

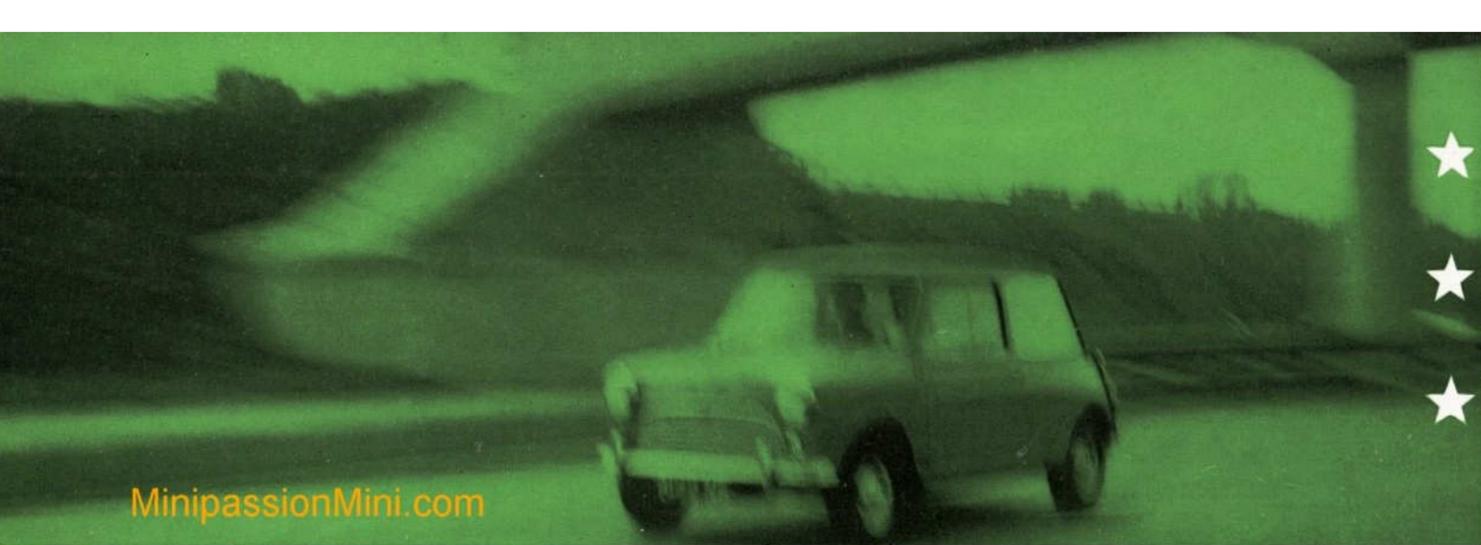
-and now

QUALITY
FIRST **MORRIS**
MINI-COOPER



For the fast lane

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TWIN CARBURETTERS

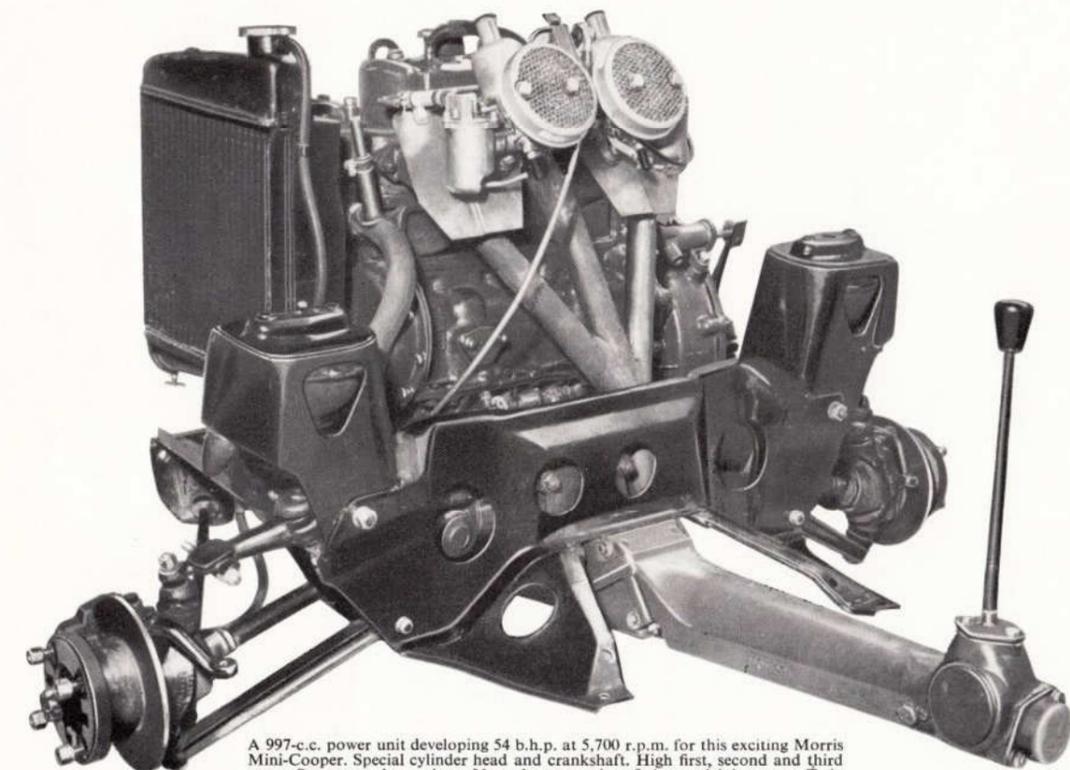


DISC BRAKES



997 c.c. ENGINE

SPECIAL VERSION of the SUPER MINI-MINOR WITH SPORTS-CAR SPECIFICATION



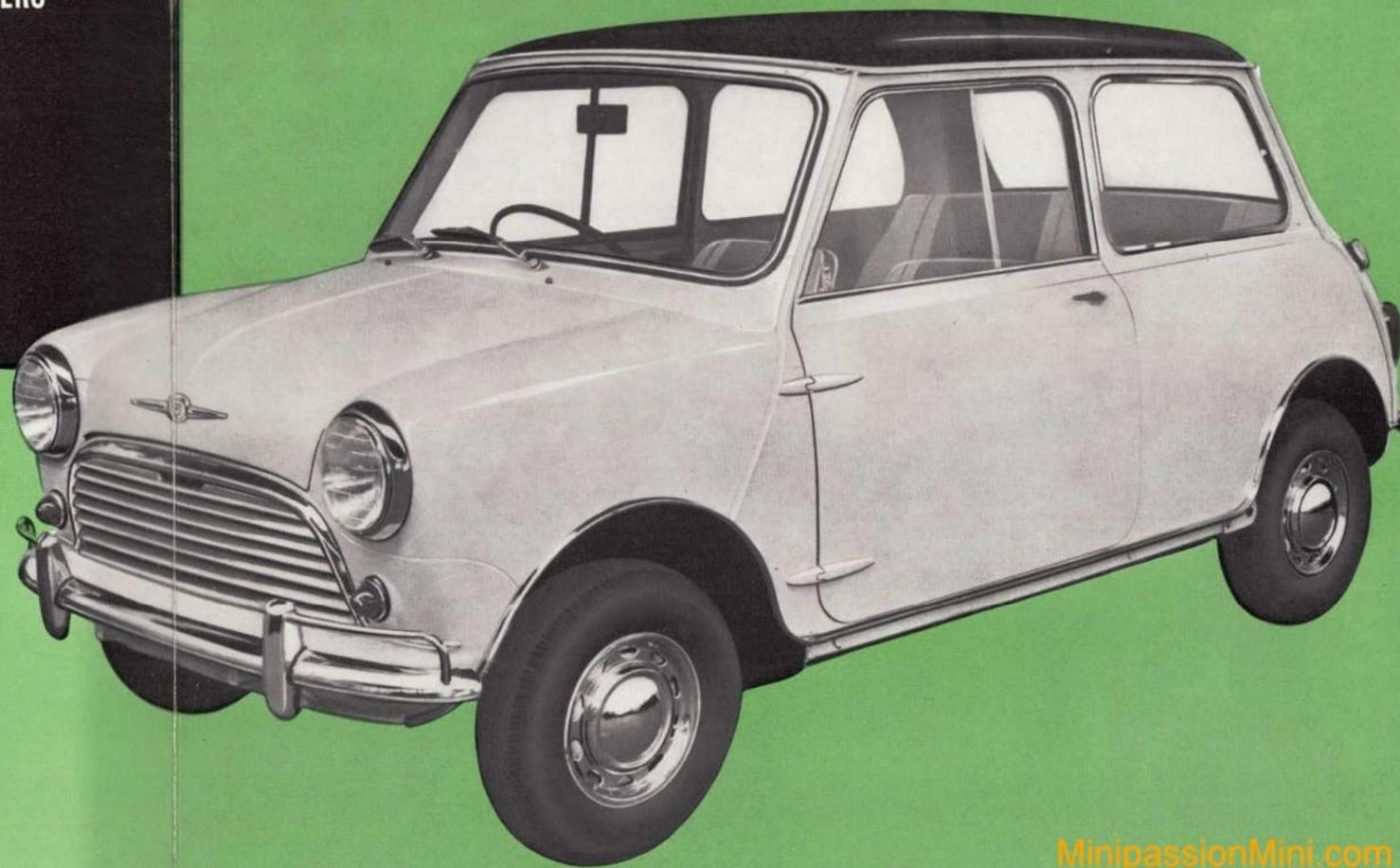
A 997-c.c. power unit developing 54 b.h.p. at 5,700 r.p.m. for this exciting Morris Mini-Cooper. Special cylinder head and crankshaft. High first, second and third gears. Stronger valve springs. Note the two pairs of siamesed inlet ports. Twin S.U. HS2 type carburetters. The Morris Mini-Cooper's straight-through exhaust system means virtually no back-pressure. The large-capacity silencer gives unrestricted gas flow without excessive noise—an important aid to greyhound get-aways. The remote-control gear lever gives swift, sure racing gear changes.

THE MINI FOR THE MOTORWAY

70 m.p.h. with plenty in hand. This power-packed Morris Mini-Cooper marks a brilliant breakthrough for Mini-Motoring. Here's an astonishing car combining sports-car sparkle with Mini-economy. Every inch a flier. The car for the enthusiast. The *real* enthusiast who wants performance plus the sure safety of Mini-Minor road-holding. Disc brakes complete this staggering package.

The car for the fastidious, too, with its new interior styling, the smart duotone effect of its black top, aggressive grille. With its new-design seating, generous furnishings, and special new appointments.

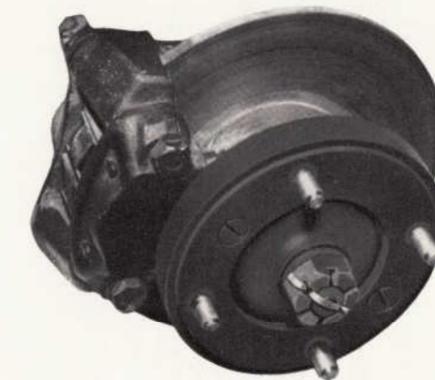
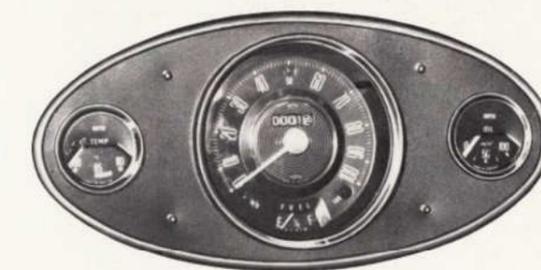
Turn to the detailed specification on page 4. Read the full facts about this new wonder Morris Mini-Cooper. Then road-test it yourself. Right away.



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Modern to the minute. This classic, at-a-glance instrument panel features oil and temperature gauges with a big clear speedometer calibrated to 100 m.p.h.



Disc brake confidence is a big feature of the Morris Mini-Cooper. The discs—among the smallest made—were developed specially by Lockheed. That's not all. To achieve positive, efficient braking a hydraulic intensifier or booster operates between the master cylinder and the front disc brakes; there is a pressure-limiting valve between the master cylinder and the rear drum-brakes to more accurately apportion braking between front and rear for both wet and dry conditions.

MORRIS MINI-COOPER

for the fast lane!

If you are performance minded—if you are a real, get-up-and-go enthusiast—if you like fast get-aways—*here's your car!* The thrilling Morris Mini-Cooper! Ask your Morris dealer about it now. He'll tell you about its twin carbs, 997 c.c. power unit with its special head and crankshaft. Special first and second gears too! About its disc brakes, speedo calibrated to 100 m.p.h. and a lot more besides including the dramatic duotone styling and super smart luxury you've seen in the Super Mini-Minor. Yes, this Morris Mini-Cooper has certainly got everything.

SPECIFICATION

ENGINE: Four cylinders; overhead valves with push-rod and rocker operation; bore 62.43 mm. (2.458 in.), stroke 81.33 mm. (3.20 in.), cubic capacity 997 c.c. (60.85 cu. in.) developing 54 b.h.p. at 5,700 r.p.m. Three-bearing crankshaft; main bearings and connecting rod bearings with renewable liners. Compression ratio 9 : 1 or 8.3 : 1 if required. Aluminium-alloy pistons. Full-flow renewable-element external oil filter.

COOLING: By pressurized thermostatically controlled system with impeller pump and fan.

IGNITION: Battery and coil. Automatic advance and retard with centrifugal and vacuum control.

CARBURATION: Twin S.U. automatic semi-downdraught type HS2 carburettors fed from rear tank by rear-mounted S.U. electric fuel pump SP. Pancake-type air cleaners. Fuel tank capacity 5½ Imperial gallons (25 litres, 6.6 U.S. gallons).

TRANSMISSION: Single-plate dry clutch with hydraulic actuation. Close-ratio 4-speed gearbox with synchromesh on second, third, and top gears, giving overall ratios of—first 12.048, second 7.214, third 5.109, top 3.765, and reverse 12.048 : 1. Remote-control floor gear change. Combined transmission casing and oil sump below engine crankcase. Transversely mounted power unit with mainshaft in constant mesh with differential assembly mounted on side of transmission casing. Drive transmitted by universal-jointed shafts to the front road wheels. Final drive ratio 3.765 : 1.

BRAKES: Lockheed hydraulic brakes. Pendent-type pedal; 7 in. (17.8 cm.) diameter brake-drums rear with leading and trailing shoes and 7 in. (17.8 cm.) diameter self-adjusting disc brakes front. Simple shoe adjustment on rear brakes which simultaneously adjusts the hand brake. Pull-up lever operates the hand brake on rear drums. A pressure limiting valve is introduced between the master cylinder and the rear drum brakes to more accurately apportion braking between front and rear wheels for both wet and dry road conditions.

BODY AND CHASSIS UNIT: The mono-construction body incorporates the body shell, floor, bulkhead, and wing valances. Full-width bumpers with over-riders front and rear. Deep, well-sprung vinyl-treated fabric upholstery and trimming. Luggage boot capacity (with lid closed) 5½ cu. ft. (154 m.³). Hinged rear number-plate to allow boot lid to be used in open position, providing large carrying capacity. Extensive sound-deadening to all main body panels.

SUSPENSION: Independent front suspension by rubber cone spring units; upper and lower suspension arms attached to swivel pin hubs by ball joints. Independent rear suspension by rubber cone spring units and radius arms. Hydraulic telescopic dampers front and rear.

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WHEELS AND TYRES: Ventilated disc-type wheels with 4-stud fixing (3.50B×10). Dunlop 5.20—10 nylon cord tubeless tyres. Spare wheel housed in luggage boot. Chrome-plated wheel embellishers.

STEERING: Rack and pinion steering with direct linkage to steering-arms on swivel pins. 15½ in. (40 cm.) diameter 2-spoke steering-wheel with central horn-push. Left- or right-hand steering according to markets (L.H.D. not available in the UK.). Turning circle 31 ft. (9.45 m.). Track—front 3 ft. 11½ in. (1.206 m.), rear 3 ft. 9¾ in. (1.164 m.).

ELECTRICAL EQUIPMENT: High-output dynamo with compensated voltage control: 12-volt 34-amp.-hr. battery (at 20-hr. rate); double dipping headlamps with prefocused bulbs; foot dipping switch; parking lights; twin stop and tail lamps; rear reflectors; rear number-plate lamp; instrument lighting; dual-arm windshield wipers; electric windtone horn; flashing direction indicators with automatic cancelling control; interior roof lamp with integral switch; ignition, headlamp main beam, and flashing signal warning lights. Concealed instrument illumination.

INSTRUMENTS: Speedometer with total distance recorder; fuel gauge; oil pressure gauge; temperature gauge.

CONTROLS: Windshield wiper switch; ignition/starter switch; lighting switch; mixture control.

VENTILATION: Double sliding windows to each door with press-button-type lock. Hinged quarter windows. Recirculatory heater and windshield-demisting equipment.

GENERAL EQUIPMENT: Safety glass all round; large curved windshield and rear window; anti-glare driving mirror; hard-wearing carpet floor covering with underfelt; ashtray; sun visors; separate front seats with adjustment; large parcel trays in front compartment and behind rear squab; large pockets in each door; companion boxes at each side of rear seat fitted with ashtrays; washable headlining; provision for fitting radio; fresh-air heater/demisters (Home market only); windshield washer. Front and rear bumpers with over-riders and tubular extensions.

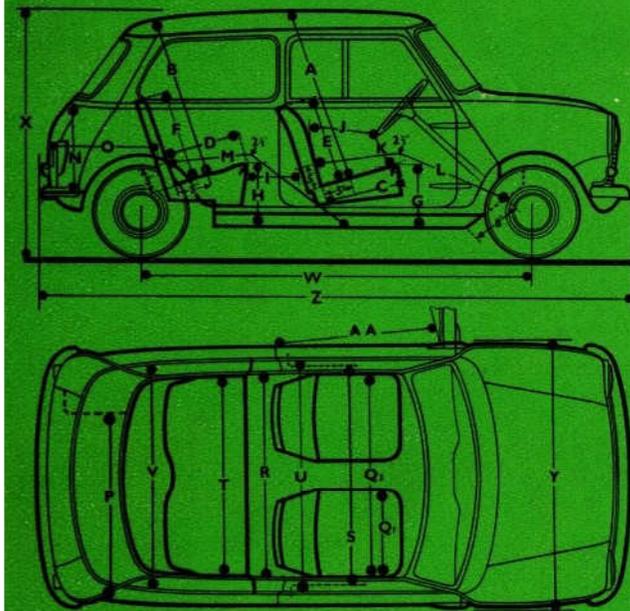
OPTIONAL EXTRA: Radio.

EXPORT AVAILABILITY: The basic saloon as detailed above is available for overseas markets.

Alternative equipment at no extra cost on basic model: right- or left-hand steering; km.p.h. or m.p.h. speedometer; lighting and flasher equipment to suit regulations of different countries. Optional at extra cost: laminated windshield; fresh-air heater; radio.

COLOURS: Fiesta Yellow with Old English White roof, grey and blue upholstery and blue carpet; Tartan Red with Black roof, grey and red upholstery and red carpet; Surf Blue with Old English White roof, grey and blue upholstery and blue carpet; Smoke Grey with Old English White roof, light and dark grey upholstery and grey carpet; Old English White with Black roof, grey and red upholstery and red carpet; Almond Green with Old English White roof, grey and green upholstery and grey carpet.

Road wheels are finished in Old English White on all models.



DIMENSIONS

		English	Metric
Front seat cushion to roof	A	3 ft. 14 in.	0.95 m.
Rear seat cushion to roof	B	2 ft. 10½ in.	0.88 m.
Front cushion depth	C	1 ft. 6 in.	0.46 m.
Rear cushion depth	D	1 ft. 5 in.	0.43 m.
Front squab height	E	1 ft. 7 in.	0.48 m.
Rear squab height	F	1 ft. 8 in.	0.51 m.
Height of front cushion	G	1 ft. 14 in.	0.35 m.
Height of rear cushion	H	1 ft. 1 in.	0.33 m.
Back of front squab to front of rear cushion	I	max. 11¼ in. min. 7¼ in.	0.29 m. 0.19 m.
Steering wheel to front squab	J	max. 1 ft. 4½ in. min. 1 ft. 0½ in.	0.42 m. 0.32 m.
Steering wheel to cushion	K	6½ in.	0.16 m.
Leg room—front	L	max. 3 ft. 7½ in. min. 3 ft. 5 in.	1.10 m. 1.04 m.
Leg room—rear	M	max. 3 ft. 8½ in. min. 3 ft. 2½ in.	1.13 m. 0.98 m.
Luggage boot height	N	max. 1 ft. 6 in.	0.46 m.
Luggage boot depth	O	max. 1 ft. 10 in.	0.56 m.
Luggage boot width	P	max. 3 ft. 2 in.	0.96 m.
Width of front bucket seat	Q1	1 ft. 8 in.	0.51 m.
Overall width of front seats	Q2	3 ft. 7½ in.	1.10 m.
Width of rear cushion	R	3 ft. 5 in.	1.04 m.
Max. front seat width at cushion level	S	3 ft. 9¼ in.	1.16 m.
Max. rear seating width at cushion level	T	3 ft. 5 in.	1.04 m.
Width over front seat at shoulder height	U	3 ft. 10 in.	1.17 m.
Width over rear seat at shoulder height	V	3 ft. 8½ in.	1.13 m.
Wheelbase	W	6 ft. 8½ in.	2.036 m.
Overall height	X	4 ft. 5 in.	1.35 m.
Overall width	Y	4 ft. 7½ in.	1.41 m.
Overall length	Z	10 ft. 0¼ in.	3.05 m.
Door entry width	AA	2 ft. 8 in.	0.81 m.
Unladen weight (approx.)		12 cwt.	610 kg.

