



MORRIS



Mini 850 and 1000 Saloons

The car that meets the demands of motoring today with compact dimensions, easy parking, remarkable manoeuvrability and economy—that's the incredible Mini! With well over two million built, this front-wheel-drive favourite continues to be a best seller. The Mini 850 Saloon is equipped with the 848-c.c. power pack, while the 1000 Saloon is available with a 998-c.c. power unit, automatic transmission being optional, at extra cost, with either engine.

Engine: Four-cylinder, transverse, o.h.v. (850 Saloon) bore 2.48 in. (62.9 mm.), stroke 2.69 in. (68.26 mm.); capacity 848 c.c., 34 b.h.p. at 5,500 r.p.m. (1000 Saloon) bore 2.64 in. (66.58 mm.), stroke 3.0 in. (76.2 mm.); capacity 998 c.c., 38 b.h.p. at 5,250 r.p.m.

Clutch: Diaphragm-spring, 7-125 in. (0-18 m.) diameter.

Gearbox: Four-speed, all synchromesh.

Final Drive: Front-wheel drive, open shafts with universals.

Steering: Rack and pinion.

Road Wheels: Pressed-steel disc, 5-20—10 tyres.

Brakes: Hydraulic with 7 in. (0-18 m.) diameter drums all round. Two leading shoes at front, leading and trailing rear.

Suspension: Independent front and rear.

Electrical: 12-volt, 36-amp. hr. battery. Single lever on steering-column controls horn, headlamp flasher, dipswitch, and self-cancelling direction indicators.

Instruments: Speedometer. Fuel gauge. Warning lamps to show low oil pressure, flashers working, headlamp high-beam, and dynamo not charging. (Separate gauges on 1000 Saloon for water temperature and oil pressure).

Coachwork: Four-seater two-door Saloon.

Dimensions:

O/A length: 10 ft. 0.25 in. (3.05 m.)

O/A width: 4 ft. 7.5 in. (1.41 m.)

O/A height: 4 ft. 5 in. (1.35 m.)

Optional Extras: 850 Saloon: Fresh-air heater. Rake-adjusting front seats. Electrically heated rear window. Passenger's sunvisor. Automatic transmission. 1000 Saloon: Automatic transmission. Rake-adjusting front seats. Electrically heated rear window. Over-riders. Face-level ventilation.

Mini Cooper 'S' Mk. III Saloon

The world-shattering achievements in sporting events of this extremely successful version of the Mini need no elaboration. Action is what this remarkable little car thrives on! Quite a formidable list of racing and rally honours have been notched up by the Mini Cooper 'S', and it also has an impressive reputation for safety and reliability—a reputation that makes it a car eminently practical for pleasure or sporting motoring.

Engine: Four-cylinder, transverse, o.h.v. Bore 2.78 in. (70.61 mm.); stroke 3.2 in. (81.28 mm.); capacity 1275 c.c. (77.8 cu. in.). Twin carburettors. Max. torque 79 lbf. ft. at 3,000 r.p.m. 76 b.h.p. at 6,000 r.p.m. Compression ratio 9.75 : 1. In unit with clutch, gearbox and final drive.

Clutch: Diaphragm-spring, 7-125 in. (0-18 m.) diameter.

Gearbox: Four-speed, all synchromesh. Ratios: first 3.30 : 1; second 2.074 : 1; third 1.353 : 1; top 1.00 : 1; reverse 3.35 : 1.

Final Drive: Front-wheel drive, open shafts with universals. Ratio: 3.65 : 1.

Steering: Rack and pinion.

Road Wheels: Pressed-steel disc, 145—10 radial-ply tyres.

Brakes: Hydraulic: 7.5 in. (0-19 m.) diameter discs at front, 7 in. (0-18 m.) drums at rear. Servo-assisted.

Suspension: Hydrolastic® displacers interconnected front to rear.

Electrical: 12-volt, 45-amp. hr. battery. Single lever on steering-column controls horn, headlamp flasher, dipswitch, and self-cancelling direction indicators.

Instruments: Speedometer. Fuel, water temperature, and oil pressure gauges. Warning lamps to show flashers working, headlamp high beam, and dynamo not charging.

Coachwork: Four-seater, two-door Saloon.

Dimensions:

O/A length: 10 ft. 0.25 in. (3.05 m.)

O/A width: 4 ft. 7.5 in. (1.41 m.)

O/A height: 4 ft. 5 in. (1.35 m.)

Optional Extras: Rake-adjusting front seats. Electrically-heated rear window. Sump guard. Face-level ventilation.



Mini Clubman Saloon and Estate

These newly-styled, distinctive motor-cars are worthy newcomers to the well-proven Mini range! Fully equipped to De-luxe specification, both Saloon and Estate offer a high standard of seating comfort for four adults. In a matter of seconds the Estate can be converted into a spacious load-carrier merely by folding down the rear seat squab. The 998-c.c. power pack gives these smart vehicles good all-round economical performance, and there is a choice of synchromesh or automatic transmission.

Engine: Four-cylinder, transverse, o.h.v. Bore 2.54 in. (64.58 mm.), stroke 3.0 in. (76.2 mm.); capacity 998 c.c., 38 b.h.p. at 5,250 r.p.m.

Clutch: Diaphragm-spring, 7.125 in. (0.18 m.) diameter.

Gearbox: Four-speed, all synchromesh, remote-control centre-floor gear-change.

Final Drive: Front-wheel drive, open shafts with universals.

Steering: Rack and pinion.

Road Wheels: Pressed-steel disc, 5.20—10 tubeless tyres.

Brakes: Hydraulic with 7 in. (0.18 m.) diameter drums all round. Two leading shoes at front, leading and trailing at rear.

Suspension: (Saloon) Hydrolastic® displacers interconnected front to rear. (Estate) Rubber springs and hydraulic dampers.

Electrical: 12-volt, 36-amp. hr. battery. Single lever on steering-column controls

horn, headlamp flasher, dipswitch, and self-cancelling direction indicators.

Instruments: Speedometer. Fuel and water temperature gauges. Warning lamps to show flashers working, low oil pressure, headlamp high-beam, and dynamo not charging.

Coachwork: (Saloon) two-door, four-seater. (Estate) Dual-purpose passenger/goods carrier. Four-seater with folding rear seat to provide extra load carrying capacity.

Dimensions (Saloon):

O/A length 10 ft. 4.64 in. (3.17 m.)

O/A width 4 ft. 7.5 in. (1.41 m.)

O/A height 4 ft. 5 in. (1.34 m.)

(Estate):

O/A length 11 ft. 1.92 in. (3.40 m.)

O/A width 4 ft. 7.5 in. (1.41 m.)

O/A height 4 ft. 5.5 in. (1.36 m.)

Optional Extras: Electrically heated rear window (Saloon only). Wheel trims. Automatic transmission. Rake adjusting front seats.

Mini 1275 GT Saloon

Here is the smallest British GT car on the road—the Mini 1275 Gran Turismo. Under its newly-styled bonnet there is a lively 1275-c.c. get-up-and-go power unit, which gives a fast get-away and high-speed performance. Furnished with all the refinements of the Clubman range, the 1275 GT is finished in racy body colours with bold GT stripes running along each side of the car, and there are eye-catching Rostyle road wheels with radial-ply tyres.

Engine: Four-cylinder, transverse, o.h.v. In unit with clutch, gearbox and final drive. Bore 2.78 in. (70.61 mm.), stroke 3.20 in. (81.28 mm.); capacity 1275 c.c. (77.8 cu. in.). S.U. type HS4 carburettor, 60 b.h.p. at 5,250 r.p.m. Maximum torque 69.5 lbf. ft. at 2,500 r.p.m. Compression ratio 8.8 : 1.

Clutch: Diaphragm-spring, 7.125 in. (0.18 m.) diameter.

Gearbox: Four-speed, all synchromesh. Ratios: first 3.30 : 1; second 2.09 : 1; third 1.35 : 1; top 1.00 : 1; reverse 3.35 : 1.

Final Drive: Front-wheel drive, open shafts with universals. Ratio: 3.65 : 1.

Steering: Rack and pinion.

Road Wheels: Pressed-steel disc (Rostyle) 145—10 radial-ply tyres.

Brakes: Hydraulic with servo assistance. 7.5 in. (0.19 m.) diameter discs at front, 7 in. (0.18 m.) drums at rear.

Suspension: Hydrolastic® displacers interconnected front to rear.

Electrical: 12-volt, 45-amp. hr. battery. Single lever on steering-column controls horn, headlamp flasher, dipswitch, and self-cancelling direction indicators.

Instruments: Speedometer. Fuel, and water temperature gauges. Revolution counter. Warning lamps to show flashers working, headlamp high-beam, low oil pressure, and dynamo not charging.

Coachwork: Four-seater saloon of all-steel unitary construction. Adjustable spherical fresh-air vents, wind-down windows.

Leading Dimensions:

O/A length 10 ft. 4.64 in. (3.17 m.)

O/A width 4 ft. 7.5 in. (1.41 m.)

O/A height 4 ft. 5 in. (1.34 m.)

Wheelbase 6 ft. 8.16 in. (2.04 m.)

Optional Extras: Rake-adjusting front seats. Electrically-heated rear window.



Minor 1000 Saloon and Traveller

Still going strong, these highly successful motor-cars of well-proven design are available as a two- or four-door Saloon, or as a versatile Traveller. Millions of satisfied owners will testify to the reliability and popularity of these roomy cars. Ample power is provided by the 1098-c.c. engine and the braking suitably matches this power. These are Britain's most successful cars, whose history is a story of continuous development and continuous success. Big cars in all but cost and upkeep!

Engine: Four-cylinder, o.h.v., bore 2.54 in. (64.58 mm.), stroke 3.29 in. (83.72 mm.); capacity 1098 c.c., 48 b.h.p. at 5,100 r.p.m.

Clutch: 7.25 in. (0.18 m.) diameter.

Gearbox: Synchromesh second, third, top. Ratios: first 3.63 : 1; second 2.17 : 1; third 1.41 : 1; top 1.00 : 1; reverse 4.66 : 1.

Final Drive: Single shaft with needle-roller universals. Rear axle three-quarter-floating hypoid. Ratio 4.22 : 1.

Steering: Rack and pinion.

Road Wheels: Pressed-steel disc, 5.20—14 tubeless tyres.

Brakes: Hydraulic: 8 in. (0.20 m.) drums with two leading shoes at front, 7 in. (0.18 m.) drums with leading and trailing shoes at rear.

Suspension: Front: independent torsion-bar; rear: leaf springs. Hydraulic dampers.

Electrical: 12-volt, 40-amp. hr. battery.

Instruments: Speedometer. Fuel gauge.

Warning lamps show low oil pressure, dynamo not charging, flashers working, and headlamp high-beam.

Coachwork: (Saloon) Two- or four-door, four-seater. (Traveller) Dual-purpose passenger/goods carrier. Four-seater with folding rear seat to provide extra load-carrying capacity:

Four occupants—20 cu. ft. (0.57 m.) capacity

Two occupants—40 cu. ft. (1.33 m.) capacity

Dimensions (Saloon):

O/A length 12 ft. 4 in. (3.76 m.)

O/A width 5 ft. 1 in. (1.52 m.)

O/A height 5 ft. 0 in. (1.52 m.)

(Traveller):

O/A length: 12 ft. 5 in. (3.78 m.)

O/A width: 5 ft. 1 in. (1.55 m.)

O/A height: 5 ft. 0.5 in. (1.54 m.)

Optional Extras: Saloon: Fresh-air heater/demister. Reclining front seats. De-luxe Saloon: Reclining front seats.

1100 Mk. II Saloon

Another of the front-wheel-drive favourites, the Morris 1100 Mk. II Saloon is available as a two-door De-luxe or four-door Super De-luxe Saloon. Each has its own distinctive style of interior trim but are mechanically identical. Power is provided by the 1098-c.c. power pack transversely installed, and there is a choice of synchromesh or automatic transmission. For the cost-conscious motorist, the 1100 Mk. II two-door Saloon offers remarkable value for money by including many of the up-to-the-minute features of other cars in the range.

Engine: Four-cylinder, transverse, o.h.v., bore 2.54 in. (64.58 mm.), stroke 3.29 in. (83.73 mm.); capacity 1098 c.c., 48 b.h.p. at 5,100 r.p.m.

Clutch: Diaphragm-spring 7.125 in. (0.18 m.) diameter.

Gearbox: Four-speed, all synchromesh, remote-control centre-floor gear-change.

Final Drive: Front-wheel drive, open shafts with universals.

Steering: Rack and pinion.

Road Wheels: Pressed-steel disc, 5.50—12 tubeless tyres.

Brakes: Hydraulic: 8 in. (0.20 m.) discs front, 8 in. (0.20 m.) drums with leading and trailing shoes at rear.

Suspension: Hydrolastic® displacers interconnected front to rear.

Electrical: 12-volt, 40-amp. hr. battery. Single lever on steering-column controls horn, headlamp flasher, dipswitch, and self-cancelling direction indicators.

Instruments: Speedometer and fuel gauge. Water temperature gauge on Super De-luxe Saloons. Warning lamps to show low oil pressure, headlamp high-beam, flashers working, and dynamo not charging.

Coachwork: Four/five-seater. Two-door De-luxe and four-door Super De-luxe Saloons available.

Dimensions:

O/A length: 12 ft. 2.75 in. (3.73 m.)

O/A width: 5 ft. 0.375 in. (1.53 m.)

O/A height: 4 ft. 5 in. (1.35 m.)

Optional Extras: Automatic transmission. Electrically heated rear window. Reclining front seats.



1300 Saloon and Traveller

Developed from the ever-popular 1100 models, the Morris 1300 Saloon is also available in two- and four-door versions. Externally distinguished by its stylish radiator grille, the 1300 Saloon has a more powerful 1275-c.c. engine in its power pack. Mechanically the same as the 1300 Saloon, the Traveller is capable of carrying up to five people in De-luxe comfort or it can be quickly converted into a spacious load-carrier. Single-calliper front disc brakes are fitted to both models, and as an alternative to the all-synchromesh gearbox, automatic transmission is available at extra cost.

Engine: Four-cylinder, transverse, o.h.v., bore 2.78 in. (70.61 mm.), stroke 3.2 in. (81.28 mm.); capacity 1275 c.c., 60 b.h.p. at 5,250 r.p.m.

Clutch: Diaphragm-spring, 7.125 in. (0.18 m.) diameter.

Gearbox: Four-speed, all synchromesh. Remote-control centre-floor gear-change.

Final Drive: Front-wheel drive, open shafts with universals.

Steering: Rack and pinion.

Road Wheels: Pressed-steel disc, 5.50—12 tubeless tyres.

Brakes: Hydraulic: 8 in. (0.20 m.) discs front, 8 in. (0.20 m.) drums with leading and trailing shoes at rear.

Suspension: Hydrolastic® displacers interconnected front to rear.

Electrical: 12-volt, 40-amp. hr. battery. Single lever on steering-column controls

horn, headlamp flasher, dipswitch, and self-cancelling direction indicators.

Instruments: Speedometer. Fuel and water temperature gauges. Warning lamps show low oil pressure, headlamp high-beam, flashers working, and dynamo not charging.

Coachwork: (Saloon) Four/five-seater. Two- and four-door Super De-luxe Saloons available. (Traveller) Dual purpose passenger/goods carrier, four/five-seater with folding rear seat to provide extra load carrying capacity:

Four occupants—14 cu. ft. (0.40 m.³) capacity

Two occupants—37.7 cu. ft. (1.07 m.³) capacity

Dimensions:

O/A length: 12 ft. 2.75 in. (3.73 m.)

O/A width: 5 ft. 0.375 in. (1.53 m.)

O/A height: 4 ft. 5 in. (1.35 m.)

Optional Extras: Automatic transmission. Reclining front seats. Electrically heated rear window (Saloon only).

1300 GT Saloon

The 1300 GT, a natural development of the 1100/1300 models, sets a new high standard of performance, luxury, and compactness for the sporting motorist. Powered by the transversely installed 1275-c.c., twin-carburettor engine unit and stabilized by road-hugging Hydrolastic® suspension, this front-wheel-drive car will never fail to capture your driving skill in the Gran Turismo style.

Engine: Four-cylinder, transverse, o.h.v. Bore 2.78 in. (70.61 mm.); stroke 3.20 in. (81.28 mm.); capacity 1275-c.c. 70 b.h.p. at 6,000 r.p.m. Max. torque 74 lbf. ft. at 3,250 r.p.m. Compression ratio 9.75 : 1. Twin S.U. carburettors.

Clutch: Diaphragm-spring, 7.125 in. (0.18 m.) diameter.

Gearbox: Four-speed, all synchromesh. Remote-control centre-floor gear-change.

Final Drive: Front-wheel drive, open shafts with universals.

Steering: Rack and pinion.

Road Wheels: Pressed-steel disc, 145—12 radial-ply tyres.

Brakes: Hydraulic: 8.39 in. (0.21 m.) discs front, 8 in. (0.20 m.) drums with leading and trailing shoes at rear.

Suspension: Hydrolastic® displacers interconnected front to rear

Electrical: 12-volt, 40-amp. hr. battery. Single lever on steering-column controls horn, headlamp flasher, dipswitch, and self-cancelling direction indicators.

Instruments: Speedometer. Revolution counter. Fuel, oil pressure, and water temperature gauges. Warning lamps show headlamp high-beam, flashers working, and dynamo not charging.

Coachwork: Four-seater, four-light, Four-door Saloon.

Leading Dimensions:

O/A length: 12 ft. 1.8 in. (3.69 m.)

O/A width: 5 ft. 0.375 in. (1.53 m.)

O/A height: 4 ft. 5.5 in. (1.36 m.)

Optional Extras: Vacuum servo unit. Electrically-heated rear window. Bumper over-riders.



Oxford Saloon

Here's a magnificent model, chosen by many as the best all-round family car. For the family man the large four-door Oxford Saloon offers luxurious seating for four or five adults and a vast boot for all that holiday luggage! An efficient 61 b.h.p. engine ensures excellent economy and a smooth, powerful performance. Where economy is all-important, it can be fitted with the optional extra 1.5-litre diesel engine. Also available (petrol engine only) as an extra-cost option is a reliable automatic transmission unit.

Engine: Four-cylinder, o.h.v., bore 3.0 in. (76.2 mm.), stroke 3.5 in. (88.9 mm.); capacity 1622 c.c., 61 b.h.p. at 4,500 r.p.m.

Clutch: 8 in. (0.20 m.) diameter.

Gearbox: Synchromesh second, third, top. Ratios: first 3.636 : 1; second 2.214 : 1; third 1.374 : 1; top 1.00 : 1; reverse 4.755 : 1.

Final Drive: Single shaft with needle-roller universals. Rear axle three-quarter-floating hypoid. Ratio: 4.3 : 1.

Steering: Cam and peg.

Road Wheels: Pressed-steel disc, 5.90—14 tubeless tyres.

Brakes: Hydraulic: Two-leading shoes at front, leading and trailing at rear. Drum diameter 9 in. (0.23 m.)

Suspension: Front: independent; rear: leaf springs. Hydraulic dampers. Anti-roll bar front and rear.

Electrical: 12-volt, 43-amp. hr. battery.

Instruments: Speedometer. Fuel, water temperature and oil pressure gauges. Warning lamps show flashers working, dynamo not charging and headlamp high-beam.

Coachwork: Four/five-seater. De-luxe Saloon available.

Dimensions:

O/A length: 14 ft. 6.5 in. (4.43 m.)

O/A width: 5 ft. 3.5 in. (1.61 m.)

O/A height: 4 ft. 10.125 in. (1.47 m.)

Optional Extras: Saloon: Heater/demister unit. Automatic transmission (Petrol only). Reclining front seats. 1.5-litre Diesel engine. Electrically heated rear window. De-luxe Saloon: Automatic transmission (Petrol only). Reclining front seats. 1.5-litre Diesel engine. Electrically heated rear window.

1800 Mk. II Saloon

The Morris 1800 Mk. II Saloon proves that the brilliant principles of front-wheel drive and Hydrolastic® suspension which have made the smaller Morris cars so popular with the motoring public can be successfully applied to a large car. The Morris 1800 Mk. II Saloon is big in the right place—inside; and it's luxurious too. The seats are contoured and thickly upholstered; the fascia attractively designed and the controls conveniently placed. The powerful 1798-c.c. engine is ably complemented by the all-synchromesh gearbox.

Engine: Four-cylinder, transverse, o.h.v., bore 3.16 in. (80.26 mm.), stroke 3.5 in. (88.9 mm.); capacity 1798 c.c., 86.5 b.h.p. at 5,400 r.p.m. In unit with clutch, gearbox, and final drive.

Clutch: Diaphragm-spring, 8 in. (0.20 m.) diameter.

Gearbox: All synchromesh. Ratios: first 3.29 : 1; second 2.06 : 1; third 1.38 : 1; top 1.00 : 1; reverse 3.07 : 1.

Final Drive: Front-wheel drive, open shafts with universals. Ratio 3.88 : 1.

Steering: Rack and pinion.

Road Wheels: Pressed-steel disc, 165—14 radial-ply tyres.

Brakes: Hydraulic 9.281 in. (0.24 m.) discs at front, 9 in. (0.23 m.) drums with leading/trailing shoes at rear. Servo-assisted.

Suspension: Hydrolastic® displacers interconnected front to rear.

Electrical: 12-volt, 50-amp. hr. battery. Dimming relay for rear flashers and stop lamps operates when sidelamps are on.

Instruments: Ribbon speedometer with mileage recorder and water temperature/fuel gauges. Warning lamps show low oil pressure, headlamp high-beam, flashers working, and dynamo not charging.

Coachwork: Five-seater Saloon.

Dimensions:

O/A length: 13 ft. 10.875 in. (4.24 m.)

O/A width: 5 ft. 6.875 in. (1.70 m.)

O/A height: 4 ft. 8 in. (1.42 m.)

Optional Extras: 95.5 b.h.p. 'S'-type engine. Automatic transmission. Reclining front seats. Power-assisted steering. Electrically heated rear window.



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