
1925 Morris Cowley

Lot sold	USD 15 210 - 20 741 GBP 11 000 - 15 000 (listed)	Drive	LHD
Year of manufacture	1925	Condition	Used
Chassis number	101623	Location	
Number of seats	2	Fuel type	Petrol
Drivetrain	2wd	Exterior colour	Other
Lot number	167	Engine number	116024

Description

1925 Morris Cowley 11.9hp Tourer

Registration no. RU 1606

Chassis no. 101623

Engine no. 116024

One of the best known and most readily recognised vintage cars, the 'Bullnose' Morris had its roots in the Edwardian era. The first 'Oxford' examples, fitted with 8.9hp White & Poppe engines, were manufactured in 1913, embodying Morris' successful formula of offering technically unexciting but well built and well equipped cars at a bargain price.

Closely related to the Oxford, the cheaper Cowley used the American-built Continental engine at the time of its introduction in 1915, rather than the Oxford's expensive White & Poppe unit, before switching to one made by Hotchkiss' Coventry subsidiary in 1919. A close copy of the preceding Continental, the Hotchkiss engine was made in 1,495cc, 11.9hp form initially, a larger (1,802cc) 13.9hp version becoming available in 1923. A reputation for quality and a drop in price saw the 'Bullnose' Cowley established as Britain's most popular car by the early 1920s.

This 'Bullnose' Cowley was in a derelict condition and fitted with a non-original two-seater body when it was purchased in West Dorset in 1976 by the current vendor, a retired aeronautical engineer. He immediately commenced a total restoration to a high standard, including fitting a new four-seater

body built by a specialist firm in Leicester, and in March 1980 the completed car was ready for its first MoT test, which was passed with flying colours. The Morris was subsequently featured in an article in Practical Motorist magazine (December 1981 edition, copy available). In the course of restoration, a bronze SU carburettor was fitted in place of the original Smiths (included in the sale). Other noteworthy features include a rear luggage carrier and trunk; Boyce radiator temperature gauge and spare cap; Shell fuel can on running board; new hood and bag (fitted circa four years ago); new battery (fitted November 2014); and a spare bottom hose and cylinder head gaskets. Accompanying documentation consists of a photocopy of the old-style logbook; all expired MoT certificates and tax discs; restoration bills and photographs; V5C registration document; and current MoT. The car also comes with a jack, tools, tow bar (unused), service information book, around 100 Bullnose Morris Club magazines and other marque-related literature.

Bonhams 1793

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