

BLACK OR CHROME FINISHES ETC. MORRIS 8 CARS 1934 to 1938

These notes and observations that I originally drafted in 2005 for the Saloons will hopefully help to confirm how these cars were finished.

A lot of anecdotal evidence, articles and contemporary photographs back up these observations; therefore if you require further information or detail please get in touch via the link below.

Was it Chromium Plated (cp), Stainless Steel (ss), Body Colour or Black Enamelled?

This is often talked and argued about.....here is my version!

- a) Gear lever. Always polished cp.....even the Vans!
- b) Bonnet 'domes' and fittings always polished cp but front hinge satin ss.
- c) Radiator shell Pre-Series and Series I polished cp.
- d) Radiator grille Pre-Series and Series I (dummy honeycomb) satin black enamel.
- e) Radiator shell Series II painted body colour. Brass up to April 1938, steel after.
- f) Radiator grille Series II cp throughout. Front faces all polished cp.
- g) Headlamp/sidelamp/rear lamp rims and shells all gloss black enamel.
- h) Headlamp/rear lamp medallions polished cp.
- i) Side lamp medallions Pre-Series polished cp.
- j) Side lamp medallions (telltales) Series I and II red glass.
- k) Screen wiper all satin black enamel.
- l) Screen wiper ferrule/parking bracket Pre-Series and early Series I (up to Ch No 120344) satin black enamel.
- m) Screen wiper ferrule late Series I (Ch No 120345 onwards) and Series II polished cp.
- n) Bumper blades polished cp. Gloss black enamel stripes on outer faces. Rear faces, rivet heads and starting handle guide satin black enamel.
- o) Bumper bolts and end caps, steel with satin ss capping.
- p) Windscreen surround Sliding Head Pre-Series ('Worcester Windshields', 'Percy Lane', 'Beatons' Badge at top inside face) polished cp outer face, satin cp inner face.
- q) Windscreen surround Sliding Head Series I and II (no Badge) polished cp outer face unpolished cp inner face.
- r) Windscreen surround Fixed Head Pre-Series, Series I and II gloss black enamel.
- s) Windscreen fittings, opening stays, pulls, cast mirror stems polished cp; except mirror stem on Fixed Head cars from Ch No 115099 onwards which were black enamel.
- t) Quarterlight frames Sliding Head (modified type from Body No 64720 onwards) always polished cp inside and out.
- u) Quarterlight frames Fixed Head (modified type from Body No 32960 onwards) always gloss black enamel inside and out.
- v) Radiator filler cap satin cp.
- w) Fuel filler cap polished cp.
- x) Hubcaps Pre-Series and early Series I polished cp with gloss black enamel ring.
- y) Hubcaps late Series I (Ch No 91000 onwards) and Series II polished cp.
- z) Sliding head parts (outside) body colour. All but top of side sections anodised aluminium.
- aa) Sliding head parts (inside) all polished cp.
- bb) Sliding Head drainage channel covers painted body colour.
- cc) Drivers seat adjuster knob polished cp.
- dd) Inner door handle/lock shaft ends polished cp.
- ee) Steering wheel boss cover Series II polished cp with gloss black enamelled centre.
- ff) Handbrake and fixing bracket/pivot Pre-Series and early Series I gloss black enamel with polished cp handgrip
- gg) Handbrake late Series I and Series II unpolished cp with polished cp handgrip; fixing bracket/pivot silver grey enamel.
- hh) Wiring clips to steering column polished cp.
- ii) Small bifurcated rivets and washers holding bonnet rubber 'corners' gloss black enamel.

It is worth saving the stainless steel capped bumper ends and bumper bolts if you can. If undamaged, the bumper ends can be drifted out quite easily before re-chroming the blade, then de-rusted, greased and pressed back in place afterwards. Bumper bolts are not so easy, they are usually damaged or badly corroded onto the nuts, and so you may have to replace them with solid steel polished cp items of the correct diameter.

Two items only on my Series II saloon that were originally finished in 'crackle black' are the rear view mirror backing plate and the small triangular metal fillets at the bottom front corner of the quarterlight area on the front doors.

That is all I can put forward at this stage, but should any of you consider that any of this is incorrect or doubtful, please let me know. Any information or evidence (not to say proof!) would be of great help and interest.

Once again, this primarily involves the 'chassis' related items of all of our cars, and the 'bodywork' items of the saloons; but I will gladly add further details for Two-Seaters and Tourers as they filter through.

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