



Morris Oxford Series M.O.

By McNicol, Steve

Railmac Publications Australia, Elizabeth, South Australia, 1991. Soft Cover. Condition: New. No Jacket. First Edition. 64 pages b/w photos - - After the Second World War the Oxford MO replaced the 10. It was introduced in 1948 and was produced until 1954. The design was shared with Nuffield Organisation stable-mate Wolseley 4/50. Designed by Alec Issigonis, the Oxford, along with the Morris Minor, introduced unit construction techniques,[clarification needed] although it is not widely recognized as a true unibody car.[clarification needed] Torsion bar front suspension was another novelty, and 8-inch (200 mm) drum brakes hydraulically operated were fitted all around. Under the bonnet, the MO was a step back in technology from the pre-war Ten. It used a side-valve straight-4 rather than the older overhead-valve unit. The single SU-carburetted engine displaced 1.5 L (1476 cc/90 in³) and with its output of 40.5 bhp (30.2 kW) at 4200 rpm could propel the car to 72 mph (116 km/h). The four-speed gearbox had a column gearchange and steering was by rack and pinion. Interior fittings were reasonably comprehensive by the standards of the time, with a full width shelf under the dashboard and "useful pivoting ventilator panels" (hinged quarterlights) at the front edge...



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