



**The
secret
of the
OXFORD'S
success!..**

...it takes
outstanding quality
and British Engineering
at its best
to produce such a successful car...

THE MORRIS OXFORD

commenced production in its original Farina-bodied form in 1959. Since then its development has been subtle but continuous, to the point where the Series VI Oxford Saloon of today is one of the most highly refined and polished motor car designs there has ever been.

And one of the most successful: one of a classic handful of car types which has ridden serenely to national and world reputation, notching up immense volume-sales and establishing an equally immense cult of loyalty amongst owners while briefer-lived models have come and gone.

However long it may continue in production, the Oxford can never now be a novel or spectacular car. Its virtues lie in other directions.

And they are considerable virtues. The Oxford is handsome, solid, spacious and comfortable. It offers long-legged and discreetly lively performance. And its reliability, bearing in mind the integrity of its engineering and the nature of its evolution, is totally unsurprising.





**Enduring
power,
robust and
supple
suspension
plus all round
stability add up
to effortless driving
over long distances**

The Oxford's 1622-c.c. engine has millions of miles of experience to its credit.

It was conceived as the trouble-free, high mileage motor *par excellence* and proves to be exactly that in practice, a quiet mile-eater with a modest appetite for fuel, an infinitesimal one for oil and none whatsoever for component failures.

The suspension on which it and you ride is supple for comfort but firm enough to make the Oxford a fast and agile proposition on winding off-motorway roads, and the whole car has a robustness and stability that make for peace of mind wherever and with whom-ever you are driving.



Rugged construction and timeless shape & design make it easy on the eye and safe on the road

The Oxford's surprising liveliness tends to conceal the sheer strength that is engineered into its construction. This ruggedness reveals itself, however, in the car's longevity and in its behaviour under stress and in emergencies. The styling of the Oxford has built-in longevity too. The familiar Farina shape has smoothed almost imperceptibly over the years and has the potential to remain quietly handsome and pleasing while more extreme designs flourish momentarily and then date.

Spacious interior with functional well placed controls and instruments to ensure safe and comfortable handling

This is a big car inside. It has head room, leg room, knee and hip room for five people; real people. And it is furnished for comfort and safety, with seats designed for distance driving without fatigue, stowage space to keep distracting oddments out of the way, full-width crash padding across the fascia and instruments (an unusually complete complement of instruments), and controls located for maximum efficiency and, therefore, safety.



Automatic or manual gears both provide smooth quiet progress through all sorts of traffic conditions

The Oxford has a flexible and responsive engine and four well-chosen gear ratios which make town work as well as distance driving an unswerving business. However, if you don't want to think about gear-changing at all, a three-speed automatic transmission is available as an optional extra. Which makes the Oxford an even more restful way of travelling.

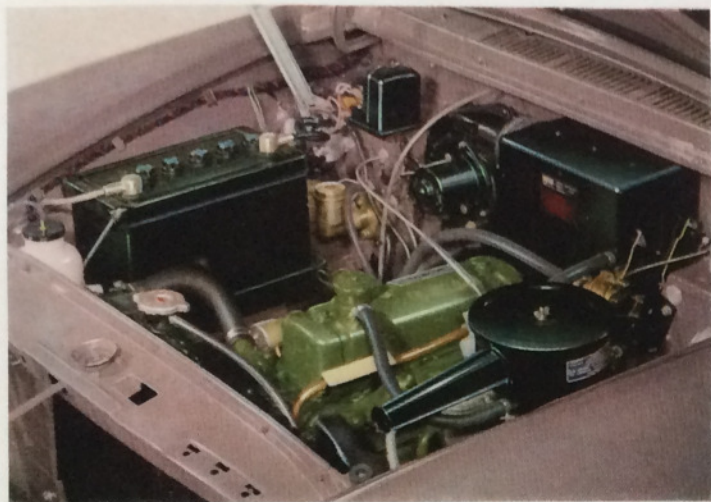


Reliable performance over the roughest conditions and in all weathers

Summing up, these are the Oxford's virtues: it is roomy, comfortable, good looking and well furnished; it is engineered for a long life even if that life happens to be an arduous one; it has a lively town performance and an effortless motorway stride; it is almost ridiculously cheap to run.

Add to those one more virtue: there is a countrywide and, in fact, world-wide network of Morris Distributors and Dealers ready to service it, though your need of them is apt to be confined purely to routine servicing, because the Morris Oxford is just about the most reliable and untemperamental thing ever to take the road.

THE MORRIS OXFORD SERIES VI SPECIFICATION



The 1622-c.c. engine which powers both basic and de-luxe Series VI Oxfords. A lower-compression engine is available for some export markets.

Also available, at extra cost, is a 1489-c.c. diesel unit of particular interest to fleet operators.

Nineteen cubic feet of square-shaped and therefore totally usable boot. Luggage capacity for long, long distances, further freed by the location of the spare wheel in a separate compartment out of the way under the floor.



ENGINE: (Petrol): Four cylinders; bore 3.0 in. (76.2 mm.), stroke 3.5 in. (88.9 mm.); cubic capacity 99.55 cu. in. (1622 c.c.); compression ratio 8.3 : 1 (7.2 : 1 available for Export only). Overhead valves operated by push-rods. Renewable-element external full-flow oil filter. 61 b.h.p. at 4,500 r.p.m. (63 gross) (high compression); 56 b.h.p. at 4,500 r.p.m. (59 gross) (low compression). Torque: 90 lb. ft. at 2,100 r.p.m. (high compression); 83 lb. ft. at 2,000 r.p.m. (low compression.)

ENGINE: (Diesel): Four cylinders; overhead valves; bore 2.875 in. (73.02 mm.), stroke 3.5 in. (88.9 mm.); cubic capacity 90.88 cu. in. (1489 c.c.); compression ratio 23 : 1. 40 b.h.p. (maximum) at 4,000 r.p.m. Torque (maximum) 64 lb. ft. at 1,900 r.p.m. Cylinders cast integral with crankcase in cast-iron alloy. Detachable cast-iron head carrying overhead valve gear. Forged steel counterbalanced crankshaft. Renewable-element external oil filter.

COOLING: By pressurized system assisted by impeller pump and fan. Circulation thermostatically controlled.

FUEL SYSTEM: (Petrol): S.U. semi-downdraught carburettor fed from rear tank by rear-mounted S.U. electric fuel pump. Paper-element-type air cleaner and silencer. Fuel tank capacity 10 Imperial gallons (45.4 litres, 12 U.S. gallons). Concealed fuel filler fitted with lock.

FUEL SYSTEM: (Diesel): Ricardo Comet V combustion system. Rotary distributor-type injection pump. Hydraulic governor limits engine to 4,000 r.p.m. Pintaux-type injector nozzles. Fuel filter with renewable element. Mechanical fuel transfer pump. Heater plugs fitted.

IGNITION: (Petrol): Battery and coil. Automatic advance and retard with centrifugal and vacuum control.

TRANSMISSION: (Petrol): Borg & Beck single dry-plate clutch, 8 in. (0.20 m.) diameter with hydraulic actuation. Four-speed gearbox with synchromesh on second, third, and top gears, giving overall ratios of—first 15.64, second 9.52, third 5.91, top 4.3, and reverse 20.45 : 1. Central floor gear-change; steering-column gear-change optional. Three-quarter-floating rear axle with hypoid final reduction gears; axle ratio 4.3 : 1 (8/39 ratio available for Export only).

TRANSMISSION: (Diesel): Borg & Beck single dry-plate clutch, 9 in. (0.23 m.) diameter; hydraulically operated by pendent pedal. Four-speed gearbox with synchromesh on second, third, and top; overall gear ratios—first 17.95, second 10.93, third 6.78, top 4.55, reverse 23.47 : 1. Central floor gear-change; steering-column change optional. Three-quarter-floating rear axle with hypoid bevel crown wheel and pinion; ratio 4.55 : 1.

AUTOMATIC GEARBOX: (Petrol only): (Optional at extra cost): Fully automatic with hydraulic torque-converter coupling. Hydraulically controlled planetary gear set provides three forward speed ratios and reverse, engaged by multi-disc clutches and brake bands; ratios—first 2.39, second 1.45, top 1.00, reverse 2.09 : 1. Selector lever mounted on steering-column.

BRAKES: Girling hydraulic, fully compensated brakes. Pendent-type pedal, 9 in. (0.23 m.) diameter brake-drums front and rear. Two-leading-shoe front brakes; leading and trailing shoes at rear. Hand brake operates on rear wheels only.

STEERING: Cam and peg. Two-spoke 17 in. (0.43 m.) safety steering-wheel with horn segment. Turning circle 37 ft. 5 in. (11.40 m.). Track: front 4 ft 2½ in. (1.28 m.); rear 4 ft. 3½ in. (1.31 m.).

SUSPENSION: Independent front suspension by coil springs and wishbones; anti-roll bar; hydraulic piston-type dampers with arms forming upper suspension link. Rear suspension by semi-elliptic rubber-mounted springs and piston-type hydraulic dampers. Rear stabilizer bar.

WHEELS AND TYRES: Ventilated disc-type wheels with four-stud fixing. 5.90—14 tubeless tyres. Spare wheel stowed in special compartment below rear floor.

ELECTRICAL EQUIPMENT: High-output generator with compensated voltage control; 12-volt, 43 amp.-hr. battery (at 20-hr. rate) petrol, 91 amp.-hr. diesel; double dipping headlamps with sealed-beam light units; foot dipping switch; sidelamps and front flashers combined; stop/tail lamps, flashers, and rear reflectors combined; number-plate lamp; non-glare instrument lighting; dual-arm self-parking windscreen wipers; twin Windtone horns; flashing direction indicators with automatic flasher cancelling control with warning lamp; interior lamp; ignition and headlamp main-beam warning lamps.

ADDENDUM: Duotone body colours are no longer available.

SPECIFICATION *cont.*

INSTRUMENTS: Speedometer with trip and total distance recorders; fuel gauge; oil pressure gauge; engine temperature indicator; electric clock is standard on De-luxe Saloon.

CONTROLS: Lighting switch; panel lamp switch; combined ignition and starter switch; windscreen wiper switch; mixture control; flashing direction indicator control mounted on steering-column; fresh-air circulation control; windscreen washer control.

COACHWORK: Four-door, four-light, four/five-seater saloon of all-steel unitary construction. Doors hung on concealed hinges at forward edges; push-button exterior handles, with private locks on front doors; all doors can be locked from inside, but the arrangement on the front doors is such that they can be locked from outside without using the ignition key, if desired; children's safety catches fitted to all doors; each door has a toughened glass opening ventilating louvre and wind-down window with stainless metal surround. Wide, curved, toughened glass windscreen and full-width rear window with stainless metal surrounds. Chrome bumpers front and rear. Adjustable front seats of split-bench type, with cushions of foam rubber and squabs of rubberized hair. Ashtray fitted in rear of each front seat. Rear seat cushion and squab have spring cases faced with rubberized hair, folding arm-rest in rear seat, arm-rests on rear doors, parcel shelf behind rear seat. Luggage compartment of large capacity with spring-balanced lid, with locking handle and floor covered with vinyl-treated felt; spare wheel carried in tray below compartment floor. Entire interior trim is in hard-wearing vinyl-coated fabric.

Upper surface of fascia is trimmed in black to prevent glare, and also incorporates a padded crash roll; instruments are placed immediately in front of driver and a closed glovebox is on passenger's side. Full-width parcel shelf beneath fascia. Ashtray on each front door. Floor covered in carpet; all floor covering has felt underlay. Fresh-air unit. Crushable sun visor and tinted interior rear-view safety mirror for driver; windscreen washer. Anchorage points are built-in, to which your Distributor or Dealer can fit approved accessory seat belts. A de-luxe model is available which includes fresh-air heater/demister unit (fresh-air unit only on Export De-luxe), passenger's sun visor, twin Windtone horns, wheel trims and front bumper over-riders. Electric clock.

OPTIONAL EXTRAS: (Basic model only): Heater unit. (Basic and De-luxe models): 1.5-litre diesel engine; Automatic transmission (petrol only); reclining front seats; electrically heated rear window.

EXPORT AVAILABILITY: To satisfy world market requirements the following variations from the production specification are available for Export at no extra cost; Right- or left-hand steering; m.p.h. or km.p.h. speedometer; lighting and flasher equipment to suit Export requirements; steering-column gear-change; 4.875 : 1 axle ratio on manual and automatic cars; 3.9 : 1 ratio on automatic only; Optional at extra cost: heater unit; 1.5-litre diesel engine; automatic transmission (petrol only); bench-type front seat with folding centre arm-rest; laminated windscreen; reclining front seats; electrically heated rear window.

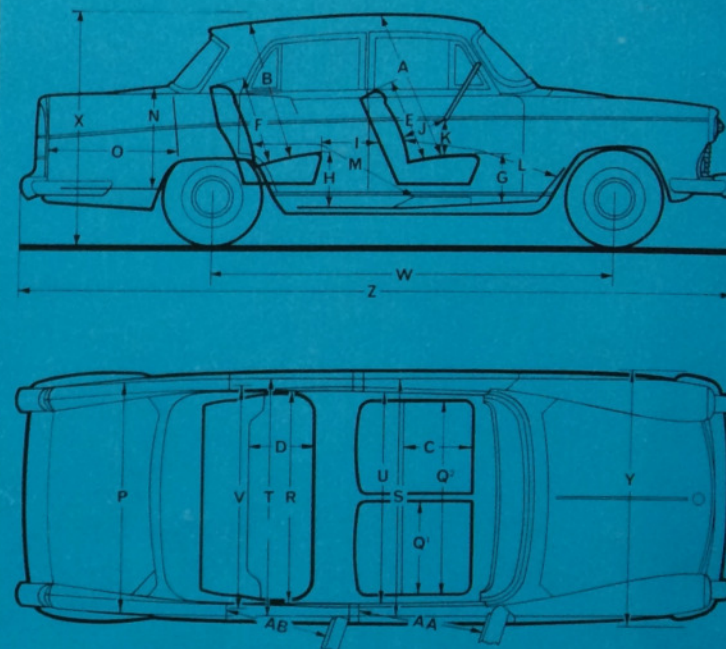


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BRITISH LEYLAND (AUSTIN-MORRIS) LIMITED
BIRMINGHAM, ENGLAND

DIMENSIONS



Front seat head room	A*	37 1/4 in.	0.95 m.
Rear seat head room	B*	34 1/4 in.	0.87 m.
Front seat cushion depth	C	18 in.	0.46 m.
Rear seat cushion depth	D	18 in.	0.46 m.
Front seat squab height above cushion	E	20 in.	0.51 m.
Rear seat squab height above cushion	F	21 in.	0.53 m.
Front seat cushion height above floor	G	14 in.	0.36 m.
Rear seat cushion height above floor	H	14 1/2 in.	0.37 m.
Distance between seats—maximum	I	14 in.	0.36 m.
Distance between seats—minimum	J	9 in.	0.23 m.
Steering-wheel to squab—maximum	K	16 1/2 in.	0.42 m.
Steering-wheel to squab—minimum	L	11 1/2 in.	0.29 m.
Steering-wheel to cushion	M	54 in.	0.14 m.
Front seat leg reach—maximum	N	46 in.	1.17 m.
Front seat leg reach—minimum	O	41 1/2 in.	1.05 m.
Rear seat leg reach—maximum	P	45 in.	1.14 m.
Rear seat leg reach—minimum	Q	43 in.	1.09 m.
Luggage boot height	R	23 1/2 in.	0.61 m.
Luggage boot depth	S	31 in.	0.79 m.
Luggage boot width	T	57 1/2 in.	1.45 m.
Front seat cushion width—individual	U	24 in.	0.61 m.
Front seat cushion overall width	V	49 in.	1.24 m.
Rear seat cushion overall width	W	55 1/2 in.	1.41 m.
Width between front doors—maximum	X	55 in.	1.40 m.
Width across rear seat—maximum	Y	55 1/2 in.	1.41 m.
Shoulder width over front seat	Z	50 1/2 in.	1.29 m.
Shoulder width over rear seat	AA	50 1/2 in.	1.29 m.
Wheelbase	AB	100 1/2 in.	2.54 m.
Overall height		58 1/2 in.	1.47 m.
Overall width		63 1/2 in.	1.60 m.
Overall length		174 1/2 in.	4.43 m.
Front door entry width		34 in.	0.86 m.
Rear door entry width		26 in.	0.66 m.
Kerbside weight		2483 lb.	1126 kg.
Boot capacity		19 cu. ft.	0.54 m. ³

* With seats compressed.