

STARTER, CHOKE AND SLOW RUNNING CONTROLS AND CABLES FITTED TO MORRIS 8 CARS 1934 to 1938

I have often had queries on these items and there have recently been related postings on the Morris Register Forum.

It may be useful for owners of the above cars to be aware of what was fitted as original equipment, as the items in place may not look right or work correctly.

Starter Control.

This should be a dark brown round bakelite knob engraved STARTER PULL, the lettering being infilled with white paint.

Early cars used a 'piano' wire type cable similar to that of the choke.

However for Chassis Numbers 52833-65000 and 65654 onwards, this was changed to a Bowden cable which is described as follows. As this operates as a 'pull' control against the strong spring of the starter switch, the cable inner core is multi-strand twisted wire of approximately 18 gauge. This type of core is strong in tension, but ineffective in compression. The cable inner core is soldered to the control knob shaft, and is encased in a shiny black outer cover with a metal cap at each end. This outer cover is not clamped, because the operation of the starter control does not require the outer cover to form a solid abutment.

Choke Control.

This should be a dark brown round bakelite knob engraved PULL RICH M, the lettering being infilled with white paint. As this control should ideally operate both as a 'pull' and a 'push' control, and therefore needs to retain partially open positions by friction, it only operates against the pressure of the spring on the jet lever. Provided that the inner cable is not lubricated in its outer casing there should be sufficient friction to prevent the spring pulling the knob back in. The inner core is a single strand 'piano' wire of approximately 18 gauge. This wire is soldered to the control knob shaft, and is encased in an uncovered metal spiral-wound outer cover cut to the correct length. This cover is rigidly crimped to the choke control body, and is clamped into a 'spout' shaped abutment bracket on the bulkhead. If this bracket is distorted, insufficient pressure will be applied by the clamping screw, and the outer cover will slip out of adjustment. If the outer cover is not the correct length and is incorrectly clamped, the choke will not fully open or close.

Slow Running Control.

This should be a dark brown bakelite serrated edge knob engraved with T and a datum 'dot' at the perimeter above T, the lettering and 'dot' being infilled with white paint. It has a similar construction 'piano' wire inner core and uncovered outer cover to the Choke Control. The outer cover is clamped to a 'triangular' shaped abutment bracket on the bulkhead by means of a domed serrated- edge nut and clamping screw, and the inner wire passes through a hole in the throttle pedal shaft and is retained by a screw-retained brass 'solderless nipple'.

Should you have any observations or additional information on this I would be pleased to hear from you!

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