

DASHBOARD WOODEN PANEL AND METAL WINDOW CILL CAPPINGS (SALOONS ONLY), AND METAL DASH PANELS FITTED TO MORRIS EIGHT 1934-38

This article is intended to present all the details and information that I have picked up over the years, and hopefully will make it a little clearer as to what was fitted originally.

I believe that some information contained in the Morris Register 'Journal' and repeated on the 8mvs may be incorrect and could persuade owners to use the wrong colours; hopefully this article will help to avoid this.

Introduction.

Anecdotal evidence and recent hard evidence seems to indicate that Pre-Series Morris 8 cars, did have the wooden dash panel and the window cill cappings (saloons only) finished in a similar purple/brown colour to that of other early 1930s Morris cars (ie. the colour referred to in the Journal and on the 8mvs as Fiat Amaranth Glasso reference 27411). The metal parts would have been gloss cellulose or stove enamel and the wooden parts gloss shellac based stain/polish.

In addition, this colour was definitely used on the metal instrument panel and cubby hole rails too, (having inspected an early original car being restored by John Sargeant in 2014). Late Pre-Series cars that I have seen previously that still retain their original finishes have had these parts finished in the red/brown shade of black that continued up to the last of the Series II cars in 1938. But at the very least early Pre-Series were all the purple/brown colour. I do have original untouched examples both of the metal parts and of the wooden dash from my Series II.

1934 and early 1935 Pre-Series saloons had a wooden dash panel without the small 'ears' at each end, and so it's top edge did not follow the profile of the windscreen lower edge; this little refinement was added later making it look much better finished, at the same time covering the hitherto exposed body metalwork at the windscreen radiused lower corners. (See photo).

1934 and early 1935 Pre-Series cars were not fitted with a slow-running control on the instrument panel, and accordingly the starter pull was adjacent to the mixture pull. From March 1935, a 'retro-fit' slow-running control was made available by Morris Motors to be fitted (by the Supplier/Dealer) to the steering column of existing cars; and at about the same time the instrument panel was changed slightly in production in order to group the slow-running control with the other controls, the starter pull being re-positioned to the lower extremity of the panel. (See photo).

Colours.

If you have a Pre-Series car, and you are confident enough to go for the purple/brown colour for the wooden dash panel, instrument panel, cubby hole rails and door cappings, then :-

- a) Metal items gloss paint.....Glasso 27411 or equivalent (but check first as I have not used this myself).
- b) Wooden panel (saloons only) gloss varnish or french polish similar colour to the above paint.

If you have a later car (that is probably most of us I think), all of the metalwork should be finished in a red/brown shade of black, and the wooden dash very slightly lighter as follows:-

- a) Metal panels gloss paint.....select a black from a car paint supplier's swatch that is towards the red/brown shade of black. I have obtained an exact match from Jawel, Black (with reddish pigment) Please see my article M8 DOX 835 Original Paint Colours for details.
- b) Wooden panel (saloons only) gloss varnish or french polish to a very dark mahogany finish. This will be a shade redder and lighter than the metal parts.

Notes.

See also article 'M8 DOX835 Original Paint Colours' recently added to my website.

Currently my own car now has the correct colour finish to the wooden dash, matched to an original polished piece recently inspected. Similarly, I have in place on my own car the originally finished metal dash panels for reference too.

The metal dash and instrument panels are in general secured with polished chromium plated slotted raised/countersunk head setscrews, fitted into captive nuts fixed to the body. The only exception is the lower instrument panel fixing which has a similar setscrew, a steel cylindrical spacer and a separate nut, not captive. (See photo).

The wooden dash (saloons only) was fitted with a length of rexine covered piping along its top edge tacked to the rear of the wood. This piping was red/maroon, green or blue to match the interior trim.

Instrument Panel Spacer.



SPACER

$\frac{1}{16}$ " o/dia mild
steel $\frac{5}{8}$ " long
drilled $\frac{5}{16}$ " dia
countersunk one
end to take
necess on panel

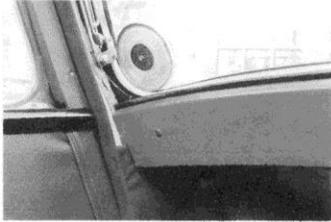
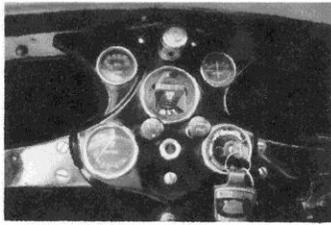
Early Pre-Series (Ch No 4054) Dash Photos.

Provided by Geoff Whiston.

Showing straight top wooden dash.

Showing instrument panel without slow-running control.

Showing early instruments including drum speedometer



bob bryan's morris 8
bob bryan's morris 8

Series II DOX 835 (Ch No 193530).

Showing original instruments, controls, lights and switch.

Showing incorporation of slow-running control and fitting of the starter pull at the bottom.

Showing original paint finish and colour.



BOB BRYAN 2010

Amended March 2010

Amended December 2014

Amended March 2019 (Jawel references)

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