

The new 7 h.p. Morris is to be known as the Morris Minor. The specification includes a four-cylinder engine of 56 and 76 mm. bore and stroke, which make it of 748 c.c. capacity. The camshaft is overhead as well as the valves, and there is forced lubrication to all parts. Coil ignition has been adopted. The gear-box has three speeds, and the propellor shaft, which is enclosed in a torque tube, delivers the power to spiral bevel gearing in the back axle. Four-wheel brakes are provided, and the springs front and back are half-elliptical. The detachable wire wheels carry 26 by 3.50 ins. tyres. For the present the car will be marketed with full electrical equipment, including a starter, as a two-door fabric 2-4 seater saloon. At the time of writing the price is not fixed, but the firm state that this Morris Minor is not to be "the £100 car." Quality is not to be sacrificed to obtain a cut initial cost, and while this Morris will be distinctly competitive with any other machine that has so far been made it is intended to offer in it comfort, reliability, a good measure of safety, and strict economy both in operation and housing—the latter a point which is becoming of increasing importance. A car of this type will find a wide market, and not only with those who can but afford one small and inexpensive machine, but also among owners of large cars who have need of auxiliaries for the use of other members of the family and for saving the running of a big car where the service of a small one on occasion would suffice.

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The Morris Minor meets the demand in the Morris productions for 1929 for the cheapest form of motoring on four wheels, and for this reason the makers have, quite wisely, improved the Morris Cowley cars in the important matter of safety and so forth, raising the price in consequence. The prices of the Morris Oxfords and those of the Morris Six models have been reduced. The Morris Minor, which is designed on proper and up-to-date car lines, sells complete as a four-seated tourer at £125, and as a two-door four-seater fabric saloon at £135. The engine has four cylinders with an overhead camshaft, there are three forward speeds, the suspension is half-elliptical, and there are five brakes. A specification of this 7 h.p. Morris was given in the *Spectator* of July 23rd last.

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The Morris Minor is a very pretty piece of work, slightly faster and roomier than the Austin Seven, I believe. The two-seater model will run fifty miles an hour and do fifty miles to the gallon and has brilliant road-holding qualities. Of the other Morris models, the Isis is one of the best of all values in the automobile world, but this splendid car is not being altered much, so I need only recommend everyone who wants an economical saloon that can travel 65 m.p.h. and stand up to gruelling work in any country to see the Isis on Stand 108 : it is a thousand pound car for £340. A word of praise must also be given to the group system of lubrication on the Cowley and Oxford models, inaccessible nipples having now been mounted in a line just over the back axle, so that the owner has merely to pull up a floor board and apply the gun to each in turn, a matter of two minutes' easy work.

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