

winner of the coveted Dewar trophy for brilliant engineering **MORRIS850**



The car that staggered the motoring world in Europe and America proves in Australia, in test after test, that there is more genius per square inch in the Morris 850 than in any car ever built. Winner of the celebrated Dewar Trophy, awarded on the recommendation of the British Royal Automobile Club's Technical and Engineering Committee for "An outstanding achievement in the automotive field during the preceding year." The Morris 850 won for The first totally new idea in car design in decades.

HIGHLIGHTS OF THE RECORD-BREAKING RECORD

N.S.W.

Up to 1300 c.c. event, Warwick Farm
N.S.W. Sprint Championships
Touring Car Class under 1000 c.c.
Silverdale record for the G.T.
under 1000 c.c. hill climb
Annual Winter Trial, Bathurst
Light Car Club (350 miles)

First
New class record 18.3
48.64
First and Fourth

VICTORIA

Victorian Hill Climb at Rob Roy
up to 1000 c.c. Touring Car Class
G.T. Class
Rob Roy Hill Climb:—
Gran Turismo Class 751-1000 c.c.
Touring Car Class 751-1000 c.c.
Templestow Hill Climb:—
Touring Car Class up to 1100 c.c.
Rob Roy Hill Climb:—
Touring Car Class

First
New class record
First 33.46 secs.
First 33.42 secs.
Second
Second 32.79 secs.

QUEENSLAND

Queensland Motor Sporting Club
Race Meeting — Lakeside Circuit

Second

SOUTH AUSTRALIA

Sporting Car Club's Autumn Trial
Sporting Car Club's No. 1 Auto-
crosse

Outright winner

Fastest production
car and third fastest
time.
Fastest production
car

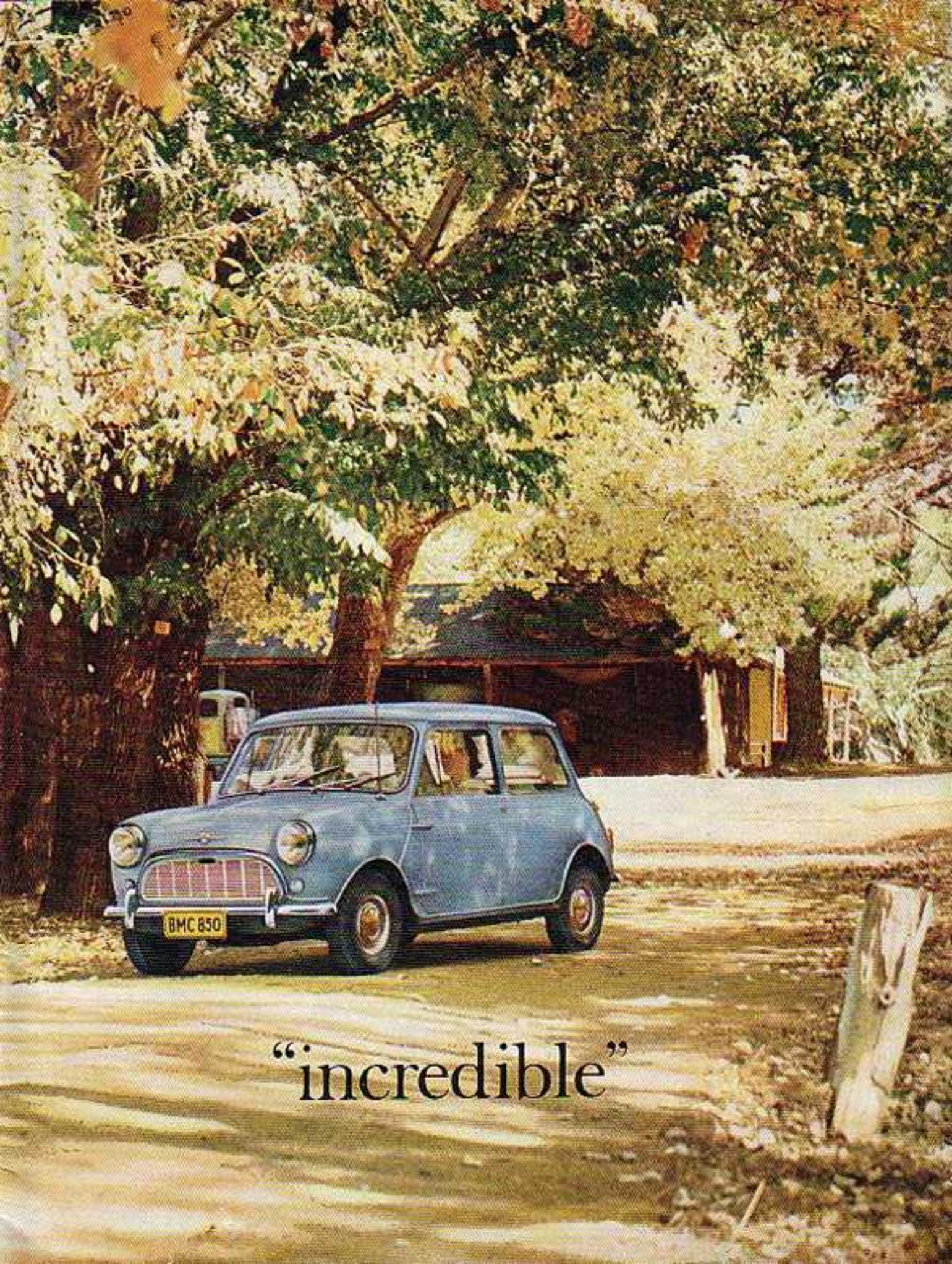
Sporting Car Club's No. 2 Auto-
crosse
Sporting Car Club and Austin 7
Club's Spring Meeting
Sporting Car Club and Austin 7
Club's Hill Climb
R. R. Sarre Trophy Race (21
miles) at Mallala
Touring and Grand Touring
Handicap (10 miles) at Mallala

Class winner
Class winner —
recording 46.3 secs.
First
First

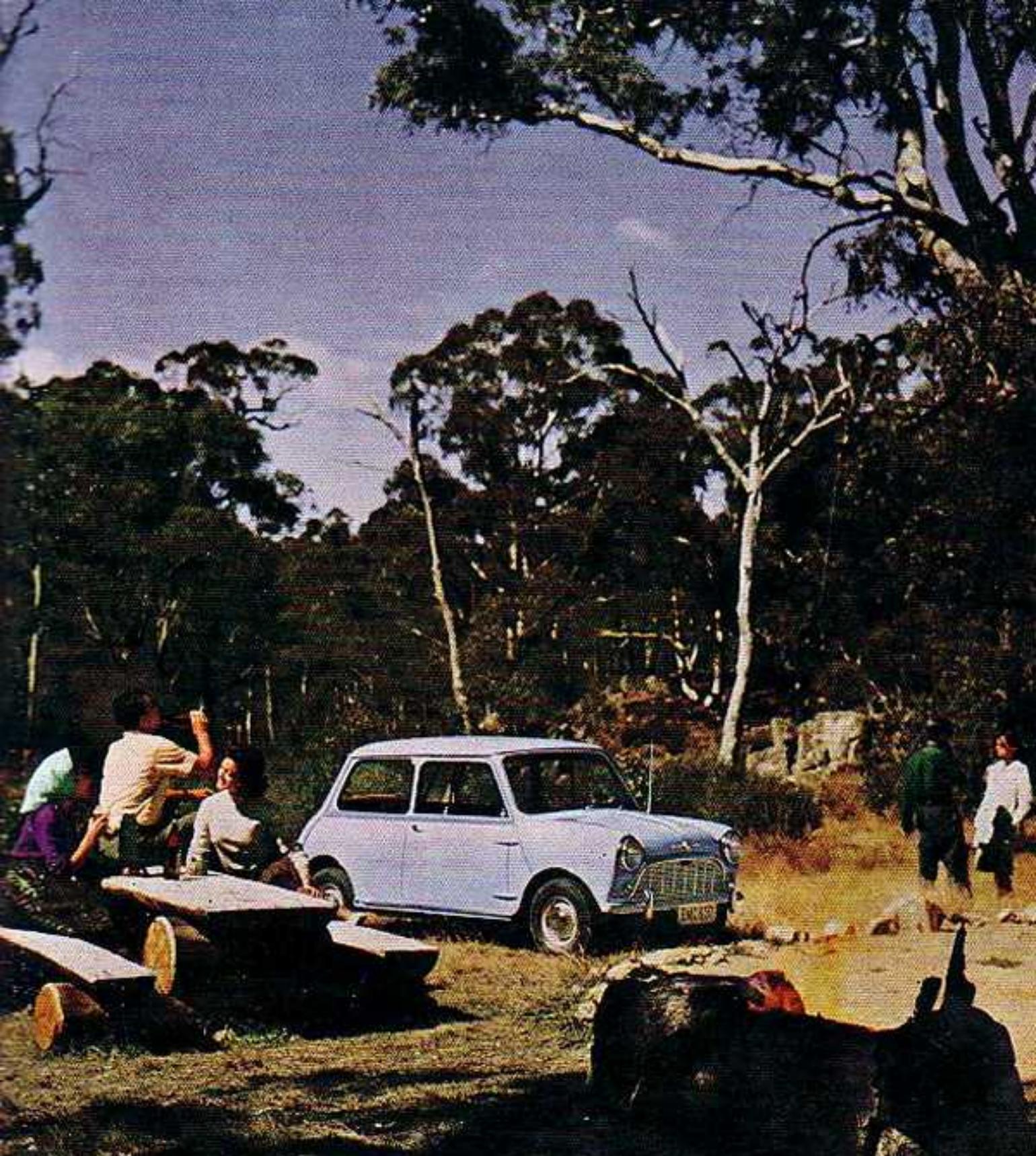
WESTERN AUSTRALIA

W.A. Car Club's 350 mile — 12
hour Pathfinder Trial
Four hour Economy Run — 117
miles through a howling gale and
heavy rain

Third
60 m.p.g. at 0.739
pence per mile.



“incredible”



“incredible”



Through sand and heavy mud, due to rains, the Morris 850's front-wheel drive kept the car rolling at an average 50 m.p.h.



Floated entirely on rubber, the Morris 850's revolutionary suspension took a terrific beating, absorbing shocks so that crew members not driving were able to sleep.



all the
ECONOMY
of a penny
a mile



In a controlled test, the incredible Morris 850, carrying four men and 200 pounds of luggage, completed two cross-Australia runs over car-breaking terrain at a petrol cost of less than a penny a mile! The route was from Sydney to Southport, through western N.S.W. to Broken Hill, to Adelaide and Perth. On the return trip the Morris 850 was driven non-stop except for refuelling. The incredible record: 6,492 miles for 6,489 pence!

Most of the trip was over gibber tracks, through bogs due to heavy rains, and heavily corrugated surfaces. The crew leader said: "Road conditions encountered would have wrecked the suspension of ordinary cars." So brilliantly did the 850's revolutionary rubber suspension absorb road shocks that crew members not driving were able to sleep. Despite almost constant dust, the Morris 850's sealing kept the car dust-free. Night driving was reported as excellent due to the Morris 850's strong headlights. Examination of the car after this gruelling test showed no body or structural strain and no engine wear. The test car was tuned for economy but was otherwise a standard production model.

“incredible”





For unbeatable service
look for this sign.
It backs the famous
BMC Warranty of 12 months
or 17,600 miles.

INCREDIBLE

Motoring editors from east to west
name Morris 850 the car of the year

WHEELS MAGAZINE:

The Morris 850 paves the way for future developments in the small car field. It appeals to those people who genuinely want to move with the times—this is a very modern car. Frankly, an outstanding car of outstanding value whichever way you look at it. Even the most cynical of us will find motoring pleasure in this car.

ADELAIDE ADVERTISER:

The Morris 850 is so easy to drive, so roomy, safe, economical. The external appearance gives no indication of the staggering amount of room inside or of its splendid performance and handling characteristics. They must be tried to be believed.

SYDNEY SUNDAY TELEGRAPH:

No one worthy of the name "motorist" who drives the "850" can be anything but impressed. BMC has the goods as never before. The "850" is small outside yet ridiculously roomy inside. It has real performance unmatched by any comparable car.

SYDNEY MORNING HERALD:

The Morris 850 is quite a new concept. It provides comfortable accommodation for four people, yields a sufficiently lively performance, and is economical of fuel. Really bad country roads can be taken without a thought.

BRISBANE COURIER-MAIL:

The "850" is a car that handles so well as to be foolproof. It has accurate steering, low centre of gravity, and completely vice-free suspension. With its immense performance, it is able to cruise all day at 60 m.p.h.

SUN NEWS-PICTORIAL:

Once every few years a completely new car appears from behind a veil of secrecy and becomes a sensation overnight. Such a car is the Morris 850. It is surely the most appealing little car ever to come off an Australian assembly line. The "850" is a fast, inexpensive and comfortable small family car.

MODERN MOTOR:

The car of the year! Unbelievably roomy comfort, sports car handling, thanks to the combination of an all-independent rubber suspension and front-wheel drive. Ability to deal with rough country roads second to none, nimbleness that allows it to be parked in 11½ ft. of kerb space.

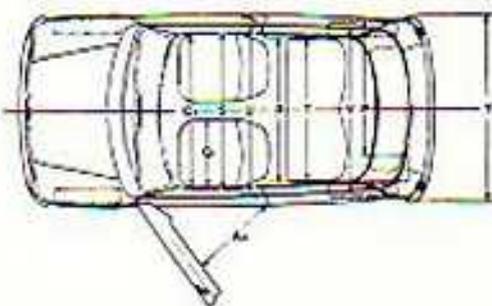
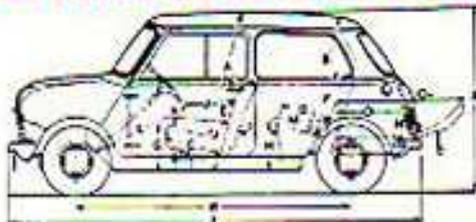
AUSTRALIAN MOTOR MANUAL:

The "850" is the biggest little car we have yet tested . . . it must be king of the real compacts. A tiny package full of surprises, the "850" includes more desirable motoring characteristics than some cars twice its size and almost double its price. Not the least of those is safety.

ROTODIP Revolving on a giant spit, the "850" goes through the exclusive Rotodip process. First, a hot cleanser, then a cold rinse, a hot rinse, a hot phosphate dip, another hot rinse and a chromic acid hot rinse. Then, after the drying oven, it's dipped in primer and finally baked. The unique Rotodip process cleans, rust-proofs and primes. Keeps the "850's" gleaming, lasting colour and beauty proof against the weather.



DIMENSIONS



AA 2 ft. 8 in. A 3 ft. 1 1/2 in.
 B 2 ft. 10 1/2 in. C 2 ft. 6 in. D
 1 ft. 5 in. E 3 ft. 7 in. F 1 ft.
 8 in. G 1 ft. 1 1/2 in. H 3 ft. 1 in.
 I (max.) 12 1/2 in. J (min.) 7 1/2 in.
 J (max.) 1 ft. 2 1/2 in. K (min.)
 1 ft. 8 1/2 in. K (max.) 3 ft. 5 in.
 3 ft. 7 1/2 in. L (min.) 3 ft. 5 in.
 M (max.) 3 ft. 5 1/2 in. M (min.)
 3 ft. 2 1/2 in. N 1 ft. 4 in. O 1 ft.
 7 in. OA 2 ft. 10 in. P 3 ft. 2 in.
 Q 1 ft. 8 in. Q2 3 ft. 7 1/2 in.
 R 3 ft. 5 in. S 3 ft. 9 1/2 in.
 T 3 ft. 5 in. U 3 ft. 10 in. V 3 ft.
 8 1/2 in. W 5 ft. 8 in. X 4 ft. 5 in.
 Y 4 ft. 7 1/2 in. Z 10 ft. 6 1/4 in.
UNLADEN WEIGHT: 12 cwt.
 approx. Luggage boot capacity:
 5 1/2 cu. ft.

SPECIFICATIONS

ENGINE: In line, water cooled, O.H.V. 4 Cylinder, 3 Bearing Counter-balanced Crankshaft. In unit with clutch, gearbox and final drive, installed transversely at front of car.
Bore: 2.475 (62.9 mm).
Stroke: 2.687 (68.26 mm).
Capacity: 51.74 cu. ins. (848 cc).
Max. BHP: 34 @ 5,300 RPM (Gross 37).
Max. Torque: 44 lb/ft @ 2,800.
Compression Ratio: 8.3:1.
Carburettor: SU Type HS2.
Fuel Pump: SU Electric Type SP Mounted under Tank at rear.
Air Cleaner: With Paper Element.
Fuel Filter: In Pump and Fuel Tank (fixed).
Ignition System: 12V Coil and Distributor with Automatic and Vacuum controlled Advance and Retard.
Lubrication System: Full pressure to Engine Bearings. Sump forms Oil Bath for Gearbox and Final Drive.
Oil Pump: Driven from Camshaft, Internal Gear or Vane Type.
Oil Filter: Gauge in Sump, External Full-Flow with renewable Element, Magnetic Sump Drain Plug.
Oil Capacity: Includes transmission 3 pints approx. Fill to Dipstick mark. When oil filter element is changed, add 1 pint extra.
Cooling System: Pressurised Radiator with Impeller Pump and Cooled Fan Thermostat controlled.
Cooling Capacity: 5 1/2 pints approx. Plus 1 pint for Heater when fitted.
FUEL TANK: Fitted in the luggage compartment on L.H. side. Capacity 5 1/2 galls. Filler on L.H. of car. Chrome plated filler cap.
CLUTCH: Single dry plate 7 1/2" dia. Hydraulically operated by Pedal.
GEARBOX: 4 speeds and reverse. Synchromesh on 2nd, 3rd and top. In unit with Engine and Final Drive.
Ratios in Gearbox: 1st 3.626, 2nd 2.172, 3rd 1.412, top 1.0, reverse 3.626.
Change Speed Control: Central on Floor.
FINAL DRIVE: To Front Wheels via Helical Spur Gears, Universal joints and open Shafts, Drive casing in unit with Engine and Gearbox.
Ratios 3.765:1 (17/64).
Overall Gear Ratios: 1st 13.659, 2nd 8.178, 3rd 5.316, Top 3.765, Reverse 13.659.
Road Speeds @ 1,000 RPM: 1st 4.086, 2nd 6.825, 3rd 10.419, Top 14.024.
BRAKES:
Foot: 4 Wheel Hydraulic Pedal, Leading and Trailing Shoes all round. Rear brakes have a pressure limiting valve.
Hand: Central Pull Up Lever, On Rear Wheels. Cable Operated. Diameter and Width: 7" x 1 1/2" Front and Rear.
SUSPENSION:
Front: Includes Final Drive, IFS with levers of unequal length. Swivel Axle mounted on ball joints. Rubber springs and shock absorbers mounted above top lever. Top levers roller bearing and lower rubber mounted at inner ends. Fore and Aft location by rubber mounted tie-rod.
Rear: IRS with trailing tubular levers with rubber springs and shock absorbers. Levers carry stub shaft for hubs which have twin dual purpose bearings.
Shock Absorbers: Telescopic Hydraulic all round.
STEERING: Rack and Pinion.
Ratio: 2 1/2 turns lock to lock.
Wheels: 15 1/2" dia., 2 spoked type.
ROAD WHEELS: Pressed steel 10" x 3.5.
Tyres: 8.20-10 Tubeless.
Fixings: 4 nuts.
ELECTRICAL:
Battery: 12 V, 38 A.H. at 20 hour rate located under floor of boot with cover.
Headlamps: 7" mounted in wings. Double filament bulbs with dipping to suit regulation.
Dipswitch: Foot operated.
Sidelamps: Incorporated with Front Flasher Lamp.
Stop and Tail Lamps: Twin red in unit with separate rear Flashers and Reflectors.

Number Plate Illum. Lamp: On hinged number plate. Chrome plated.
Interior Lamp: Over parcel shelf with separate switch in instrument cover plus lamp on centre pillar.
Direction Indicators: Clear Front and Amber Rear. Self-cancelling switch under steering wheel with warning light.
Windscreen Wipers: Electrical Twin Blades.
Horn: Single HF in centre of Wheel.
Instrument Illum. Lamp: Concealed. Switch operates when side Lamps are "ON."
Warning Lights: Ignition, headlamp, low oil pressure (in speed), Fixer (in switch).
Ignition Switch: In panel with key.
Starter Switch: In floor. Hand operated with guard to prevent accidental operation.
INSTRUMENTS:
Speedometer: With mileage recorder, incorporates petrol gauge and warning lights.
Petrol Gauge: Combined with speedometer.
Mirror: Single interior anti-glare.
FACIA AND CONTROLS: There is one large, combined, circular instrument in the facia with a parcel shelf beneath. The dash lining above the shelf is of PVC covered board. In the centre of the shelf is a switch panel with chrome bezel on which are switches for screen wiper, ignition, lighting and the choke control.
BODY: 4 seater, two door, four light Saloon.
Construction: All steel unitary construction.
Trimming: PVC covered board quarter panels and trim casings. Headlining of PVC leathercloth.
Seats—Front: Driver's and passenger's seats both adjustable. Cushions, foam rubber on resilient webbing. Squabs, rubberised hair. Covers, leathercloth, cushion has roll on front edge.
Seats—Rear: Cushions, foam rubber. Squabs, rubberised hair. Covers, leathercloth. There is a parcel shelf PVC covered behind the rear seats. There is additional parcel space under the rear cushion and companion boxes at either end. The boxes have polished aluminium beads on the top edge, and ashtrays mounted on top.
Windows: The quarter lights are hinged. Door windows have 2 sliding glasses with chrome locking rail.
Doors: Have outside hinges at front edge. Driver's door has outside lock. Passenger's secures from inside. Doors open from inside by handle. Each door has a large open pocket with aluminium bead on top edge. The outside sill finishers are bright plastic. Doors fitted with kicking plates. Door seals fitted with kicking strips.
Windscreen and Backlight: Both of curved, toughened safety glass secured to body by extruded rubber moulding. There is a bright plastic insert in the rubber.
Luggage Boot: At rear of car with rubber mat. Lid has hinged number plate and illumination lamp so that the vehicle may be driven with lid open. It is fitted with a locking handle, and is supported, when open, so that additional luggage can be carried.
Spare Wheel Carrier: The spare wheel is carried on the boot floor.
Interior Lights: In instrument cover, illuminating parcel shelf, etc., and on centre pillar.
Mudwings: Integral with body.
Bonnet: Has concealed hinges at rear edge. Held when open by pivoted prop rod. Bonnet lock operated by lever in grille. There is a separate safety catch. The grille has anodised aluminium grille bars.
Windscreen Washer: Manual type standard.
Floor Covering: Rubber covered front wheel arches, rubber mats front and rear.
Bumpers: Front and rear overriders. Twin sun visors.
Optional Extras: Radio, Heater/Demister, Rim Embellishers.
PRICES: The Company reserves the right to vary the prices at any time.
SPECIFICATION: The Company reserves the right on the sale of any vehicle to make before delivery, without notice, any alteration to or departure from the specification, design or equipment detailed in this publication. Under present supply difficulties such alterations are likely at any time. The issue of this folder does not constitute an offer. The goods manufactured by the British Motor Corporation (Australia) Pty. Limited are supplied with an express warranty which excludes all warranties conditions and liabilities whatsoever implied by Common Law Statute or otherwise.

SECURITY BMC cares for your Morris 850 with a system of after-sales service that can't be bettered in Australia. Under the red-white-and-blue rosette, the famous BMC Sign of Service, more than 800 Dealers throughout Australia are equipped with low-cost, factory-approved body panels and spare parts PLUS the specialised tools and specialised skills that guarantee you service of the highest quality. BMC spare parts are factory tested by BMC engineers to add Security to Service. And remember, your new BMC car is covered by a Warranty of 12 months or 12,000 miles.

Caprice



“incredible”

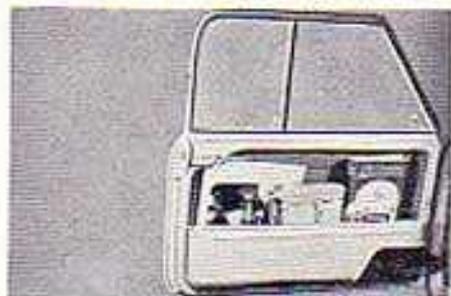
all the **SPACE** a family needs

Here it is: The most inside space per foot-of-car ever! With the power plant set east-to-west on the frame only 18 inches of the Morris 850's length is engine! You get more room for heads, legs and luggage than in many cars twice the size. And because the engine, gears and drive-axle are packaged in one amazing unit, there is no transmission hump to clutter up the floor space. Four adults plus **ALL** their luggage can take to the road comfortably in the Morris 850.

No car was ever so well designed for shopping. With all its inside space the incredible Morris 850 demands the tiniest space for itself. It parks like a pram. You stow shopping in the boot, in the doors, in the full-width parcel tray, in compartments beside the rear seat and even **under** the seat. No wonder Morris 850 is the man's car women are crazy about.



This is Australia's own space achievement. In a demonstration, five adults, the dog and the luggage were all packed into a Morris 850. It was a squeeze but they made it.



The wide-opening doors give easy access and the big pockets safely carry breakables, small parcels and personal belongings.



The luggage boot holds a surprising amount with a special let-down lid that can carry even more, doubling the capacity.



“incredible”

“incredible”



all the
POWER
 you can
 use!



The Morris 850's front-wheel drive rides the road like rails, makes response to the controls flexible and instantaneous.

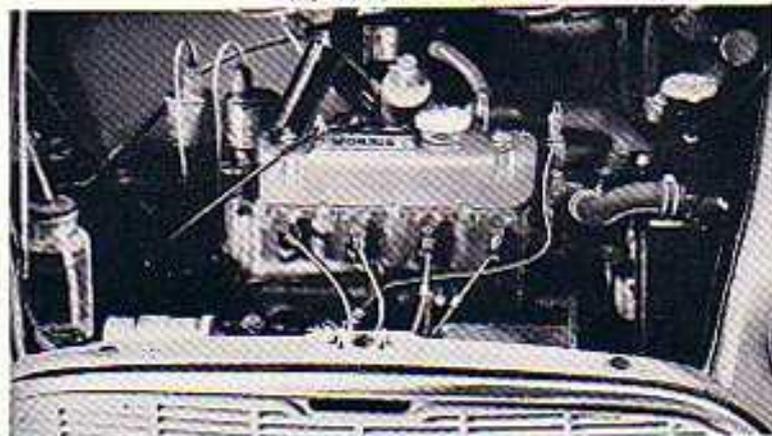


How to reduce maintenance problems! The engine, gears and drive-axle are all mounted in one easy-to-get-at unit.



The Morris 850 combines the gears and the differential inside the sump!

The Morris 850's revolutionary east-to-west engine.



Based on the "A" type BMC classic, the Morris 850's power plant is one of the most tried and tested engines ever built into a car. Brilliantly balanced for power-to-weight, the 850 delivers all the power you can use! With a rocketing get-away, a tigerish performance on the hills, the incredible Morris 850 cruises all day at big-car speeds with big-car security and comfort.

Outstanding Stability: Normal springs are things of the past on Morris 850. The suspension is floated entirely on rubber. Each wheel actuates a solid rubber cone spring, rigidly mounted on the semi-chassis. Separate telescopic dampers cushion each road shock. Widely spaced wheels and the brilliant front-wheel drive give an ease of handling and an all-weather stability that can't be matched by any other production car on the road. Driving the Morris 850 is an exciting new experience—a car that handles like a racer with the solidity of a bus!