
Morris Commercials

Taxis

Specifications

1929-32 G. International Taxicab/G. International Private Hire Landalet

Engine type Z. Four-cylinder side-valve. 2514cc 80mm bore. 125mm stroke. 15.9 hp. Dural conrods and aluminium pistons. Four-speed gearbox. S.U. or Smiths carburetter. Overhead worm rear axle. 6 volt electrics. Early models with side lamps only, later vehicles fitted with headlamps. Rear-wheel-braking only on early models, later the specification included a four wheel braking system. Smiths friction type shock absorbers. Single dry plate clutch. Steering, worm & wheel. Petrol tank, under the driver's seat, 7½ gallons. Autovac. Wheelbase 9ft. Track 4ft 8in. Turning circle 24ft 9in. Artillery wheels with 525-21 tyres. Fittings included push-button microphone contact with driver (no communicating window was fitted on early models), door controlled roof light switch, blinds available for rear lights, occasional seats inside cab. Faremeter cable from gearbox. Chromium plated fittings from 1930. Storm curtains with valances for protection of driver were available for £5 on the Private Hire Landalet. Chassis numbers with suffix G. Probably start at 001G. Research suggests 840 of these cabs produced.

1932-35 G2. Junior Taxicab

Engine type CO, later CR. Four-cylinder, side-valve. 1802cc. 75mm bore. 102mm stroke. 13.9hp. Three-bearing crankshaft. Three-ring cast iron pistons. Magneto ignition. Four-speed gearbox. Double plate cork insert clutch running in oil. Enclosed propeller shaft. Underslung worm axle. 12 volt electrics. Lucas dynamotor. Headlights, Lucas 'cut & dip' system. Separate side lights. Twin blade electric windscreen wiper. Bulb horn. Bumpers front and rear. Four-wheel brakes. Luvax hydraulic shock absorbers. Artillery steel wheels, 5 stud, with 30x5 (500-20) tyres. Petrol tank 9¼ gallons under driver's seat. Autovac. Door switch controlling interior lamp. Wheelbase 9ft. Track 4ft. 8in. Overall length 13ft. 5in.

Chassis numbers not known but series shared with G2S and G2SW types. Probably continued on number series from the G-type.

Sanction No. 164 started at chassis 1252, October 1933.

Sanction No. 299 started at chassis 1386, June 1934

Sanction No. 527 started at chassis 1473, March 1935

1934-38 G2S Junior Six Taxi, ¾ Landalet/G2S Junior Six Taxi Single Landalet

Engine type LK. Six-cylinder, side-valve. 1938cc. 63.5mm bore. 102mm stroke. 14.99hp. Four-bearing crankshaft. Four-ring aluminium pistons. S.U. 1? carburetter. Water pump. Coil ignition. Air cleaner and fume consumer. Luvax hydraulic shock absorbers. Single plater cork insert clutch running in oil. Electric windscreen wiper. Four-speed gearbox. 12 volt electrics. Artillery steel wheels with 500-20 tyres. Door operated light switch. Wheelbase 9ft. Track 4ft. 8in. Overall length 13ft. 10in.

Chassis numbers not known but series shared with G2S and G2SW types and probably G-types. Research suggests that 237 of these were made, the first being delivered 7th June 1934.

Sanction No. 299 started at chassis 1361, June 1934

Sanction No. 444 started at chassis 1461, February 1935

Sanction No. 580 started at chassis 1587, September 1935

1937-39 G2SW Super-Six Taxi Landalet

Engine QPDC. Six-cylinder, overhead valve. 1818cc. 61.5mm bore. 102mm stroke. 14.05hp. Four-bearing crankshaft. Solex carburetter. Electric windscreen wiper. Speedometer drive from rear axle. Bumpers. Artillery steel wheels with 500-20 tyres. Wheelbase 9ft. Illuminated 'For Hire' sign-on roof. Occasional seats. Door operated internal light.

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