

BONNET AND BONNET/WING ABUTMENT BUFFERS MORRIS 8 CARS 1934 to 1938

The buffers can be lost or damaged during a restoration, so for those who do not have them here is a short information article.

Very early cars (Pre Production and 1934 Pre-Series) had slightly different bonnet construction. The very earliest cars had full depth stiffeners welded on each side passing across the underneath face of the louvres, were fitted with different type fasteners with a rubber knob, and did not have the water channel at the centre hinge; 1934 Pre-Series cars had shorter stiffeners that cleared the louvres again with no water channel. All later cars did not have stiffeners, had an integral water channel under the centre hinge and the later chromium plated fasteners (from Chassis 2664) that continued until the end of production. The water channel was added due to ignition problems caused by rainwater falling onto the distributor and leads.

Apart from some (not all) very early production up to Chassis 10169, Bonnet/Wing abutment buffers were fitted to all cars, originally one buffer each side bolted through the top of the inner wing panel with a ¼" bolt/nut at 10½" centre from the rear end of the flange of the wing/inner wing joint. When the later near side buffer was introduced, it was fitted at 12" centre from the rear end of the flange of the wing/inner wing joint to clear the air silencer elbow. The later buffer had a thicker rubber part to hold the bonnet side panel further out to line up with the modified wing/inner wing shape and accordingly prevent the side panel contacting the air silencer elbow. This modification was in advance of the addition of an Air Silencer from Chassis 105720 (and 105266-105500).

According to the Morris Motors 1937 Parts List:-

- a) From Chassis 901 to 103522 one buffer each side both Part No 53770 (the thinner rubber)
- b) From Chassis 103523 (and 103071-103500) the offside buffer remained the same (Part No 53770) but the nearside buffer was changed to Part No 81922 (the thicker rubber)
- c) Bolt Part No 66835 and nut Part No EZ503 remained unchanged

I am informed that up to Chassis 10169, some cars had buffer plates without rubber inserts (Part Numbers 52714 and 52715. Handed)

Notes

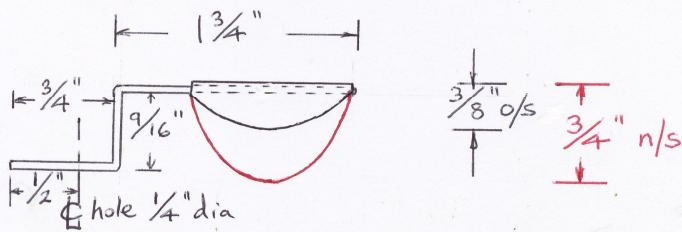
I was one of the lucky ones, having the luxury of fitting existing buffers/wings/bonnet back together after restoration.

Repairs and re-alignment of these parts during restoration may mean that adjustment of the new buffer may have to be made by bending slightly and opening out the fixing hole. In these cases maybe it would be wise to assume that whilst the nominal dimensions given are quite accurate, the angles of bending shown are for guidance only. The original brackets were quite crude compared with modern parts, and appear to have been fettled at assembly stage.

On my car the mounting hole in the inner wing is right in the upper corner putting the buffer bracket as high as possible; if your mounting hole is not in this position it may be necessary to make the bracket a little longer; if this is the case perhaps it would be best to make a template before cutting the metal.

I understand that supplies of the thinner of the two alternative buffer rubbers are available as new spares for the MG 'T' Series cars; eg Moss-Europe do list them.

Sketch Drawing of Buffers Fitted to my 1938 Series II Saloon



$\frac{1}{16}$ " mild steel strip 1" wide black enamel
End moulded into black rubber buffer

