



The new "Twelve-Four" with o.h.v. engine

NEW MORRIS "TWELVE-FOUR"

Morris Motors Adopt Overhead-Valve Design: More Refined Body Style, Minor Alterations Only to the Popular "Eight," Now Known As The Series II Model

In introducing the Morris programme for 1938 at a luncheon given to the distributors and dealers of Morris Motors Limited at Grosvenor House, on Friday last, Lord Nuffield delivered a severe criticism of the steel manufacturers in this country. He described as a racket and a ramp the present prices of steel, which are one-third more in this country than the price of steel which can be obtained abroad. He warned the steel industries that unless they refrain from advancing their prices and introduced a reduction, Morris Motors would buy their steel abroad. Everyone knows that Lord Nuffield speaks with sincerity and does not criticise until there is adequate ground for criticism. In thus giving public utterance to what is in the minds of all car manufacturers he has performed a service of equal value to manufacturers, dealers and the public.

Overhead Valves

Outstanding in the new range is the new Series III Morris "Twelve Four". The new Morris has several outstanding features, including an overhead-valve engine of 69.5mm. bore and 102mm. stroke and a Treasury rating of 11.9 h.p. with a tax of £9. The engine is extremely well designed and the various units are easily accessible one point being

that the oil filter is fitted on the top of the engine. The overhead valves are push-rod operated from a three-bearing camshaft, drive by a silent duplex roller chain. Lubrication of the engine is by spur gear pump, and the intake in the sump is of the floating type, whilst an external Tecalemit oil filter ensures the cleanliness of the circulating oil. An 8-gallon petrol tank is fitted at the rear of the chassis and feeds by an S.U. automatic electric petrol pump to an S.U. carburettor. The chassis, which is of the already well tried box section side member of type, has a wheelbase of 8 ft. and a track of 4ft 2in. The chassis lubrication is by high pressure oil-gun in conjunction with specially lubricated nipples, having conduit pipes to simplify lubrication attention.

The Gear box

A four-speed helical gearbox is provided, with synchromesh engagement for second, third and fourth gears. A single plate dry clutch with cushion hub provides smooth engagement with light action and the minimum attention. Fully compensated Lockheed four-wheel brakes of the internally expanding type are provided with a new simple and foolproof hand adjustment. The handbrake is provided with instantaneous adjustment from the driver's seat. Long semi-elliptic springs are fitted

and are controlled by Armstrong hydraulic shock absorbers with special cold-weather regulation.

Bodywork Styles

An attractive four-seater saloon body is mounted on this chassis, with ventilation provided by two scuttle side ventilators, an opening windscreen and hinged rear quarter light windows. Triplex glass is fitted all round. The front of the body has an efficient bulkhead to prevent engine fumes entering the car. The front seats are easily adjustable and are built on steel frames with double springing. The floor of the body is free of foot wells and is sound insulated. A centre armrest is fitted to the rear seat, and a parcelnet is provided. The luggage is amply accommodated in a large built-in compartment of over 10cu. ft., with external access by a large hinged lid which, when open, affords further accommodation. The spare wheel is carried in an entirely enclosed and separate compartment below the luggage container. Space is also provided here for the tools.

A large 12-volt dynamo, with automatic voltage control, supplies a battery which is mounted on the dash under the bonnet and is easily accessible. Full five-lamp equipment, with pedal-operated dipping switch, a silent drive double windscreen wiper, self-cancelling

trafficators and an automatically actuated stop light are included in the equipment.

New Instrument Layout

A new and attractive layout of instruments is arranged on the dash, beneath which is a very large parcel tray, running the whole width of the body.

The saloon is offered in a new range of colours, with wings and wheels to harmonise. It can be obtained with a fixed head at £205, or with a sliding head and real leather upholstery at £215. On both models Jackall in-built jacks are available at £5 extra.

This new car, recently tested at Brooklands, gave a mean top speed of 69 m.p.h. and correspondingly good acceleration, with a petrol consumption of 27-30 m.p.g.

Other Models

Other alterations in the Morris range is the introduction of the Series II "Eight" with easy-clean wheels, new luggage grid and colour schemes, at prices ranging from £126.

The following three Series III models have overhead-valve engines and detail alterations as regards bodywork and chassis:-

Series III "Ten-Four" at prices ranging from £185, and the Series III "Fourteen" in sliding-head saloon only, at £248 10s. A Series III "Twenty-Five" sliding-head saloon at £320, Coupe at £345, completes the range.