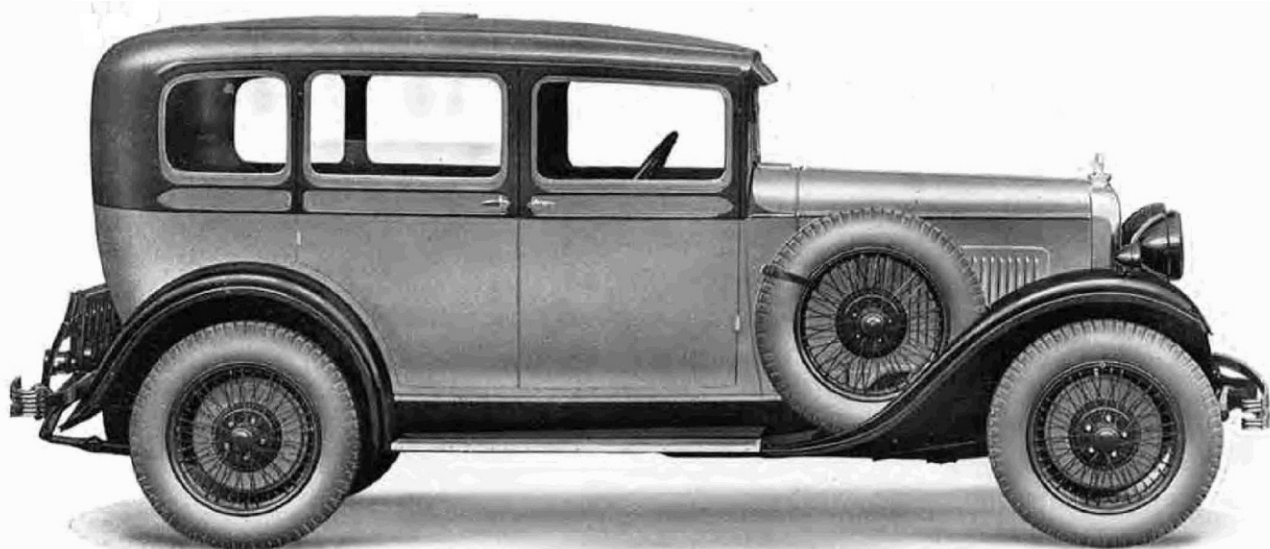


The
**MORRIS
ISIS SIX
SALOON**

PRICE
£385

Finish:—Wine/maroon, blue/grey, Holborn blue, blue/black or olive/ivory cellulose with leather upholstery to harmonise, chromium plating, Triplex glass windscreen and windows.



ASSUREDLY the zenith of quiet magnificence, the Morris Isis Six Saloon is a fully accredited luxury vehicle, in the manufacture of which no expense has been spared. With artistic interior fittings, toning with the rich hides of the resilient upholstery, an interior refinement is offered to which the printed word hardly can do justice. The comfort and convenience of both driver and passengers is studied to the smallest detail; handily disposed smoker's and lady's companions, large pockets on the backs of the forward seats and a plated foot-rail, among other items, being furnished for the rear occupants.

The equipment includes:—

Finger-tip steering wheel controls for switches, ignition and mixture, calorstat-operated radiator shutters, Lockheed hydraulic brakes, pile carpets, locks on all doors, roof ventilator, roof-lamp, pedal rubbers, speedometer with trip, clock, oil gauge, electric petrol gauge, electric windscreen wiper, pressure lubricating pump, licence holder, calorimeter and wings, driving mirror, double bumpers, high-frequency electric horn, dash-operated ventilator, electric lighting and starting, coil ignition, coil indicator light, side- and tail-lamps, Lucas Biflex headlamps with dipping reflectors, stoplight, spring gaiters, five detachable wire wheels, five Dunlop reinforced balloon tyres, spare wheel carrier, toolbox and complete tool kit, tin of lubricating oil, luggage grid.



View of interior showing comfortable seating and wide doors.

THE 18 H.P. MORRIS ISIS SIX

IN the community of motorists there exists a proportion who demand a car with very powerful acceleration, silence, sumptuous upholstery and bodywork which shall represent the coachbuilder's art at its best.

For such as these is the Morris Isis Six, which, with the specific exception of price only, finds its peers only in cars costing twice and three times as much. The six-cylinder power unit of 18 h.p. has created widespread interest among automobile engine designers throughout the world; its sturdy bearing surfaces, clever overhead valve gear which allows the cylinder head to be removed without disturbing the camshaft drive, the accessible location of carburetter, starter, distributor and other components, represent advanced features of design.

And, to balance the rapid acceleration and high maximum performance, Lockheed hydraulic four-wheel brakes, feather-light Bishop cam-type steering, and finger-tip controls mounted upon the steering column, give the driver such a close control of his vehicle as to render cruising speeds of forty-five to fifty miles per hour perfectly safe, even on modern highways.

Its luxuriously upholstered seats, pneumatic for driver and forward passenger, resilient suspension and Luvax shock absorbers, effectively discount the worst road surface, while the interior equipment, as is to be expected, is very complete.

THE MORRIS ISIS SIX SPECIFICATION

- GENERAL** . . . Constructionally the Morris Isis Six consists of a six-cylinder water-cooled engine with a totally enclosed clutch and three-speed gearbox built in unit construction.
This power unit is supported in a sturdy, deep-sectioned frame by vibrationless mountings.
Long supple semi-elliptic springs controlled by progressive shock absorbers carry front and rear axles, which give a track of 56 in. and a wheelbase of 9 ft. 6 in. The springs are enclosed in leather gaiters to protect them against road dirt.
- ENGINE** . . . The six-cylinder engine has a bore of 69 mm., and a stroke of 110 mm., giving a cubic capacity of 2468 c.c., a Treasury rating of 17.7 h.p. and a tax of £18.
The six-cylinders are cast *en bloc* with the upper half of the crankcase, which is extended well below the crankshaft centre and reinforced by unusually generous cross members of box section at each main bearing, producing a deep girder structure of unusual strength and rigidity.
The six-throw crankshaft is carried on four bearings of the largest possible dimensions, and is machined all over to ensure static and dynamic balance. It is finally balanced to extremely close limits by the Olsen method.
A large diameter overhead camshaft, running in three bearings of more than ample dimensions, operates inclined valves through light but strong rocker mechanism. The combustion chambers are machined all over, a feature ensuring uniformity of compression, sweetness of running, and the minimum of carbon deposit.
The camshaft is driven by a Duplex roller chain, automatically tensioned by a device which restricts backlash and facilitates dismantling. The camshaft chain in addition drives two auxiliary shafts from which are driven the oilpump, distributor, dynamo, water impeller, and fan.
Special provision is made in the detachable cylinder head to permit of its removal for decarbonising without disturbing the timing or necessitating removal of the chain, or even its readjustment (a patented feature).
The steel connecting rods are of "I" section and machined all over.
Big-end bearings are of the full-ring type with white metal linings in heavy bronze shells.
The pistons are of aluminium with three narrow rings, the lower one being of the oil-seal pattern.
- LUBRICATION** Full forced feed lubrication is provided by a pump of the spur gear type, mounted externally, and carried well below the normal oil level so that it is self-priming. Oil is fed under considerable pressure to all important bearings, and oil cleanliness is assured by a tray pattern filter of quite exceptional dimensions.
- COOLING** . . . A water impeller driven by the dynamo shaft positively circulates the cooling water from the base of the water jacket upwards. The water is forced into contact with every heated surface of the engine, and its even distribution is ensured by three suitably disposed outlet ports in the cylinder head. The effectiveness of the cooling system permits the use of normal type sparking plugs with freedom from ignition trouble. The cooling water is automatically maintained at its most effective temperature by calorstatically-operated radiator shutters.
- CARBURATION** Carburation is by an S.U. automatic piston-type carburetter, feeding into an induction pipe cast integral with the cylinder head and communicating with each cylinder through independent ports which are commendably short.
The carburetter is fitted with a horizontally pivoted throttle to secure distribution without bias, and adequate control over the mixture strength is provided.
- ELECTRICAL EQUIPMENT** . . . Ignition is by battery and coil with the distributor mounted vertically at cylinder head level, an excellent position for servicing or negotiating flooded areas.
The dynamo is carried well up on the side of the engine, where it is accessible, and is driven by a flexible coupling from the horizontal auxiliary drive shaft.
The starter motor is of the gear type. Pinion and toothed flywheel rim are constantly lubricated, ensuring freedom from trouble and sweetness of operation.
Lucas Biflex headlamps with dipping reflector, sidelamps and "stop" tail-lamp are standard equipment, and all switches, together with the ignition and slow-running adjustment for the throttle, are mounted in the centre of the steering wheel, thus providing FINGER-TIP control.
All electrical units are supplied by Messrs. Joseph Lucas Ltd.
- TRANSMISSION** The clutch is of the multi-plate type with cork insert friction surfaces running in oil. Its action is light, smooth and certain under all conditions.
The sturdy, cast iron gearbox possesses three speeds, all gears being of case-hardened nickel-chrome steel.
The robust one-piece layshaft is mounted on roller bearings, as is the spigot end of the mainshaft.
Ball bearings of heavy duty pattern are fitted to the primary shaft and tail-end of the mainshaft. The mainshaft splines are ground all over, ensuring freedom of action for the sliding gears.
A tubular propeller shaft, with Spicer universal joints at either end, transmits the drive to the spiral bevel final drive gears.
- FOUR-WHEEL BRAKES** . . . Fully compensated four-wheel brakes of the Lockheed hydraulic pattern are fitted to the Morris Isis Six, and operate within drums 14 inches in diameter. Maximum braking efficiency is maintained at all times by this system, there being no lost motion or loss of leverage.
The hand (parking) brake operates externally contracting shoes on a large diameter brake-drum in the transmission at the rear of the gearbox.
- STEERING** . . . The steering gear is of the Bishop cam type, safe, extremely light in operation and giving a fine sense of controllability.
- PETROL TANK** A petrol tank with accessible filler is mounted at the rear of the chassis, and has a capacity of fifteen gallons. Indication of its contents is given by an electric gauge whose dial is situated on the instrument panel. Petrol is fed to the carburetter by an Autovac tank mounted on the dash.
- WHEELS AND TYRES** . . . Detachable wire wheels with Dunlop reinforced cord balloon tyres are fitted as standard. 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 beneath the floorboards.

MORRIS CARS for 1930

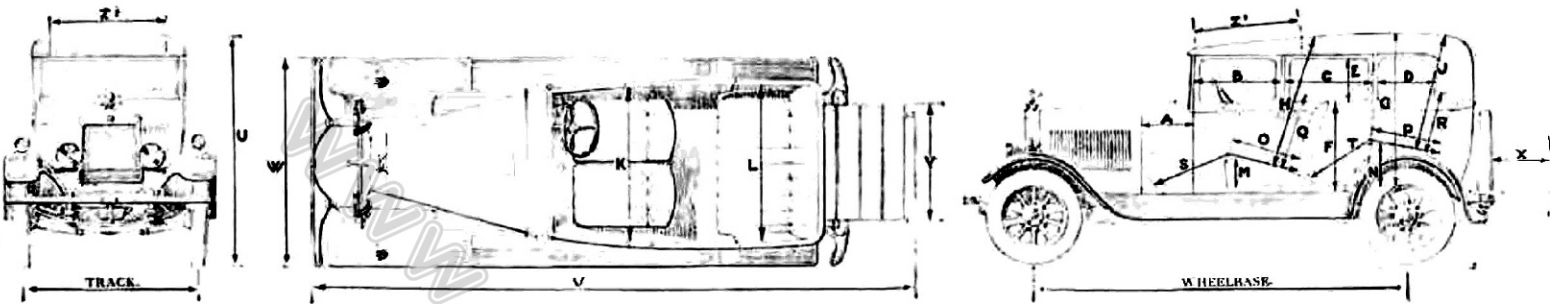
THE whole world is ready to acknowledge that the standards laid down by British car manufacturers as regards reliability and durability are of a very high order. We can feel justified, therefore, in taking a full measure of satisfaction that a discriminating British public has, in the comparatively few 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. MORRIS-OXFORD				ISIS SIX			
	Tourer	Fabric Saloon	C'built Saloon	2-Seater	4-Seater	Saloon	Fdg. Hd. Saloon	Coupe	Tourer	Fabric Saloon	C'built Saloon	Coupe	Tourer	Saloon	Club Coupé	
DASH TO HINGE SIDE OF FRONT PILLAR "A"	9½	9½	9½	13½	16½	13½	13½	13½	18	14½	14½	14½	27½	28½	27	
WIDTH OF FRONT DOORS "B"	26	26	26	25	25½	25	25	25	20	23	27½	36	27½	28½	37	
WIDTH OF REAR DOORS "C"	—	—	—	—	25½	25	25	—	26	20½	27½	—	27½	28½	—	
WIDTH OF QUARTER-LIGHT "D"	—	23	23	—	—	18	18	11	—	12	17½	21½	—	10½	22	
HEIGHT OF DOOR AND QUARTER-LIGHTS "E"	—	12½	12½	—	—	14½	14½	14½	—	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	40	47	47	46	46	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	19	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"	42 Min. 37	42 37	42 37	47 40	43 39	47 40	47 40	47 40	47 39	43 39	45 39	45 37	43 39	42 39	46 34	
LEG ROOM (REAR) "T"	35 Min.	35	35	46 39	39 35	46 38	46 38	48 39	44 39	42 36	48 42	48 34	30 38	41 38	46 39	44 33
OVERALL HEIGHT "U"	60	63	63	70	72	71	71	71	70	60	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	60½	60½	60½	60½	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 8	28 2	26 2	