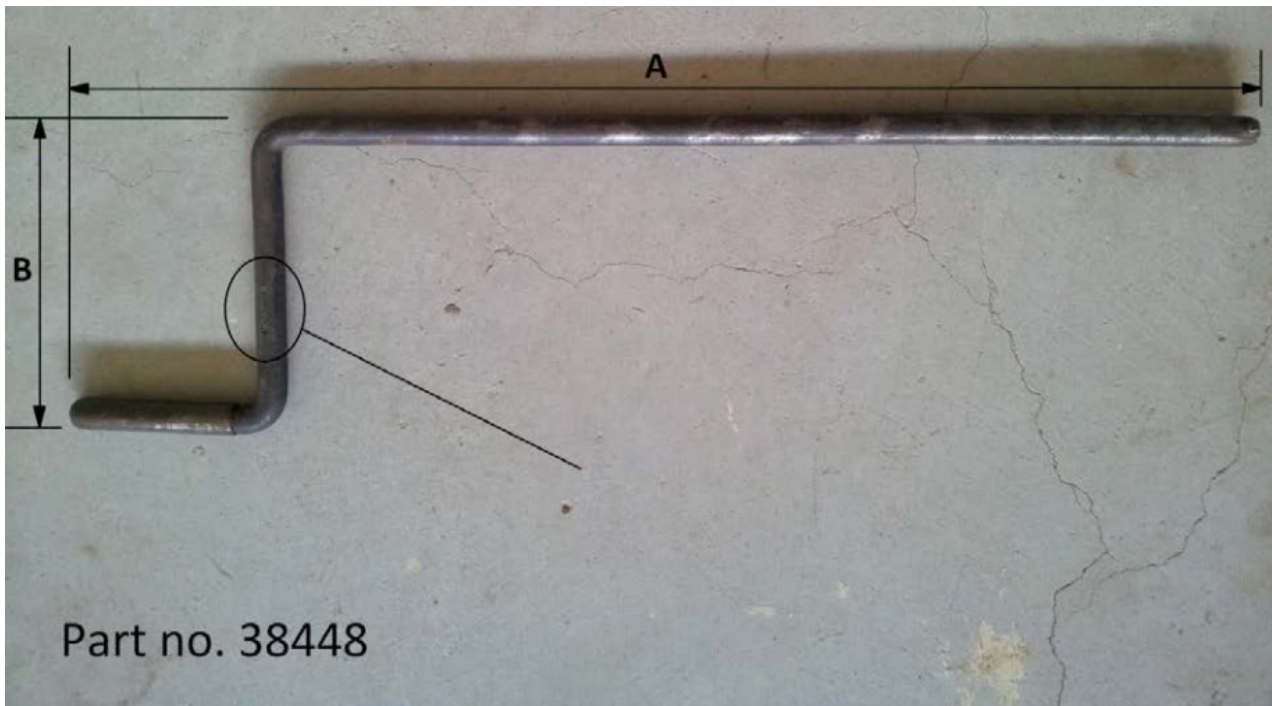


Starter Handle, Wheel Brace & Tyre Pump

Three commonly used tools supplied with the Morris 8 are the starter handle, wheel brace and tyre pump. If you are fortunate, one or two of them may still be with your car. If they are not, here's what to look for in your search to find them.

Starter Handle - Part no. 38448



Stamping on cross bar

Most Morris 8's tend to still have a starting handle. Some have retained the original, some are aftermarket or home-made. The overall length (A) of the original starter handle is 23 1/2" (600mm), with a width (B) of 6 1/2" (165mm). Diameter of the black painted shaft is 5/8" (16mm). The handle consists of a chrome plated rotating brass sleeve measuring just under 4" (100mm) long.

In the 1934 Morris 8 part list, the starter handle was listed as part number X15179. This number was superseded by part number 38448 in the 1st of January 1935 parts book supplement.



The key identifier of the original handle is “MORRIS N” stamped on the cross bar. I have also seen a starter handle of the same dimensions, stamped “MOWOG E”. Since the origins of MOWOG are thought to have originated about 1935 and used through into the sixties, the handle maybe a later Morris spare parts replacement handle. Anyone with further information on this handle please let me know.

The starter handle was stored on the bulkhead under the bonnet by the use of two spring clips.

Morris N starter handles do not come up for sale on EBay very often. The last one seen was sold in February 2014 for NZ\$130.

Wheel Brace - Part no. 37543

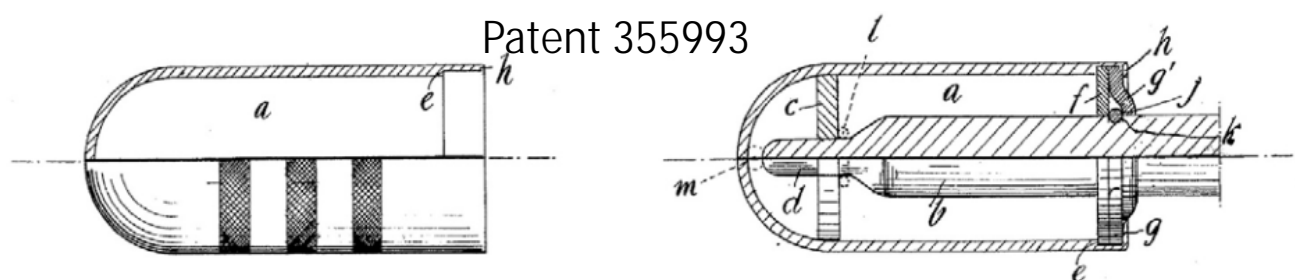


The black painted wheel brace was manufactured by R. T. Shelley Ltd. It has an approximate overall length of 14 ½” (370mm) though this can vary slightly depending on how tight the bends are in the shaft. The tight or loose bends seem to indicate different manufacturing methods used during the production of the wheel brace.

On one end is a socket which fits the 18mm A/F (across the flats) wheel nuts. The other end consists of a swivel handle and a screwdriver end for

removing the hub cover or hub cap as it is more commonly known in New Zealand.

The basic shape of the wheel brace remained the same during the 1934 - 38 period, though apart from the tightness of the bends, there were also slight variations of what was stamped on the cross bars. Sometimes the name SHELLEY was stamped together with PAT No. 355993 or PAT No. 408957, however most are also marked REGD No. 771998. Rationale would tend to indicate that the braces with PAT No. 355993 were produced before those with PAT No. 408957.



Patent 355993 (application date 1/10/1930 - accepted 3/9/1931) describes how the rotating handle is held in place by a split ring which is located in a groove in the shaft. The diagram below, which was submitted as part of the patent, shows how the swivelling handle is constructed. The handle in the diagram does vary from the one fitted to the Morris 8 brace as there is no screwdriver end on the shaft.

Patent 408957 (application date 14/10/1932 - accepted 16/4/34) was a patent taken out by the Pennant Manufacturing Company Ltd. Birmingham. The patent describes the manufacturing procedure. A hollow handle with its ends contracted/rounded, is placed on the shaft. Rotary tools then form in the shaft a flange either end of the handle to keep it located. After the handles are secured, the shaft is bent into a crank.

Registered design number 771998 is described as a metal brace for fitting and removing vehicle wheels. It was taken out by Shelley and registered on the 2/4/1932, after which it was renewed three times before the copyright expired in 1947.



Series E

Morris 8 1934 - 38

Minor 1932 - 34

A 1920's patent by Shelley describes the manufacturing process of how a hot chuck or socket is pressed on one end of the shaft which has longitudinal ribs.

The shape of the socket changed from a stepped to tapered design. An early Morris Minor authority from the Morris Register has indicated that wheel braces with a stepped socket on the end, were most likely supplied with 1932-34 Minors.



Possible replacement handle

I have also come across an example of a Morris 8 wheel brace which has a swivel handle, rounded at each end, as described by the Pennant Manufacturing Company patent. As with other slight variations to the norm I have found, it could possibly be a later Morris spare parts replacement. The wheel brace was housed in the tool compartment under the bonnet.

In July last year two wheel braces were sold on EBay, one for NZ\$90 and the other for NZ\$110.

Tyre Pump - Part no. 37775

The tyre pump that came with Pre-series cars was manufactured by R. T. Shelley Ltd. It measured approximately 17" (430mm) long from the base to the top of the wooden handle. The main body of the pump was made from 1 3/8" OD (35mm) steel tube. At the base are two foldable cast feet with the name Shelley cast in them. Also at the base is the hose fitting which exits at a 45 degree angle. The rubber hose has an outside diameter of 3/8" (9.5mm) and has a braided cotton covering. The pumps, including the wooden handle, were painted black.



The wooden handle is easily removed from the pump by unscrewing it. I have seen a couple of examples where the removed handle was then stored in the tool bag with the spanners etc. With its handle removed there is just enough room in the tool compartment under the bonnet to store a pump if it is positioned diagonally.

Shelley sometimes supplied tyre pumps in a black storage bag. It is not known whether this was the case with the Morris 8 but since the Morris 8 was more of a budget car, its unlikely storage bags were supplied.

Shelley made several models of tyre pumps. Early examples had a brass tube body, whereas post war examples had steel bodies and a screw on pressed steel cap at the top of the tube body instead of a brass fitting. Some even had the hose connection at a 90 degree angle to the body. Most of the pumps Shelley made were longer, making the Morris 8 type a bit more unique.

To date I have not seen an original tyre pump with a Series 1 & 2 car. It's quite possible they had a different style of pump even though the part number stayed the same throughout the production of Morris 8's. If anyone has further information, I'd be very pleased to hear from them.

Depending on condition, prices on EBay range from NZ\$40 - \$60, occasionally peaking much higher.

Steel tube body with pressed steel fitting to cap top.



Steel tube body with brass fitting to cap top.



Tyre valve end of hose fitting.



Folding feet and 45 degree hose fitting.



Folding feet with the name SHELLEY cast in them.



Feel free to contact me with your experiences of collecting Morris tools or to share information on any original tools you have.

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