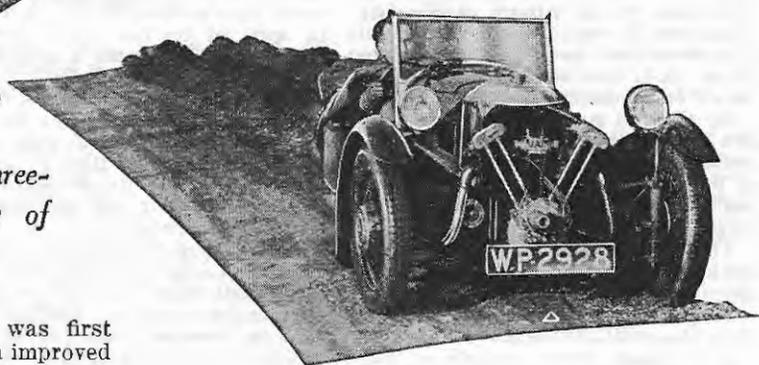




*Power to Spare*  
*—and Speed too*  
 with the

## MORGAN SPORTS TWO-SEATER



*A Speedy and Comfortable Three-wheeler Which Provides Plenty of Room for Luggage*

**S**INCE the Morgan Sports two-seater was first introduced about a year ago, it has been improved in several respects. For example, two reasonably wide doors now make entrance and exit an easy matter and, on the model tested, a flat windscreen and a folding hood ensure an adequate range of vision, even when the hood is up.

On the mechanical side the new plate clutch is a great advance on its predecessor, and a new design of ignition distributor makes for greater reliability in that it is waterproof.

The body combines distinctly attractive lines with sufficient room for two people and their luggage; the legroom is generous. The seat itself is upholstered with Dunlop Latex cushions and is 34 ins. wide, the measurement from back to front being 17 ins. and the squab height 20 ins.; behind the latter is a locker in which two suitcases can be carried.

All the wheels are detachable and interchangeable and have large Magna hubs. These certainly give an appearance of solidity to the machine and the position of the spare wheel on the sloping end of the tail is also attractive. At the front the appearance is very similar to that of the famous Aero Morgan.



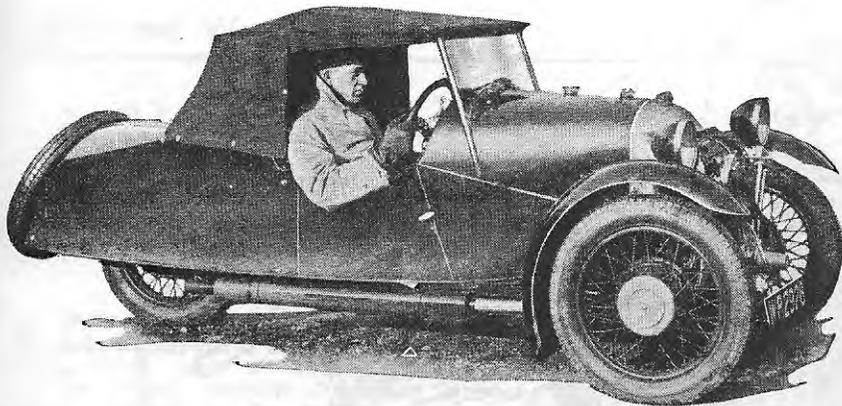
*Morgans are now fitted with spare wheels and on the sports two-seater the tail is specially shaped to accommodate this desirable fitting.*

### Acceleration Figures.

With its overhead-valve 10-40 h.p. J.A.P. engine, the sports two-seater has a high power-weight ratio and its acceleration is naturally good. Although it can be throttled down to about 10 m.p.h. on top gear, a lower ratio would normally be used to accelerate from so low a speed. Tests were therefore made from a steady 15 m.p.h., and it was found that 30 m.p.h. was reached in 5½ secs., while an additional 8 secs. sufficed to raise the speed to 50 m.p.h.

It must be stated that the car in question was not thoroughly run-in at the time of our test. Even so, it could exceed 65 m.p.h., and there is little doubt that after it has covered a greater mileage it will be capable of 70 m.p.h. or perhaps 75 m.p.h.; presumably there will also be an improvement in acceleration. The second-gear speed of the car, as tested, was about 45 m.p.h.

When driven as hard as is permissible with a fairly new engine, the petrol consumption worked out at about 40 m.p.g. At a more gentle gait this figure rose to about 50 m.p.g. Oil consumption in the ordinary way is at



The sports two-seater body is really very comfortable and the hood, when up, gives good protection. The straight windscreen is deep enough not to restrict the driver's line of vision.

the rate of one gallon per 1,000 miles; this quantity also represents the capacity of the oil tank. The petrol tank carries four gallons.

As on previous Morgans, the rear brake is coupled to the pedal, while the two front brakes are connected to the lever, which is centrally placed. Consequently, in order to obtain maximum braking effect, it is necessary to use both controls. This is, in fact, to be recommended for general use, particularly if the road surface is at all slippery. From 30 m.p.h. the Morgan was stopped comfortably in 34 ft.

It is almost unnecessary to state that the sports two-seater is an excellent hill-climber; convincing testimony to this is supplied by the record of the Morgan in reliability trials. More ordinary gradients, such as those which are freely encountered in normal use, can generally be climbed in top gear. "Weatheroak," in Worcestershire, has an average gradient of 1 in 8, with a maximum of possibly 1 in 5. It was approached at 35 m.p.h. and at the top the speedometer showed 32 m.p.h., the whole ascent having been made in top gear.

Since the three-speed gearbox was introduced 12

months ago its control has been improved, and it is now both easy and certain. The new clutch is, of course, delightful, and its smooth take-up is a great advantage in traffic. Despite its unorthodox design the suspension system is remarkably good, and appears to be equally satisfactory on good main roads or on neglected by-ways.

The 1933 chassis, it will be remembered, is distinctly lower than that of all previous Morgans, except the Super Sports, and this alteration results in somewhat better road-holding. Moreover, the steering layout has been improved, and the car is remarkably controllable at all speeds and even on the roughest surfaces.

The electrical equipment is of Lucas manufacture and the headlamps gave a satisfactory beam which enabled quite high cruising speeds to be indulged in after dark. They are provided with pilot bulbs so that they can be used as side lamps.

The car had, of course, an electric starter, which was capable of turning the engine over when warm. On a cold morning, however, it was advisable to turn the engine through a few revolutions with the starting handle, which now fits into a boss on the timing case.

From what has been written it will be realized that the sports two-seater Morgan is a very satisfactory vehicle for general use. Naturally, it is especially attractive for "sporting purposes." Not only is it exceptionally lively, but it has an almost tank-like ability to cross quite rough country.

Given reasonable skill in driving it will propel itself over the "stickiest" course in a way which is very satisfying, and, once one has indulged in this pastime, all but the prematurely aged will seek for fresh fields to conquer.

Not the least attractive feature of the Morgan sports two-seater is that its high performance is coupled with very low running costs; 50 m.p.g. and a £4 tax spell cheap motoring.

#### AT A GLANCE.

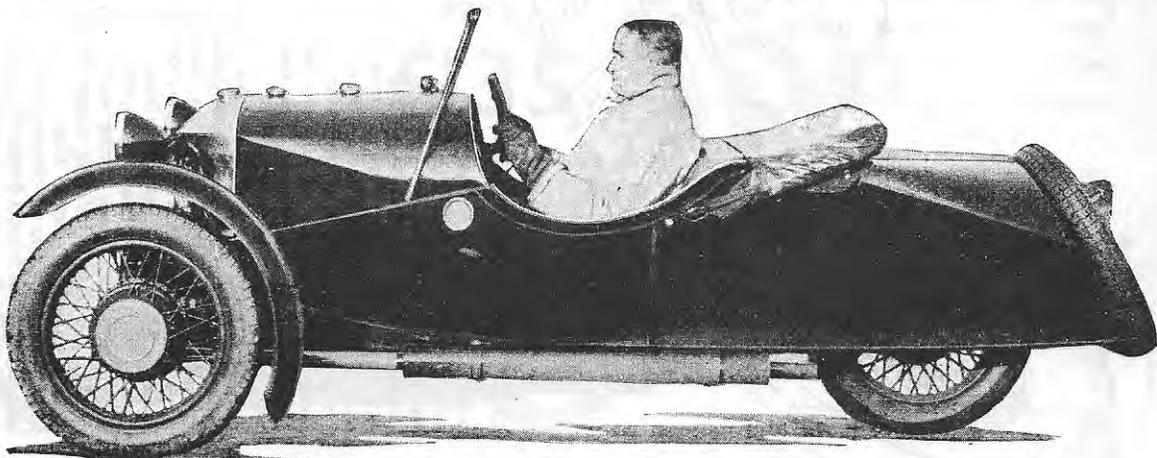
**ENGINE:** o.h.v. Vee twin; 85.7 mm. by 95 mm. = 1,096 c.c.; tax £4. Thermo-siphon cooling; coil ignition; Amal carburetter.

**TRANSMISSION:** Single dry-plate clutch; enclosed propeller shaft with centre steady bearing; three-speed and reverse gearbox; ratios, 4.58, 7.5 and 12.4 to 1; worm drive to cross shaft and single roller chain to rear wheel.

**GENERAL:** Wheelbase, 7 ft.; track, 4 ft.; overall length, 10 ft. 10 ins.; width, 4 ft. 9 ins.; tyres, 26 in. by 4 in.

**PRICE:** £120, as tested; (£110 with s.v. engine).

**THE MORGAN MOTOR CO., LTD., Malvern Link, Worcs.**



On the sports two-seater a large cylindrical silencer runs along on each side of the body. As can be seen from this photograph the addition of a spare wheel in no way detracts from the sporting appearance of the car.