



engine performance is not startling. It will still achieve the National speed limit - eventually, but is more comfortable around the 50 mph mark. At any speed it is a joy to drive particularly on A and B roads although it is equally at home on a dual carriageway or motorway. The independent suspension means that it sticks to the road like the proverbial and the rack and pinion steering ensures that it goes exactly where it is pointed.

The electrics are 12 volt fed by a standard dynamo and controlled by a two bobbin regulator. The battery located within the engine compartment is contained in a metal box with a mica insulated lid held closed by two over centre catches. Twin Windtone horns give a very robust warning if needed and the "Cyclops" passing light that little extra illumination on dark nights. The original semaphore indicators have been fitted with flashing festoon bulbs and supplemented with modern flashing lamps via a two bulb modification in the sidelights and stand alone amber lights to the rear.

The car also has the advantage of an integrated four ram hydraulic jacking system - a boon to those who, like me, find it increasingly difficult to crawl underneath.

During a relatively short production run of only six years, just 8336 of these cars were produced, of these 6131 were the early production saloons, 904 were open tourers and 1301 (of which mine is one) were the later updated and final production saloons.

By this point, dear reader, you will undoubtedly guessed Molly's true identity, but let me just summarise. She has a Morris 8 Series E body and a Morris 10 engine and transmission so technically she is neither a Morris 10 nor Morris 8 but something in-between, and as the only thing between 8 and ten is nine - SHE MUST BE A MORRIS 9! - unless of course, you know better...!

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