

LIFTING JACKS MORRIS 8 CARS 1934 to 1938

As far as I can ascertain one of two different types of jack was supplied with each new Morris 8. Both types were manufactured by Shelley, and each was fitted with a square edged flattened 'U' section top that will fit across the road spring leaves. I believe that the later jack was of the double lift type, in effect with two concentric threads to increase the lift. I think that the early one was single lift.

Early Type. Pre-Series and very early Series I cars.

This jack was supplied up to and including Chassis Number 61351 (but excluding 59457-61000). I believe that the jack was similar to that supplied with the early 30's Minors. The jack handle was the same Part Number as that supplied with the long wheelbase 1934 Minors, and therefore will have been of the folding type, as on these earlier cars it was not stored clipped to the bulkhead, but in the toolbox under the passenger seat. It is possible that this folding handle was stored 'unfolded' clipped to the bulkhead on Morris 8 cars, or maybe a rigid handle was subsequently supplied, because the appropriate bulkhead clips were listed in the Parts List for all production.

Whilst I have no first-hand knowledge of this type, and therefore cannot confirm sizes or casting marks, they were generally as the attached photo (Thank you Stephen Gyles!). I believe it was a single lift jack. The jack was fitted with a coupling to accept the hooked end of the jack handle. The jack handle assembly was double hinged with a sliding sleeve (but see previous paragraph), and incorporated a 'tommy bar' type cross piece. When in use it was unfolded and kept rigid by sliding the sleeve across the double hinge.



These early type jacks were Morris Motors Part Number 38265 (Jack) and 37544 (Handle Assembly). Casting marks/numbers do not appear to be consistent and may differ from that shown above.

Later Type. Most Series I and all Series II Cars.

This jack was supplied from Chassis Number 61352 onwards (and also 59457-61000). I do have first hand knowledge of the jack supplied with my 1938 Series II saloon as the following photograph shows. For guidance, the overall length of the handle is 25 inches and the overall height of the closed jack is 6.5 inches. Casting marks on my 1938 jack are 7, D, L then 38 downwards, with SHELLEY on the reverse. The jack was fitted with a female square coupling to receive the square section handle. This handle was in one section with a circular end to receive the separate wooden cross piece. The handle was clipped to the bulkhead above the battery/tool compartment, and the jack and wooden cross piece were stored in the tool compartment under the bonnet. The wooden cross piece was of smaller section, and was of a simpler shape, than on the larger Morris cars. The wooden cross piece on the photograph is a replica.



These later type jacks were Morris Motors Part Number 38729 (Jack), 38730 (Handle) and ET320 (Wooden Cross Piece).

Casting marks are correct for a 1938 car, but I cannot vouch for earlier examples.

I hope this of use, and, as usual I welcome feedback and constructive criticism!

N.B

I believe that D L refers to Double Lift, and 7 refers to size (ie on my jack 7 inches ground clearance to require a 6.5 inch high jack). And that the 7 or 8 etc. does not refer to a particular car.

Does anyone have an original early type jack and handle? If so please let me have details.

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