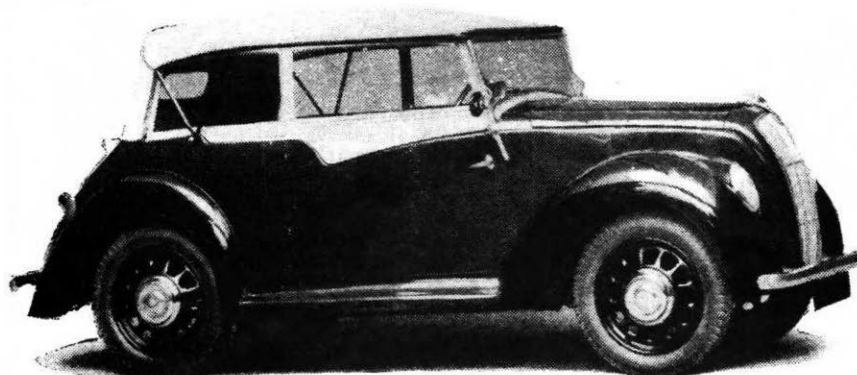
The bonnet "lid" hinges from the rear on specially designed brackets.



There is a smart instrument panel, below which is a full-width parcel shelf.



The smart and roomy four-door saloon.



This is the tourer, with hood erected. With hood furled the car has a distinctive, "Sports" appearance.

FEATURES

More room and comfort, and better performance.

Large luggage compartment with outside-opening hinged lid.

Smoother engine with counterbalanced crankshaft and new cylinder head.

Steel-backed main and big-end bearings.

Improved and re-designed manifold system, giving better performance and greater economy.

Tin-coated aluminium-alloy pistons.

Carburettor air silencer.

Six-volt battery with positive earth connection.

Large dynamo with compensated voltage control.

Headlamps, with pilot bulbs and dip-and-switch control, built into front wings.

Self-cancelling direction indicators with steering-wheel control.

Windscreens wiper with quiet remote drive.

Flush-fitting sliding roof on sliding-head saloon model.

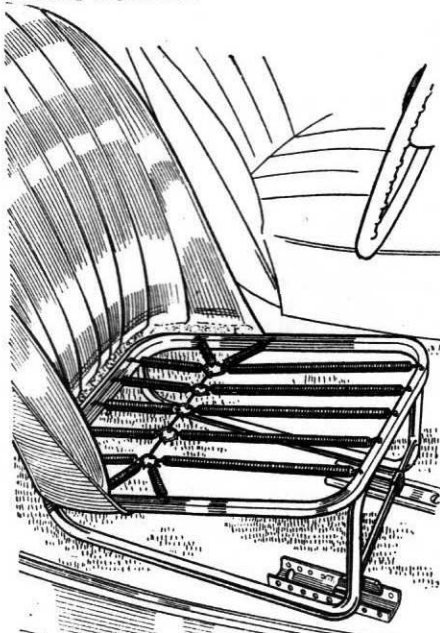
Semi-elliptic springing, with piston-type shock absorbers.

Four-speed gearbox with synchromesh for second, third and top.

Convenient corner jack, hooking on to bumper supports.

Bodywork

Special attention has been paid to the problem of rendering the interior, draught, rain and fume proof, as well as ensuring that it is quiet. The roof guttering is carried down in front of the door opening. On the two-door saloon and open models, both front seats are hinged in addition to being adjustable.



Front seats are made on tubular steel frames with spring bases.

First class all-round driving visibility is another important feature which has been given special consideration, the large rear light on the saloons being particularly noteworthy.

On the saloons the windcreens have top hinges and can be opened to a very wide angle by a single central control, while on the open models, the screen can be folded flat over the top of the scuttle. Triplex safety glass is fitted on all models.

Engine

Engine dimensions are: bore, 57 mm.; stroke, 90 mm.; capacity, 918 c.c.; Treasury rating, 8.054-h.p.

The side-valve engine is mounted on a chassis of advanced design with double box

section side members of exceptional strength, thus ensuring a very sturdy and durable frame.

The cylinders are cast in one with the skirt of the crankcase, which is reinforced with internal webs to afford great strength and rigidity. The crankshaft is of the counterbalanced type, with three large bearings to ensure freedom from vibration. The connecting rods are of steel with full ring steel backed replaceable white metal bearings. Valves are operated from a three-bearing camshaft which is driven by a silent duplex roller chain.

Transmission

Transmission is by Spicer tubular propeller shaft with needle-type universal joints, while the rear axle is of the three-quarter floating type with spiral bevel final reduction gears and differential.

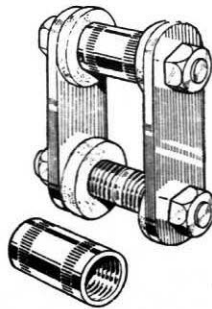
There is a cushion-hub clutch and four-speed synchromesh gearbox.

Suspension and Steering

Riding comfort in the new model has been considerably increased, the improvement being directly attributable to the method of suspension which consists of large, semi-elliptic springs, controlled by piston-type hydraulic shock absorbers.

Steering is by Bishop cam-type box, and is light and precise.

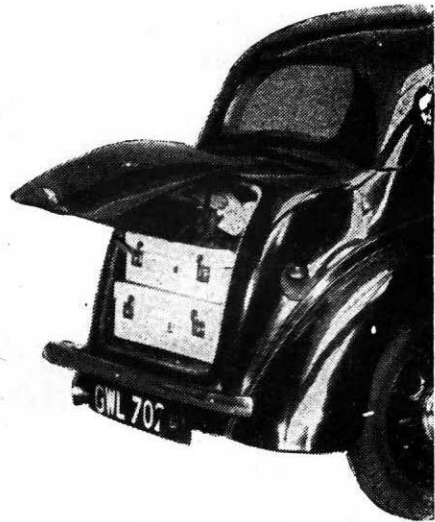
Brakes are Lockheed hydraulic, the foot-brake acting on all wheels and the hand-brake through enclosed cables to the rear wheels only.



Silentbloc bearings are used for the spring anchorages and these have screwed bushes to ensure long life.

Electrical Equipment

Special lamp equipment is provided with the side light bulbs incorporated in the headlamps recessed into the front wings. The dip and switch mechanism is operated by a repeater-type foot controlled switch.



A large luggage compartment is provided. It has a capacity of 5½ cu. ft. and houses the spare wheel.

Automatic advance and retard control is provided while the large, belt-driven, compensated voltage control dynamo is of the ventilated type.

The starter switch is hand-operated from the fascia board. An easily-controlled electric windscreen wiper with large motor and silent

Morris, "Eight", Series E Models and Prices

Two-seater	...	£132 10s.
Tourer	...	£135 0s.
Two-door F.H. Saloon	...	£128 0s.
Two-door S.H. Saloon	...	£139 0s.
Four-door F.H. Saloon	...	£129 0s.
Four-door S.H. Saloon	...	£149 0s.

Available colours: black, with brown upholstery; blue, with blue upholstery; green, with green upholstery; maroon, with red upholstery.

Sliding-head saloons are upholstered in leather, Karhyde being used for the others.

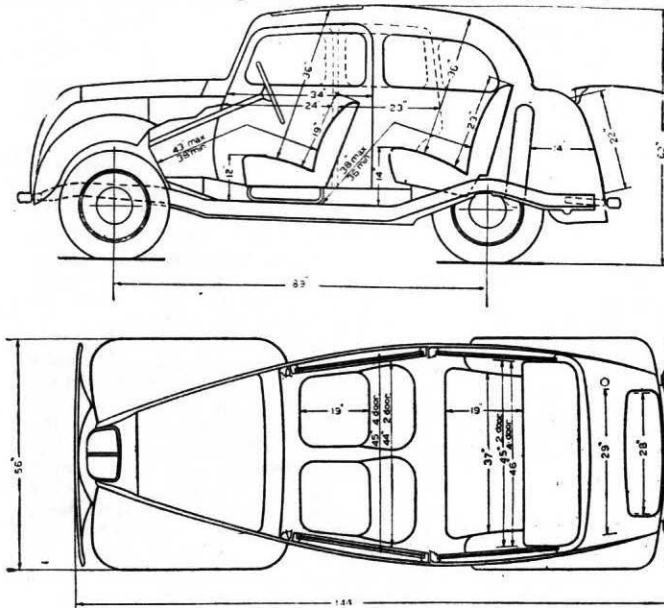
drive is fitted to the saloons, while on the open models, it is mounted at the base of the windscreen. The large 6-volt battery is accessibly mounted under the bonnet beneath the dash bulkhead. An automatically-actuated stop light is part of the equipment.

Wheels

Five detachable spoked-disc, easy-clean wheels, with Dunlop 4.50-17 tyres are fitted. The wheels are held in position by six studs with nuts of the reversible type, and are fitted with snap-on hub covers; the spare wheel is easily removed when required, from a weatherproof compartment at the rear.

Jacking System

Simplicity of operation is the keynote of the jacking system on the new models. It consists of a special corner jack, adapted to hook under the bumper bar brackets, and is equipped with a screwed shaft which is actuated by the wheel brace. The jack is conveniently kept on the dash when not in use.



(Left) These dimensioned illustrations show the commodious nature of the new Morris "Eight" which is as large as many "tens."