
Morris Commercials

5 cwt Vans 1930-53

Specifications

1930-31 Minor 5 cwt Van (OHV)

Engine, four-cylinder, overhead-camshaft, overhead-valve. 57mm bore. 83mm stroke. Three-ring aluminium pistons. 847cc. 8.05hp. 20 bhp at 4,000rpm. S.U. carburettor. Three-speed gearbox. Morris single plate dry clutch. Armstrong friction shock absorbers. Scuttle mounted petrol tank, gravity feed. Hand and foot brakes, cable to four wheels, 19in x 3in with 27 x 400 (400-19) Dunlop cord tyres. Separate head and side lamps. Van body of 4mm. Plymax three-ply board faced with lead coated sheet steel and shaped panels of 22 I.W.G. sheet steel. Interior painted light stone colour and outside shop grey ready for customer's livery. Full width rear doors with oval lights. One sliding window in each cab door. Single bucket seat for driver.

1931 8hp Fire Tender (OHV)

Engine and general chassis details as 1930-31 5 cwt van. No windscreen. Vermillion finished body lined in gold and black. Front seats upholstered in black. Equipment included four ladders, bell axe, accommodation for twelve large fire extinguishers and first-aid equipment. Spare wheel mounted on off-side running board.

1931-34 Minor 5 cwt Van (SV)

Engine, four-cylinder, overhead-camshaft, overhead-valve. 57mm bore. 83mm stroke. Three-ring aluminium pistons. 847cc. 8.05hp. 19 bhp at 4,000rpm. S.U. carburettor. Morris single plate dry clutch. Worm & wheel steering on 1931 and 1932, Bishop Cam on later models. Three-speed gearbox 1931 and 1932, Four-speed on later models. Armstrong friction shock absorbers 1931 to 1933. Armstrong hydraulic 1934. Scuttle mounted petrol tank, gravity feed, 1931 to 1933, rear mounted 1934. Cable hand and foot brakes to four wheels. Wire wheels 3in x 19in, small hub, 400-19 tyres on 1931-2. 2.15in x 19in Magna wire wheels with 400-19 tyres on 1933 2.15in x 18in. Magna wire wheels, 400-18 tyres, on 1934. 6 volt electrics. Combined head and side lamps. Van body generally as 1930-31 OHV version until 1934 season when a more rounded 'eddyfree' body with an additional 13 cu ft capacity was introduced. Modifications included petrol filler on near-side at rear and pneumatic cushion on driver's seat.

1935 Eight 5 cwt Van (September 1934 to June 1935)

1935 Eight 5 cwt Van Series I (June 1935 to 1939)

Engine 'UB', four-cylinder, side-valve. 918cc. 57mm bore. 90mm stroke. Three bearing crankshaft. Aluminium pistons. Coil ignition. Three-speed gearbox, synchromesh top and third. Clutch, single dry plate Borg and Beck 6¼in. dia. Lockheed hydraulic foot brakes. Handbrake, cable to rear wheels. Rear mounted petrol tank, 5½ gallons. S.U. electric petrol pump. Bishop Cam steering. 6 volt electrics, negative earth. Propeller shaft with fabric disc to chassis 48612, later models Hardy-Spicer needle roller bearing U/J. Armstrong hydraulic shock absorbers. Small hub, six stud, wire wheels, 2.15in x 18in with 400-18 tyres. (Export vans had 2.5in x 17in Magna wire wheels with 450-17 tyres). Running boards not fitted to vans but 'Step irons' were fitted from chassis 114578 and those chassis between 114108 and 114500. Sundial shaped mascot on radiator.

1935 and Series I GPO Minor 35 cu ft Van (August 1934 to August 1940)

Engine 'UB' and gearbox as Morris Eight 1935 and Series I vans. Morris Minor chassis (circa. 1934 type). Controls a mixture of Eight and Minor components. Eight type Lockheed hydraulic brakes. Bishop Cam steering. Steering wheel changed to rubber covered type on later models. Generally S.U. carburettor but some vehicles fitted with Solex Theromstarter carburettor. S.U. electric petrol pump. Lockheed hydraulic shock absorbers. Bodywork to GPO specification by various body builders including Harold Perry, Duple, Bonallack and Park Royal. Although there was some overlapping, generally the GPO. Minor vans had 6 stud Magna wire wheels up to about December 1937 when Easiclean 2.5in x 17in wheels with 450-17 tyres were fitted. Mail vans had the spare wheel mounted on the near-side door.

Series Z 5 cwt Van (February 1940 to 1950)

Engine 'USHMV', four-cylinder, side-valve, 918.6cc. 57mm. 90mm stroke. Three bearing crankshaft. Aluminium pistons. Coil ignition. Three-speed gearbox, synchromesh top and third. Clutch, single dry plate Borg and Beck 6¼in. dia. Lockheed hydraulic foot brakes (type changes at chassis 41707). Handbrake, cable to rear wheels. 8in dia. Drums. Petrol tank at side, 6 gallons. S.U. electric petrol pump. Propeller shaft with Hardy Spicer needle roller bearing U/J. Rear axle type changes ast chassis 41707. Armstrong hydraulic shock absorbers. Bishop Cam steering. Semaphore type indicators. 6 volt electrics. Head lamps combined with side lights on top of front wings. Wheels, 6 stud Easiclean 2.5in x 17in with 400-17 Dunlop tyres on home models. 450-17 on export models. Wheels on home models up to chassis 41706 and export up to chassis 201 with integral hub caps. Passenger seat optional extra. Steel panelled construction with roof fabrication of leathercloth over lath timber frame.

GPO. Specification included railway carriage type door handles, battery cut-out switch, lockable tool box, wood panelling adjacent to dash and wood door capping. Metal panels inside doors, chassis lifting hooks at rear, integral hub caps on Easiclean wheels. Stone guard on petrol tank. Inspection sockets on dash, separate side lights, external bonnet catches, provision on near-side front wing for spot light mounting and special pattern seats.

For further details please refer to "*Morris Commercials the first years*" by *Harry Edwards*