
Morris Cars

Oxford Six 1930-35

Specifications

Morris Oxford Six, 1930 model. Chassis Numbers: LA101-LA15545

Engine: Type 'LA'. Lockheed hydraulic four-wheel brakes. Handbrake, cable to rear wheels. 14in diameter drums. Centre accelerator pedal. Throttle, ignition, dynamo, and lamp controls on 18in diameter steering wheel. Lucas R160s headlights 'cut & dip' system. Bishop Cam steering. Luvax single-acting hydraulic shock absorbers. Rear mounted petrol tank with pebble guard, 12 gallons, Autovac feed to SU 'under-float feed' carburettor. Enclosed torque to spiral-level rear axle. Crownwheel and pinion 5.27:1. Wire wheels, small hub, 5-stud fixing, 3.25 × 18 with Dunlop Cord 5.25-18 tyres. Spring gaiters. Rectangular chromium-plated radiator surround with black shutters operated by Calorstat. Winged badge. Calormeter and wings. Triplex single-panel windscreen (closed models) with electric spin-start windscreen wiper motor, single blade (all models). Twin blade bumpers. Luggage grid standard on tourer and coachbuilt saloon. Wheelbase 9ft 6in. Track 4ft 8in.

Morris Oxford Six, 1931 model. Chassis Numbers: LA15546-LA23746

Engine: Type 'LA'. Lockheed hydraulic four-wheel brakes. Handbrake, cable to rear wheels. 14in diameter drums. Centre 'organ pedal' accelerator. Throttle, ignition, dynamo and lamp controls on 18in diameter steering wheel. Lucas R160s headlights 'cut & dip' system. Bishop Cam steering. Grouped chassis lubrication. Luvax single acting hydraulic shock absorbers. Rear mounted petrol tank with pebbleguard, 12 gallons, Autovac feed to SU 'underfloat feed' carburettor. Enclosed torque tube to spiral-bevel rear axle. Crownwheel and pinion 5.27:1. Magna wire wheels standard on coupe and sliding-head saloon. Small hub wire wheels standard on other models with option of Magna type extra. Wheels 3.25 × 18, Dunlop Cord 5.28-18 tyres. 5-stud fixing. Spring gaiters. Rectangular chromium-plated radiator surround with black shutters operated by Calorstat, winged badge. Calormeter and wings. Triplex single-panel windscreen (closed models) with electric spin-start MT1 windscreen wiper motor, single blade (all models). Twin-blade bumpers. Luggage grid standard on tourer and coachbuilt saloon. Wheelbase 9ft 6in. Track 4ft 8in.
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Morris Oxford Six, 1932 model. Chassis Numbers: LA23747-LA28746

Engine: Type 'LC'. Lockheed hydraulic four-wheel brakes. Handbrake, cable to rear wheels. 12in diameter drums. Centre 'organ pedal' accelerator. Throttle, ignition and lamp controls steering wheel. Lucas R165s headlights 'cut & dip' system. Combined stop and reverse lamp. Bishop Cam steering. Luvax single acting hydraulic shock absorbers. Rear mounted petrol tank with pebbleguard, 12 gallons. SU Petrolift to SU 'underfloat feed' carburettor. Enclosed torque tube to spiral-bevel rear axle. Crownwheel and pinion 5.27:1. Magna wire wheels 3.25 × 18, Dunlop Cord 5.28-18 tyres. 5-stud fixing. Spring gaiters (Front springs decreased from seven leaves plus rebound to six leaves at chassis LA25245). Chromium-plated radiator surround and Calorstat operated shutters. Shield shape badge. Horn built into lamp bar between mudguards. Calormeter and wings. Triplex single-panel windscreen with electric wiper motor, single blade (all models). Twin-blade bumpers. Luggage grid on saloon. Instruments with black dials, white lettering, on mottled aluminium (position of clock and speedometer reversed to 1931 model). Wheelbase 9ft 6in. Track 4ft 8in.

Morris Oxford Six, 1933 model. Chassis Numbers: 28747-32382 'MO16'
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Engine: Type 'QA'. Lockheed hydraulic four-wheel brakes. Handbrake, cable to rear wheels. 12in diameter reinforced drums. Centre 'organ pedal' accelerator. Throttle, ignition and lamp controls steering wheel. Lucas LBD 165s headlights 'cut & dip' system. Combined stop and reverse lamp. Bishop Cam steering. Luvax double action hydraulic shock absorbers. Rear mounted petrol tank with pebbleguard, 12 gallons. SU Petrolift to SU 'underfloat feed' carburettor. Tubular propeller shaft with Spicer needle-roller bearing universal joints. Crownwheel and pinion 5.27:1. Magna wire wheels 3.25 × 18, Dunlop Cord 5.28-18 tyres. 5-stud fixing. Chromium-plated radiator surround and Calorstat operated shutters. Shield shape badge. Horn built into lamp bar between mudguards. Calormeter and wings. Triplex single-panel windscreen with self-starter electric wiper motor, twin blades. Early models originally fitted with Wilcot flashing traffic indicators, later replaced with Lucas semaphore type on arms. Twin-blade bumpers. Luggage grid on saloon. Wheelbase 9ft 6in. Track 4ft 8in.
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Morris Oxford Six, 1934 model. Chassis Numbers: 34/0.32383 - 34/0.35637

Engine: Type 'QB'. Bendix automatic clutch control and free-wheel. Lockheed hydraulic four-wheel brakes. Handbrake, cable to rear wheels. Handbrake, finger shaped grip with centre button release, cable to rear wheels. 12in diameter reinforced drums. Centre 'organ pedal' accelerator. Rectangular brake and clutch pedals. Throttle, indicator, horn and lamp controls steering wheel. Headlights 'cut & dip' system. Paired rear and reversing lights at opposite ends of rear number plates. Concealed Lucas Trafficator direction indicators (automatic cancel). Bishop Cam steering. (Left-hand drive optional. Additional spring leaves on export models). Luvax double action hydraulic shock absorbers. Rear mounted petrol tank, 14 gallons. SU electric petrol pump to SU 'overflow feed' carburettor. Tubular propeller shaft with Spicer needle-roller bearing universal joints. Crownwheel and pinion 5.27:1. Magna wire wheels 3.25 × 18, Dunlop Cord 5.28-18 tyres. 5-stud fixing. Chromium-plated radiator shell with imitation honeycomb. Shield shape badge. Horn and fog lamp at front. Calormeter and wings. Triplex single-panel windscreen with self-starter electric wiper motor, twin blades. Harmonic stabilised front bumpers. Luggage grid on saloon. Wheelbase 9ft 6in. Track 4ft 8in.

Morris Oxford Sixteen, 1935 model. Chassis Numbers: 35/035640-35/039140
Morris Oxford Twenty, 1935 model. Chassis Numbers: 35/0T35638- 35/0T39140

Engine: 16hp home, 'QD'. 16hp LHD models, 'QE'. 20hp home, 'QF'. 20hp LHD models, 'QG'. Bendix automatic clutch control and free-wheel. Lockheed hydraulic four-wheels brakes. Handbrake, cable to rear wheels. 12in diameter drums. Right-hand accelerator pedal. Trafficator and lamp switches on steering wheel. Automatic advance/retard. Headlights 'cut & dip' system. Concealed Lucas Trafficators with automatic cancel. Battery master switch. CVC dynamo. Radio aerial built into sliding-head. Bishop Cam steering. Luvax double action hydraulic shock absorbers. Rear mounted petrol tank. 14 gallons, SU electric pump to SU 'overflow feed' carburettor. Tubular propeller shaft with Spicer needle-roller bearing universal joints. Crownwheel and pinion, 5.27:1. Magna wire wheels, home models 3.25 × 17, export models 4.5 × 16 Tyres, Dunlop, home models 5.50-17, export models 700-16. 5-stud. Chromium-plated radiator shell with imitation honeycomb. Shield shape badge. Calormeter and wings. Thermostat in cooling system. Horn and fog lamp at front. Triplex single-panel windscreen with self-starter electric motor and twin-blades. Harmonic stabilised front bumper. Luggage grid with removable centre section rear bumper on saloon. Wheelbase 9ft 6in. Track 4ft 8in.

Morris Oxford Six. Engines

<p>Type 'LA', 1930 & 1931 – 3 models. 14.9hp. 1,938cc. 6-cylinder, side-valve. 63.5mm bore, 102mm stroke. 4-bearing crankshaft. 3-ring aluminium pistons. Compression ratio 5.6:1. Bore/stroke ratio 1.6:1 valves, inlet & exhaust 27.8mm diameter. Centrifugal water pump. Coil ignition, distributor driven from rear of dynamo. 30.5bhp at peak 3,000rpm. Combined air filter, pre-heater and fume consumer head. 3-speed gearbox, top 1:1, second 1.72:1, first 3.2:1, reverse 3.88:1. Multi-plate cork insert clutch running in oil.</p>
<p>Type 'LC', 1932 models. 14.9hp. 1,938cc. 6-cylinder, side-valve. 63.5mm bore, 102mm stroke. 4-bearing crankshaft. 3-ring aluminium pistons. Compression ratio 5.6:1. Bore/stroke ratio 1.6:1 valves, inlet & exhaust 27.8mm diameter. Centrifugal water pump. Coil ignition, distributor driven from rear of dynamo. 32.25bhp at peak 3,400rpm. Combined air filter, pre-heater and fume consumer head. 4-speed gearbox, 'twin-top', top 1:1, third 1.479:1, second 2.28:1, first 4.1, reverse 5:1. Single-plate cork insert clutch running in oil.</p>
<p>Type 'QA', 1933 models. 15.94hp. 2,062cc. 6-cylinder, side-valve. 63.5mm bore, 102mm stroke. 4-bearing crankshaft. 4-ring aluminium pistons. Compression ratio 5.65:1. Bore/stroke ratio 1.557:1. Centrifugal water pump. Coil ignition, distributor driven from rear of dynamo. 41.75bhp at peak 3,600rpm. Combined air filter, pre-heater and fume consumer head. 4-speed gearbox, 'twin-top', top 1:1, third 1.479:1, second 2.28:1, first 4.1, reverse 5:1. Single-plate cork insert clutch running in oil.</p>
<p>Type 'QB', 1934 models. 15.94hp. 2,062cc. 6-cylinder, side-valve. 63.5mm bore, 102mm stroke. 4-bearing crankshaft. 4-ring aluminium pistons. Compression ratio 5.65:1. Bore/stroke ratio 1.557:1 valves, inlet & exhaust 30mm diameter. Valve lift, inlet & exhaust 7.5mm. Centrifugal water pump. Coil ignition, distributor driven from rear of dynamo. 41.75bhp at peak 3,600rpm. Combined air filter, pre-heater and fume consumer head. 4-speed gearbox, top (synchromesh) 1.479:1, second 2.28:1, first 4.1, reverse 5:1. Single-plate cork insert clutch running in oil. Bendix automatic clutch.</p>
<p>Type 'QD', 1935 home models. Type 'QE', 1935 export models. 15.94hp. 2,062cc. 6-cylinder, side-valve. 63.5mm bore, 102mm stroke. 4-bearing crankshaft. 4-ring aluminium pistons. Compression ratio 5.65:1. Bore/stroke ratio 1.557:1 valves, inlet & exhaust 30mm diameter. Valve lift, inlet 7.7mm & exhaust 7.5mm. Centrifugal water pump. Coil ignition, distributor driven from rear of dynamo. 41.75bhp at peak 3,600rpm. Combined air filter, pre-heater and fume consumer head. 4-speed gearbox, top (synchromesh) 1:1, third (synchromesh) 1.479:1, second 2.28:1, first 4.1, reverse 5:1. Single-plate cork insert clutch running in oil. Bendix automatic clutch.</p>
<p>Type 'QF', 1935 home models. Type 'QG', 1935 export models. 19.82hp. 2,561cc. 6-cylinder, side-valve. 73.5mm bore, 102mm stroke. 4-bearing crankshaft. 4-ring aluminium pistons. Compression ratio 5.65:1. Bore/stroke ratio 1.557:1 valves, inlet & exhaust 33mm diameter. Valve lift, inlet 7.7mm & exhaust 7.8mm diameter. Centrifugal water pump. Coil ignition, distributor driven from rear of dynamo. 52bhp at peak 3,700rpm. Combined air filter, pre-heater and fume consumer head. 4-speed gearbox, top (synchromesh) 1:1, third (synchromesh) 1.479:1, second 2.28:1, first 4.1, reverse 5:1. Single-plate cork insert clutch running in oil. Bendix automatic clutch.</p>

For further details please refer to *The Morris Motor Car 1913-1983* by Harry Edwards
 ISBN 1 871814 01 4