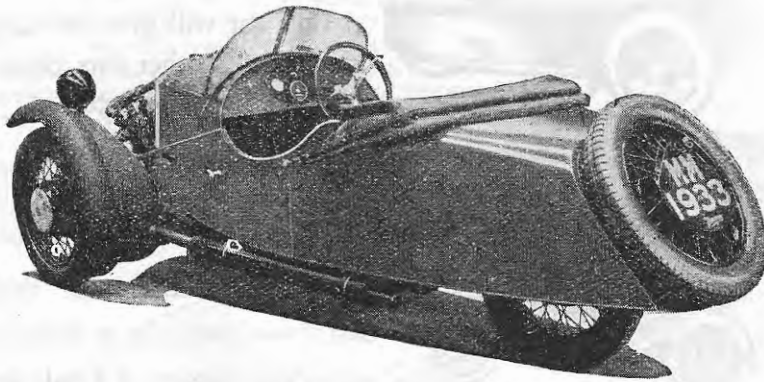


MANY MORGAN MODIFICATIONS FOR NEXT SEASON

A Single-plate Clutch and Entirely New Bodies
on the Three-speed Chassis. Magna Wheels



A NEW MODEL — The Sports two-seater, which has a new design of two-door body whilst the tail is shaped to carry the spare wheel. The price, in o.h.v. form, is £120.

A NOTABLE feature of the Morgan programme for 1933 is that, although the old two-speed chassis will be available to special order, only the three-speed model will be catalogued. It will be supplied with four different types of body, the Super Sports, the Sports two-seater, the Sports Family, and the Family model.

Several changes are to be noted in the chassis itself. Foremost amongst them is the use of a dry single-plate clutch instead of the cone clutch which has figured in the Morgan specification for just 21 years. The clutch pedal operates three toggle levers through the agency of a carbon bush which requires no lubrication.

The levers withdraw a metal plate which normally is forced by six helical springs against a light disc which carries two friction rings, one on each side.

Chassis Alterations.

The forward end of the chassis is improved, in that the wing stays have been increased considerably in size. They are tubular and continue right through the bearing for the sliding axle, which now has rather less camber. The connection from the steering box to the off-side front wheel is also modified, and as a result of these various changes it is understood that the steering is very much lighter than in the past.

In recent years two separate chassis frames have been used, one for the Super Sports and the other for standard models. There is now only one type, however, and this is half an inch higher at the front than was the 1932 Super Sports. The other 1933 models are consequently much lower than their predecessors.

In appearance the new Morgans differ very considerably from the earlier types, not only because of the new body designs, but also because they have Dunlop Magna detachable wheels. The hubs have been redesigned, of course, to suit the Magna wheels, and a spare is carried on the tail.

To change the rear wheel it must first

be removed from the forks, exactly as in previous models. The hub can then be separated from the wheel and attached to the spare. The tyre size is 26 ins. by 4.00 ins.

Other chassis details which should be mentioned include the adoption of a new type of ignition distributor which is said to be completely waterproof. In the gearbox there is a different type of oil-retaining seal, and the dynamo is driven by a compressed fabric gear wheel instead of a fibre wheel.

So far as the Super Sports model is concerned, there are very few alterations to the bodywork. It is, however, rather wider at the front, so that there is more foot room. A stainless-steel radiator shell is used, and the chromium-plated exhaust pipes are carried back along the body waistline, the silencers being behind the seats. A spare wheel is carried on top of the tail.

At the other extremé is the Family

model, which has been entirely redesigned so as to improve both comfort and appearance. Undoubtedly the bonnet lines are much better, and the tail is also a great improvement. Behind the rear panel is mounted the spare wheel, and the panel itself can be detached so as to gain access to the rear wheel. In the bonnet there is a small sliding door, so that the petrol filler-cap can be reached without lifting the bonnet.

The New Sports Models.

Between the two models just described are the Sports two-seater and the Sports Family. The former of these may be best described as having the front end of the Super Sports and a tail very like that of the Family model. Instead of the rear seats there is ample space for luggage and a fairly wide door is now provided on both sides. Except for the fact that it has rear seats and therefore less luggage accommodation, the Sports Family model is exactly like the Sports two-seater.

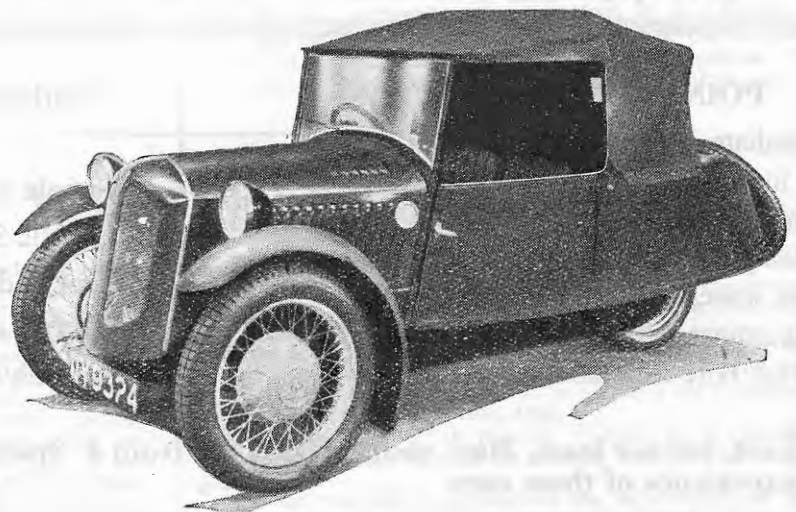
As already mentioned, the two-speed chassis will be available if specially ordered, but only with an air-cooled engine and Family body, its price with hood, screen and electric light being £80.

The prices for the 1933 models are as follow:—Super-sports, £135; Sports two-seater, side-valve, £110; Sports two-seater, o.h.v., £120; Sports Family, side-valve, £115; Sports Family, o.h.v., £125; Family model, air-cooled, £98; Family model, water-cooled, £103.

A RILEY DEVELOPMENT

Salerni Transmission Adopted

IN introducing the new 14 h.p. Edinburgh saloon on Tuesday last to a gathering of pressmen, Mr. Victor Riley, chairman and managing director of Riley (Coventry), Ltd., stated that all 1933 Rileys would shortly be available with fluid clutch and pre-selection transmission built under Salerni patents. The fitting is an optional extra on the 9 h.p. and 12 h.p. cars, and costs £30 in the case of the former and £50 on the six-cylinder models.



THE LATEST FAMILY MODEL. —

A new design of dummy radiator has been adopted for the Family models. Note the adoption of Magna wheels.