



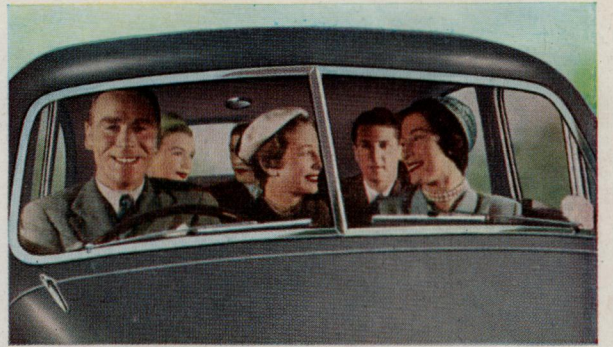
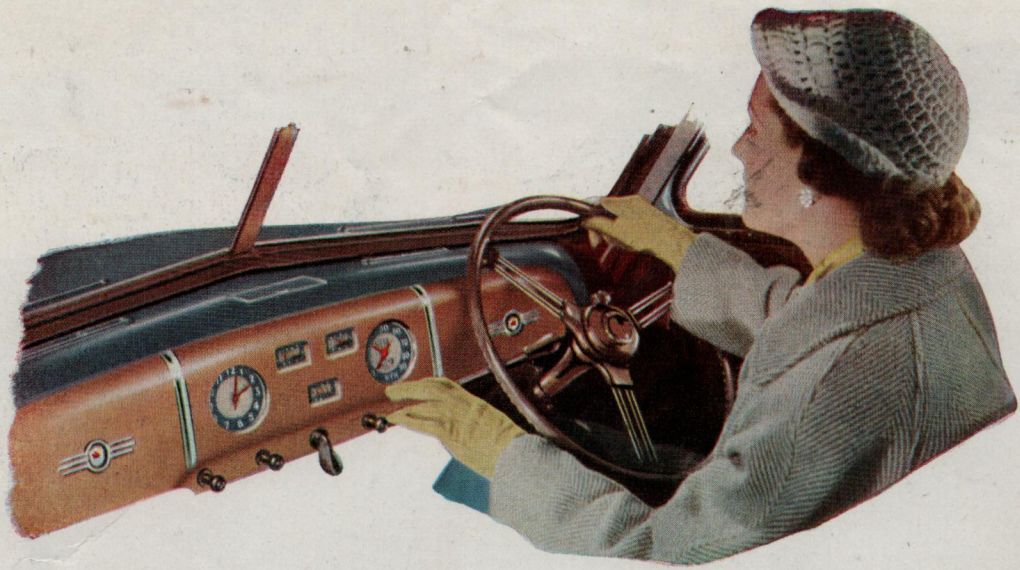
MORRIS SIX

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DEN HAAG
Telefoon: 724242




"Quality First"
all the way
through

Powerful, luxurious motoring at modest cost



YOU'LL LIKE THE EXTRA WIDTH in the Morris Six. Increased body space between the door pillars means more elbow room for all passengers.



LOOK AT THE HEADROOM! You'll marvel that a car so handsome could give such head space. Good road clearance is achieved by hypoid final drive, which gives low, flat floors.

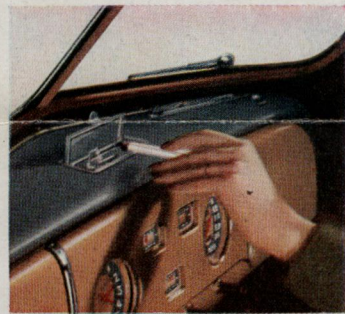
Everything you want at a price you can afford

Here is the MORRIS SIX . . . a car that brings fast, powerful luxurious motoring at modest cost. It brings too, other Morris "Quality First" features that add to your riding enjoyment and safety. For additional comfort, seats are designed to give support where support is needed . . . to ensure that body strain is reduced to a negligible minimum on even the longest, most arduous journey. All doors are big, wide and easy to enter; they open on concealed hinges mounted on the forward pillars thus preventing them swinging open under outside air pressure if they have not been properly shut. Lockheed hydraulic brakes give responsive, balanced, safe braking in all emergencies, on all surfaces at all speeds. Their effect is sure . . . always. Here is a "Quality First" car you'll make a friend . . . a car you'll be proud to own.

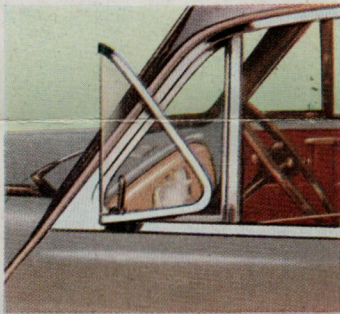
REAR SEAT is extra wide and deep, and there's plenty of leg room.



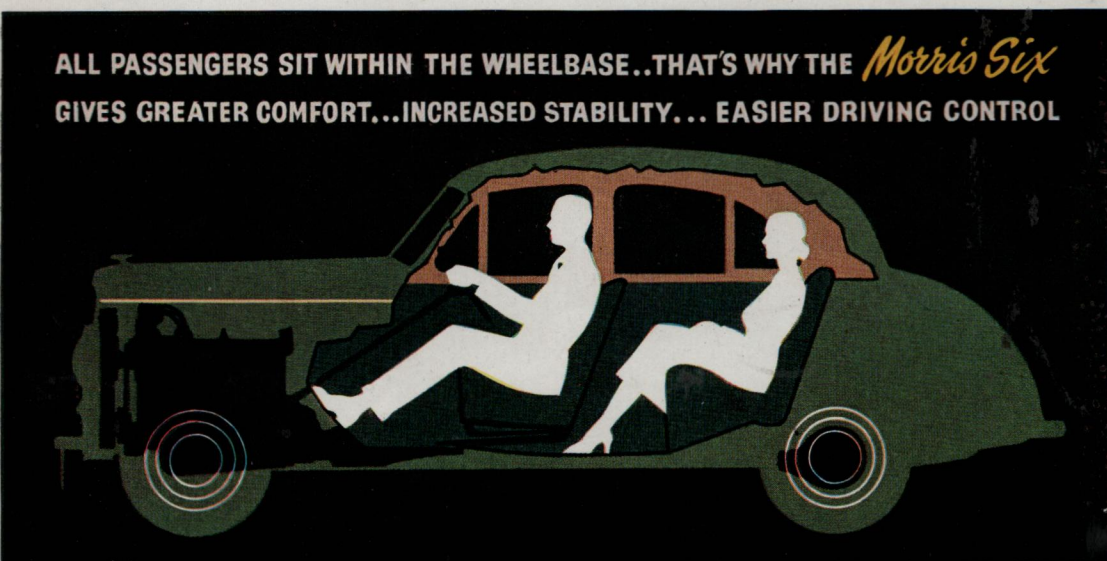
ASHTRAYS are provided within easy reach without stretching.



VENTILATING WINDOWS are easily adjusted to any desired position.



YOU'VE GOT ROOM FOR LOTS OF LUGGAGE in the Morris Six—there is over 10 cu. ft. of space. Spare wheel is housed separately and is easily reached without disturbing the luggage.



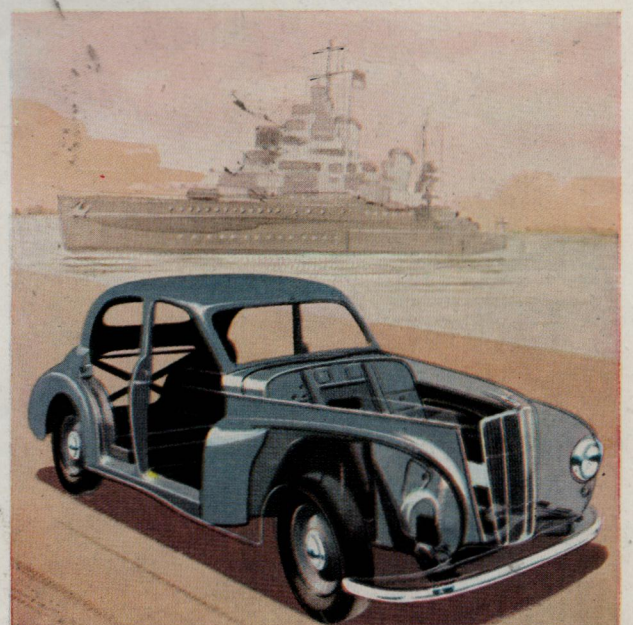
This diagram shows how driver and passengers are seated well within the wheelbase in the Morris Six. The major weight, the power unit, is located in the safest position, well forward and low down. Riding comfort is vastly improved with perfect control for the driver. This car can be driven round bends with a degree of precision thoroughly satisfying to the most exacting motorist.



LOW PRESSURE TYRES increase riding comfort. Lockheed hydraulic brakes operating on stiff cast-iron brake drums are certain and instant in action.

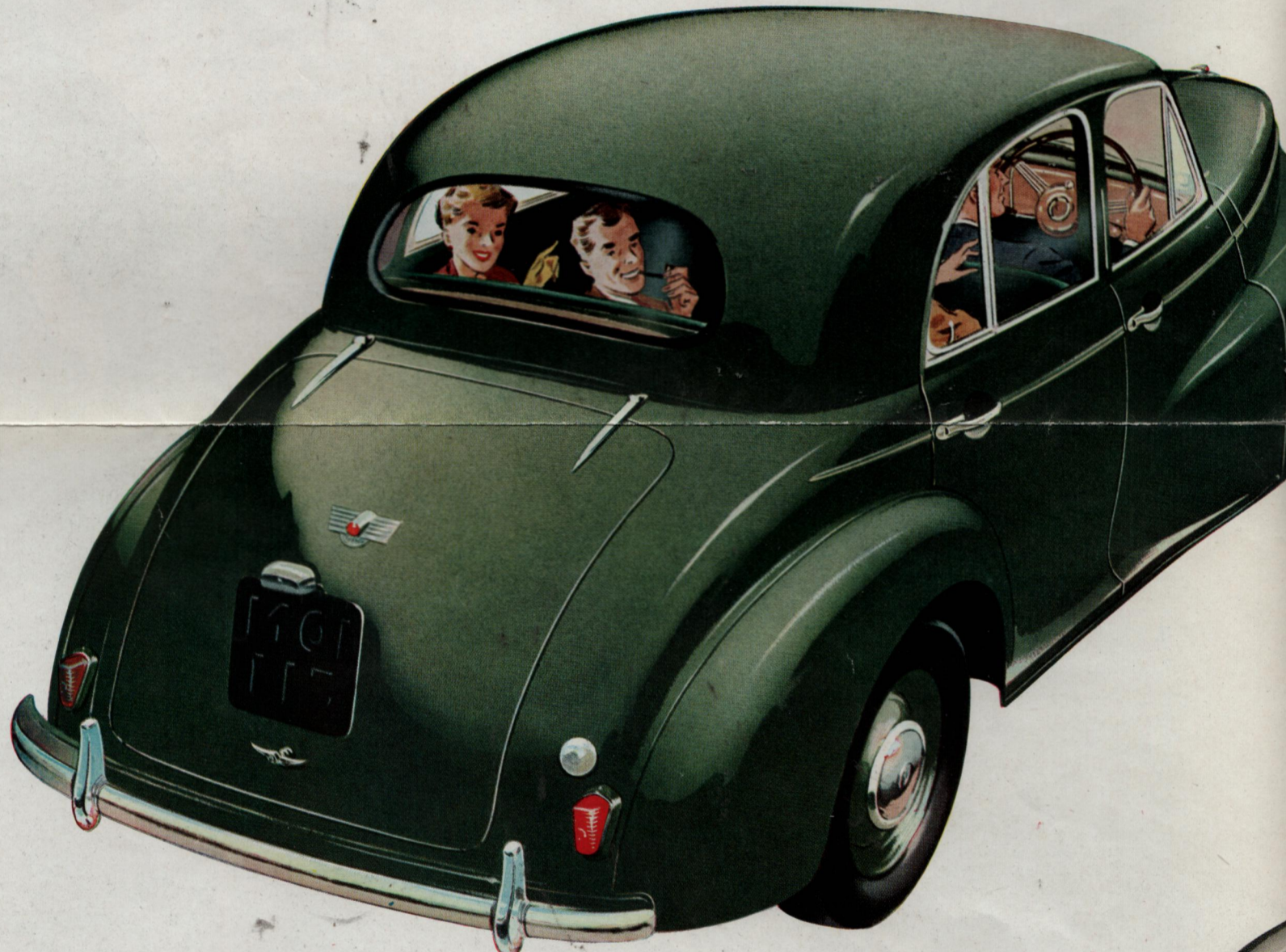
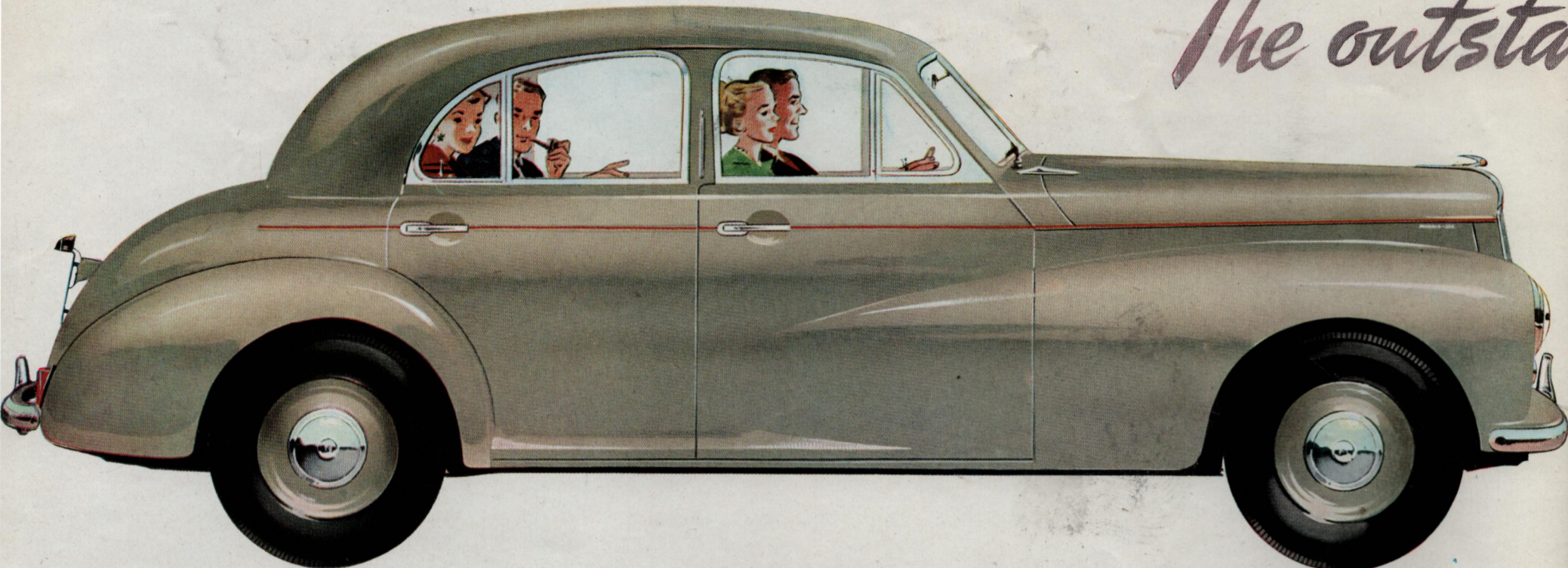


DOUBLE ACTION SAFETY LOCKS to all doors. If the door is not properly fastened the second safety catch holds it securely until properly shut.



All Morris cars are built on the "MONO-CONSTRUCTION" principle, a building process, pioneered by Morris since 1938, which eliminates a separate body and chassis. All structural members are combined in one all-steel welded unit for greater strength and safety while eliminating many pounds of useless weight. The whole is rustproofed in a special plant before painting. There are no rivets—no body bolts to rattle or squeak. Driver and passengers are safer—they're protected more. The lighter, yet stronger body improves the power-to-weight ratio which adds to speed and reduces fuel consumption. Morris "MONO-CONSTRUCTION" is stronger, more modern and lasts years longer.

The outsta



HERE'S THE PLACE — BEHIND THE WHEEL — TO PROVE YOU GET MORE FOR YOUR MONEY FROM A MORRIS

Lockheed hydraulic fully compensated four-wheel brakes ● Steering column gear change and pistol-grip hand brake ● Soft-glow edge-lighting to instrument panel with clear easy-to-read dials ● Four-speed synchromesh gearbox ● Twin electric wipers ● Overhead camshaft six-cylinder engine ● Clear all round driving vision ● Torsion-bar independent front suspension with twin hydraulic type shock absorbers ● Hypoid final drive ● Twin sun visors ● One-piece fully adjustable front seat ● Fully winding glass windows and ventilating windows to all doors ● Light, precise steering with spring steering wheel ● 12-volt double dipping headlamps with pre-focused bulbs ● Twin stop and tail lights ● Twin wind-tone electric horns ● Full width parcel tray under facia panel ● S.U. automatic carburetter with S.U. electric fuel pump.

Ask for details about other Morris cars. Morris Minor 2-door Saloon, 4-door Saloon, and Convertible, Morris Oxford

Outstanding 'value-for-money' motor car

Examine the "Quality First" MORRIS SIX closely. Make yourself hard to please and see how this fine big Morris still matches up to your most exacting motoring requirements.

See how you can enjoy fine-car styling, brilliant performance, superb road-holding, comfort and safety . . . for a modest first cost and without paying a lot of money for running and upkeep.

You'll find the MORRIS SIX is beautifully styled from every point of view . . . front, side, and rear ; inside and out.

You'll admire the perfect finish of the paintwork . . . the tasteful interior decoration

. . . the roominess of the body . . . the full width seating . . . the clear floors and ample headroom.

When you take this car on to the road you'll thrill to the forceful pace set by the overhead camshaft engine. You'll revel in the supreme comfort of the within-the-wheelbase

seating . . . the superlative springing of the

torsion bar independent front suspension.

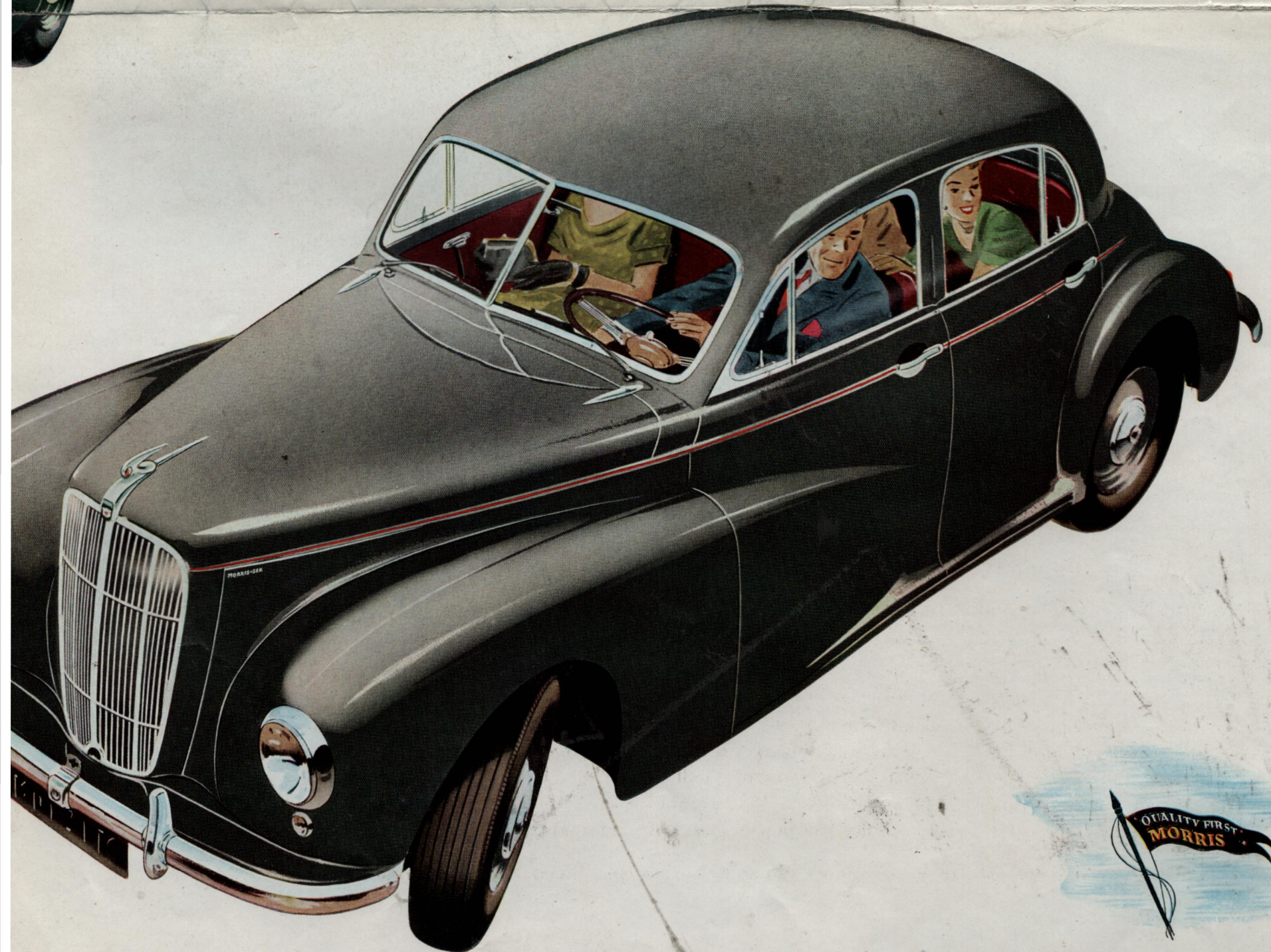
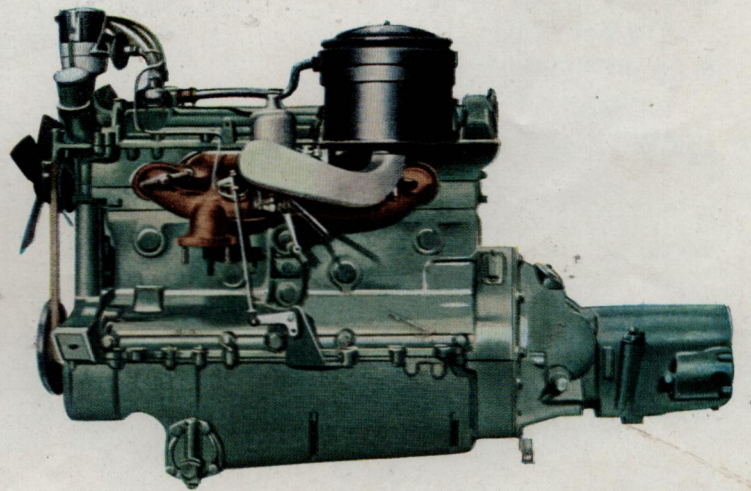
You'll feel safe and secure in the all-steel "Mono-construction"

body and you'll like the confidence that the MORRIS SIX imparts

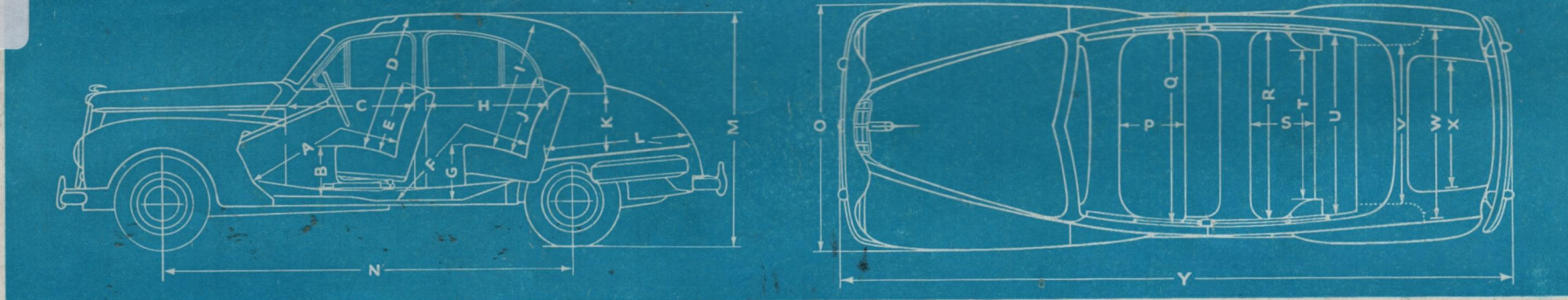
to driver and passengers.

Finally, you'll consider your pocket and decide that

the MORRIS SIX is an outstanding *value-for-money* motor car.



Colours : Black with maroon upholstery ; Clarendon Grey with maroon upholstery ; Birch Grey with maroon upholstery ; Empire Green with green upholstery.



A.	B.	C.	D.	E.	F.	G.	H.	I.	J.	K.	L.	M.	N.	O.	P.	Q.	R.	S.	T.	U.	V.	W.	X.	Y.		
Max. 47"	Min. 42"	13"	32"	40"	21"	Max. 47"	Min. 43"	14"	30"	37"	23"	15"	36"	63½"	110"	66"	18"	52"	50"	18"	45"	49"	40"	52"	32"	177"
119 cm	107 cm	33 cm	81 cm	101 cm	53 cm	119 cm	109 cm	35 cm	76 cm	94 cm	58 cm	38 cm	91 cm	161 cm	279 cm	168 cm	45 cm	132 cm	127 cm	45 cm	115 cm	124 cm	101 cm	132 cm	81 cm	450 cm

SPECIFICATION

ENGINE: Six cylinders, bore 73.5 mm. (2.894 in.) stroke 87 mm. (3.425 in.); cubic capacity 2214.8 c.c. (135.1 cu. in.); overhead valves directly operated from overhead camshaft. Camshaft driven from crankshaft by vertical shaft through split helical gears, spring loaded to ensure silence and absence of backlash. Four bearing counter-balanced crankshaft; renewable steel backed white metal bearing liners; full-flow renewable element filter housed in sump, with external access; lubrication by gear-type pump submerged in sump and driven from vertical shaft; floating oil pick-up; aluminium alloy pistons; camshaft torsional vibration damper.

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

IGNITION: 12-volt battery and coil; distributor accessibly mounted on cylinder head and driven from vertical shaft; automatic advance and retard with vacuum control.

CARBURATION: S.U. automatic carburettor, fed from 12-gall. (54.5 litres) rear tank by S.U. electric fuel pump; mixture control and throttle interlinked for easy starting from cold; air intake cleaner.

TRANSMISSION: Borg and Beck single-plate dry clutch with light action to 4-speed gearbox with synchromesh engagement for second, third, and fourth gears, giving overall ratios of, first—14.642; second—10.248; third—6.586, and top 4.555.

Reverse—14.642. Steering column gear change. Final drive by Hardy-Spicer propeller shaft with needle-bearing universal joints, and semi-floating back axle with hypoid final reduction gears giving long life and silent operation.

BRAKES: Lockheed hydraulic fully compensated brakes operated on all four wheels by foot pedal; simple shoe adjustment which simultaneously adjusts handbrake which operates on rear shoes through pistol-grip pull handle and cable mechanism.

BODY AND CHASSIS UNIT: The "Mono-construction" 4-door saloon body incorporates the body shell, floor, bulkhead, frame members, and wing valances. The body has a turret type top of immense strength. Bodies are completely treated for rust prevention in world's most up-to-date plant. Heavy gauge lower members function as side bumpers. Full width one-piece bumpers front and rear. Deep well sprung leather upholstery with Dunlopillo overlays on spring cases.

SUSPENSION: Independent front suspension by long torsion bars splined into inner end of lower wishbone, long swivel pins screwed into links; twin hydraulic telescopic type shock absorbers controlling upper wishbone; vernier adjustment for torsion bars; rubber mounted semi-elliptic rear springs; telescopic hydraulic rear shock absorbers with anti-sway mounting.

WHEELS AND TYRES: Disc-type wheels with 6.00—15 Dunlop tyres and 5-stud fixing. Spare wheel carried in separate compartment in floor of luggage boot.

STEERING: Bishop cam steering gearbox giving light action and precise steering. Spring steering wheel with central horn switch and self-cancelling Trafficator control.

ELECTRICAL EQUIPMENT: High-output dynamo with compensated voltage control; 12-volt battery; dipping headlamps with pre-focused bulbs; main headlamp beam indicator light on fascia panel; foot dipping switch; separate side lights; when lights are switched on green indicating light on instrument panel becomes illuminated; stop and tail lamps; number-plate lamp; edge lighting for instruments; dual arm windscreen wiper; twin wind-tone electric horns; Trafficators with automatic cancelling switch; ignition warning light; roof lamp.

INSTRUMENTS: Speedometer with trip recorder; fuel gauge; oil gauge; ammeter; electric clock.

CONTROL PANEL: Ignition switch; mixture control; starter switch; two-position lamp switch; windscreen wiper switch.

VENTILATION: Winding windows to all doors; hinged ventilating panels to front doors with outrigger hinges giving wide control. Provision for 3½ kilowatt heating and ventilating equipment.

GENERAL EQUIPMENT: Triplex toughened safety glass all round; leather upholstery; pile carpets; two ashtrays; anti-glare driving mirror; door locks with flush fitting pull-out type handles; bench type front seat with instant adjustment; glove box; full width parcel tray; inbuilt demisting ducts; two sun visors; armrests on rear doors; special jack and jacking points. Provision for wireless equipment.

The issue of this folder does not constitute an offer, and the right is reserved to alter prices and/or specifications at any time without notice. Sales are conditional upon Terms of business, Guarantees and Service arrangements issued by Nuffield Exports Ltd.



Revel in the power - the luxury
of the **MORRIS SIX** today

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(Proprietors: MORRIS MOTORS LTD.)

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