



The sequence of operations for the two-seater model. These illustrations will be found to be keyed up with the text and depict the more important stages in the folding of the hood and fitting of the combined envelope and tonneau cover.

STOWING THE HOOD

Hints on the correct method of manipulating the hoods and envelopes on the Series II Morris Eight

IT has occasionally come to our notice that owners of Morris Eight two and four-seater models have apparently experienced some slight difficulty in the stowage of the hood when fine weather tempts them to indulge in the delights of an open car. This difficulty resolves itself into a question of neatness; everybody can stow a hood, but the results unfortunately differ.

Reference to the accompanying pictures and instructions should enable anybody to make a neat job of the operation, but it must be emphasised that no departure from these hints must be made, or the effect may be disappointing.

It should be made clear, at this stage, that whereas the illustrations all show two persons demonstrating the operation, this has been done entirely for reasons of clear demonstration in the pictures. The process is not necessarily a two-man job, although it will be readily understood that the presence of a second person on the other side of the hood—and, when the time comes, the envelope—must obviously facilitate matters.

Exigencies of space alone preclude the inclusion of pictures showing every stage in the procedure, but illustrations of secondary importance have been sacrificed to the need for clear and reasonable sized pictures.

Needless to add, in no circumstances should a hood ever be stowed when it is damp. If during a bright spell in showery weather a wet hood is lowered it should be raised again to dry off when the car is put away.

The order of operations for the two-seater model is as follows—

1. Remove rear sidescreens.
2. Lower hood, so that rear light lies flat on ledge at rear of body. (Illustration No. 1.)
3. Pull ends or corners of hood out clear of the hood irons.
4. The next small fold lies inwards.
5. The large section of the hood is allowed to hang down outside at the rear. (Illustration No. 2.) Then fold upwards neatly into three folds, pulling out creases at corners, pull as taut as possible, when all will lie snugly on ledge at rear of body.
6. Fold corners over neatly, and tuck in. (Illustration No. 3.)
7. Tonneau cover can now be fitted without difficulty. (Illustration No. 4.)

Now we come to the four-seater. The series of movements is similar, but inasmuch as it has a bigger hood, there is a little more to be done to get the professionally neat effect. Begin as under:—

1. Remove rear sidescreens and unfasten the two corner "lift-the-dot" fasteners. This is most important. (Illustration No. 1.)
2. When lowering the hood, see that the rear light lies on the back of the body and over the spare wheel.
3. Pull all corners and ends out from beneath the closing irons, to clear the strap brackets. (Illustration No. 2.)
4. When lowering hood, pull out each fold to hang clear of body. Webbing on either side to be pushed inwards. (Illustration No. 3.)
5. Press the hood irons down thoroughly on either side, and fix the straps.
6. Now turn each fold over on top of the hood, the bottom fold to be pulled as taut as possible, the ends to be pulled round tightly, and tucked inwards over irons at corners. (Illustration No. 4.)
7. Slip the envelope under the hood, pull as taut as possible, particularly round each corner, and, when fixing the side arms of the envelope, see that the piping runs along the top of the hood irons, when it will be found that the fasteners can be made to match up correctly, and without any necessity of undue strain upon the fabric. (Illustration No. 5.)



In the case of the four-seater it is vitally important that the fastener indicated in the above picture be undone at the beginning; failure to do this means risk of tearing the fabric.

