

D FOR REAR SEAT PASSENGERS

1. The rear seat allows excellent freedom of movement with really generous head and leg room. Upholstery consists of a seat cushion and a back squab which is slightly bowed.
2. Parcel accommodation has again been amply catered for with companion boxes in each side of the rear seat and a full-width shelf at the rear of the back squab. Additionally a stowage space is provided beneath the rear seat.
3. The large side windows on the De-luxe version are hinged at the forward edge for opening

E THE REAR END

1. Rear lights are combined in single units comprising stop/tail lights, amber flashers, and reflectors.
2. The luggage boot has a capacity of $5\frac{1}{2}$ cu. ft. (154 m.^3) with the lid closed. The lid is hinged at the bottom and folds down, thus providing a platform which can be used for the overflow of light luggage. The rear seat squab folds down for extra luggage capacity when no rear passengers are carried.
3. The spare wheel and battery

outwards. The wide rear window provides an excellent field of vision behind the car.

4. Two ashtrays are fitted on the De-luxe version, one on each side of the rear seat, located in front of the companion boxes.
5. Large window areas all round provide a light and airy interior which is enhanced by the headlining in washable pale grey material.
6. The wide and wide-opening front doors with the tip-up front seats allow easy access to the rear compartment.

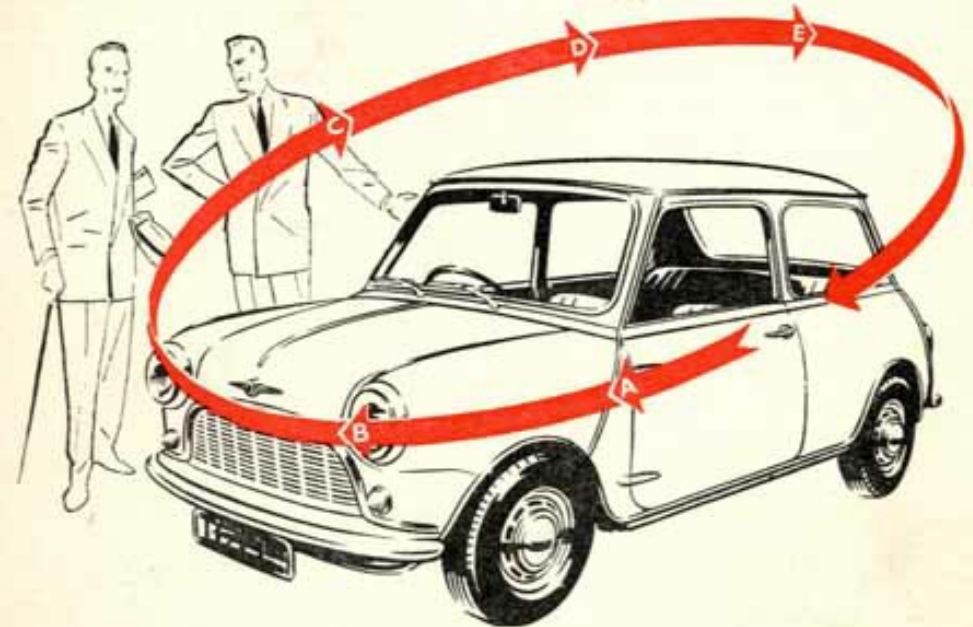
are stowed at the bottom of the luggage boot.

4. The rear number-plate, which is illuminated from the base, is attached to the boot lid and folds down when the lid is used as a platform.
5. Adequate protection is provided by a full-width chrome bumper which carries overriders on the De-luxe version.
6. The rubber diaphragm cone springs are horizontally mounted at the rear. The rear suspension assembly can be readily removed complete for servicing.

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Your 'walk-around' sales guide. Starting from the left-hand side, we walk round the car in a clockwise direction, pointing out the features as we go.

A MAIN SELLING POINTS

1. A revolutionary small car, with many unconventional mechanical and body features, which nevertheless provides comfortable seating for four adults.
2. Powered by a four-cylinder

o.h.v. engine which has already been proved to be exceptionally reliable and economical from previous experience in the early Morris Minor models. The unit is transversely mounted at the front end of the car and power is transmitted to the front wheels.

3. Small in size, compact, cheap to buy, run, and operate, it could admirably fill the role of a second car for the family. However, it would also make an excellent *only* car for the motorist of limited means.

4. Independent suspension is employed on all four wheels by rubber diaphragm cone spring units with telescopic shock absorbers.

5. For a car of its size it has a prodigious capacity for luggage and parcels. In addition to the roomy boot there are parcel shelves front and rear inside, together with door pockets, quarter pockets, and extensive stowage under the rear seat.

B THE FRONT END

1. The unostentatious styling of the front consists of an aluminium fret radiator grille which is surrounded by a chrome beading.

2. The substantial front bumper is chromium-plated and over-riders are fitted on the De-luxe version.

3. Headlights and sidelights are combined in one unit with flashing direction indicators located separately below each one.

6. The excellent power-to-weight ratio gives exceptionally low running costs in relation to body space and performance.

7. A large one-piece windshield and short bonnet with a low front line give unsurpassed forward vision for the driver. For the passengers a large rear window and wide side windows make provision for excellent visibility in all directions.

8. Virtually designed around the measurements of four comfortably seated average people, the mono-construction all-steel body is immensely strong and rigid. Despite the short overall length, the body is exceptionally roomy.

4. The four-cylinder o.h.v. engine of 850 c.c. capacity is transversely mounted with the radiator and fan at the side. There is only one oil filler hole through which the lubricant for engine, gears, and front axle is supplied. The four-speed gears and drive are located in the engine sump.

5. The engine sump is finned for improved oil cooling.

6. Rubber diaphragm cone spring units are vertically mounted at the front and

telescopic shock absorbers are fitted.

7. Twin windshield wipers work in parallel and washers are offered as optional extras.

▶ FOR DRIVER AND FRONT SEAT PASSENGER

1. Front seats are bucket type and hinged on forward mounting for easy access to back seats. Both seats are adjustable on the De-luxe version.

2. The fascia is simple but practical. One centrally mounted dial includes speedometer, fuel gauge, and oil and ignition warning lights.

3. A centrally mounted floor gear change lever controls the four-speed gearbox, which has synchromesh on the upper ratios.

4. Foot controls are pendent type, leaving ample room for driver's feet, and the headlamp dip switch is foot-operated.

5. The special braking system is fitted with a cut-off valve which controls the maximum pressure to the rear brake-operating cylinders.

8. The wide-opening bonnet gives unrivalled accessibility for minor adjustments and servicing. For major servicing the 'Power-pack' can readily be removed in one complete unit.

operates the direct and positive improved rack and pinion type steering gear. The flashing direction indicator control arm is located on the steering-column. The horn push-button is in the centre of the steering-wheel.

7. Parcel accommodation is provided in open boxes on each side of the central instrument dial as well as capacious pockets in both front doors.

8. Design of the sliding door windows has achieved a larger than normal opening aperture.

9. Heating equipment is offered as an optional extra on both Standard and De-luxe versions.

10. Control switches, two of them toggle type, are located in a panel beneath the central instrument dial.

11. Provision has been made for fitting H.M.V. car radio.