

REAR LAMPS ETC MORRIS 8 CARS 1934 to 1938

Pre-Series (Stop lamps not fitted) and early Series I Cars (if Stop lamps not fitted)

2-Seaters, Tourers and Fixed Head Saloons (no carrier as standard):-

These cars had the number plate direct on the rear valance with a single T101 two part tail lamp comprising push-in removable lens unit and spring-retaining base unit on the offside of the rear valance.

Sliding Head Saloons (carrier as standard):-

These cars had a number plate on a hinged backing plate to the carrier fitted with a single tail lamp base unit as above on the offside with a plug-in lead connected to the fitting on the rear valance. The lens unit was moved from the rear valance base unit to the carrier base unit.

These Pre-S and SI cars had the rear valance holed on the offside to accommodate the single tail light. I have in the past seen saloons with number plates in both positions and I have assumed that these vehicles had a carrier fitted as an addition in use and not in production. However there is some evidence that early Pre-Series cars had both as standard.

Series II Cars (ST 38 Stop lamps Part No 55403 fitted as standard)

2-Seaters, Tourers and Fixed Head Saloons (no carrier as standard):-

These cars had the number plate direct on the rear valance with a single ST38 combined stop/tail lamp on the offside of the rear valance. **ST38 lamps are often referred to as 'PORK PIE'**.

Sliding Head Saloons (carrier as standard):-

Early SII production cars (1937) had captive fixings on the new pressed type carrier and a number plate fixed to these using a screwed/hinged backing plate and a single ST38 lamp as above, wired to the offside of the rear valance by means of a plug/socket or junction box. The screwed/hinged fixings allowed relocation of the number plate/lamp when the carrier was folded out, without having to disconnect the wiring.

Later SII production cars (1938) dispensed with this system, had no captive fixings, but a rigid backing plate on a bracket slung between the carrier supports held the number plate and single ST38 lamp as above, with the wiring direct into the loom.

Unlike the Pre-S and SI cars, the SII valance was holed at each end to accommodate the rear lamps, either for fitting a single lamp either side to suit overseas markets, or maybe for possible introduction of a lamp each side. But the Series E took over at the end of 1938 before this happened.

Notes

As far as I know the only Morris Motors confirmation that any Series I Morris 8s had ST38 stop/tail lamps was a reference to the vans in the Parts List Supplement No 1 having one fitted commencing with Chassis No 117524 (this would be around September 1936). This lamp Part No 55403 is the same number as that stated for Series 2 cars and therefore was clearly an ST 38. However, it was a legal requirement that all cars first used after 1st January 1936 were required to have a stop lamp, therefore at some stage all Series 1 Morris 8s first used in 1936 or 1937 surely must have had one, whether stated on the Parts Lists or not. I know of late 1936 production cars that definitely still had the T101 tail light; notably the late Geoff Creese's car. Does anyone have information that Series I cars were upgraded to ST38 stop/tail light during 1936 or 1937? Or in some cases was the T101 fitted with a double filament bulb?

I have no knowledge of part numbers or descriptions of plug/socket or junction box on the Series I and Series II cars. But a fitting of some kind is shown on my 1937 Morris Sales Brochure. Maybe it is a plug socket of the T101 type. Does anyone have any information?

I have seen the captive nuts on the carrier, and now have been sent photographs of the screwed/hinged number plate backing plate detail for the earlier 1937 Series II cars.

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