

ENGINE/CHASSIS/BODY NUMBERS MORRIS 8 CARS 1934 to 1938

Engine Numbers.

These numbers were stamped on the Bulkhead Plate.

They were also stamped on a cast-in sloping face towards the rear of the nearside (kerbside for RH drive cars) of the original UB type cylinder block just below the cylinder head joint.

In general they roughly correspond with the chassis number within a hundred or two, but do not always follow consistently.

Chassis Numbers.

These numbers were stamped on the Bulkhead Plate.

They were also stamped on the top face of the chassis near the front on the offside (drivers side for RH drive cars) in the vicinity of the area above the steering column mounting bracket. They are normally hidden under the felt strip between front wing assembly and chassis and are therefore not immediately in view. However if you look just forward of the small plate used to access the steering box mounting bolt, and if the wing/chassis joint felt is not in the way, the number can be seen. Whilst being stamped an indentation was made by the impact and this sometimes retains water and corrodes, often rendering the number illegible.

On the bulkhead plate only, the added prefix of 35/E, S1/E and S2/E is included dependent on model.

Body Numbers.

On saloon bodies a body number plate was rivetted to the lower front of the body, immediately behind the bulkhead/body joint and visible from beneath the running board. On 35/E prefix cars it was an elongated oval 'stamped' brass plate, but on later cars it was a lighter oblong sharp-cornered brass 'embossed' pressing that usually disintegrates and falls off. I thought that these plates were on the nearside (kerbside for RH drive cars), but I now have confirmation that they were on the offside (drivers side for RH drive cars).

- My considered 'theory' is that bodies for 35/E prefix (Pre-Series) two door cars commenced E2 (ie Eight 2 door?) and four door cars commenced E4 (ie Eight 4 door ?), in each case followed by the serial number, but I cannot be sure. Peter and Elizabeth Larkham's Pre-Series two door had an original plate and it commenced E2.
- Unfortunately I do not have any firm evidence regarding S1/E prefix (Series I) cars, either two or four door. (But it is possible that they may be the same as S2/E prefix (Series II) cars).
- However my considered 'theory' regarding S2/E prefix (Series II) cars is that a slightly more complex system was used, probably to differentiate between Sliding Head and the more basic Fixed Head bodies. Sliding Head bodies required additional processes before painting to accommodate roof drainage apertures and channels (particularly at the front where they were sealed or lead loaded to the body), and for the four cover 'louvres' to be screwed to the body. I believe that these were the only fundamental construction difference in the actual body manufacture, and perhaps the factory needed to show this in the Body Number. So far I have come across three plates, one marked EFL 946 from an Eight Four Door Sliding Head (Eight; Four; Louvre?). Also one marked EL 9754 from an Eight Two Door Sliding Head (Eight; Louvre?). Also one marked E 9591 from an Eight Two Door Fixed Head (Eight ?). I do not yet have the fourth variation which would be marked EF 'xxxx' from an Eight Four Door Fixed Head.

Thank you Peter and Elizabeth Larkham for starting me off on this years ago when they showed me the original plate from their very original Pre-Series Two Door Sliding Head saloon!

Thanks are offered to David Clitheroe for information confirming that his very original 1937 Series II Four Door Sliding Head saloon Chassis Number 170983 has a body number plate embossed E. F.L. 946 (unevenly spaced as I have written it).

Also thank you to Graham Townsend for letting me inspect his very original 1938 Series II Two Door Sliding Head saloon Chassis Number 199743 which has a body number plate embossed E.L. 9754.

General Notes.

I would be interested to hear from anyone with any car that still has its original body number plate, in order that I can establish and confirm further details. In particular a plate from any body configuration of Series I saloons, and a plate from a Four Door Fixed Head Series II saloon.

Please take a look at the body panel below the drivers door underneath the running board.....if there is a body number plate please let me know!

I do not have any information regarding body number plates for 2-Seater or Tourer cars.

(Confession time! The oval plate on the nearside of my car is of my own making to the 35/E pattern, and is not the original verified number).

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(amended March 2011)

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