



# WESSEX VEHICLE PRESERVATION CLUB

FOUNDED 1971



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## 'WESSEX WAYS' DECEMBER 2020



*Wishing you all a Merry Christmas and a  
Happy New Year from your Committee.*

### CHAIRMAN'S CHATTER

Hi Everyone.

Well here we are with another Christmas upon us and not long before we all go into a New Year, but when we look back at the year we have all had to endure, we will find it hard to believe what's happened, it's been something that none of us would have thought possible. But onward and upward we go with a vaccine on the horizon we can hopefully look forward to a brighter future.

It would appear that things should be getting back to something like normal around springtime so fingers crossed that we shall be attending a few shows and club nights in the not too distant future.

It is impossible to try and put together any programme of events as we will have to wait until we are more sure of what's happening and also see if Boris lets us enjoy ourselves, but as soon as we can we will let you know, we will have to celebrate the 50th year somehow.

Well all that's left for me to do is to wish you all seasons greetings and hope you all have a prosperous new year and I look forward to seeing you all again in the not too distant future, ride and drive with care plus stay safe.

Doug

**PLEASE REMEMBER TO RENEW YOUR MEMBERSHIP BY  
DECEMBER 31<sup>ST</sup>, THANKYOU.**

## VEHICLE OF THE MONTH - MORRIS 8 SERIES 1 AND SERIES "E"



**SERIES 1**



**SERIES "E"**

### SERIES 1

The car was powered by a Morris UB series 918 cc four-cylinder side-valve engine with three-bearing crankshaft and single SU carburettor with maximum power of 23.5 bhp (17.5 kW). The gearbox was a three-speed unit with synchromesh on the top two speeds and Lockheed hydraulic brakes were fitted. Coil ignition was used in a Lucas electrical system powered by a 6-volt battery and third brush dynamo.

The body, which was either a saloon or open tourer, was mounted on a separate channel section chassis with a 7 feet 6 inches (2.29 m) wheelbase. The tourer could reach 58 mph (93 km/h) and return 45 miles per imperial gallon (6.3 L/100 km; 37 mpg-US); the saloons were a little slower. The chrome-plated radiator shell and honeycomb grille were dummies disguising the real one hidden behind. In September 1934 the bare chassis was offered for £95. For buyers of complete cars prices ranged from £118 for the basic two-seater to £142 for the four door saloon with "sunshine" roof and leather seats. Bumpers and indicators were £2 10 shillings (£2.50) extra.

Compared with the similarly priced, but much lighter and longer established Austin 7, the 1934/35 Morris Eight was well equipped. The driver was provided with a full set of instruments including a speedometer with a built in odometer, oil pressure and fuel level gauges and an ammeter. The more modern design of the Morris was reflected in the superior performance of its hydraulically operated 8-inch drum brakes. The Morris also scored over its Ford rival by incorporating an electric windscreen wiper rather than the more old-fashioned vacuum powered equivalent, while its relatively wide 45 inch track aided directional stability on corners.

The series I designation was used from June 1935 in line with other Morris models, cars made before this are known as pre-series although the official Morris Motors designation was by the model year (35) even though they were introduced in October 1934. Of the 164,102 cars produced approximately 24,000 were tourers.

### SERIES "E"

The Series E announced in October 1938 brought a major restyle with a "waterfall" dummy grille, headlights in the wings and the running boards had gone. The car was longer, wider and heavier but the wheelbase was actually 1-inch (25 mm) shorter at 7 feet 5 inches (2.26 m). There was now an "inbuilt luggage compartment with external access" with a space available of 'close on 5¼ cubic feet with the door closed'. There was also a parcels tray the full width of the dashboard. The "alligator" bonnet was now rear hinged making engine access poor. The engine was upgraded to the Morris USHM series, getting a new cylinder head, still side-valve however, the unit being very similar to those used in series 1 and 2 cars. Increased power to 29 bhp (22 kW) was now available

and the crankshaft was counterbalanced and fitted with shell-type bearings. The gearbox was now four-speed with synchromesh on second, third and top. The Lucas electrics remained at 6 volts, but now with automatic regulation of the dynamo in a two-brush system. Top speed was around 58 mph (93 km/h). Production continued through the war for the military, essential civilian use and some export. Post-war general production restarted in 1945 but there were no more tourers made in the UK. In Australia, however, a flourishing body-building industry continued to provide tourer versions on imported chassis/mechanicals. The engine went on to be used, with very minor changes, in the series MM from 1948 till 1953 Morris Minor and was also adapted as an auxiliary power unit in Centurion, Conqueror and Chieftain tanks. Morris also used this engine as the basis of special Marine and Stationary power plants. A very similarly styled Wolseley Eight was also prepared in the 1930s and offered after 1945. An original 1939 prototype survives, having for many years been owned by Lord Nuffield.

## **TRIUMPH TIGER 100**



With the sales success of the Triumph Speed Twin, Edward Turner, Triumph's motorcycle designer, looked further into developing the potential of the new parallel twin motor. The lighter and more powerful Tiger 100 was developed as a sports enthusiasts' machine, and as with previous models the "100" referred to its claimed maximum speed in miles per hour (mph).

Technical changes over the Speed Twin included forged alloy pistons, a very early use of the technology. The cylinders were forged in a single casting and held in place by eight studs, instead of the Speed Twin's six. The Tiger 100 featured a single Amal carburettor, possible thanks to the 360-degree firing interval of the two cylinders. Finished in silver and costing £5 more, new features included a larger fuel tank and detachable silencers. Early production bikes came with rigid frames and girder front ends. The motorcycle was painted silver with black pin-striping. In March 1939, Triumph came up with an unorthodox launch of the new Tiger 100. Using a Tiger 100 and a Speed Twin straight from dealers showrooms, endurance was tested with a run of over 1,800 miles (2,900 km) from John O'Groats to Land's End in Cornwall then to the Brooklands circuit for six hours of continuous high-speed laps, where riders Ivan Wicksteed and David Whitworth averaged 78.5 miles per hour (126.3 km/h) with a final lap of 88.5 miles per hour (142.4 km/h), winning Triumph the Maudes Trophy. The Tiger 100's sporting pretensions were later further proven through Freddie Clarke's 1939 lap record at Brooklands of 118.02 miles per hour (189.93 km/h) on a bored-out 503 cc Tiger 100. The Tiger 100 re-appeared with the new telescopic fork. In 1951 it gained a new close finned alloy cylinder barrel and factory race kits for independent racers. In 1953 a fully race-kitted model, the Tiger 100C, was available although only 560 were made.

1954 saw the first swinging-arm rear suspension models and the Tiger 100 was developed year on year alongside the other models in the range. The Tiger was the sports bike of the Triumph marque and was extensively used for racing. Racing modification included a solo seat. 1959 was the last of the pre-units (separate engine/gearbox) and in 1960 it was completely redesigned in the new 'unit' style as the T100A. A long line of T100SS, T100C, T100R and others appeared during the sixties in the UK and export (mainly US) markets culminating in the Daytona variants which soldiered on until 1973. The historic *Tiger* name was revived by the new Hinckley Triumph company in 1993 (see Triumph Tiger 900 (T400)).