COLOURS AND TRIM—BASIC, DE-LUXE, AND EXPORT DE-LUXE SALOONS

Fiesta Yellow with Grey cloth for Basic model; Grey Fleck and Powder Blue leathercloth for De-luxe.

Tartan Red with Grey cloth for Basic; Grey Fleck and Tartan Red leathercloth for De-luxe.

Surf Blue with Grey cloth for Basic; Grey Fleck and Powder Blue leathercloth for De-luxe.

Smoke Grey with Grey cloth for Basic; Grey Fleck and Dark Grey leathercloth for De-luxe.

Old English White with Grey cloth for Basic; Grey Fleck and Tartan Red leathercloth for De-luxe.

Almond Green with Grey cloth for Basic; Grey Fleck and Porcelain Green leathercloth for De-luxe.

All the above colours also apply to the Traveller model.

DUOTONE COLOURS AND TRIM—
SUPER AND COOPER SALOONS

Fiesta Yellow/Old English White with Brocade Grey and Powder Blue leathercloth.

Tartan Red/Black with Brocade Grey and Tartan Red leathercloth.

Surf Blue/Old English White with Brocade Grey and Powder Blue leathercloth.

Smoke Grey/Old English White with Dove Grey and Dark Grey leathercloth.

Old English White/Dove Grey with Brocade Grey and Tartan Red leathercloth.

Almond Green/Dove Grey with Dove Grey and Porcelain Green leathercloth.

(Morris Motors Limited)
MORRIS SUPER MINI-MINOR and COOPER MODELS

GENERAL

Two new versions of the Mini-Minor Saloon are now available. They are respectively the Super and the Cooper. Both are additional to the existing availability of Basic and De-luxe models.

The Super is an attractive, very well appointed saloon with extensive sound insulation and offers exceptionally comfortable travel. The Cooper Saloon is a luxury model with a very keen performance made possible by a highly tuned 977 c.c. engine. It also has 7-in. (18 cm.) disc brakes at the front and a remote-control gear change etc.

The chassis specification for the Super is identical with that for the Basic and De-luxe saloons as described in the Mini-Minor Sales Manual, Publication No. H.E. 5954. The Cooper Saloon also employs the same basic chassis design, but engine, gearbox, and brakes are modified for higher performance. This is not to say that the Cooper is designed as a rally or speed car. Rather it is intended to offer that exceptional performance which the keener type of driver seeks to enjoy in his everyday motoring.

PRINCIPAL FEATURES OF THE SUPER SALOON

There are the main differences between the De-luxe saloon, with which the salesman is familiar, and the new Super.

1. More extensive sound insulation by felt and emulsion.
2. Bright metal door window mouldings and chrome iron sill finishers.
3. Modified grille.
4. Different-shaped cushion seat squab.
5. Carpet on luggage boot floor and on sill inner panels.
6. Casing panel on luggage boot lid.
7. Windscreen rail and pillar and fascia shelf rail covered in leathercloth.
8. Roof lamp.
9. Oval-shaped instrument panel with oil pressure and water temperature gauges.
10. Single Windstone horn.
11. Solaroid starter with combined ignition-starter switch.
12. Lever-type door interior handle.

SOUND-INSULATION

The following areas are given additional sound-insulation treatments:

1. Front and rear floors: 3 in. (76 mm.) underfelt.
2. Boot floor: 3 in. (76 mm.) felt.
3. Seat pan: 3 in. (76 mm.) felt.
4. Boot lid outer panel: 3 in. (76 mm.) felt.
5. Dash front face: 1 in. (6.4 mm.) felt and P.V.C.
6. Dash rear face above parcel shelf: 1 in. (6.4 mm.) felt.
7. Dash rear face below parcel shelf: 1 in. (6.4 mm.) felt.
8. Bonnet insulation: 3 in. (76 mm.) felt with P.V.C. coating.
9. Door and rear quarters below waist: 1 in. (6.4 mm.) felt.
10. Bottom face of rear parcel shelf: 1 in. (6.4 mm.) felt.
11. Underside of front and rear wheel arches: emulsion-type sound-deadener.

BODY FEATURES OF THE COOPER SALOON

This model takes similar coachwork to the Super saloon except in the following instances:

1. Different grille.
2. Different speedometer.

CHASSIS FEATURES OF THE COOPER SALOON

Chassis assemblies are similar to that used for the Basic saloon except in the following instances.

Engine

1. Capacity 977 c.c., Bore 2.46 in. (62.43 mm.), Stroke 3.20 in. (81.28 mm.).
3. B.H.P. 55 at 6,000 r.p.m.
4. Max. torque 24.5 lb. ft. at 5,600 r.p.m.
5. Twin S.U. carburettors, type H52.
6. Sintered inlet ports and three-barrel exhaust manifold with sintered ports between Nos. 2 and 3 cylinders.
7. Stronger single valve springs.
8. Multi-blade fan.
9. Straight-through, large-capacity exhaust silencer.

Gearbox and Ratios

10. Close-ratio, 1:00, 1:577, 1:196, 3:206, and 3:300 to 1 reverse.
13. Road speeds at 1,000 r.p.m. — top 14.824 m.p.h., third 10.92 m.p.h., second 7.719 m.p.h., first 4.631 m.p.h.

Brakes

14. Disc brakes at front 7 in. (18 cm.) diameter, 7 in. (18 cm.) diameter x 1 1/4 in. wide drum brakes at rear.
15. Hydraulic intensifier between master cylinder and front discs to boost front braking power with pressure-limiting valve at rear to prevent locking of the rear wheels. Disc brakes are smaller in production today and have been specially developed for the Cooper model.

PERFORMANCE DATA—COOPER SALOON

The following performance data have been obtained by factory engineers testing a car with carburator and ignition settings calculated to give the best performance combined with economy. Fuel-Premium. Tyres—standard. Load—driver and one passenger.

Mean Maximum Speed

Maximum lap .............................................. 87 m.p.h.

Acceleration Through Gears

<table>
<thead>
<tr>
<th>Gear</th>
<th>0-30 m.p.h.</th>
<th>0-40 m.p.h.</th>
<th>0-50 m.p.h.</th>
<th>0-60 m.p.h.</th>
<th>0-70 m.p.h.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Top Gear</td>
<td>5-1 sec.</td>
<td>6-2 sec.</td>
<td>7-5 sec.</td>
<td>8-6 sec.</td>
<td>9-9 sec.</td>
</tr>
<tr>
<td>3rd Gear</td>
<td>7-3 sec.</td>
<td>8-3 sec.</td>
<td>9-9 sec.</td>
<td>11-0 sec.</td>
<td>12-3 sec.</td>
</tr>
<tr>
<td>2nd Gear</td>
<td>9-5 sec.</td>
<td>10-0 sec.</td>
<td>12-0 sec.</td>
<td>13-5 sec.</td>
<td>15-0 sec.</td>
</tr>
<tr>
<td>1st Gear</td>
<td>10-0 sec.</td>
<td>10-0 sec.</td>
<td>13-0 sec.</td>
<td>15-0 sec.</td>
<td>16-0 sec.</td>
</tr>
<tr>
<td>蠕</td>
<td>15-0 sec.</td>
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<td>19-0 sec.</td>
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Steady Speed Fuel Consumptions

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<th>Fuel Consumption</th>
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<tbody>
<tr>
<td>30 m.p.h.</td>
<td>63-5 m.p.g.</td>
</tr>
<tr>
<td>40 m.p.h.</td>
<td>61-0 m.p.g.</td>
</tr>
<tr>
<td>50 m.p.h.</td>
<td>57-0 m.p.g.</td>
</tr>
<tr>
<td>60 m.p.h.</td>
<td>53-0 m.p.g.</td>
</tr>
<tr>
<td>70 m.p.h.</td>
<td>49-0 m.p.g.</td>
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