



BY APPOINTMENT



M O R R I S 9 3 4



B14

MORRIS '25'

MORRIS OXFORD

(For other Morris models see separate folders)

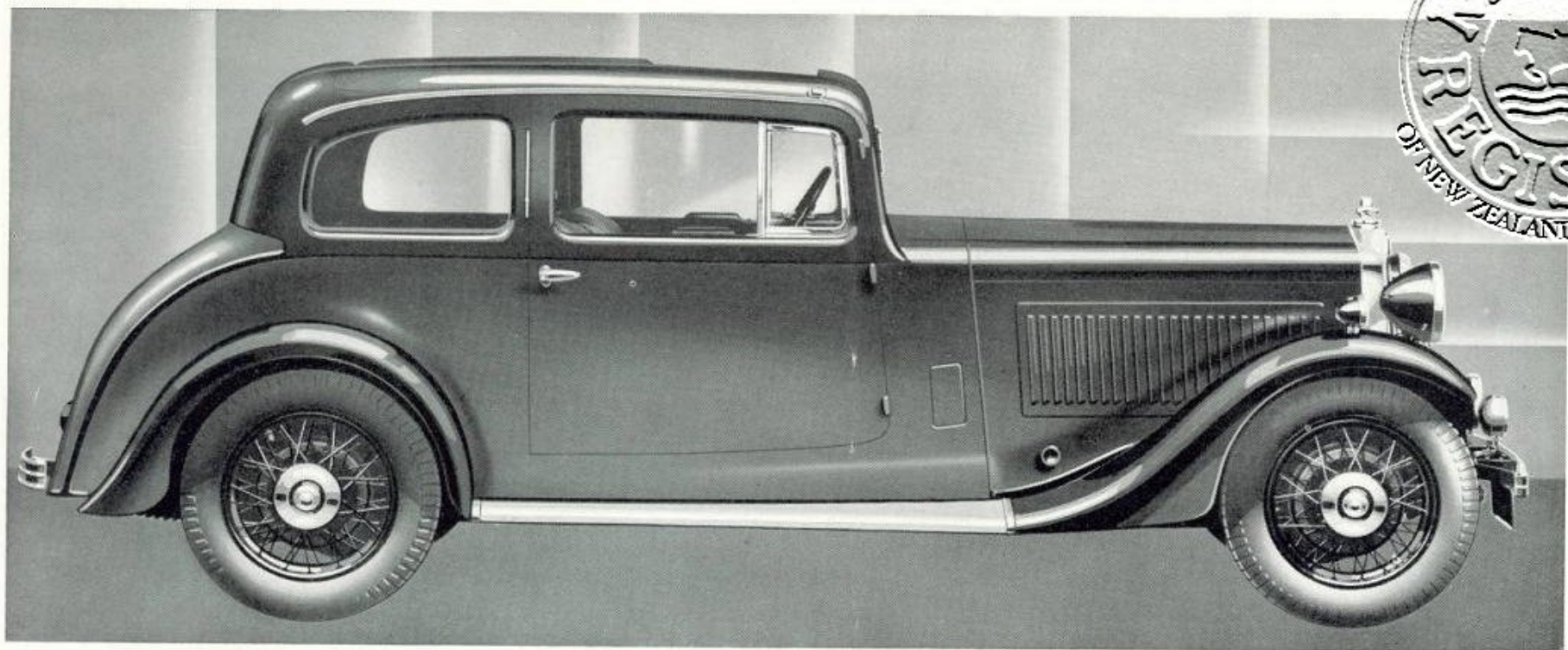
# MORRIS '25' and OXFORD

Considering the Morris '25' and the Morris Oxford, one must admit that they provide a somewhat unusual opportunity for the most critical motorist.

Low built, handsome, and with a sparkling performance, these cars now have the added refinement of an entirely automatic clutch and free wheel.

The driver can change gear, start and stop, without using the clutch—swiftly, surely and quietly. The left foot need never be used. Just lightly pressing or releasing the accelerator pedal gives you complete, effortless control. And this is only one of many improvements.





# MORRIS OXFORD SIX SPECIAL COUPE

**Coachwork.** Green duotone cellulose with green leather upholstery ; Brown duotone cellulose with brown leather upholstery ; Cream/Green cellulose with green leather upholstery ; All Black cellulose with brown leather upholstery.

**Interior Woodwork.** Burr walnut.

**Additional Equipment.** Pneumatic cushion to rear seat, folding

centre arm-rest to rear seat, inbuilt luggage container, adjustable bucket type front seats, four ashtrays, ventilating windows, winding door-windows, interior driving mirror, concealed rear blind with remote control, interior visor, Pytchley sliding head, pillar pull cords, private locks on doors, electric petrol pump, roof-lamp, five detachable Magna type wire wheels, five Dunlop Fort tyres.

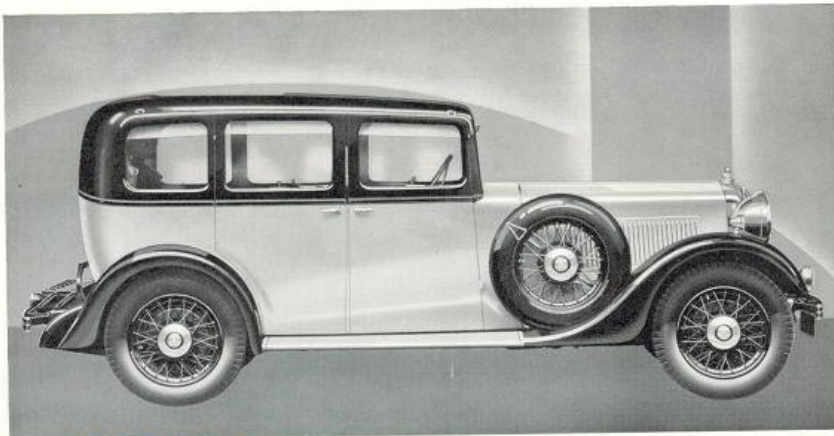
*Also listed :* **THE MORRIS OXFORD SIX SALOON**

**Coachwork.** Blue/Black cellulose with blue leather upholstery ; Brown duotone cellulose with brown leather upholstery ; Green/Black cellulose with green leather upholstery ; All Black cellulose with brown leather upholstery.

**Interior Woodwork.** Burr walnut.

**Additional Equipment.** Luggage grid, adjustable single front seat, occasional table, two head-rest cushions, folding centre arm-rests to front and rear seats, with folding foot-rest for rear passengers, four ashtrays, winding door-windows, interior driving mirror, concealed rear blind with remote control, interior visor, Pytchley sliding head, pillar pull cords, private locks on doors, electric petrol pump, roof-lamp, five detachable Magna type wire wheels, five Dunlop Fort tyres.





## 25 SALOON

**Coachwork.** Blue/Black cellulose with blue leather upholstery ; Brown duotone cellulose with brown leather upholstery ; Green/Black cellulose with green leather upholstery ; All Black cellulose with brown leather upholstery.  
**Interior Woodwork.** Burr walnut.  
**Additional Equipment.** Concealed rear blind with remote control, blinds in rear quarter-lights, winding door-windows and quarter-

light windows, frameless window louvres, luggage grid, interior visor, interior driving mirror, pillar pull cords, Pychley sliding head, single front seat with folding centre arm-rest and folding foot-rest for rear passengers, rear seat with folding centre arm-rest, occasional table, two head-rest cushions, private locks on doors, four ashtrays, roof-lamp, Autovac, six detachable Magna type wire wheels, six Dunlop Fort tyres, twin fog lamps.

## OXFORD SPECIFICATION

The design consists of a six-cylinder water-cooled engine with single-plate clutch and synchromesh four-speed gearbox with free wheel built in unit construction. This power unit is mounted in a sturdy "X" frame, to which are attached, by long supple semi-elliptic springs, axles providing a wheelbase of 114 in. (2,896 m.), and a track of 56 in. (1,422 m.).

The engine bore is 65.5 mm. (2.58 in.), stroke 102 mm. (4.01 in.), and cubic capacity 2062 c.c. (125.84 cu. in.), R.A.C. rating 16 h.p. Cylinders cast in bloc with crankcase, which is liberally reinforced with internal webs. Four-bearing crankshaft balanced statically and dynamically to very fine limits. Main bearings and big-end bearings of full-ring shim-less type. Steel connecting rods and four-ring aluminium pistons. Side-by-side valves, completely machined combustion spaces, camshaft driven by a duplex roller chain from crankshaft, which also drives dynamo, induction pipe and exhaust manifold cast integral, with adequate hot spots. Combined air pre-heater cover and cleaner, which also collects and consumes all crankcase fumes.

Four-speed synchromesh gearbox with interceptor. Centrally disposed gear lever. Gear changing is rendered completely simple by the free wheel device, which can be locked when desired.

The Bendix automatic clutch, with facia board control, enables the car to be driven entirely by the accelerator pedal and gear lever without manual clutch operation. A spur gear pump mounted externally and driven from the camshaft supplies oil for a full forced feed oiling circuit. The oil passes through a large and efficient filter before entering into circulation. Chassis lubrication is by Enots high-pressure oilgun and accessible nipples. A centrifugal pump circulates the cooling water. The water is maintained at correct temperature by automatically-operated radiator shutters, and the radiator is fan assisted.

The distributor for the ignition is provided with automatic advance control. The starter motor is of the sliding pinion type. It is automatically operated by a Lucas Startix switch. Full five-lamp equipment is provided, including stop and reverse light. The lighting and dynamo switches, ignition, slow-running control and horn push are all mounted on the steering wheel. Included is an electric windscreen wiper with twin blades, concealed traffic indicators with automatic release switch, and battery master switch.

An S.U. carburettor, with mixture strength control, supplies the working mixture. The 14 gallon (63 litres) petrol tank is mounted at the rear. Its contents are indicated by a dash-reading electric dial gauge. The petrol feed is by an S.U. automatic electric petrol pump.

The single-plate clutch has cork inserts, and a balanced tubular propeller shaft with Spicer universal joints transmits the drive to the spiral bevel final drive gears and differential. The axle shafts are of the three-quarter floating type.

Four-wheel Lockheed hydraulic brakes ensure braking efficiency. The hand brake operates on the rear wheels. The steering gear is of the Bishop cam type, and left-hand drive is optional. The long semi-elliptic springs are controlled by hydraulic shock absorbers.

A kit of tools is provided, housed in an accessible toolbox.

**General Equipment.** Triplex glass throughout; finger-tip controls for ignition, slow-running, dynamo, lamps and horn; automatic radiator shutters; direction indicators with automatic release switch; Lockheed hydraulic brakes; adjustable windcreens; pile carpets; pedal rubbers; organ type accelerator pedal; gearbox draught excluders; pedal draught excluders; speedometer with trip; oil gauge; dash-reading electric petrol gauge; two-bladed electric windscreen wiper; pressure chassis lubricating pump; calorimeter and wings; bumpers front and rear; high-frequency electric horn; electric lighting and automatic starting; free wheel with locking control; automatic clutch with control; fog lamp; stop, tail and reverse lamp; battery master switch; Luvax hydraulic shock absorbers; Lucas Biflex headlamps with dip and switch mechanism; sidelamps; scuttle side ventilators; door pockets; spare wheel carrier; metal spare wheel cover; jack; tyre pump; kit of tools.

## Points from the SPECIFICATION

Automatic clutch and free wheel.

Synchromesh 4-speed gearbox.

Cruciform frame construction.

Long semi-elliptic springs and hydraulic shock absorbers.

Lockheed hydraulic 4-wheel brakes.

New pattern sloping Duplex radiator.

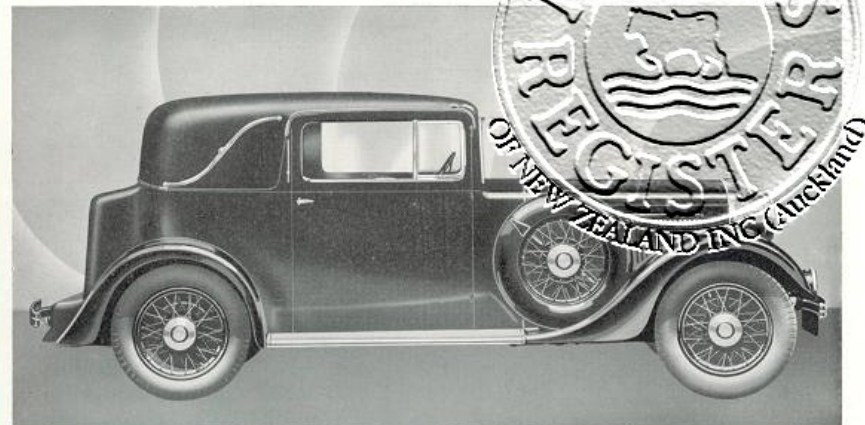
Air cleaner and fume consuming head.

Startix automatic starter control.

Automatic ignition control.

Triplex toughened glass throughout.

Improved equipment.



## 25 SPECIAL COUPE

**Coachwork.** Green duotone cellulose with green leather upholstery ; Brown duotone cellulose with brown leather upholstery ; Cream/Black cellulose with green leather upholstery ; All Black cellulose with brown leather upholstery.

**Interior Woodwork.** Burr walnut.

**Additional Equipment.** Pneumatic cushion to rear seat, folding

centre-arm-rest to rear seat, concealed rear blind with remote control, winding door-windows, ventilating windows, inbuilt luggage container, interior visor, interior driving mirror, Pychley sliding head, pillar pull cords, adjustable bucket-type front seats, private locks on doors, four ashtrays, roof-lamp, Autovac, six detachable Magna type wire wheels, six Dunlop Fort tyres, twin fog lamps.

## '25' SPECIFICATION

The design consists of a six-cylinder water-cooled engine built in unit construction with a single-plate clutch and a synchromesh four-speed gearbox with free wheel. This power unit is mounted in a sturdy "X" frame. Long semi-elliptic springs controlled by hydraulic shock absorbers carry the axles, which possess a track of 56 in. (1,422 m.) and a wheelbase of 120 in. (3,048 m.).

The bore is 82 mm. (3.23 in.), stroke 110 mm. (4.3 in.), and cubic capacity 3486 c.c. (212.7 cu. in.), R.A.C. rating 25 h.p. Cylinders cast in one with crankcase which is liberally reinforced with internal webs. Four-bearing crankshaft balanced both statically and dynamically to very fine limits, and fitted with torsion vibration damper. Main and big-end bearings are of the full-ring shim-less type. Steel connecting rods and four-ring aluminium pistons. Side-by-side valves operated by a camshaft of large diameter, driven by a duplex roller chain from the crankshaft, which also drives the dynamo. Induction pipe and exhaust manifold are cast integral, with adequate hot spots. Combined air cleaner and pre-heating cover, which also collects and consumes all crankcase fumes.

Four-speed gearbox with synchromesh and interceptor and central gear lever. Gear changing is rendered simple by the free wheel which can be locked when desired.

The Bendix automatic clutch, with facia board control, enables the car to be driven entirely by the accelerator pedal and gear lever without manual clutch operation. A spur gear pump mounted externally supplies oil for a full forced feed oiling circuit. The oil passes through a large filter before circulation. Chassis lubrication is by Enots high-pressure oilgun and accessible nipples. A centrifugal pump circulates the cooling water. The water is maintained at the correct temperature by automatically operated radiator shutters, and the radiator is fan assisted.

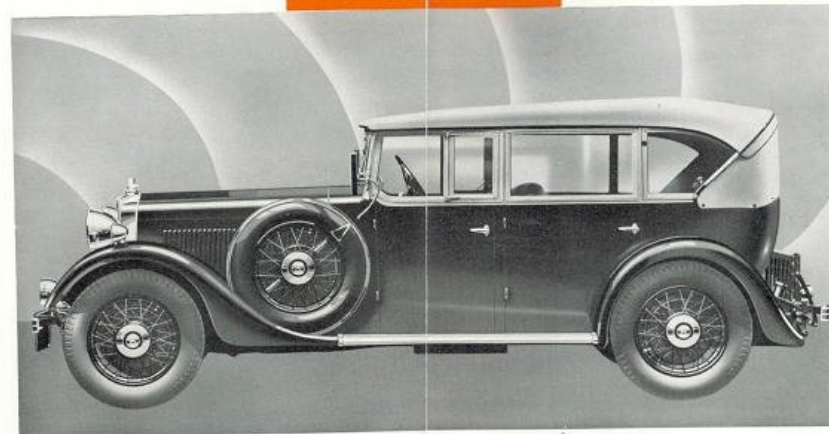
The distributor is driven from the upper end of the oil pump drive. It is provided with automatic advance control. The starter motor is automatically operated by a Lucas Startix switch. Full five-lamp equipment is provided, including stop and reverse light. The lighting and dynamo switches, ignition, slow-running control and horn push are all mounted on the steering wheel. Included is an electric windscreen wiper with twin blades and concealed traffic indicators with automatic release switch and battery master switch.

An S.U. carburettor, with mixture strength control, supplies the working mixture. The 17-gallon (77 litres) petrol tank is mounted at the rear. Its contents are indicated by an electrically-operated dial gauge on the instrument panel. Petrol feed to the carburettor is by Autovac.

The single-plate clutch has cork inserts. A balanced tubular Spicer propeller shaft with Spicer universal joints transmits the drive to silent spiral bevel final drive gears and differential. The axle shafts are of the three-quarter floating type.

Four-wheel Lockheed hydraulic brakes ensure braking efficiency. The hand brake operates on the rear wheels. The steering gear is of the Bishop cam type, and left-hand drive is optional. A kit of tools is provided, housed in an accessible toolbox.

**General Equipment.** Triplex glass throughout; finger-tip controls for ignition, slow-running, dynamo, lamps and horn; automatic radiator shutters; direction indicators with automatic release switch; Lockheed hydraulic brakes; adjustable windcreens; pile carpets; pedal rubbers; organ type accelerator pedal; gearbox draught excluders; pedal draught excluders; speedometer with trip; oil gauge; dash-reading electric petrol gauge; two-bladed electric windscreen wiper; pressure chassis lubricating pump; calorimeter and wings; bumpers front and rear; high-frequency electric horn; electric lighting and automatic starting; free wheel with locking control; automatic clutch with control; fog lamp; stop, tail and reverse lamp; battery master switch; Luvax hydraulic shock absorbers; Lucas Biflex headlamps with dip and switch mechanism; sidelamps; scuttle side ventilators; door pockets; spare wheel carriers; metal spare wheel covers; jack; tyre pump; kit of tools.



## 25 TOURER

**Coachwork.** Blue or Brown cellulose with brown leather upholstery.

**Interior Woodwork.** Burr walnut.

**Additional Equipment.** Hood, hood bag, detachable sidescreeens, external driving mirror, luggage grid, Autovac, six detachable Magna type wire wheels, six Dunlop Fort tyres.



MORRIS INDUSTRIES EXPORTS LTD. (hereinafter called "the Company") hereby guarantee that all precautions which are usual and reasonable have been taken by them to assure excellence of materials and workmanship in the vehicles supplied by them. This guarantee is applicable only to new vehicles or parts thereof, and is to be in force for a period of Six Months only from the date when the vehicle or chassis is delivered new to the customer.

The Company only holds itself liable under this guarantee for the exchange or repair of any part or parts which may have proved to be defective. The Company will not be responsible for any expense which the purchaser may incur in removing or having removed or in replacing or having replaced any part or parts to be sent for inspection or in fitting or having fitted any new parts supplied in lieu thereof. In the case of the sale of second-hand vehicles or vehicles which shall be used for "hiring out" purposes no guarantee of any kind is given or is to be implied.

The liability of the Company is limited to the replacement (free at the depot of the Company's authorised Distributor in the territory in which the vehicle was purchased) of any part or parts found to be defective. No guarantee is given in respect of alleged defects caused by wear and tear, accident, misuse or neglect.

The Company guarantee only those vehicles or chassis which are bought either direct from one of their duly authorised Distributors or Dealers or through a bona fide motor dealer who has been supplied by the Company's authorised Distributor in his territory.

Morris chassis supplied by the Company are intended to be fitted with bodies similar in weight and character to those shown in the Company's catalogues. Should a purchaser fix a body materially differing therefrom he does so at his own risk. This guarantee shall not apply to any chassis or part thereof if the weight of the body fitted thereon complete and ready for the road exceeds 3 cwt. 3 qr. in the case of the Morris Minor Chassis Short Wheelbase; 4 cwt. 3 qr. in the case of the Morris Minor Chassis Long Wheelbase; 5 cwt. 2 qr. in the case of the Morris Ten Four Chassis; 5 cwt. 2 qr. in the case of the Morris Ten Six Chassis; 5 cwt. 3 qr. in the case of the Morris Cowley Four Chassis; 6 cwt. 0 qr. in the case of the Morris Cowley Six Chassis; 6 cwt. 3 qr. in the case of the Morris Oxford Six Chassis and 7 cwt. 2 qr. in the case of the Morris "25" Chassis.

## CONDITIONS OF GUARANTEE

If an alleged defective part should be found in a Morris vehicle supplied by the Company it must be sent to the depot of the Company's authorised Distributor in the territory in which the vehicle was purchased, carriage paid, with an advice note under separate cover stating the numbers of the engine and chassis of the vehicle from which the part was taken as shown by the Company's number-plate, the name of the Dealer from whom the vehicle was purchased, the date of purchase and an intimation from the sender that he desires to have the alleged defective part exchanged or made good free of charge under this guarantee. Parts returned without such advice will be at the risk of the sender, and this guarantee and any implied guarantee shall not be enforceable in respect thereof. The equipment of Morris vehicles supplied by the Company is of the highest grade obtainable, but the Company does not guarantee any proprietary fittings whatsoever (whether tyres, lamps, electrical equipment, or any other proprietary fitting of any type) supplied with its vehicles or otherwise. Such

proprietary fittings are covered by a guarantee issued by their separate manufacturers and will be serviced by them. Neither does the Company guarantee any component part supplied by the Company to the order of the purchaser which differs from the usual specification of the part supplied with the Company's vehicles or by the Company in connection therewith. This guarantee shall not apply to any vehicle repaired or altered in any way which in the judgment of the Company shall affect its stability or reliability.

This guarantee is given in lieu and in exclusion of all other warranties, conditions and obligations imposed or implied by Statute or otherwise in respect of the Company's vehicles or chassis, and no modification of the terms hereof is authorised whether the purchaser at the time of purchase shall receive a copy of the Company's guarantee or not. The Company does not give any guarantee in respect of second-hand goods sold by them.

1st September, 1933

SOLE EXPORTERS:

**MORRIS INDUSTRIES EXPORTS LTD.**  
**COWLEY, OXFORD, ENGLAND**

Governing Director: Sir WILLIAM R. MORRIS, Bt.

Telegrams and Cables: MOREX, OXFORD

Managing Director: S. G. K. SMALLBONE

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