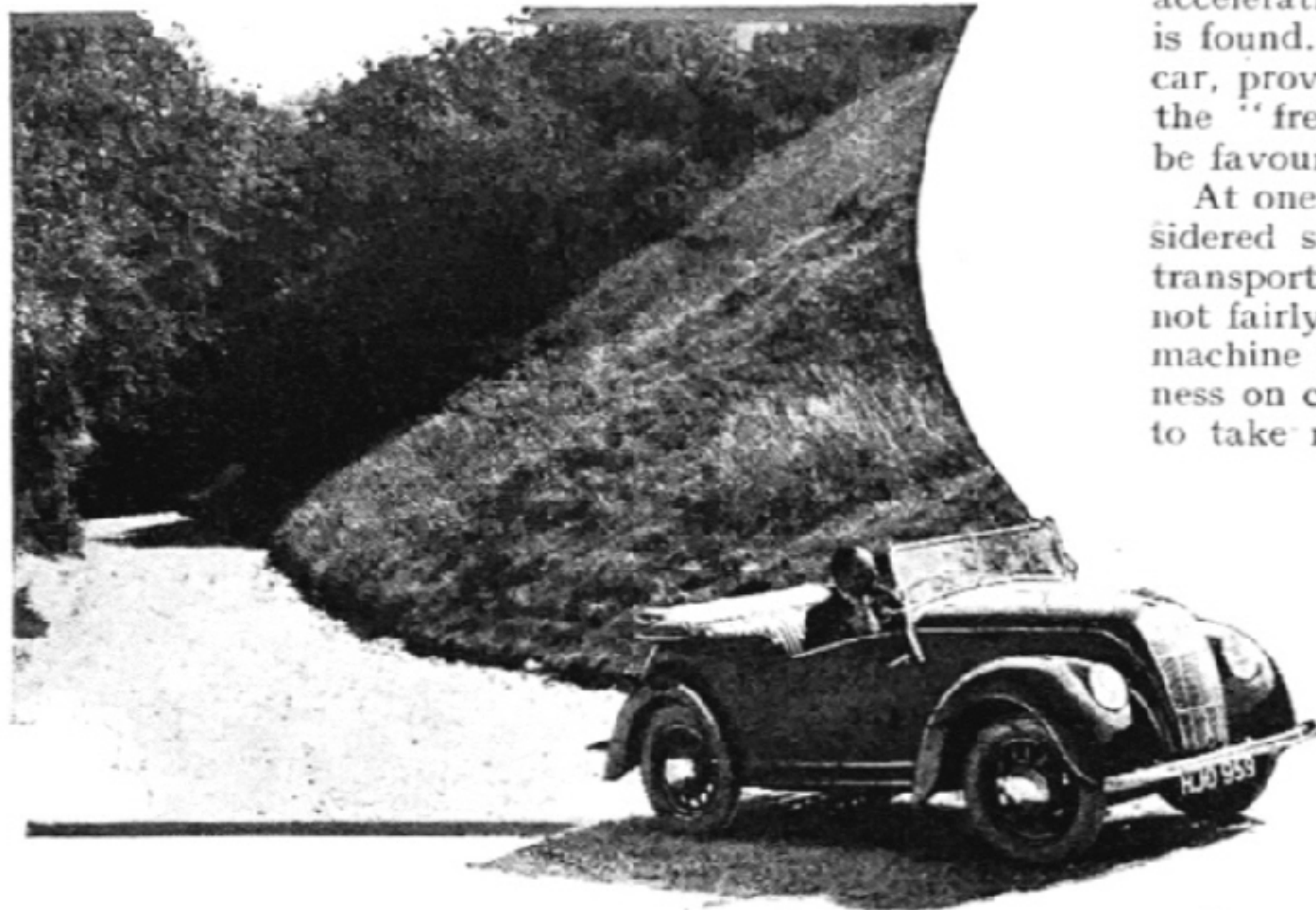


“THE AUTOCAR” ROAD TESTS

No. 1,307.—8 h.p. Morris Series E Tourer



acceleration performance is to be expected, and, indeed, is found. It is an admirable sample of small and handy car, providing good four-seater accommodation and giving the “fresh-air” brand of motoring which continues to be favoured by many.

At one time, and not long ago, a car of 8 h.p. was considered satisfactory in the bare provision of economical transport that it made, and the manner of the going could not fairly be criticised. Now this size of car is truly a big machine in miniature, with its own advantages of handiness on crowded roads and in town traffic, and its ability to take narrow byways and tracks—a form of motoring which is more and more appealing to those who like to seek comparative solitude and a different type of motoring.

There is real snap in the acceleration of the Morris Eight, and, especially if the four-speed gear box is used freely, the performance is interesting and useful from the averaging point of view. In so far as smoothness and general unobtrusiveness are concerned, the engine would be a credit to a car costing a great deal more. Up to 50 and 55 m.p.h. this engine remains happy, and one cannot but be amazed at its behaviour.

ONE of the motoring topics among those who sample different sizes of car has been the almost unbelievable advance made latterly among the smallest types. No longer is an 8 h.p. car irksome to one who is accustomed to high performance. This size of machine has been transformed into a car that is interesting to handle for its own sake, quite apart from the obvious appeal of its being cheap to buy and to run.

The Morris Eight Series E, as an example, provides a thoroughly good performance, and, furthermore, delivers it extremely pleasantly, due to the smoothness and quietness of the engine, which has a counterbalanced crankshaft. This latest model, it will be remembered, underwent considerable modification and improvement over the Series II Eight, its immediate predecessor.

The open models have retained their popularity, and, their weight being lower than that of the saloons, a better

The timed speed figures were obtained on a day which gave little and took little, due to a negligible wind. The speed figures shown in the table were recorded, as usual for open cars, with the windscreen lowered. With the screen up, the best timed speed was 60.40 m.p.h., and the mean of various runs over different quarter-mile was 58.06. With the screen down, the speedometer went round to 68-69, and with the screen up the highest reading was 65. The instrument was only 2 m.p.h. fast at 50, 1.1 at 40, and slightly less than 1 m.p.h. fast at 30.

Undoubtedly, the four-speed gear box which this Series E possesses, as against the three speeds of its forerunner, is a considerable asset. In the hands of anyone who will use a gear box when it is not strictly essential to do so, the present third is a very much more useful ratio than the old second. Also, the present second gear will take the car up hills that would have needed first gear

DATA FOR THE DRIVER

6-10-39

8 H.P. MORRIS SERIES E TOURER

PRICE, with open four-seater tourer body, £135. Tax, £6.
 RATING: 8.05 h.p., four cylinders, s.v., 57 x 90 mm., 918 c.c.
 WEIGHT, without passengers, 14 cwt. 0 qr. 5 lb. LB. PER C.C.: 1.71.
 TYRE SIZE: 4.50 x 17in. on bolt-on perforated pressed-steel wheels.
 LIGHTING SET: 6-volt. Automatic voltage control.
 TANK CAPACITY: 5½ gallons; approx. normal fuel consumption, 36-44 m.p.g.
 TURNING CIRCLE: (L.) 32ft. 7in.; (R.) 35ft. 1in. GROUND CLEARANCE: 6½in.

ACCELERATION				SPEED.	
Overall gear ratios	From steady m.p.h. of			Mean maximum timed speed over ¼ mile	m.p.h.
	10 to 30	20 to 40	30 to 50		
5.29 to 1	16.5 sec.	18.1 sec.	23.5 sec.	Best timed speed over ¼ mile	63.83
8.14 to 1	10.3 sec.	11.6 sec.	—	Speeds attainable on indirect gears (normal and maximum):—	
12.16 to 1	7.5 sec.	—	—	1st	14-17
20.87 to 1	—	—	—	2nd	24-30
From rest to 30 m.p.h. through gears				3rd	39-43
To 50 m.p.h. through gears				Speed from rest up 1 in 5 Test Hill	
25 yards of 1 in 5 gradient from rest				—*	

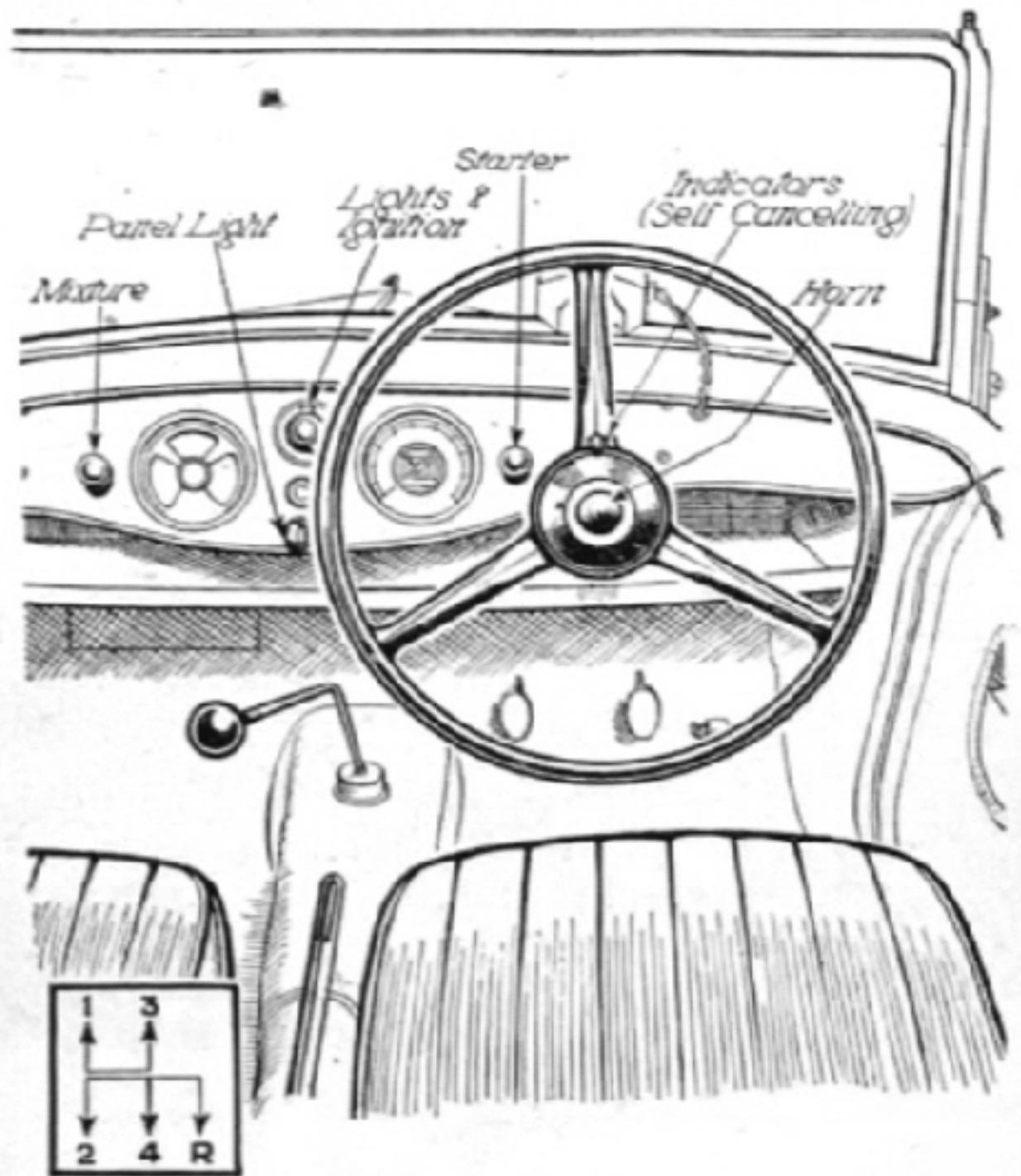
* Brooklands Test Hill not fully available.

BRAKE TEST: Mean stopping distance from 30 m.p.h. (dry concrete), 32.5ft.

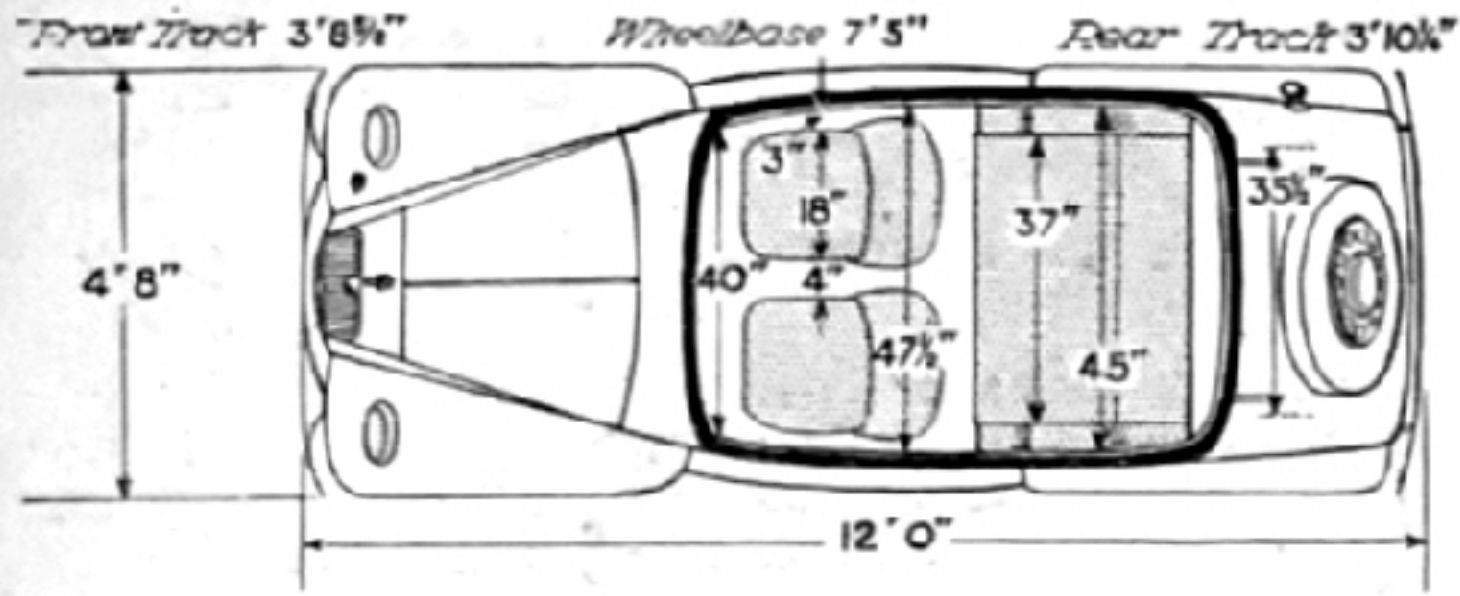
WEATHER: Dry, hot, bright; wind negligible. Barometer: 30.25in.

Performance figures for acceleration and maximum speed are the means of several runs in opposite directions, with two up.

(Described in “The Autocar” of October 14th, 1938.)



"The Autocar" Road Tests



of the three-speed box, as was demonstrated in a sound climb of the 1 in 6 1/2 gradient frequently included.

Gear changing is encouraged not only by the response available from the engine, but also by the quietness of the gears, especially second and third, and, again, the quick, light changing by a firm and well-placed lever.

From the viewpoint of a driver who may not be particularly interested in obtaining the most from a car by using the gears often, the present first gear is an emergency ratio of great value in hilly country, particularly when a full load is carried. It is now possible to restart on a 1 in 4 gradient, a performance which forms a yardstick of likely behaviour under possible conditions of easier gradient but more difficult surface and loading.

Good Top Gear Abilities

It should not be imagined from references made to the usefulness of the gear box and the free revving of the engine that the driving of this car is necessarily a matter of continuous resort to the gear box. The engine is well capable of pulling slowly on top, a minimum of even 6 to 7 m.p.h. being allowed without transmission snatch, whilst also it can hold on stoutly against gradient. It is as much in its ability to potter nicely as in its pleasant behaviour at higher speeds that the latest Eight appeals.

There is a good feeling of tautness, the car cornering well and being singularly free of pitching tendency, which is the more meritorious with a short wheelbase. As to general comfort of riding, it is forgotten that the car is as small as it is, for except over a really inferior, unmetalled surface very little movement indeed is noticed.

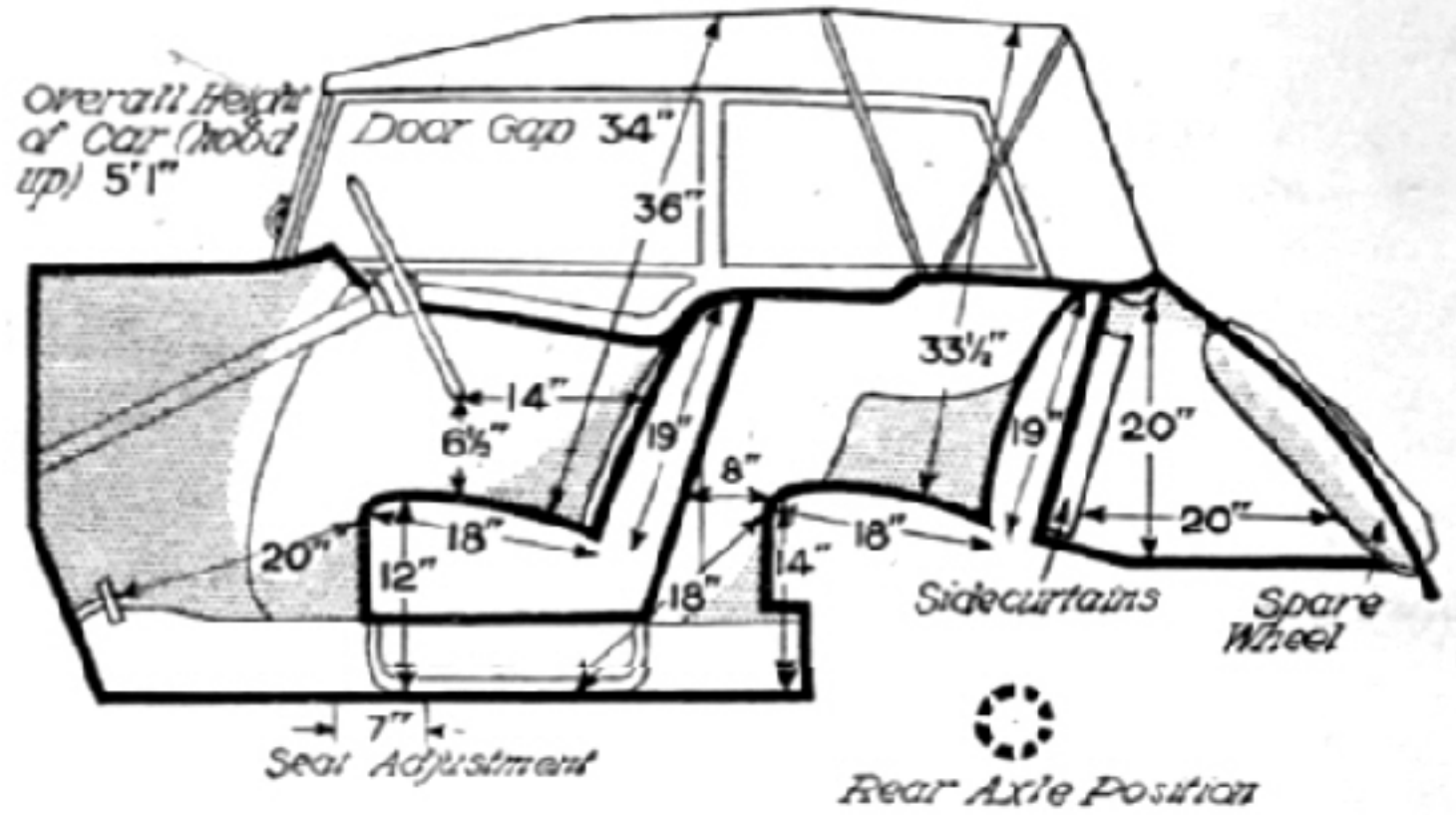
Excellent braking power is afforded by the Lockheed hydraulic system, good results being obtained with light pedal pressure. The steering is finger-light, but not vague directionally, and has useful caster action; 2 1/2 turns of the wheel are required from lock to lock.

As regards shape of seat and the support afforded, also the space available for the left foot and the angle of the steering wheel, the driving position is comfortable, but an average-height driver would prefer either that the wheel

should be slightly lower or the seat slightly higher. The hand-brake lever is thoroughly convenient between the seats, and more clearance is now provided between it and the gear lever at certain positions of the two controls.

The front seats prove comfortable for appreciable spells of motoring. At the back, leg room is given without foot wells, and there is a good depth of cushion and squab, it being an improved seat over that of the earlier models.

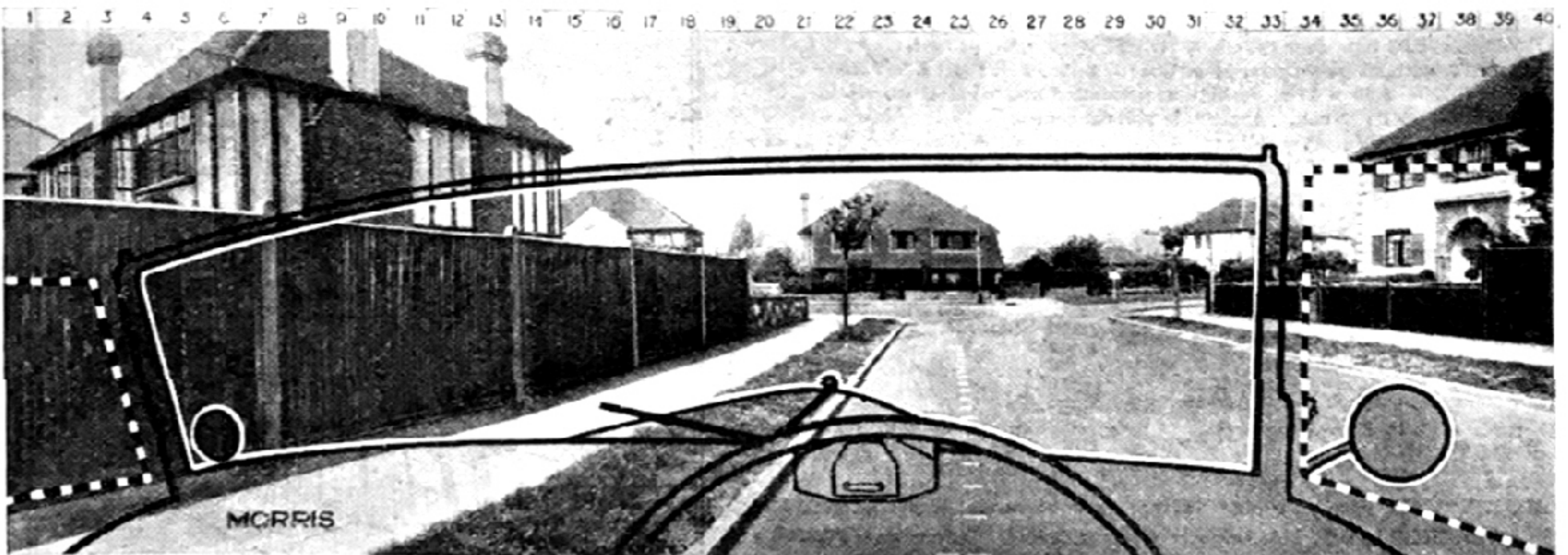
Both inside and outside door handles are provided—a not inconsiderable item of convenience. A thoroughly good point is the full-width tray under the instrument board for carrying the oddments that always collect. No other form of accommodation is quite so convenient. The instruments are well arranged in two main dials of pleasing appearance and clear calibration. An unexpected refinement is an instrument board in grained wood. Also, a proper "cut" key is provided in the ignition switch lock.



Seating dimensions are measured with cushions and squabs un compressed.

Behind the rear-seat squab is a certain amount of luggage space, and there also are stored the side screens, which, of rigid type, attach easily and afford good protection. The hood goes up and down readily enough. It is now of a material which will not show dirt and dust as noticeably as the previous light-coloured material.

The bonnet opens up in one section and is secured at each side by locks operated by a carriage-type key normally carried in a loop inside the body. Sufficient top access to the engine is given for day-to-day attention, though a slightly lengthened oil-filler spout would be beneficial when using some types of replenishment filler. All the tools are under the bonnet, including a quick-acting jack which is applied to the bumper brackets. A detachable panel is provided in the near-side wing valance to enable the side-valve tappets to be reached. Instant starting is obtained, and the engine is not at all fussy from cold.



Neither wing is seen—only part of the top of the bonnet, though the actual near-side and forward view is good, as the bonnet and radiator are not at all obtrusive. The top of the steering wheel is high. The windscreen frame causes no material blanking of vision; the raised side screens are indicated by dotted lines.