



Harmon's

GO TO THE IMMACULATE

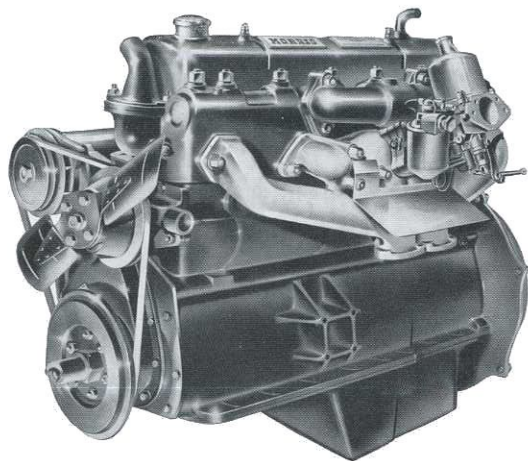
New

SIX-CYLINDER

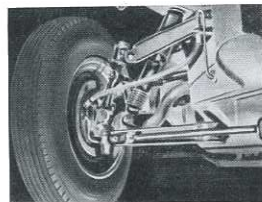
MORRIS

Tris

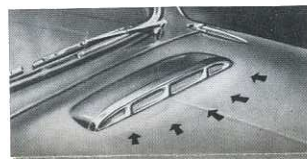
F E A T U R E S



The new Isis 2.6 litre six-cylinder o.h.v. engine, supreme achievement of B.M.C. research, is the "power-house" from which this dynamic performance flows. Developing approximately 86 b.h.p., it provides split-second getaway and high speed, which can be sustained at will. Extremely docile and smooth-pulling, even at very low speed in "top," this silent, trouble-free unit makes astonishingly thrifty use of fuel.



Independent front suspension by long torsion bars, cushions the ride against any road-shock, increasing both comfort and accuracy of steering. Semi-elliptic rear springing and telescopic dampers all round ensure complete stability, without sway, even when accelerating out of a turn.



Luxury Isis amenities include new-style heating and ventilating unit, sited above the dust and fumes of other vehicles, for constant clean air. Warm air control for heating, demisting and defrosting. All doors double-insulated against dust and draught.

Honours IN PERFORMANCE

Honours IN COMFORT

Key to the exhilarating character of the Morris Isis is the new B.M.C. 2.6 litre six-cylinder overhead-valve engine, packing the biggest power-punch in Morris history! Acceleration through-the-gears from standstill is phenomenal. A really fast cruising speed is ready when you are—yet so smooth and silent is this six-cylinder build-up of power, so sure the road-holding, so firm the cornering, so light and accurate the steering, that you are always supremely at ease.

And this vivid performance—achieved with remarkable fuel economy—is laced with luxury and comfort of the highest order! Exquisite furnishings grace the big, six-seater interior. Amenities, "Quality First" features and finish are on the same generous scale.



The New

SIX-CYLINDER

MORRIS

Isis

The greatest Morris in Morris history

... *Quality First* THROUGH AND THROUGH

NEVER has a car so dramatically bowed its way into the news—or with better reason!

For the Isis is a characteristic Morris value-for-money car that, from floor to roof, from end to end, steps right into the front rank of to-day's fine cars.

And we mean "fine" in more than the brilliant styling of its long, low-swept line... in more than its big and rich interior, or its lavish and luxurious appointments.

Above all else, the Isis accent is on *performance*. On the mighty, responsive power of a 2.6 litre six-cylinder o.h.v. engine with electrifying acceleration and speed. This is the essence of the Isis—all-new, all-action... and "Quality First" all through.

* YOU'LL OWN IT WITH GREAT PRIDE . . . AND DRIVE IT WITH UNENDING PLEASURE



* *Colours*

Black with maroon upholstery;
Clarendon Grey with maroon
upholstery; Sandy Beige with
maroon upholstery; Empire
Green with green upholstery.

S P E C I F I C A T I O N

ENGINE. Six-cylinder with push-rod operated overhead valves; bore 79.375 mm. (3.125 in.); stroke 88.9 mm. (3.5 in.); cubic capacity 2639.4 c.c. Compression ratio 7.25 to 1. The maximum b.h.p. is 86 at 4,250 r.p.m. and the maximum torque 124 lb. ft. at 2,000 r.p.m.

COOLING. By pressurised system assisted by impellor and fan. Circulation thermostatically controlled.

IGNITION. 12-volt battery and coil; distributor automatic advance and retard with centrifugal and vacuum control.

CARBURETTER AND FUEL SYSTEM. S.U. semi-downdraught carburetter fed from 12-gallon (54-litre) rear tank by rear mounted S.U. electric fuel pump. Air intake cleaner.

TRANSMISSION. Borg and Beck 9 in. single-plate dry clutch with hydraulic actuation; four-speed gearbox with synchromesh engagement on second, third and fourth gears giving overall ratios of: top 4.1 to 1; third 5.88 to 1; second 8.45 to 1; first 13.59 to 1; reverse 18.4 to 1. Steering column gear change. Three-quarter floating rear axle with hypoid final reduction gears.

BRAKES. Lockheed hydraulic brakes operating on all four wheels by foot pedal; simple shoe adjust-

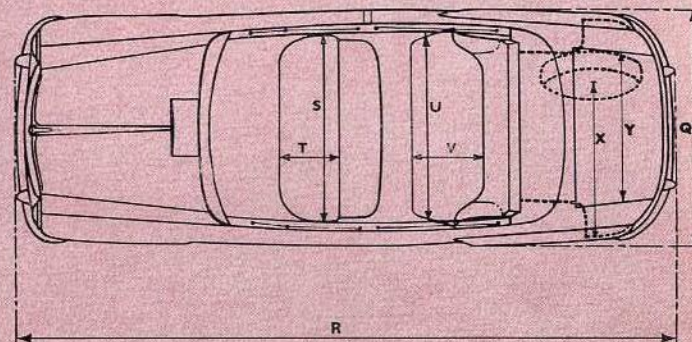
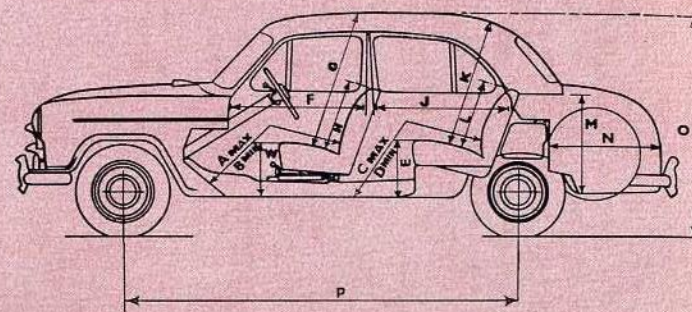
ment which simultaneously adjusts handbrake. Handbrake operates on rear shoes through a mechanical linkage from the hand lever.

SUSPENSION. Independent front suspension by torsion bars controlled by telescopic dampers. Semi-elliptic leaf springs at rear with similar dampers.

WHEELS AND TYRES. Disc-type wheels with five-stud fixing, equipped with 6.00 x 15 tyres. Spare wheel stowage vertical in the side of the boot.

STEERING. By Bishop cam and lever to a track-rod with a balancing arm working in the same plane as the steering arm. Two-spoke 17-in. diameter steering wheel with centrally mounted direction indicator controls and horn ring.

ELECTRICAL EQUIPMENT. High-output dynamo with compensated voltage control; 12-volt, 51-ampere/hour battery; double-dipping headlamps with pre-focus bulbs and foot-operated dip-switch; main beam warning light in speedometer; separate sidelights; stop-tail lights which also illuminate interior of boot; number-plate lamp; non-glare controllable instrument lighting; dual arm self-parking screenwiper; dual electric horns; direction indicators with self-cancelling control; roof lamp; ignition warning light; side- and tail-lamp indicator light.



A 3' 7" 1.092 m.	B 3' 2" 96.5 cm.	C 4' 0" 1.219 m.	D 3' 9" 1.143 m.	E 1' 2" 35.6 cm.	F 2' 10" 86.4 cm.
G 3' 0" 91.4 cm.	H 1' 10" 55.9 cm.	J 2' 10" 86.4 cm.	K 3' 1" 94 cm.	L 1' 10" 55.9 cm.	M 2' 3" 68.6 cm.
N 2' 3" 68.6 cm.	O 5' 3 3/4" 1.62 m.	P 8' 11 1/2" 2.731 m.	Q 5' 5" 1.651 m.	R 14' 10" 4.521 m.	S 4' 6" 1.372 m.
T 1' 6" 45.7 cm.	U 4' 6" 1.372 m.	V 1' 6" 45.7 cm.	W 1' 1" 33 cm.	X 3' 7" 1.092 m.	Y 3' 3" 99.1 cm.

TRUNK CAPACITY 16 cu. ft. (-453 cu. m.)

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