



MORRIS

10 cwt and 5 cwt Light Vans



MORRIS LIGHT VANS lend themselves admirably to decorative finishes of advertising value. Here are a few suggestions by way of example.



Your Local Morris Agent, coach-painter or signwriter will be only too pleased to evolve a special design for your particular requirements on application.

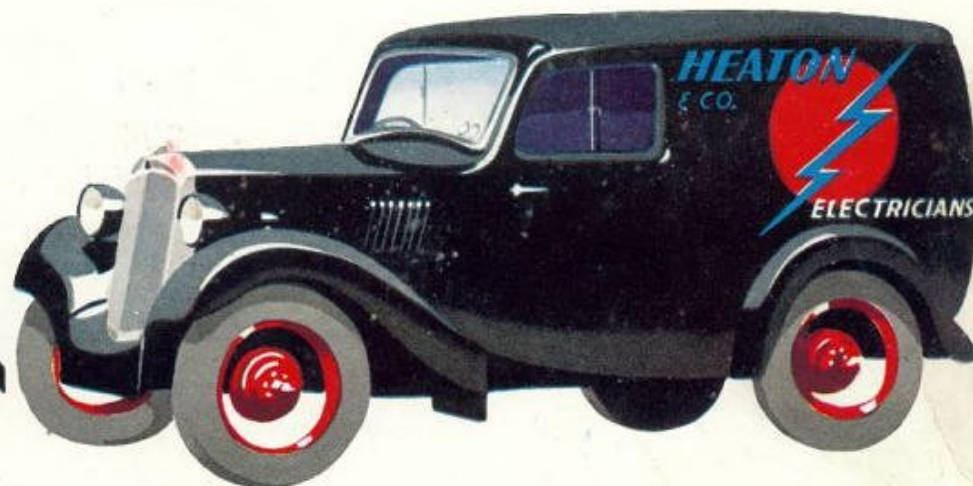




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[illegible]

A vertical collage of various objects including shoes, eggs, a bottle, light bulbs, a striped shirt, and a tie.

Not the least important aspect of Morris Van ownership is the excellent Morris after-purchase service available which ensures the minimum of lost time and maximum earning capacity.

Page

Ensuring in advance the

THE consistently high sales of Morris Light Vans is no accident. Careful planning, unique manufacturing facilities and the high quality of workmanship and materials are all reflected in the popularity of Morris vehicles.

Controlling every process of manufacture from raw material to finished product is the Morris inflexible system of scientific testing: testing which allows no inferiority, flaw or inaccuracy to mar performance or impair the high standard of Morris quality. Every item in the complex list of materials that goes to make a Morris vehicle is subjected to an exacting scientific examination and only the best will comply with Morris specification. Space does not permit full mention of the many and varied tests which are applied to ensure accuracy after each manufacturing process but it will suffice to say that the hand micrometer, familiar to many people, seems a clumsy instrument beside the ingenious optical instruments that control the fine limits employed in Morris engineering.

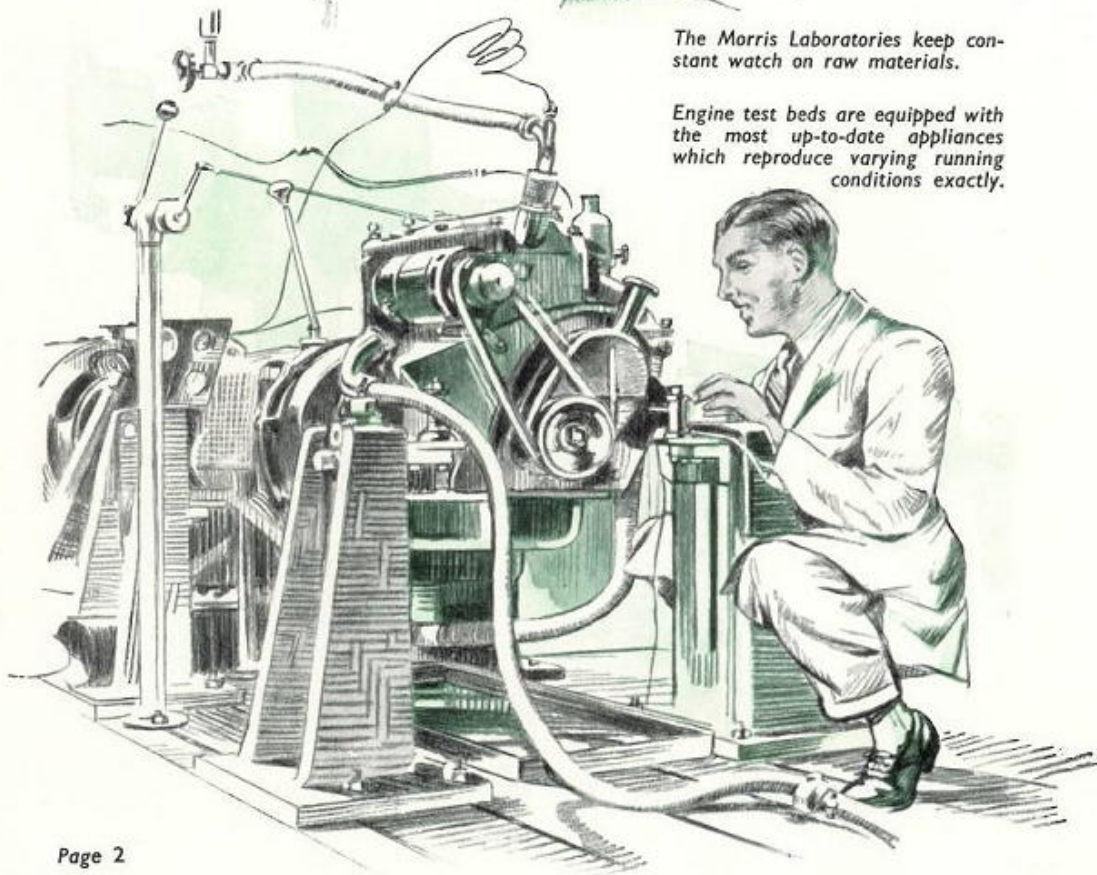
Morris specialised testing guarantees that reliability which is the natural expectation of the transport user. The only sure way of buying reliability is to specify Morris.

MORRIS SPECIALISED TESTING



The Morris Laboratories keep constant watch on raw materials.

Engine test beds are equipped with the most up-to-date appliances which reproduce varying running conditions exactly.



reliability of every MORRIS Van —

SOME FACTS ABOUT MORRIS SPECIALISED TESTING

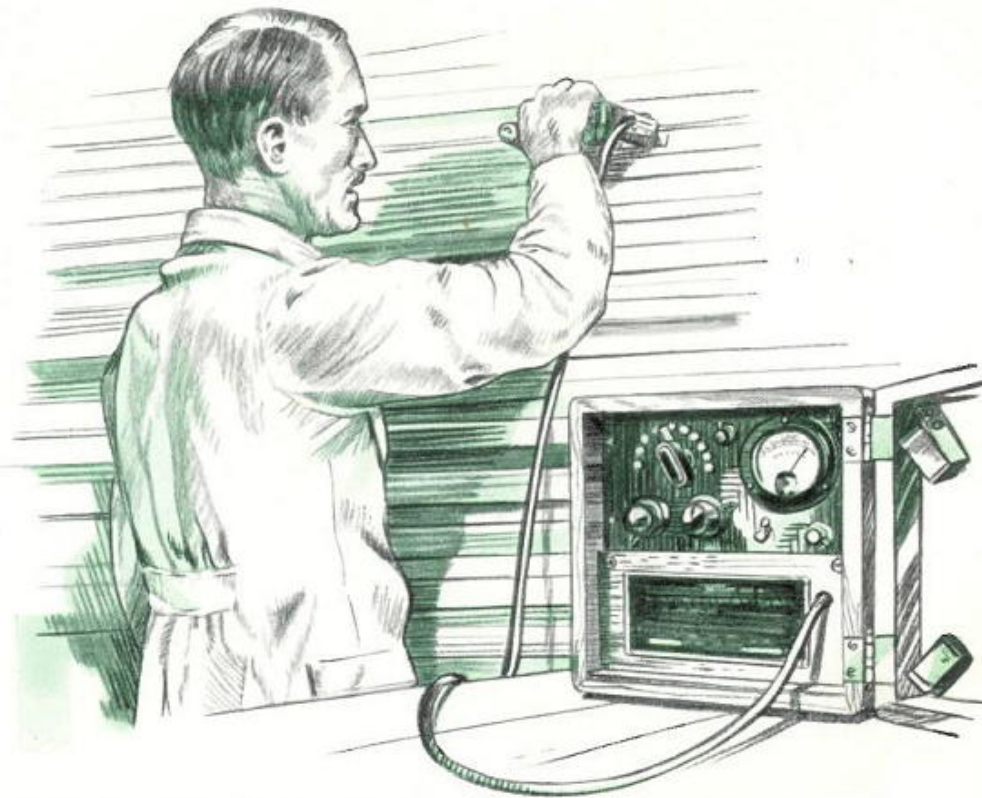
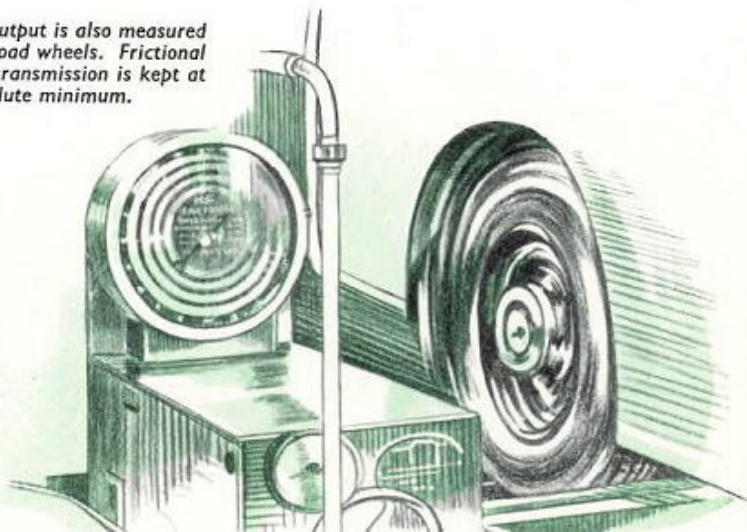
Timber is tested electrically for its moisture content and only timber in prime condition goes to the saw-mill.

A machine tests paint, rubber and all external material for durability. Two years of varying extremes of weather are condensed to a fortnight in this device.

All manner of testing machines are used to test metals in the raw and in the finished product. The steelscope determines the exact composition of steel. Tests are taken for hardness, tensile strength and to ensure resistance to impact and fatigue. Optical measuring instruments detect inexactitudes in machining (if the word may be justly used) of a 20,000th part of an inch.

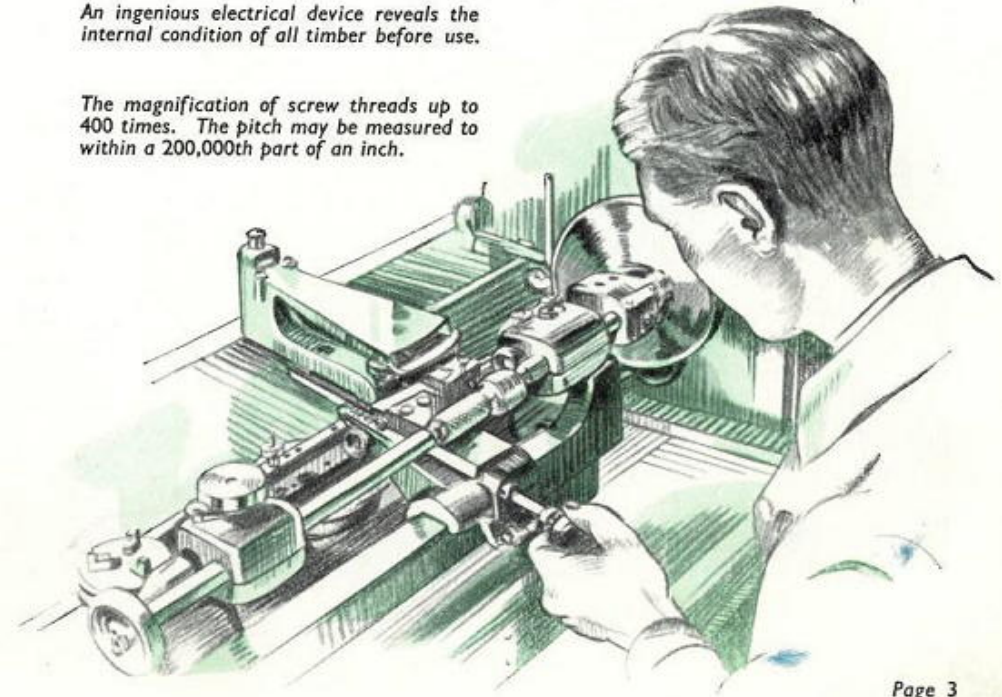
Every Morris engine undergoes a thorough bench test to ensure correct power output. Springs and chassis frames are tested to withstand many times their normal load.

Power output is also measured at the road wheels. Frictional loss in transmission is kept at an absolute minimum.

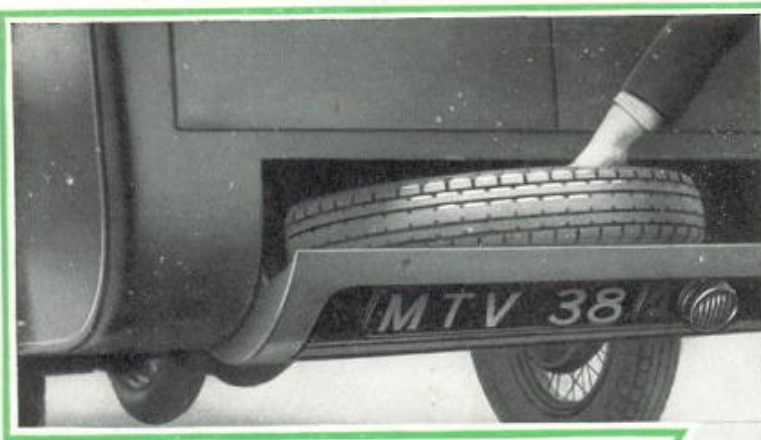


An ingenious electrical device reveals the internal condition of all timber before use.

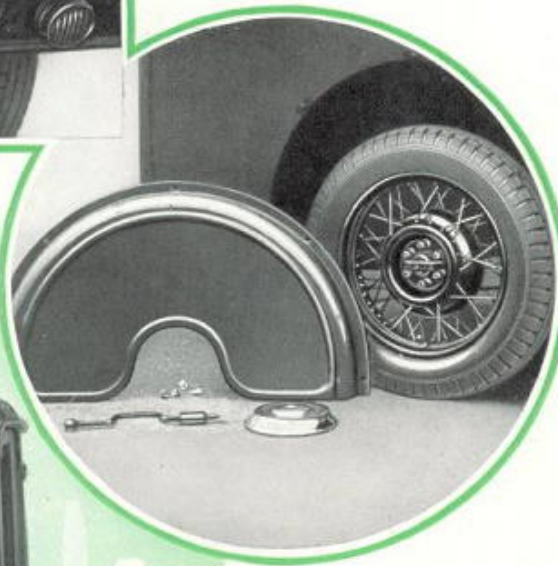
The magnification of screw threads up to 400 times. The pitch may be measured to within a 200,000th part of an inch.



The Smartest Van on the Road



The spare wheel is carried in a special compartment at the rear and access to it is quickly obtained by releasing the hinged panel carrying the rear number plate.



The mud-shields over the rear wheels are easily detachable by removal of the retaining nuts with the wheel-brace.

The wide and deep windscreen ensures a good field of vision for the driver and contributes materially to safety and immunity from accidents. Full lamp equipment with dipping headlamps ensures safety at night.



Weatherproofing has been thoroughly carried out, ample guttering being provided wherever necessary with drainage points located clear of door openings.

ALTHOUGH the Morris 10-cwt. Light Van has been designed primarily for utility, Morris designers have succeeded nevertheless in producing a van of extremely attractive appearance which will prove to be a distinct asset to your business.

In addition to its exceptionally useful carrying capacity this Light Van has been designed with convenience of operation well in mind and all parts needing attention are easily get-at-able.

Careful disposition of the components has rendered the engine unit itself particularly easy to service in spite of the semi-forward control, while close attention has been given to interior ventilation and the avoidance of engine fumes in the body which might contaminate goods in transport.

PRICES

Finished in SHOP GREY **£175** (ex works)

Finished in COLOUR **£180** (ex works)

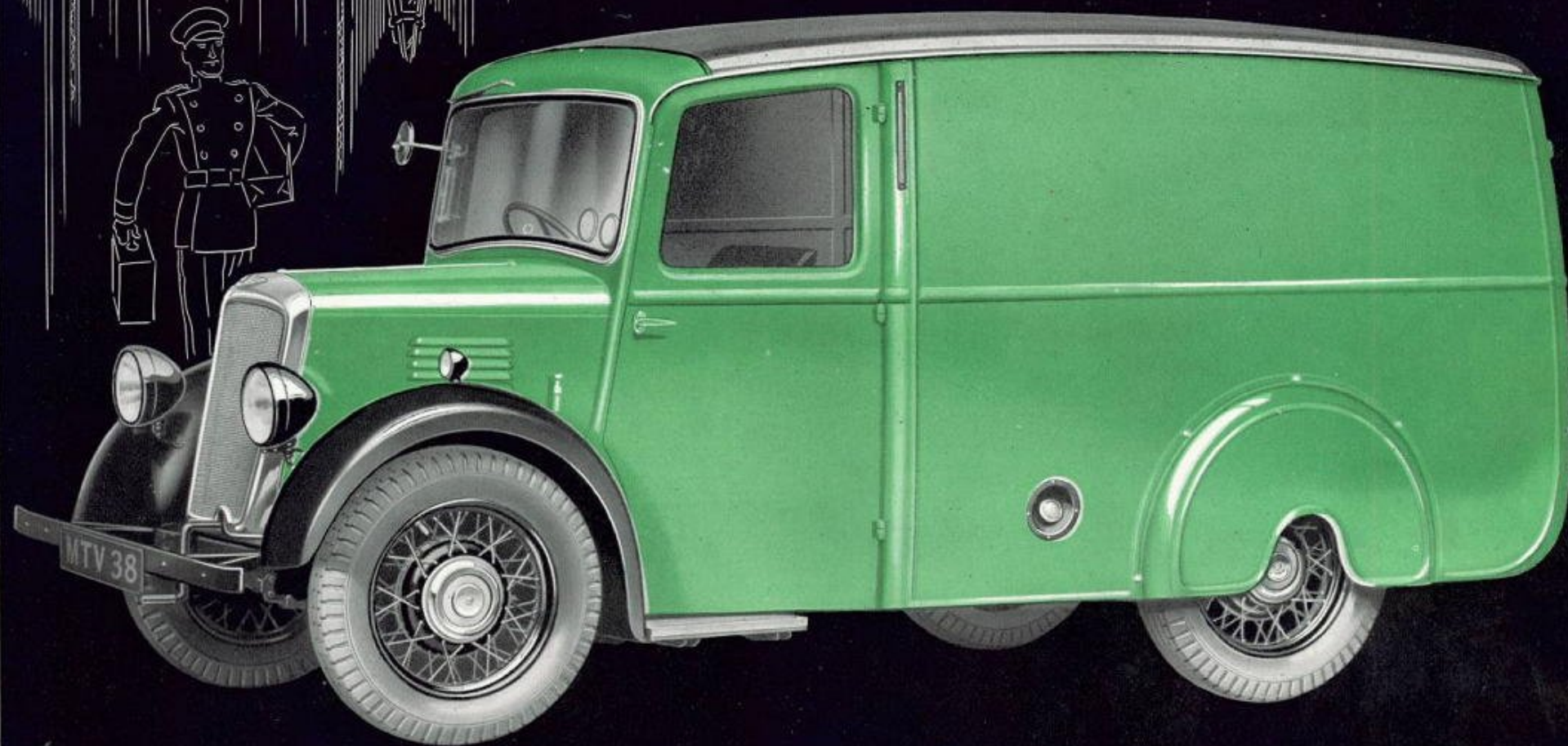
CHOICE OF BLUE OR GREEN

CHASSIS **£131** (ex works)

EXTRA SEAT . **£3.1.6** (ex works)

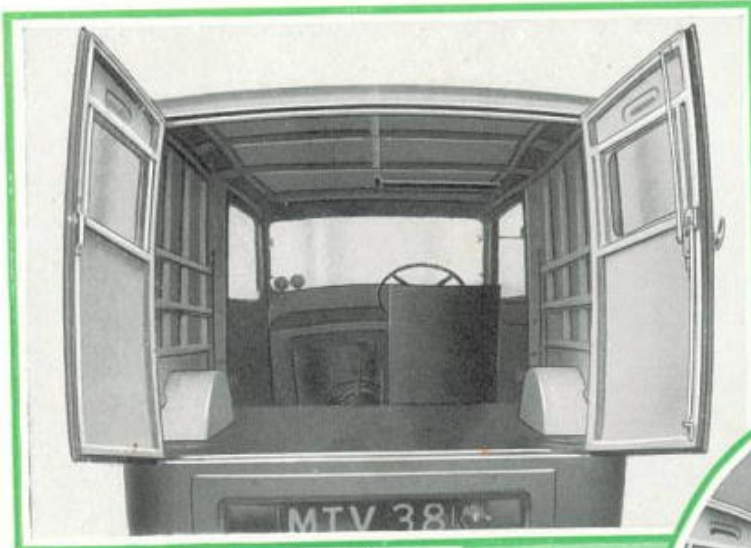
Lincoln Martin

LONDON MANCHESTER BIRMINGHAM

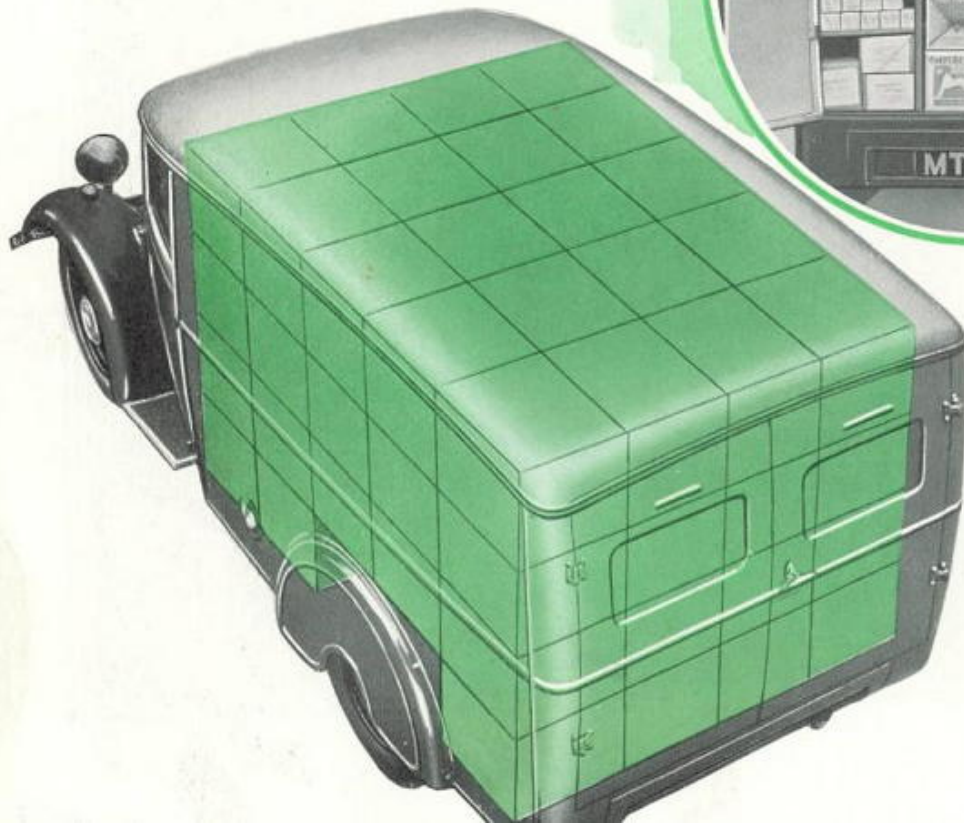


The MORRIS 10 cwt *LIGHT VAN*

Exceptional Capacity Short Overall Length



The wide opening doors ensure maximum ease of loading, even with awkwardly shaped articles, and the large windows provide a good rear view when backing.



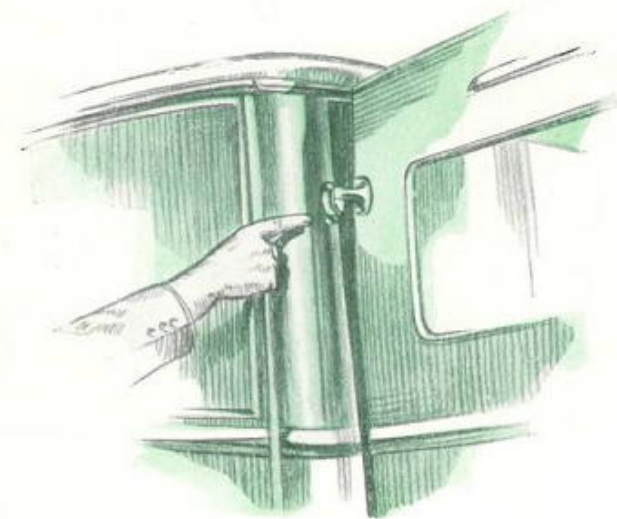
Special interior fittings to suit your particular trade and requirements can easily be devised by your local coach-builder or joiner.

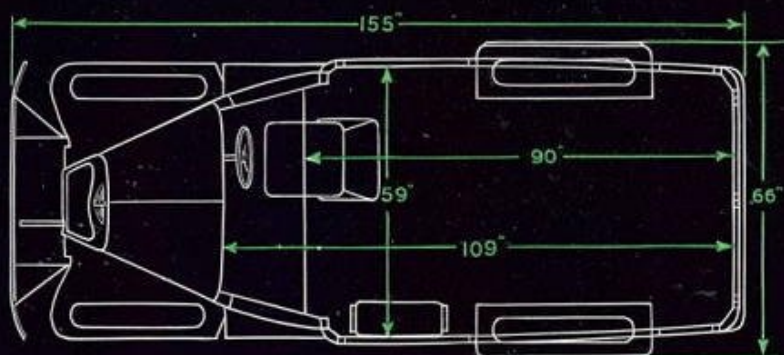
Exceptional capacity on a chassis of moderate dimensions is the keynote in the design of the Morris 10-cwt. Light Van and its soundness has already been proved over millions of miles.

THE progressive design of the Morris 10-cwt. Light Van employing semi-forward control has produced a van of moderate dimensions possessing exceptional carrying capacity. No other light van with an overall length of only 155 inches possesses such a spacious interior.

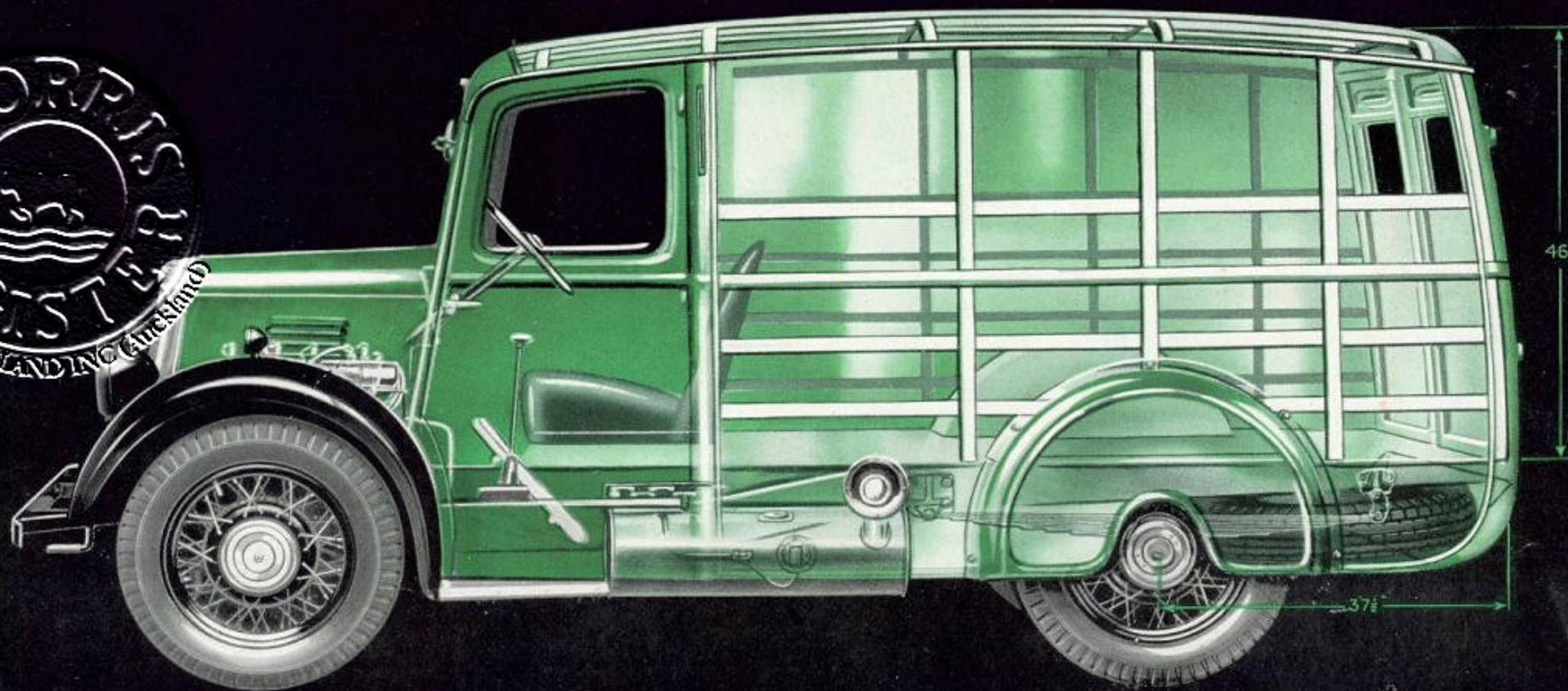
The wide rear doors with special hinges open clear, thus enabling the full width of the body to be used for loading. They are in addition fitted with a simple device which enables them to be fastened in the closed position with the movement of a single handle.

The clean design of the interior of this van and the generous room provided render it particularly adaptable to the special requirements of any trade.





SKILFUL LAYOUT ACHIEVES 130 cu.ft. CAPACITY (121 cu.ft. IN BODY AND 9 cu.ft. BY DRIVER) FOR ONLY £15 TAX WITH SHORTEST OVERALL LENGTH AND LOW RUNNING COSTS



Brilliant in conception and sound in execution, the Morris 10 cwt. Light Van, with its economical 12 h.p. engine, combines high performance with a large carrying capacity and low running costs

Features that make the

WHILE its large carrying capacity in combination with a short overall length is the outstanding feature of superiority which the Morris 10-cwt. Van possesses, it is by no means the only important feature of its design. Fitted with a side-valve engine of 12 h.p. rating giving a large power output, and strictly economical, its road performance is such that it has no superior in its class. The engine is in addition fitted with a special fume exhaust system which prevents contamination of the van interior.

A particularly wide field of view is provided for the driver and all controls

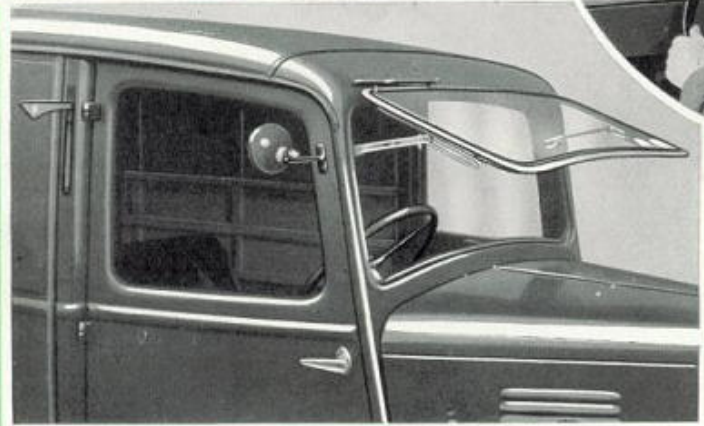


The driving position is extremely comfortable and ample leg-room is provided for tall drivers. Horn and trafficator switches are conveniently mounted in the centre of the steering wheel and all instruments are neatly grouped on the facio board and easily seen.

Large windows in the rear doors and an external rear-vision mirror enable reversing operations to be carried out safely and facilitate observation of following traffic. An adequate fume-proof bulkhead is fitted.



A useful tray is provided in the roof above the driver in which order books and delivery notes can be stored, while a roof lamp is fitted to facilitate loading at night.



The large windscreen opens wide to provide clear vision in fog. It is of course adjustable between this and the closed position to give any desired degree of ventilation.

As an example of the maintenance refinements typical of this van may be noted the accessible dipstick giving indication of the oil level in the gearbox.



MORRIS 10 cwt VAN unparalleled

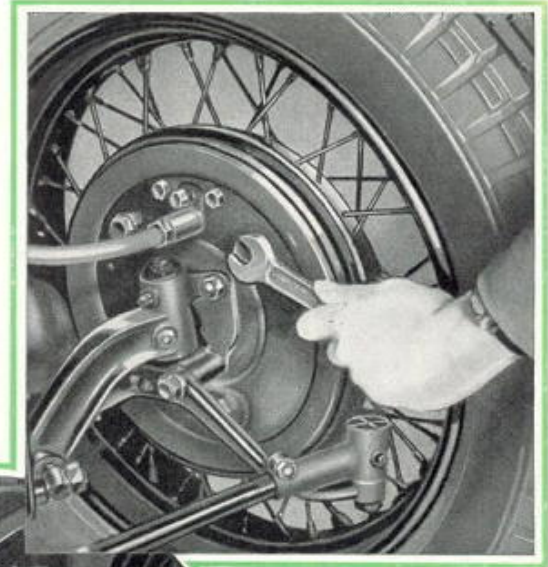
and instruments are conveniently placed and easy of operation.

Powerful four-wheel Lockheed Hydraulic brakes ensure the maximum braking efficiency at all times and reduce maintenance to the absolute minimum while the excellent semi-elliptic springing and Hydraulic shock absorbers ensure safe travel for the most delicate goods.

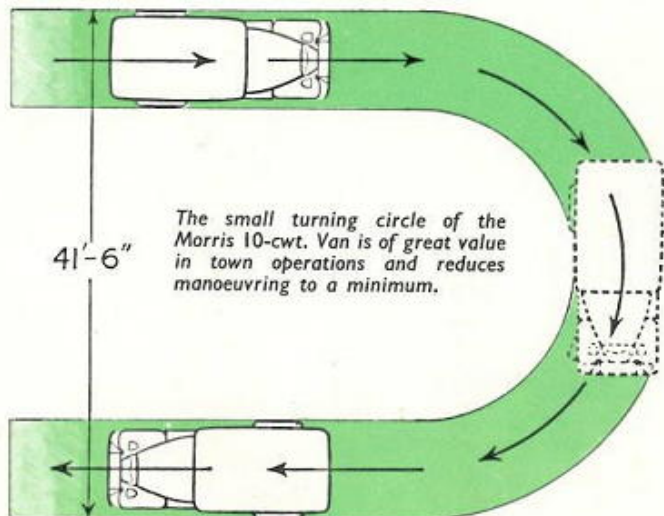
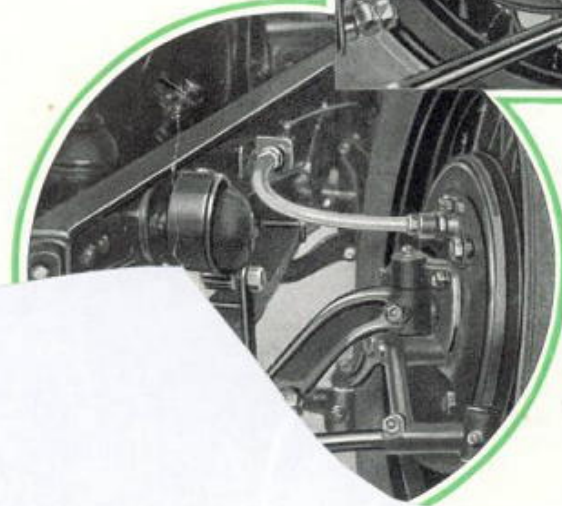
The short wheelbase of this Van and the good wheel-lock enable it to be turned in a small space and render it easily manoeuvrable in congested traffic. Bishop cam steering is employed and the steering is therefore commendably light.

The entire design of this van is conceived on sturdy lines and it is capable of giving trouble-free service over a very lengthy mileage.

The powerful Lockheed Hydraulic brakes require the minimum of attention but when adjustment is needed it is very easily carried out.



Long supple semi-elliptic springs and Hydraulic shock absorbers ensure a smooth ride.



The small turning circle of the Morris 10-cwt. Van is of great value in town operations and reduces manoeuvring to a minimum.

A Newcomer to a Famous Range

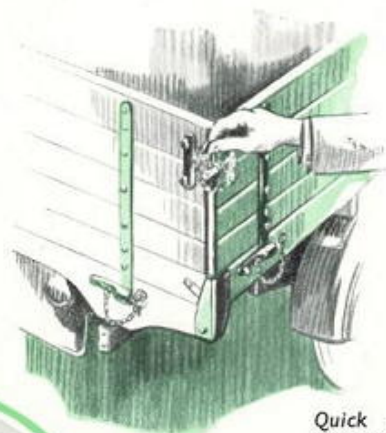


The front seat extends the full width of the cab and provides a comfortable driving position.

Both side and tail boards can be removed entirely when necessary by the withdrawal of the retaining hinge cotters.



Quick release cotters are provided to enable the tail board to be dropped for loading and an auxiliary number plate and tail light is supplied for use when it is necessary to employ the truck with the tail board down



THERE are many trades which require a truck type body for the transport of their goods, and Morris Motors now offer a well designed all-purpose truck body on their well tried 10-cwt. van chassis.

This new truck has a strong platform body, built on ash bearers, which measures 6ft. 6½ in. long x 5ft. wide. It is fitted with hinged detachable side and tail boards which are a full 18 inches deep.

When required, a detachable waterproof khaki canvas hood can be supplied which greatly increases the usefulness of this truck and renders it an all-weather vehicle. The hood is carried on stout ash bends and provides a head-room of 46½ inches. The rear of the hood folds back to allow access to the interior and accommodate long loads, and a transparent panel is fitted at the forward end to provide good rear vision for the driver.

The Morris 10-cwt. Truck is also offered in chassis form complete with cab and ready for fitting the body of your choice.

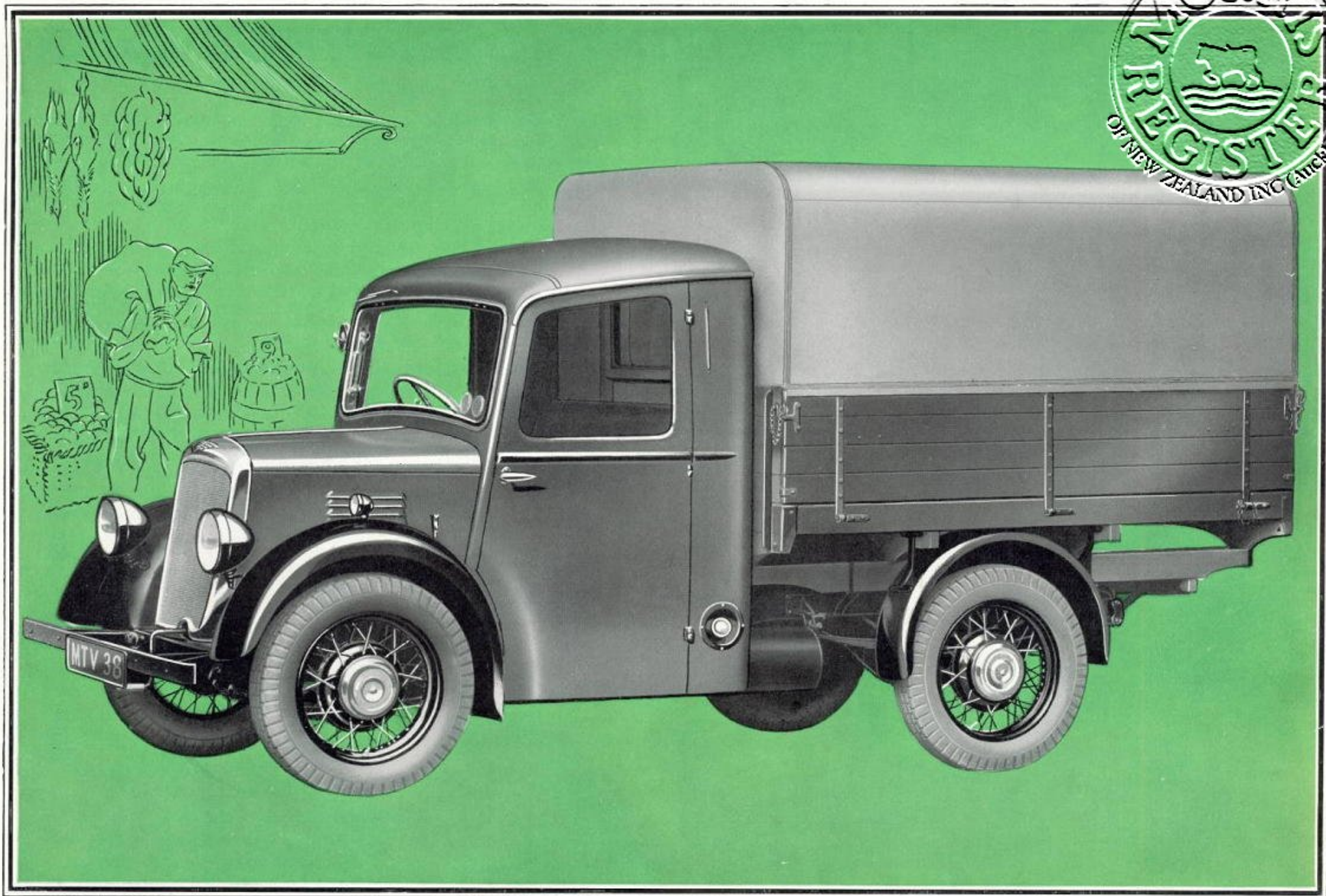
This new model is obtainable with cab and body painted brown and wings and wheels black, or alternatively it is supplied in shop grey so that you may finish it according to your individual requirements.

PRICES

| | | |
|-----------------------------------|---------|----------|
| Chassis with cab (in shop grey) | £155 0 | ex works |
| Chassis with cab (painted) | £157 0 | ex works |
| Truck without hood (in shop grey) | £169 10 | ex works |
| Truck without hood (painted) | £172 10 | ex works |
| Truck with hood (in shop grey) | £174 10 | ex works |
| Truck with hood (painted) | £177 10 | ex works |

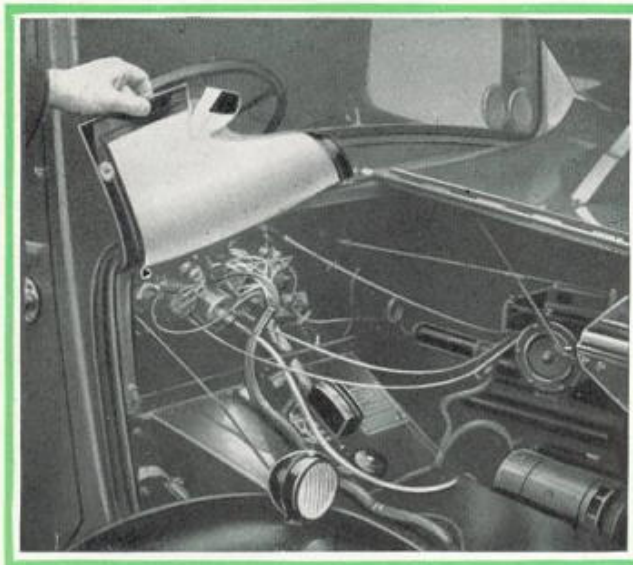
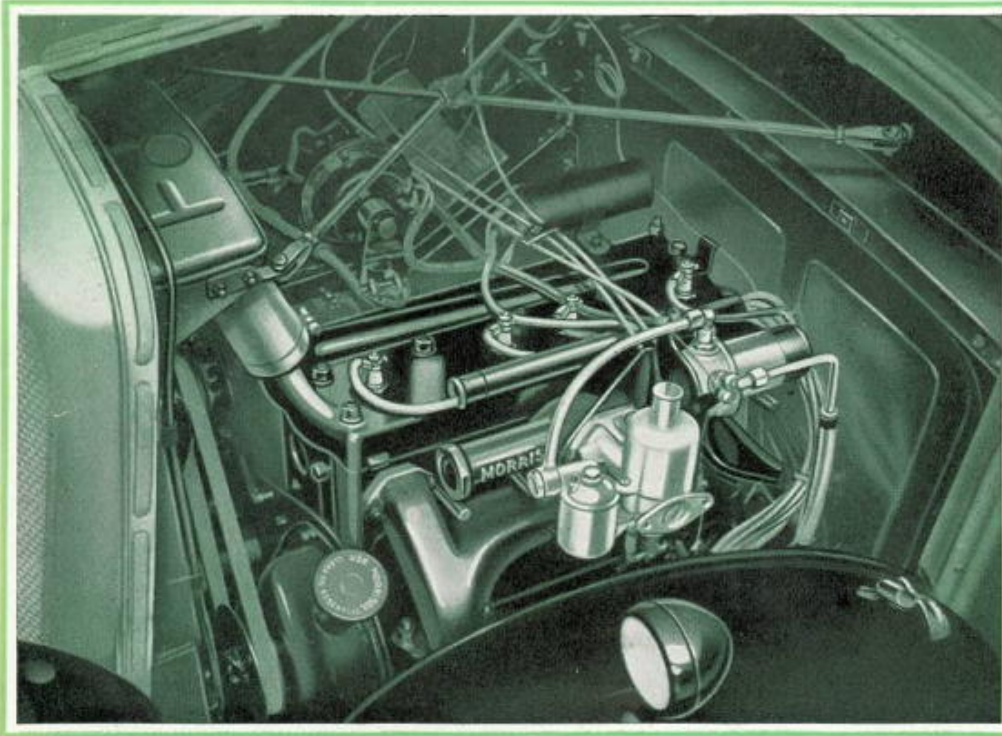
The range of vision from the driver's seat of the Morris 10-cwt. Truck is particularly good.





The MORRIS DROPSIDE TRUCK

10 cwt Specification



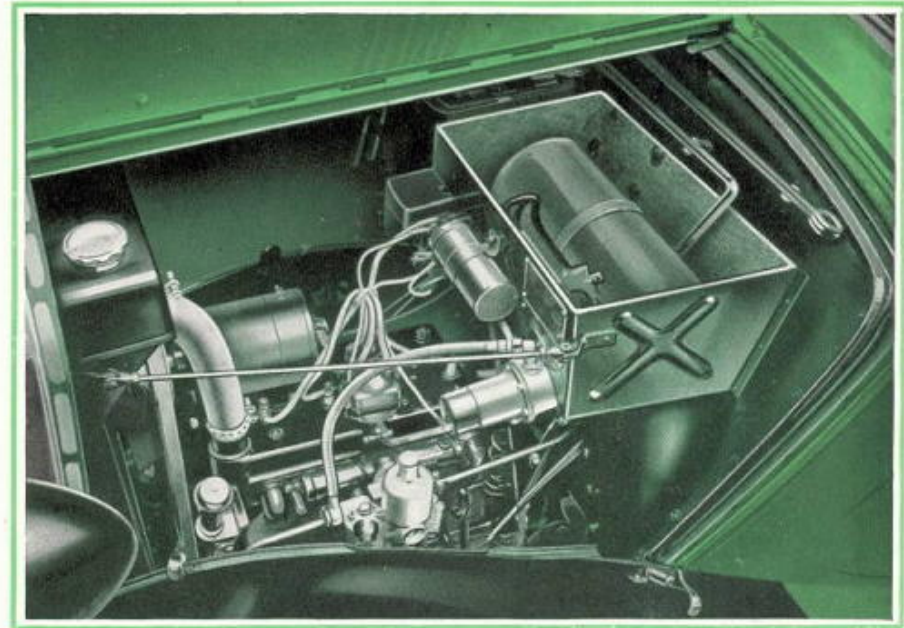
All components of the 12 h.p. engine of the Morris 10-cwt. Light Van are readily accessible, the distributor included. The accessible engine oil filler will also be observed

Easy access is provided to the back of the instrument panel facilitating attention to the wiring and connections.

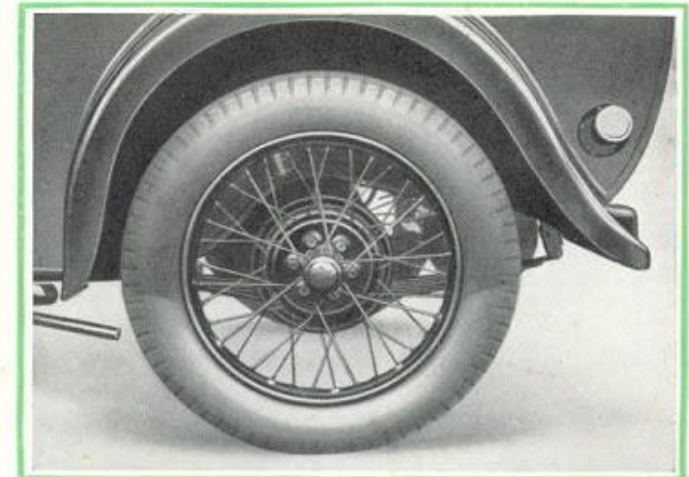
12 h.p. engine with cylinders cast in one with skirt of crankcase; sturdy three-bearing crankshaft dynamically balanced; main and big-end bearings of shim-less full ring type; steel connecting rods of 'I' section; aluminium pistons with four rings; side valves with adjustable tappets; removable tappet guides; combustion chambers of advanced design; integral induction and exhaust manifold with hot spot; detachable cylinder head; special engine fume exhaust pipe; 14 mm. sparking plugs; easy change three-speed synchromesh gearbox with accessible filler and dipstick; an external spur gear pump supplies oil under pressure to main, big-end and camshaft bearings and clutch; oil is filtered by a large tray type filter; thermo-syphon cooling water circulation; the radiator is fan assisted; sturdy straight-sided frame; Lucas distributor and coil with 12-volt battery; distributor is accessibly mounted and has fully-automatic advance and retard control—large capacity belt driven ventilated dynamo; sliding pinion type starter motor; full five-lamp equipment including head lamps with dip and switch mechanism, side lamps and tail lamp with stop light, head lamp dipping switch, horn button and trafficator control are mounted in centre of steering wheel; included in the electric equipment are electric windscreen wiper and dash reading petrol gauge; S.U. carburettor with dash mixture control and dash slow running control; side mounted petrol tank of 6 gallons capacity; single-plate cork insert clutch running in oil with cushion hub to driven plate; Spicer balanced tubular propeller shaft; Spicer needle type universal joints; Lockheed hydraulic four-wheel brakes; central improved hand-brake lever with easy adjustment from driver's seat; Bishop cam steering gear; central accelerator pedal; long semi-elliptic springs front and rear controlled by Armstrong hydraulic shock absorbers with special cold weather regulation; five detachable Magna type wire wheels and five Dunlop cord tyres. A jack and kit of tools are provided with every van.

5 cwt Specification

8 h.p. engine on equipoise mounting; cylinders cast in one with upper half of crankcase and provided with detachable head; combustion spaces of advanced design; side valves with adjustable tappets, three bearing camshaft; three-bearing dynamically balanced crankshaft; Silent Duplex Roller Timing Chain; steel backed main bearings; steel connecting rods; aluminium pistons with four rings; 14 mm. sparking plugs; thermo-syphon circulation; radiator fan; single plate dry clutch with cushion hub in unit construction with engine and gearbox; three-speed synchromesh gearbox with accessible oil filler and dipstick level indicator; automatic engine lubrication by internal gear pump driven by helical gears from camshaft; pressure oil feed to all main bearings, big-end and camshaft bearings; Enots high pressure chassis lubrication system; S.U. automatic electric pressure petrol pump; integral inlet and exhaust manifold with hot spot; engine fume pipe; dash-operated mixture control; dash-reading electric petrol gauge; sturdy downswept frame of box section ensuring rigidity under all conditions; Spicer balanced tubular propeller shaft with needle type universal joints; silent spiral bevel final drive gears with differential in sturdy pressed steel axle; four-wheel Lockheed hydraulic brakes; central horizontal hand-brake with instantaneous adjustment from driver's seat; Bishop cam steering gear; 6-volt Lucas lighting and ignition system with accessible distributor and fully automatic advance and retard control; large capacity Lucas dynamo with low cutting-in speed; starter motor with sliding pinion; full five-lamp equipment, including head lamps with dip and switch mechanism, side lamps and tail lamp and stop light; the electrical equipment incorporates in addition, ammeter, electric windscreen wiper, electric horn, instrument panel illumination and warning light; spring steering wheel; long semi-elliptic springs front and rear, controlled by Armstrong hydraulic shock absorbers with improved cold weather regulation; the front shock absorbers are mounted outboard; guard rails; five detachable wire wheels, five Dunlop cord tyres; the wheels have six-stud fixing. A jack and kit of tools are provided with every van.



The jack and all necessary tools are carried in a large tool-box on the dash under the bonnet of the Morris 5-cwt. Light Van. All the primary components of the powerful engine are easily accessible



The six-stud fitting for the wire wheels of the Morris 5-cwt. Light Van ensures the utmost safety.

The Van that has satisfied thousands

SINCE its introduction the 5-cwt. Morris Light Van has steadily increased in popularity and has given trouble-free delivery service to thousands of tradesmen.

It is ideal transport for all trades where speedy and economical delivery is essential and reliability imperative.

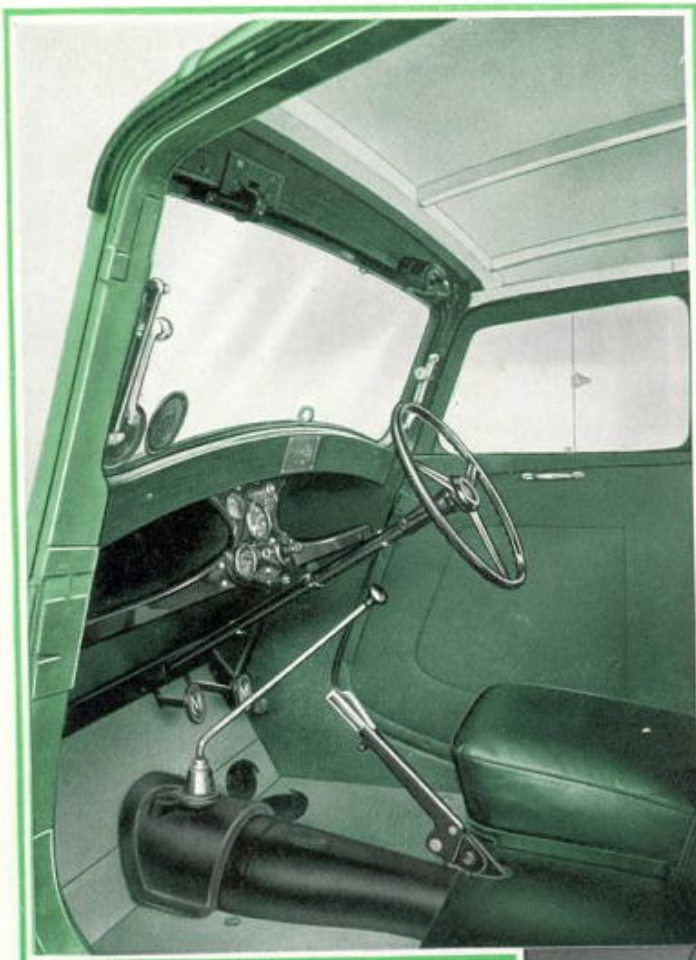
The roomy body possesses a cubic capacity of 50 cu. ft. with an additional 8 cu. ft. beside the driver which can be utilised when necessary.

Nowhere will the small trader or the large store find transport that is more economical, speedy, or convenient than the Morris 5-cwt. Light Van.

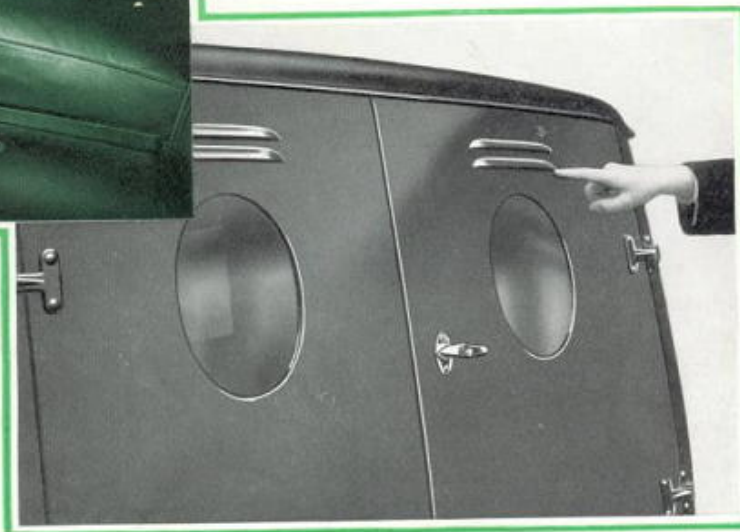
PRICES

| | | |
|--|---------|------------|
| Finished in SHOP GREY | £120 | (ex works) |
| Finished in COLOUR (choice of Blue or Green) | £123.10 | (ex works) |
| CHASSIS | £97 | (ex works) |

EXTRA SEAT . £2.9.0 (ex works)



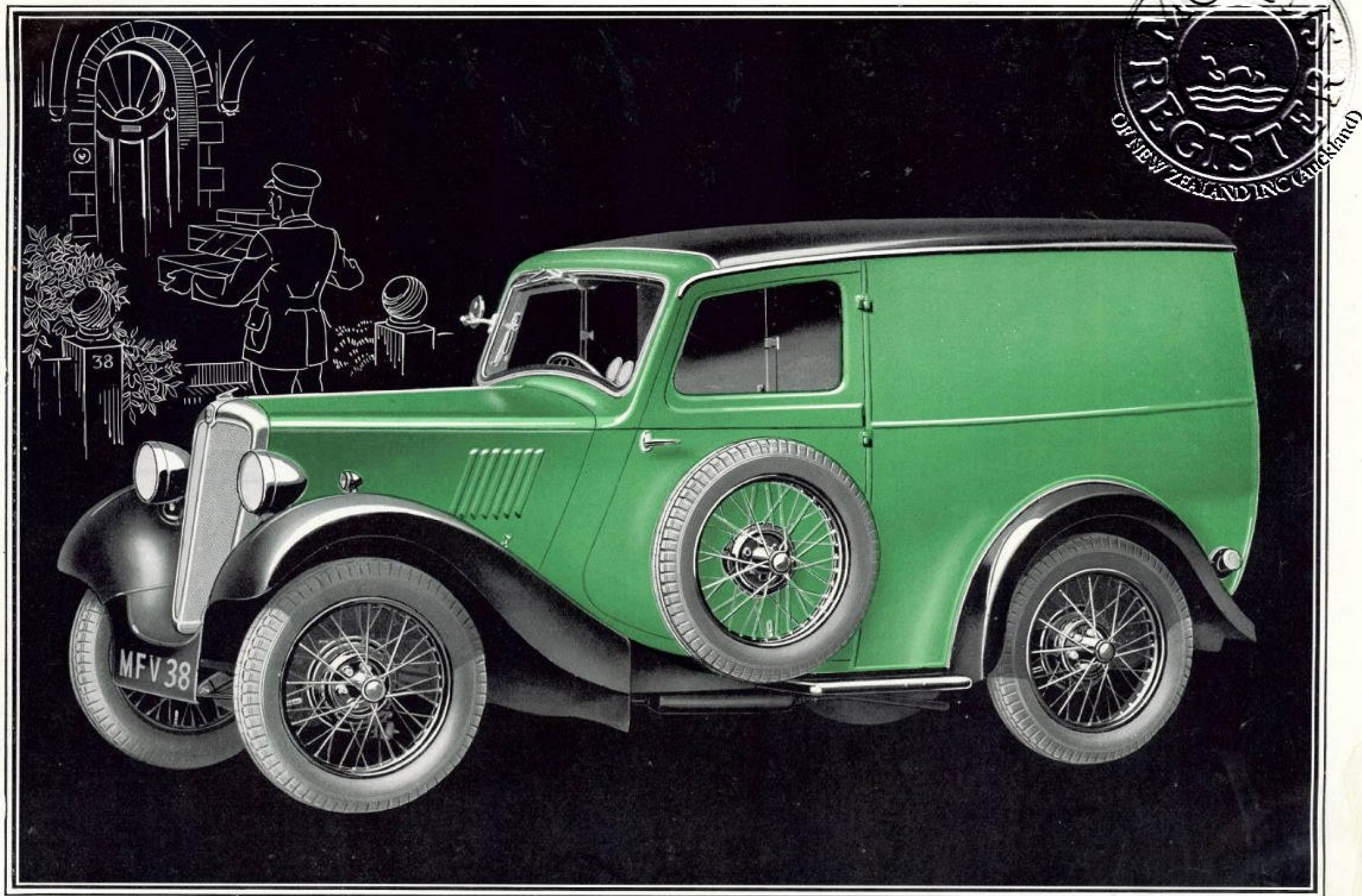
The equipment of the Morris 5-cwt. Van is particularly complete in spite of its modest price and includes all normal necessities including an electric windscreen wiper, rear mirror, speedometer, oil gauge, electric petrol gauge, lamp and dynamo switch, ignition switch and panel lamp.



Wide control over ventilation is provided by the large hinged windscreen and sliding door windows, while louvres in the rear doors assist air circulation.



Ease of loading is an outstanding feature of the Morris 5-cwt. Van. The large rear doors open wide leaving the maximum opening for loading while the platform level is particularly low. Note the large lights in the doors and the locking mechanism which fastens both doors with a single move-



The MORRIS 5 cwt *LIGHT VAN*

The Finest Service Organisation in the Country

*enables you to maintain your MORRIS
at a constant high pitch of efficiency!*

IT is essential to your business that your transport should give you satisfactory service and although Morris Light Vans are designed to give you this service, like all other mechanical devices they need a certain amount of regular maintenance attention, such as cleaning, oiling and running adjustments if they are to function effectively.

The Morris Distributor and Dealer organisation is the most comprehensive in the country and you are assured of finding a Morris agent in every town of any consequence who is qualified to give your van the required attention.

Regular maintenance attention, such as oiling and greasing, attention to tyre pressures, adjusting brakes, checking tappet adjustments, tightening spring clip bolts, checking wheel alignment, setting plug points and contact breaker gap, changing oil in sump, gearbox, and rear axle at regular intervals, topping up the battery and checking up the steering connections can all be classed as Preventive Maintenance—maintenance which will prevent your van from letting you down on a day when you have some important deliveries to make. Morris give you this service free when your van has covered its first 500 miles (only material used being charged for), and thereafter you are advised to get your nearest Morris agent to give your van this attention at regular intervals.

The Morris Dealer organisation is well equipped to give not only this essential service but every type of service you may require for your van, and remember that all Morris Dealers are pledged to operate under the schedule of "Standardised Repair Charges" established by Morris Motors Limited, which enables you to arrive at the cost of a repair beforehand and ensures that you are not overcharged.



The MORRIS Reconditioned Unit Service

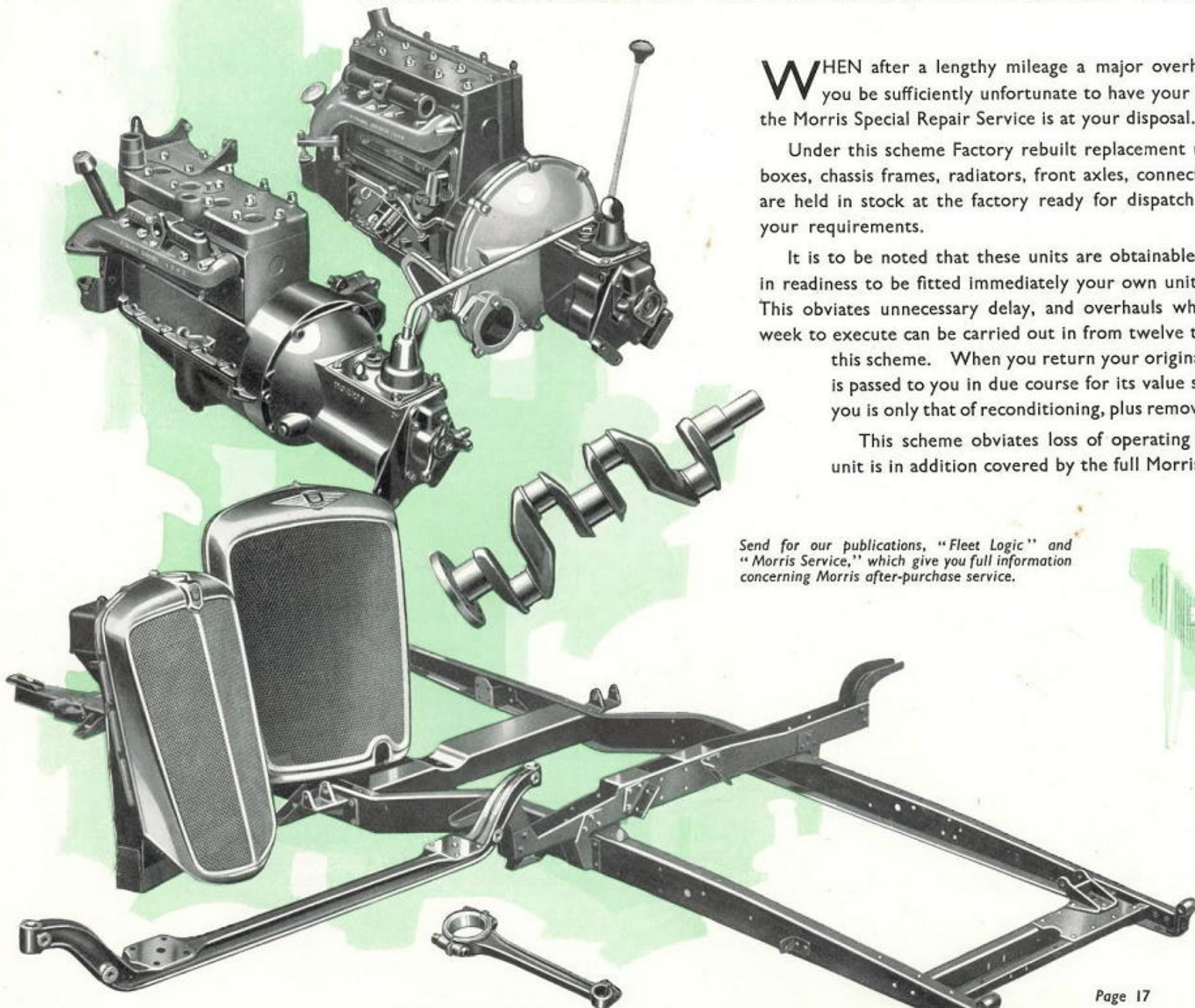
WHEN after a lengthy mileage a major overhaul is necessary, or should you be sufficiently unfortunate to have your van damaged in an accident, the Morris Special Repair Service is at your disposal.

Under this scheme Factory rebuilt replacement units such as engines, gear-boxes, chassis frames, radiators, front axles, connecting rods, crankshafts, etc., are held in stock at the factory ready for dispatch immediately on receipt of your requirements.

It is to be noted that these units are obtainable beforehand when desired, in readiness to be fitted immediately your own unit is removed from the Van. This obviates unnecessary delay, and overhauls which would normally take a week to execute can be carried out in from twelve to twenty-four hours under this scheme. When you return your original unit to the Works credit is passed to you in due course for its value so that the eventual cost to you is only that of reconditioning, plus removal and replacement charges.

This scheme obviates loss of operating time and the replacement unit is in addition covered by the full Morris Guarantee.

Send for our publications, "Fleet Logic" and "Morris Service," which give you full information concerning Morris after-purchase service.



Purchase out of Income

AS a business man you will appreciate the importance of conserving your capital resources and will therefore be interested in the Morris Purchase Out-of-Income facilities which are free of troublesome formalities or delays.

Morris Motors have selected the United Dominions Trust Ltd., to act as their bankers for Purchase Out-of-Income transactions, and all authorised Morris Distributors and Dealers co-operate in this scheme. You are therefore able to avail yourself of it locally, wherever your business may be situated.

The terms are perfectly straightforward and can be applied to any model. Under this scheme you pay a reasonable deposit, preferably not less than a quarter of the total cost of the van, and pay the remainder in monthly instalments which can be spread over a period of 12, 18 or 24 months as you desire. If it suits your business arrangements better, quarterly instalments can be accommodated.

As an example, supposing you have chosen a van costing you £180. You pay a first deposit of say £50. The outstanding balance is therefore £130, and if you decide to pay this off over 12 monthly instalments the sum payable each month would be exactly £11 10s. 9d. This is inclusive of all interest charges.

When you have fully studied this catalogue and have decided on the van which will best suit your particular requirements you can refer to the table following and can then easily calculate the first deposit and the subsequent monthly instalments. Make up your mind whether you will pay off the balance in 12, 18 or 24 months, then go to your nearest Morris Distributor or Dealer and advise him. He will do all the rest.

| Balance after deducting Deposit | 12 Instalments of | or 18 Instalments of | or 24 Instalments of |
|---------------------------------|-------------------|----------------------|----------------------|
| £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| 5 0 0 | - 8 10½ | - 6 1½ | - 4 9 |
| 6 0 0 | - 10 7¾ | - 7 4¼ | - 5 8½ |
| 7 0 0 | - 12 5 | - 8 7 | - 6 7¾ |
| 8 0 0 | - 14 2½ | - 9 9½ | - 7 7¼ |
| 9 0 0 | - 15 11¾ | - 11 0½ | - 8 6½ |
| 10 0 0 | - 17 9 | - 12 3 | - 9 6 |
| 20 0 0 | 1 15 6 | 1 4 6 | - 19 0 |
| 30 0 0 | 2 13 3 | 1 16 9 | 1 8 6 |
| 40 0 0 | 3 11 0 | 2 9 0 | 1 18 0 |
| 50 0 0 | 4 8 9 | 3 1 3 | 2 7 6 |
| 60 0 0 | 5 6 6 | 3 13 6 | 2 17 0 |
| 70 0 0 | 6 4 3 | 4 5 9 | 3 6 6 |
| 80 0 0 | 7 2 0 | 4 18 0 | 3 16 0 |
| 90 0 0 | 7 19 9 | 5 10 3 | 4 5 6 |
| 100 0 0 | 8 17 6 | 6 2 6 | 4 15 0 |
| 200 0 0 | 17 15 0 | 12 5 0 | 9 10 0 |
| 300 0 0 | 26 12 6 | 18 7 6 | 14 5 0 |

The instalments shown include all interest charges. All business carried out on the Morris Hire-Purchase Plan is treated as confidential and is arranged throughout with utmost discretion.

Guarantee

1. For a period of TWELVE MONTHS from the date on which a new Morris Van or Chassis is delivered to the first owner-user thereof Morris Motors Limited will exchange or repair any part or parts thereof which needs or need replacement or repair by reason of defective workmanship or defective material.

The Company will not be responsible for any expense which the purchaser may incur in removing or having removed or in replacing or having replaced any part or parts to be sent for inspection or in fitting or having fitted any new parts supplied in lieu thereof.

2. No claim for exchange or repair can be considered hereunder unless the person claiming :

- (a) Immediately upon discovery of the alleged defect returns the part or parts complained of to the Company's Works carriage paid.
- (b) Sends therewith particulars of the chassis number and engine number of the Van or Chassis in question, as shown on the manufacturer's identification plate.
- (c) Sends also full particulars of the claim and of the reason therefor, stating in such particulars the date of the purchase and the name and address of the person or firm from whom the Van or Chassis was bought.
- (d) Refers to this Guarantee.

3. This Guarantee shall not apply to :

- (a) Any accessories or proprietary fittings whatsoever.
- (b) Any Van or Chassis used.
 - (i) As a Hackney Carriage.
 - (ii) For hiring out.
 - (iii) For any purpose other than the private or genuine commercial use of the owner-user.
- (c) Any defective part or parts which in the opinion of Morris Motors Limited has or have been injured by wear and tear or by any form whatsoever of improper use of or from any alteration whatsoever to the Van or Chassis.
- (d) Any second-hand Van or part or parts thereof.
- (e) Anything whatsoever not both manufactured by and sold by the Company.
- (f) Any part or parts of a Chassis to which a body which in the opinion of the Company is unsuitable has been fitted.
- (g) Any vehicle in or to which any part not manufactured or sold by Morris Motors Limited has been affixed.

4. The liability of Morris Motors Limited is limited to exchange or repair under Clause 1 hereof. Every form of liability for every form of consequential loss or damage is hereby expressly excluded.

5. This Guarantee is given in lieu of and excludes every condition or warranty, whether statutory or otherwise, whatsoever not herein expressly set out.

Terms of Business

CONDITIONS OF PURCHASE. Purchasers of Morris Vans are hereby informed that such Vans are sold subject only to the terms of the guarantee and to the general conditions of sale herein contained, and on the distinct understanding that the vehicle purchased shall not be exhibited, either directly or indirectly, at any exhibition or show held in the United Kingdom other than an exhibition or show held or approved by the Society of Motor Manufacturers and Traders for the exhibition of motor goods by its Bond Signers. Any breach of this provision shall render the purchaser liable to indemnify the Company in respect of their liability to the Society aforesaid to pay such damages not exceeding £250, as the Committee of the Society aforesaid or its Council on appeal may award.

PAYMENT. Net cash on delivery.

The specifications and prices of the vans in this Catalogue are liable to alteration at any time.

DELIVERY. The prices quoted in the Company's catalogue are for delivery at the Company's Works at Cowley, in the County of Oxford in England, and are strictly net on the above-mentioned terms.

A delivery charge to be arrived at and calculated on the basis of fourpence per mile in the case of the 5-cwt. model, and sixpence per mile in the case of all other models, for freightage from the Company's Works to the Depot of the Distributor or Dealer is authorised. Any time of delivery named in the Company's contracts or correspondence is absolutely contingent upon war, strikes, riots, lock-outs, trade disputes, accidents, fire, delay or failure of sub-contractors to complete their contracts, or any other unforeseen circumstances, and should delivery be delayed in consequence of any of the foregoing contingencies the Company shall not be responsible for any damages caused by such delay.

SPARE PARTS. The Company endeavours to keep in stock for immediate delivery a full series of all parts for its vehicles that are liable to wear or to damage by accident. When ordering spare parts the identification number of the parts should be quoted if possible (see separate Spare Parts List), but in every case the chassis and engine numbers of the Van for which such parts are required, must be given. Full instructions concerning this matter will be found in the Spare Parts List issued by the Company.

The Company reserves the right at any time to alter as may be considered advantageous or necessary any part that may be returned.

GENERAL. Any person, firm or company which the Company styles its authorised Distributors or Dealers are not authorised to advertise, incur any debts, or to transact any business whatsoever on behalf of the Company. Nor are they authorised to give any warranty or to make any representation on behalf of the Company other than those contained in the Company's guarantee. The Company reserves the right to hand over orders placed direct with the Company to authorised Distributors or Dealers in the appropriate territories. The Company does not undertake the fitting of additional accessories of any kind, nor will it deviate from its standard specifications of Vans owing to such action interfering with the general work of its Factory. Should the Company cease to manufacture a Van of the type or model ordered (whether the estimated date of delivery has arrived or not) the Company shall be at liberty to return the deposit paid on the order of the purchaser and declare its contract to be at an end without any further liability.

All previous catalogues and term of any previous guarantee are hereby cancelled.

August 1938

Data

| 10-cwt. Light Van | | 10-cwt. Truck |
|---|--------------------|--------------------|
| Bore | 69.5 mm. | 69.5 mm. |
| Stroke | 102 mm. | 102 mm. |
| Cubic capacity | 1550 c.c. | 1550 c.c. |
| R.A.C. rating | 11.9 h.p. | 11.9 h.p. |
| Tax | £15 | £15 |
| Wheelbase | 7' 6" | 7' 6" |
| Track | R. 4' 6", F. 4' 2" | R. 4' 6", F. 4' 2" |
| Overall width | 66" | 66" |
| Overall length | 155" | 162" |
| Overall height | 73" | 84" |
| Inside width | 59" | 60" |
| Inside length (platform) | 90" | 78½" |
| Inside length (maximum) | 109" | — |
| Inside height | 46" | 46½" |
| Door opening height | 40" | — |
| Door opening width | 50" | — |
| Platform height | 23" | 37" |
| Body capacity | 121 cu. ft. | 128 cu. ft. |
| Additional capacity beside driver | 9 cu. ft. | — |
| Number of gears | 3 and Reverse | 3 and Reverse |
| Gear ratio—1st | 19.35 | 19.35 |
| Gear ratio—2nd | 9.245 | 9.245 |
| Gear ratio—3rd | 5.375 | 5.375 |
| Gear ratio—reverse | 24.456 | 24.456 |
| Ignition | Coil | Coil |
| Petrol tank capacity | 6 gals. | 6 gals. |
| Load capacity | 10-cwt. | 10-cwt. |
| Turning circle | 41' 6" | 41' 6" |
| Tyre size | 5.00—18 | 5.50—18 |
| Weight (licensing) | 19—2—0 | 19—2—0 |
| Weight (complete) | 20—0—0 | 20—0—0 |

| 5-cwt. Light Van | |
|---|---------------|
| Bore | 57 mm. |
| Stroke | 90 mm. |
| Cubic capacity | 918 c.c. |
| R.A.C. rating | 8.05 h.p. |
| Tax | £10 |
| Wheelbase | 7' 6" |
| Track | 3' 9" |
| Overall width | 54½" |
| Overall length | 129" |
| Overall height | 64" |
| Inside width | 46" |
| Inside length (platform) | 48½" |
| Inside length (maximum) | 88" |
| Inside height | 39½" |
| Door opening height | 36" |
| Door opening width | 41½" |
| Platform height | 24" |
| Body capacity | 50 cu. ft. |
| Additional capacity beside driver | 8 cu. ft. |
| Number of gears | 3 and Reverse |
| Gear ratio—1st | 16.846 |
| Gear ratio—2nd | 9.568 |
| Gear ratio—3rd | 5.286 |
| Gear ratio—reverse | 22.466 |
| Ignition | Coil |
| Petrol tank capacity | 5½ gals. |
| Load capacity | 5-cwt. |
| Turning circle | 37' |
| Tyre size | 4.00—18 |
| Weight (licensing) | 11—2—18 |
| Weight (complete) | 12—1—14 |

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