

### COACHWORK VARIANTS— MINI-MINOR SALOONS

	Basic	De-luxe	Export D.L.	Super	Cooper
<b>Body Exterior</b>					
Plastic insert—windscreen and rear window .. .. .	No	Yes	Yes	Yes	Yes
Hinged rear quarter-lights .. .. .	No	Yes	Yes	Yes	Yes
Bright metal door window mouldings .. .. .	No	No	No	Yes	Yes
Plastic sill finishers .. .. .	No	Yes	Yes	No	No
Chrome iron sill finishers .. .. .	No	No	No	Yes	Yes
Chrome filler cap and rear number-plate lamp .. .. .	No	Yes	Yes	Yes	Yes
Over-riders .. .. .	No	Yes	Yes	Yes	Yes
Wheel embellishers .. .. .	No	Yes	Yes	Yes	Yes
Duotone paint .. .. .	No	No	No	Yes	Yes
<b>Seat Cushions and Squabs</b>					
Side and rear centre rolls .. .. .	No	No	No	Yes	Yes
Centre panels fluted transversely .. .. .	No	No	No	Yes	Yes
<b>Seat Trim</b>					
Woven cloth .. .. .	Yes	No	Yes	No	No
Leathercloth .. .. .	No	Yes	No	Yes	Yes
<b>Seat Adjustment</b>					
Front passenger seat .. .. .	No	Yes	No	Yes	Yes
<b>General Interior Trim</b>					
Carpet on floor .. .. .	No	Yes	No	Yes	Yes
Carpet on boot floor .. .. .	No	No	No	Yes	Yes
Casing panel on boot lid .. .. .	No	No	No	Yes	Yes
Leathercloth on windscreen bottom rail and side pillar, and on front parcel rail .. .. .	No	No	No	Yes	Yes
Front parcel rail bright moulding .. .. .	No	Yes	No	Yes	Yes
Ash-trays in rear companion pockets .. .. .	No	Yes	No	Yes	Yes
Roof lamp .. .. .	No	No	No	Yes	Yes
Companion pocket lamp .. .. .	No	Yes	No	No	No
Door lever handle .. .. .	No	No	No	Yes	Yes
Door kick aluminium protection .. .. .	No	Yes	No	Yes	Yes
Sun visors .. .. .	1	2	2	2	2
Chrome bezel on switch panel .. .. .	No	Yes	No	Yes	Yes
Fascia shelf illumination .. .. .	Yes	Yes	Yes	No	No
Door seal royalite kicking strip .. .. .	No	Yes	No	Yes	Yes
Instrument cowl—round .. .. .	Yes	Yes	Yes	No	No
Instrument cowl—oval .. .. .	No	No	No	Yes	Yes
Oil and water temperature gauges .. .. .	No	No	No	Yes	Yes
Windscreen washer .. .. .	No	Yes	Yes	Yes	Yes
Windtone horn .. .. .	No	No	No	Yes	Yes
Floor over spare wheel .. .. .	No	No	No	Yes	Yes
Recirculatory heater as standard .. .. .	No	Yes	No	Yes	Yes

### 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. (The second colour applies to the roof panel in each case.)



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MORRIS  
SUPER MINI-MINOR  
AND  
COOPER MODELS

SALESMAN'S DATA

## 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 997-c.c. engine. It also has 7-in. (18 cm.) disc brakes at the front and a remote-control gear change lever.

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 is it 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

These 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 cushions and 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 Windtone horn.
11. Solenoid starter with combined ignition-starter switch.
12. Lever-type door interior handle.

### SOUND-INSULATION

The following areas are given additional sound-insulation treatment:

1. Front and rear floors:  $\frac{3}{8}$  in. (19 mm.) underfelt.
2. Boot floor:  $\frac{3}{8}$  in. (9.6 mm.) felt.
3. Seat pan:  $\frac{3}{8}$  in. (9.6 mm.) felt.
4. Boot lid outer panel:  $\frac{3}{8}$  in. (9.6 mm.) felt.

5. Dash front face:  $\frac{1}{2}$  in. (6.4 mm.) felt and P.V.C.
6. Dash rear face above parcel shelf:  $\frac{3}{8}$  in. (9.6 mm.) felt.
7. Dash rear face below parcel shelf:  $\frac{3}{8}$  in. (19 mm.) felt.
8. Bonnet insulation:  $\frac{3}{8}$  in. (9.6 mm.) felt with P.V.C. coating.
9. Door and rear quarters below waist:  $\frac{1}{2}$  in. (6.4 mm.) felt.
10. Bottom face of rear parcel shelf:  $\frac{1}{2}$  in. (19 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.
3. Remote-control gear lever.

### 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 997 c.c., Bore 2.46 in. (62.43 mm.), Stroke 3.20 in. (81.28 mm.).
2. Compression ratio 9:1 : 1.
3. B.H.P. 55 at 6,000 r.p.m.
4. Max. torque 54.5 lb. ft. at 3,600 r.p.m.
5. Twin S.U. carburetters, type HS2.
6. Siamized inlet ports and three-branch exhaust manifold with siamized 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, 1-357, 1-916, 3-200, and 3-200 to 1 reverse.
11. Remote-control gear change lever.
12. Overall ratios—3-765, 5-109, 7-213, and 12-048.
13. Road speeds at 1,000 r.p.m.—top 14-824 m.p.h., third 10-92 m.p.h., second 7-739 m.p.h., first 4-633 m.p.h.

### Brakes

14. Disc brakes at front 7 in. (18 cm.) diameter, 7 in. (18 cm.) diameter  $\times$   $1\frac{1}{2}$  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 smallest 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 carburetter 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

0-30 m.p.h.	.. .. .	5.1 sec.
0-40 m.p.h.	.. .. .	8.1 sec.
0-50 m.p.h.	.. .. .	12.8 sec.
0-60 m.p.h.	.. .. .	18.5 sec.
0-70 m.p.h.	.. .. .	31.0 sec.

#### Acceleration In Gears

	<i>Top Gear</i>	<i>3rd Gear</i>
10-30 m.p.h.	10.1 sec.	7.1 sec.
20-40 m.p.h.	11.5 sec.	7.9 sec.
30-50 m.p.h.	12.1 sec.	7.9 sec.
40-60 m.p.h.	13.7 sec.	9.5 sec.
50-70 m.p.h.	20.0 sec.	—

#### Steady Speed Fuel Consumptions

30 m.p.h.	.. .. .	63.5 m.p.g.
40 m.p.h.	.. .. .	57.0 m.p.g.
50 m.p.h.	.. .. .	49.0 m.p.g.
60 m.p.h.	.. .. .	42.2 m.p.g.
70 m.p.h.	.. .. .	33.0 m.p.g.