
Morris Cars

Cowley 1915-26

Specifications

Morris Cowley – Continental Engine Models

'Red Sed Seal' engine, Type U. Makers: Continental Motors Company of Muskeron and Detroit, USA. Side-valve, four-cylinder, 69mm x 100mm stroke. 11.9hp, 1495cc. Cast iron pistons. Zenith carburetter. Magneto ignition by American Bosch, type NU4, Dixie type 40A or Thomson-Bennett type AD4C. Cooling by thermo-syphon and fan. Three-speed Detroit Gear Company gearbox, central ball change. Clutch by same manufacturer, comprising two Ferodo-lined plates running dry. Transmission by enclosed torque tube, bronze universal joint, spiral bevel crown wheel and pinion (53/12 or 57/12). Rear-wheel brakes only, with hand and foot brake operating separate shoes in 11in. diameter rear drums. Wheels three-stud steel artillery. Dunlop beaded edge tyres 700mm x 80mm (85mm or 90mm section extra). Lucas electric 6 volt five-lamp lighting system with Lucas type E20 dynamo on cylinder head, belt driven. Wheelbase 8ft 6in, track 4ft 0in.

Morris Cowley – Hotchkiss Engine Models

Original engines made by Hotchkiss et Cie of Coventry, until May 1923 when the company ownership changed hands and became Morris Engines Ltd. Side-valve, four-cylinder, 69.5mm bore x 102mm stroke, 11.9hp, 1548cc. Cast iron pistons to engine 66930. Later pistons aluminium alloy. Carburetter 1919-21, Zenith. 1922, SU Sloper. 1923-26, Smiths. Ignition by Lucas or BTH magdyno or with self-starter fitted, magneto. Early engines had three-port exhaust manifold. Cooling by thermo-syphon and fan. Three-speed gearbox with central ball change. Clutch, two driven plates with cork inserts running in oil. Transmission by enclosed torque tube, spiral bevel crown wheel and pinion. (57/12, except on Sports Cowley which was 53/12). Rear-wheel brakes only models, where applicable, had hand and foot brake operating separate shoes in 9in diameter rear drums. Four-wheel brake models, where applicable, had reversed Elliot type front axle with 9in diameter drums with two shoes. Steering, worm and wheel. Wheels three-stud steel artillery. Tyres 1919-22 two seater 700mm x 80mm Dunlop Magnum. 1921-22 four seater 700mm x 80mm Dunlop Magnum Cord. 1923 two seater 700mm x 80mm Dunlop Cord. 1923 four seater 28in x 3½in Dunlop Clipper Cord. 1924 all models, 28in x 3½in Dunlop Clipper Cord. 1925 all models 19in x 3½in wheel with 27 x 4.40 Dunlop Cord balloon tyres. 1926 all models 19in x 3½in wheels with 27 x 4.40 Dunlop reinforced balloon tyres. Wheelbase 8ft 6in, track 4ft 0in.

For further details please refer to *The Morris Motor Car 1913-1983* by Harry Edwards
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