The

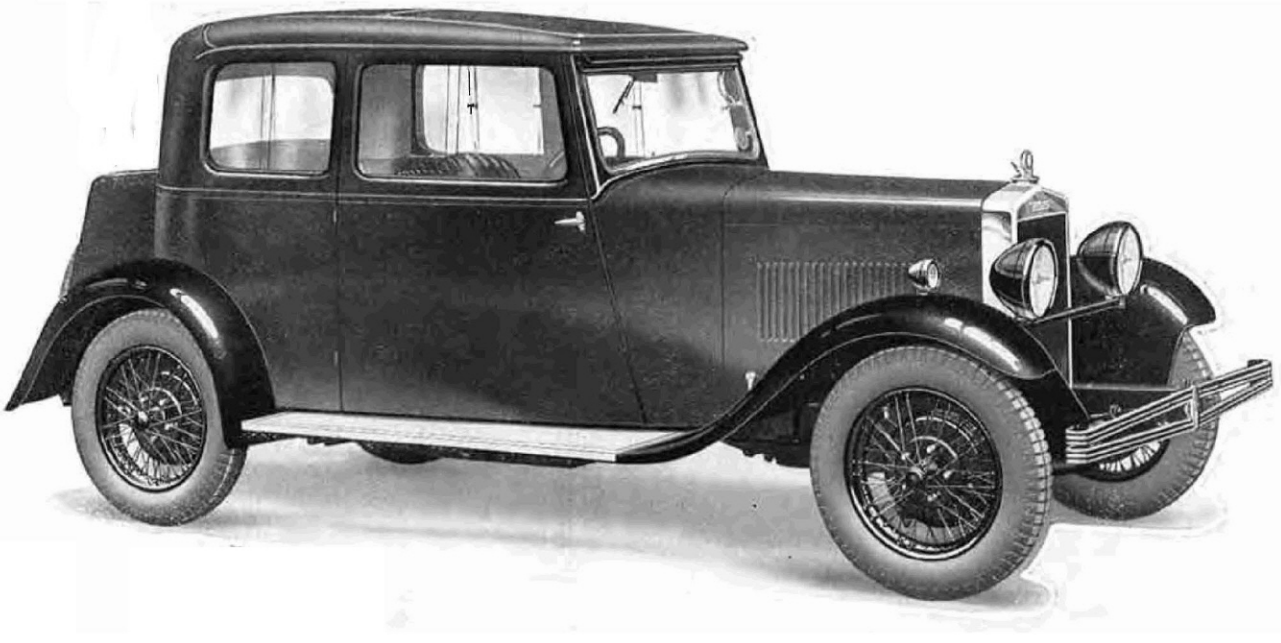
MORRIS-OXFORD SIX COUPÉ

(SLIDING HEAD)

PRICE

£295

Finish :—Deep maroon or Niagara blue cellulose, leather upholstery, with Triplex glass windscreen and windows, and chromium plating.



THE Morris-Oxford Six Coupé is coachbuilt, has particularly attractive lines, and a sliding roof is fitted which, closed, renders the car absolutely weatherproof, yet in a matter of seconds may be slid back and, in conjunction with the broad single-panel windscreen, yields as much light and air as is required.

Two permanent seats for occasional passengers are provided behind the main bucket seats, which are instantly adjustable.

The equipment includes :—

Finger-tip steering wheel controls for switches, ignition and mixture, calorstat-operated radiator shutters, Lockheed hydraulic brakes, pile carpets, locks on doors, luggage container, sliding roof, pedal rubbers, speedometer with trip, clock, oil gauge, petrol gauge (electric), electric windscreen wiper (plated finish), pressure lubricating pump, licence holder, calormeter and wings, driving mirror, hydraulic shock absorbers, double bumpers, electric horn, electric lighting and starting, coil ignition, coil indicator light, five-lamp equipment, illuminated instrument dials, Lucas dimming headlights, stoplight, spring gaiters, plated hub nuts, five detachable wire wheels, five Dunlop reinforced balloon tyres, spare wheel carrier, toolbox and tool kit.

Showing sliding head open.

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THE 15 H.P. MORRIS-OXFORD SIX

IN the new Morris-Oxford cars new ground has been broken with a range of speedy six-cylinder luxury vehicles at a medium price, for the man who demands a car of outstanding performance and comfort coupled with moderate running expenses.

Among other refinements an air filter is embodied in the head, which, going a step farther, collects the fumes from the breather and thus removes any possibility of their vitiating the atmosphere of the car. After exhaustive preliminary tests the power unit has shown its capability of maintaining its tune over long periods without attention, and when such attention is necessary everything has been done in the matter of accessibility to render the task easy and well within the compass of the average owner-driver's mechanical capabilities.

Of paramount importance to the owner-driver is the new finger-tip control. Mounted on the steering wheel, it gives instant access to the lighting, ignition control and slow-running setting for the throttle. With the Bishop cam-type steering gear, finger-light in its action, and Lockheed hydraulic four-wheel brakes, the driver is assured of decelerating powers in keeping with the brisk acceleration of the power unit.

And, on the score of appearance, these cars can hold their own in any company—the stamp of the thoroughbred is on them all. Graceful lines are set off in no small degree by the broad doors, which facilitate ingress and egress, and the wire wheels which are fitted as standard throughout the range.

THE MORRIS-OXFORD SIX SPECIFICATION

GENERAL . . The design consists basically of a six-cylinder water-cooled engine with totally enclosed clutch and three-speed gearbox in unit construction. This power unit is mounted in an all-straight frame of unique design, to which are attached, by long supple semi-elliptic springs fore and aft, axles providing a wheelbase of 9 ft. 6 in., and a track of 4 ft. 8 in.

ENGINE . . The six-cylinder engine has a bore of 63.5 mm., and a stroke of 102 mm., giving a cubic capacity of 1938 c.c. (just under two litres), with a Treasury rating of 14.9 h.p., and a tax of £15.

The cylinders are cast *en bloc* with the skirt of the crankcase, which is extended well below the crankshaft centre and reinforced with liberal internal webs at the main bearing locations, producing a deep girder structure of great strength and rigidity. The crankshaft is of the four-bearing type, having the maximum possible dimensions. Each individual crankshaft is balanced to fine limits, both statically and dynamically, by the Olsen method.

The main bearings are of die-cast white metal accurately machined to such close limits as to render hand fitting unnecessary and interchangeability certain. The steel connecting rods are equipped with full-ring type white metal big-end bearings die cast in position, and are individually balanced to a high degree of accuracy.

The aluminium pistons are of the three-ring type, the lower ring being of the oil seal pattern. They, in turn, are individually balanced and the complete assembly of rod and piston is equalised in weight to within .2 ounces.

Side-by-side valves are fitted and operate in conjunction with an "L" type detachable head of a patented anti-detonating design, whose combustion spaces are completely machined to ensure equality of compression and reduction of carbon deposits to the greatest possible extent.

The valves are operated by tappets and a hollow camshaft of large diameter running in three generous bearings. The camshaft is driven by a Duplex roller chain from the crankshaft. The tappet guides are in two units which can be completely removed without interfering with any other component, and the tappets are spring loaded to ensure silence of operation.

Induction pipe and exhaust manifold are cast integral and provided with adequate hot spots, the induction pipe feeding into short independent valve ports. An interesting feature of the induction system is the combined preheating cover and air cleaner which also collects all fumes from the crankcase breather.

LUBRICATION A spur gear pump mounted on the oil sump and driven from the camshaft supplies oil for a full forced feed oiling circuit. The oil leaving the pump passes through an external filter of the "edge filtration" type before entering the circuit. The oil filter is automatically cleaned every time the clutch pedal is depressed. An additional filter of conventional design surrounds the pump intake.

COOLING SYSTEM . . A centrifugal pump driven from the dynamo shaft circulates the cooling water from the base of the cylinder jackets upwards, from whence it passes out of the cylinder head through three carefully positioned ports which ensure even temperature distribution. The cooling water is automatically maintained at the most effective temperature by calorstat-operated radiator shutters.

ELECTRICAL EQUIPMENT The distributor for the coil and battery ignition runs at one-half engine speed. It is driven from the rear of the dynamo where it is readily accessible. The dynamo is situated alongside the engine in a get-at-able position. It is readily detachable.

The gear-type starter motor is located at the side of the gearbox, and has its pinion supported on either side.

Five lamps are provided, including dipping headlights, sidelights and stoplight. All switches, together with the ignition and slow-running adjustment for the throttle, and horn push, are mounted in the centre of the steering wheel, thus providing finger-tip control.

All electrical units are supplied by Messrs. Joseph Lucas Ltd.

CARBURATION An S.U. carburetter of the automatic piston type, with adequate control over mixture strength, operated from the steering column, supplies the working mixture.

TRANSMISSION A clutch of the multi-plate type having cork inserts in light alloy plates, and automatically fed with oil, ensures sweetness of action.

All gears are of case-hardened nickel-chrome steel. The primary and main shafts are mounted on generous ball bearings, while the sturdy one-piece layshaft rotates on bronze bearings of more than ample dimensions. The splines of the mainshaft are ground all over.

A tubular propeller shaft transmitting the drive to the spiral bevel final drive gears in the rear axle is totally enclosed in a torque tube and provided with a single universal joint (also totally enclosed) of the ring type.

FOUR-WHEEL BRAKES . . Fully compensated four-wheel brakes of the Lockheed hydraulic type, operating within 14 in. drums, ensure the maximum of braking efficiency. Their efficiency is maintained under all circumstances, since lost motion or loss of leverage is eliminated.

The hand brake operates on the rear wheels through cable mechanism which can be adjusted from the driving seat while the car is in motion, if necessary.

PETROL TANK The petrol tank is mounted at the rear of the chassis and has a capacity of twelve gallons. It is fitted with an efficient pebble guard, and its contents are indicated to the driver by an electrically-operated dial gauge on the instrument panel.

STEERING . . The steering gear is of the Bishop cam type, safe, extremely light in operation and giving a fine sense of controllability.

MAIN FRAME Parallel in plan and perfectly straight in elevation except for a rise over the rear axle, the frame is provided with sturdy cross members which extend well beyond the deep-sectioned side members and carry both the body and the running-boards. The top of the frame is but 18 inches from the ground when loaded, and this low position has been made possible by shackling the front springs at their forward end and mounting them outside the frame.

Long semi-elliptic springs front and rear, controlled by hydraulic shock absorbers of the single-acting progressive type, provide superb suspension.

The springs are enclosed in leather gaiters to protect them against road dirt.

WHEELS AND TYRES . . Detachable wire wheels fitted with Dunlop reinforced cord balloon tyres are standard equipment. They are attached to the hub by five studs with plated domed nuts and spring washers.

TOOL KIT . . A full kit of tools is provided with every car. These are housed in a substantial weatherproof toolbox immediately accessible.

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MORRIS CARS *for* 1930

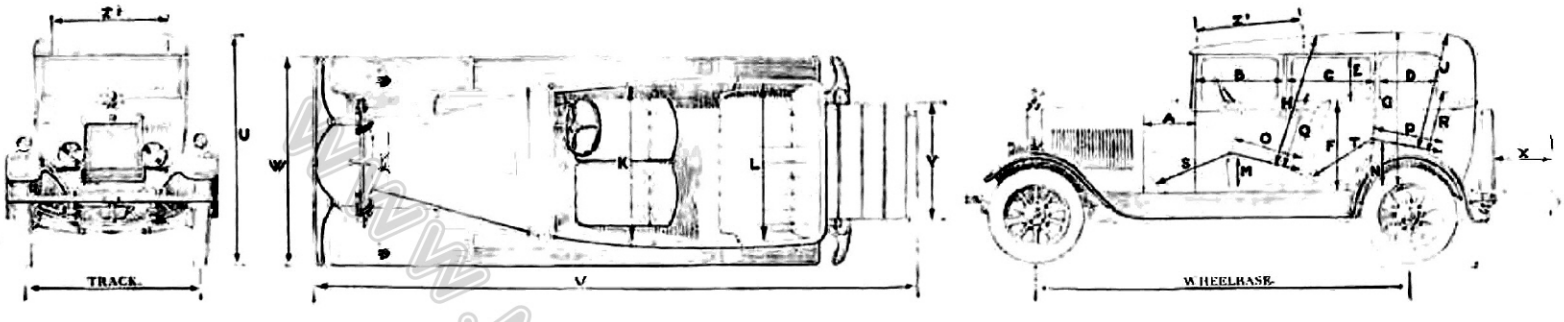
THE whole world is ready to acknowledge that the standards laid down by British car manufacturers as regards reliability and durability are of a very high order. We can feel justified, therefore, in taking a full measure of satisfaction that a discriminating British public has, in the comparatively few years which have elapsed since the war, shown an overwhelming preference for Morris cars as compared with any other one make.

The present range of models represents an advance on anything previously attempted. We offer a range of cars which cover the needs of every motoring member of the community. The standardisation of Triplex safety glass and chromium plating on all models, in addition to other desirable equipment, will be widely appreciated.

The Morris Minor, which has now had a matter of twelve months to prove its mettle, has shown itself to be a highly successful car.

At the other end of the scale we have the new Isis Six, which virtually offers the zenith of motoring pleasure at a price within the reach of very large numbers of people. Between these we have the ubiquitous Cowleys and the new six-cylinder Oxford models, each very attractive in appearance, performance, and supreme value in its class.

In every Morris chassis, irrespective of price, the standard of quality of material, design, workmanship and all-round efficiency is the same. Ever since the days of the first Morris-Cowley, only the best has been good enough for Morris designers and engineers. Over ten thousand skilled and enthusiastic workmen—working under ideal conditions and living in healthy surroundings—man the factories, in which no expense is spared to make Morris cars the best possible value for money.



SEATING DIMENSIONS AND WEIGHTS OF ALL MODELS

DESCRIPTION	Morris Minor			11.9 h.p. Morris-Cowley					15 h.p. Monris-Oxford				Isis Six		
	Tourer	Fabric Saloon	C'built Saloon	2-Seater	4-Seater	Saloon	Fdg. Hd. Saloon	Coupé	Tourer	Fabric Saloon	C'built Saloon	Coupé	Tourer	Saloon	Club Coupé
DASH TO HINGE SIDE OF FRONT PILLAR "A" ...	in. 9½	in. 9½	in. 9½	in. 13⅞	in. 16¼	in. 13⅞	in. 13⅞	in. 13⅞	in. 18	in. 14½	in. 14½	in. 14¼	in. 8¼	in. 8½	in. 12
WIDTH OF FRONT DOORS "B"	26	26	26	25	25¼	25	25	25	26	28	27½	36	27½	28½	37
WIDTH OF REAR DOORS "C"	—	—	—	—	25¼	25	25	—	26	26¼	27½	—	27½	28½	—
WIDTH OF QUARTER-LIGHT "D"	—	23	23	—	—	18	18	11	—	12	17½	21½	—	16½	22
HEIGHT OF DOOR AND QUARTER-LIGHTS "E" ...	—	12½	12½	—	—	14 7/16	14 7/16	14 7/16	—	14	14½	14	—	13	13
TOP OF FRAME TO TOP OF WAIST-RAIL "F" ...	24	28	28	25½	24	27½	27½	27½	24	27½	27½	27½	24	27	27½
FLOOR TO ROOF "G"	46	47	47	44	47	45	45	44	47	45	45	46	49	48	44
FRONT SEAT CUSHION TO ROOF "H"	36	37	37	37	40	39	39	38	40	39	38	39	42	40	38
REAR SEAT CUSHION TO ROOF "J"	36	34	34	—	38	36	36	—	37	37	35	36	40	38	35
WIDTH OVER FRONT SEATS "K"	41	40	40	45	43	41	41	42	49	47	47	46	49	49	49
WIDTH OVER REAR SEATS "L"	40	40	40	34	47	43	43	34	51	49	51	47	52	50	52
HEIGHT OF FRONT CUSHION "M"	12	12	12	10	10	10	10	10	11	11	12	12	11	10	12
HEIGHT OF REAR CUSHION "N"	14	14	14	12	11	12	12	12	13	13	14	11	14	12	14
DEPTH OF FRONT CUSHION "O"	18	18	18	19	19	19	19	19	19	19	19	19	19	21	22
DEPTH OF REAR CUSHION "P"	16	16	16	17	21	20	20	17	21	20	22	19	21	20	21
HEIGHT OF FRONT SQUAB "Q"	17	17	17	21	21	20	20	21	22	24	22	24	21	21	20
HEIGHT OF REAR SQUAB "R"	19	19	19	24	20	22	22	24	20	21	20	20	21	21	22
LEG ROOM (FRONT) "S" ... ... Max.	42	42	42	47	43	47	47	47	43	45	45	43	42	46	48
LEG ROOM (FRONT) "S" ... ... Min.	37	37	37	40	39	40	40	40	39	39	39	37	39	39	44
LEG ROOM (REAR) "T" ... ... Max.				40	39	40	40	48	44	42	48	30	41	46	35
LEG ROOM (REAR) "T" ... ... Min.	35	35	35	39	35	38	38	39	39	36	42	34	38	39	33
OVERALL HEIGHT "U"	60	63	63	70	72	71	71	71	70	69	70	71	75	73	70
OVERALL LENGTH (LUGGAGE GRID CLOSED) ...	121	121	121	152	152	152	152	152	164½	171	164½	170	172	172	172
OVERALL LENGTH (LUGGAGE GRID OPEN) "V"	—	—	NO	LUGGAGE GRID			—	—	171	—	171	—	186	186	186
OVERALL WIDTH "W"	50	50	50	61	61	61	61	61	69½	69½	69½	69½	66½	66½	66½
LUGGAGE GRID DEPTH "X"	—	—	—	—	—	—	—	—	19	—	19	—	18	18	18
LUGGAGE GRID WIDTH "Y"	—	—	—	—	—	—	—	—	33	—	33	—	40	40	40
ROOF OPENING LENGTH "Z1"	—	—	24	—	—	—	28	21½	—	—	30	24	—	—	25
ROOF OPENING WIDTH "Z2"	—	—	36	—	—	—	40	40	—	—	36½	35	—	—	37½
WHEELBASE	78	78	78	105	105	105	105	105	114	114	114	114	114	114	114
TRACK	42	42	42	48	48	48	48	48	56	56	56	56	56	56	56
GROUND CLEARANCE	8½	8½	8½	8	8	8½	8½	8	8½	8½	8½	8½	8½	8½	8½
UNLADEN WEIGHT (in Cwt. and Qr.)	11 2	11 3	12 1	19 0	19 1	20 1	20 1	19 2	24 2	25 0	25 3	25 1	26 3	28 2	26 2

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