



MORRIS 1300 and 1100 Mk II





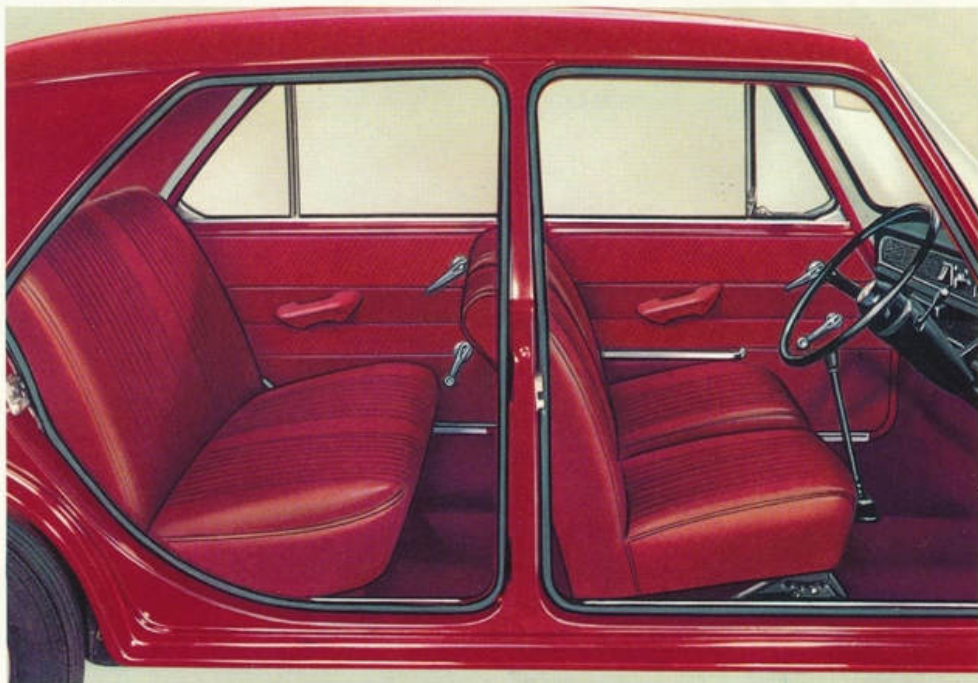
Passenger space is not gained at the expense of luggage. See how flat and capacious this boot is, with spare wheel in separate compartment below its floor. The new rear-light clusters contain direction indicators, stop/tail lamps and reflectors.



The new Morris 1300—more advanced than ever to De-luxe or Super De-luxe Specification

Here's the latest version of motoring's most advanced fast-selling car. It's been re-styled, with its own distinctive front grille, giving it even stronger claims to being one of the most attractive cars on the road. But it's what's under the bonnet that's the big news—the BMC 'A'-series 1275-c.c. power unit has been fitted, giving superb all-round performance, brisk acceleration, and quick get-aways. Powerful brakes (discs at the front) supplement this super-performance. All the seats have been re-designed and are trimmed in hard-wearing vinyl-coated fabric. They are extremely comfortable, allowing you to relax while still holding you firmly in place.

The new Morris 1300 still has the same engineering features that helped to make its predecessor, the Morris 1100, a world-beater: front-wheel-drive with its superb road-holding; the space-making transverse engine; the smooth stability of Hydrolastic suspension. Illustrated is the four-door Super De-luxe Saloon.



This is the fascia fitted to all 1300 two- and four-door Super De-luxe Saloons. All the instruments are grouped on an easy-to-read panel. A new, all-in-one switch on the steering-column controls dip-switch, horn, indicator switch, and headlamp flasher. And the glove compartment and wide parcel shelf accommodate a vast amount of odds and ends.



For those who prefer it, the 1098-c.c. Morris 1100 Mk. II is available to De-luxe and Super De-luxe specification with most of the styling changes and engineering features described on this page, except that it retains its own front grille.

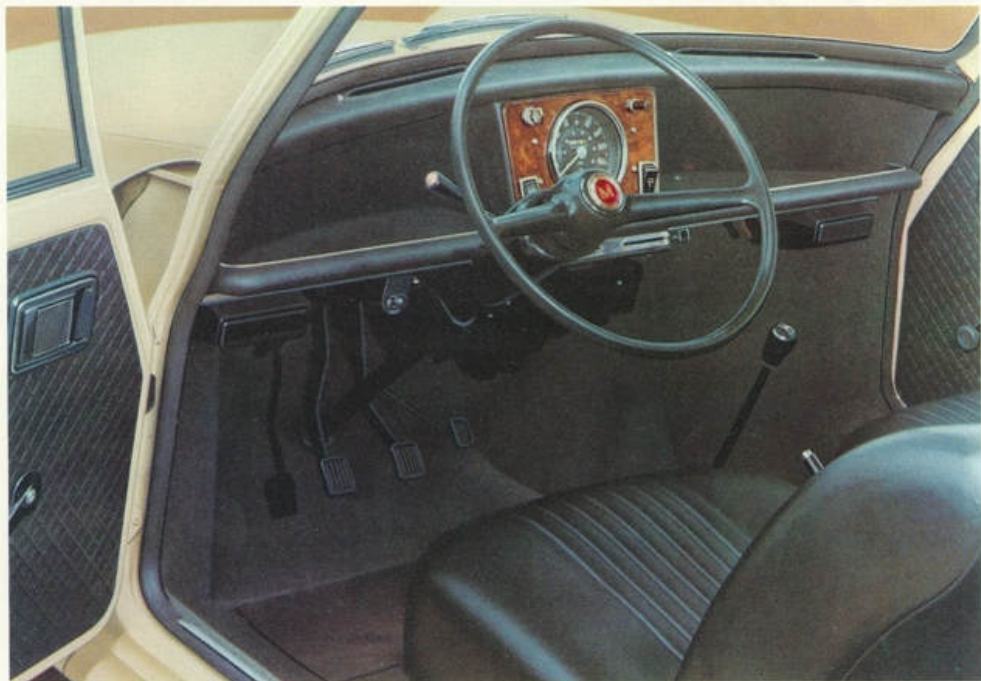


The new Morris 1300 Two-door Saloon

This new two-door version of the 1300 is fantastic value for money. You get all the advantages of 1300 motoring at an attractively lower price.

The interior is comfortably upholstered and trimmed in a hard-wearing, vacuum-formed, expanded vinyl, which being washable can be kept spotlessly clean. To assist access to the rear, each front seat can be tilted forward and adjusted for leg-reach. In common with all BMC cars, seat belt anchorage points are provided and your Dealer will be pleased to supply details of the recommended seat belts that can be fitted.

Two big doors swing widely for easy access to all seats and have specially designed safety locks and handles. Arm-rests are fitted to the doors which have swivelling louvres and curved windows that lower completely out of sight. For comfortable motoring at a realistic price you can't do better than this new two-door Morris 1300.



An individually styled fascia is another feature of all 1300 two-door De-luxe Saloons. All the instruments are grouped together for reading at a glance. And you'll find the same easy-to-handle controls that make all these models so relaxing to drive.



Quick and easy loading—even with hard-to-handle cargo. The full-width rear door swings high out of the way. Counterbalancing makes it light to handle and a safety device holds it firmly open. Light enough for a woman to open and shut one-handed—with no effort at all. The total loading capacity is 37.7 cu. ft. and the loading at the rear of the back seat is 14 cu. ft.



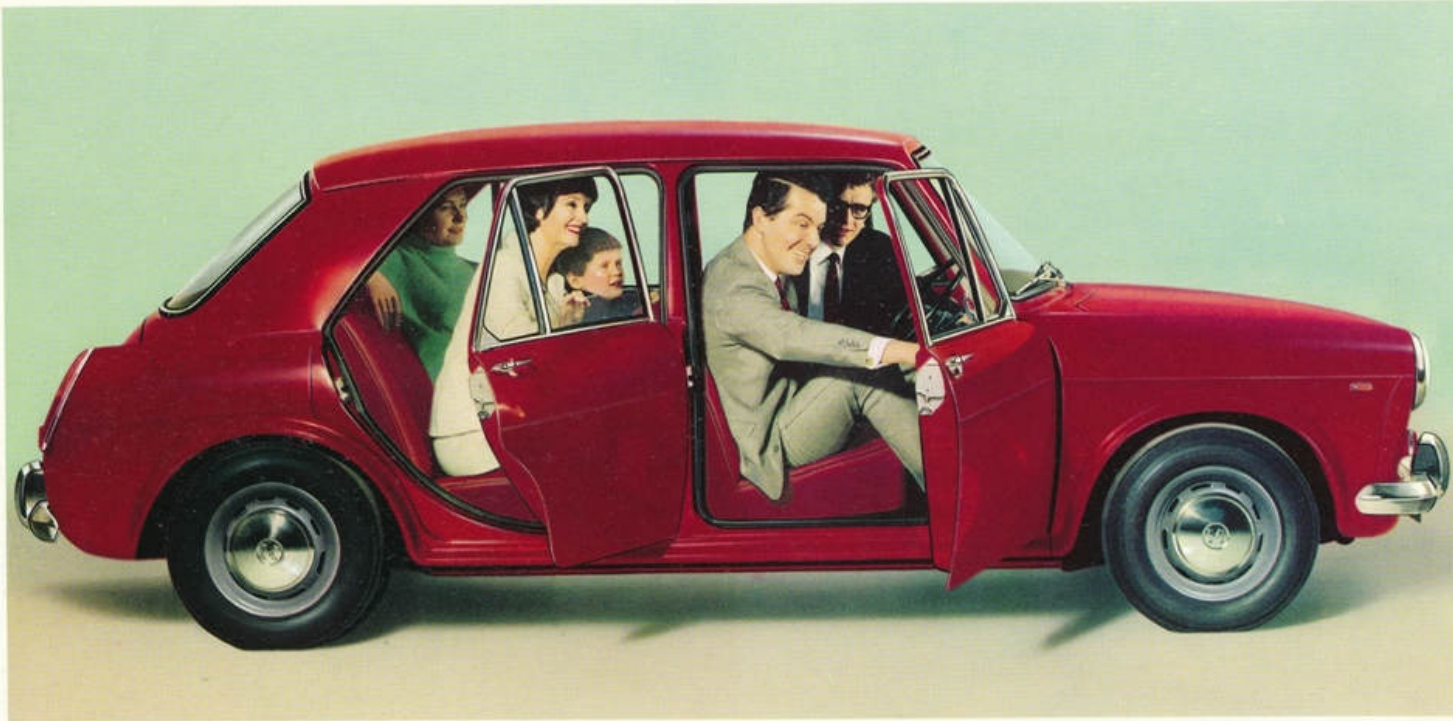
The new Morris 1300 Traveller

Multi-purpose motoring with the smooth comfort of the 1300 Saloons. Pile everything for a lively week-end or long holiday into this Traveller. There's seating for five and a spacious rear platform to accommodate everything in safety.

This perfect family carry-all and long-distance tourer has super-easy access through the special full-width counter-balanced rear door. No wheel arches or transmission hump obstruct the floor area. (Also available, for Export Markets only, with 1098-c.c. power pack, the 1100 Mk. II Traveller includes most of the features of its 1300 counterpart).



The rear bench seat folds *forwards* for a flat rubber-covered floor with extra capacity, or *backwards* for upholstered sleeping room for children. With the optional extra fully reclining front seats you can make yourself a full-size sleeping compartment. You'll find these flat-folding front seats very well worth the small additional cost.

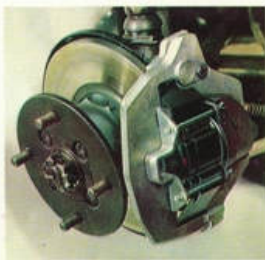
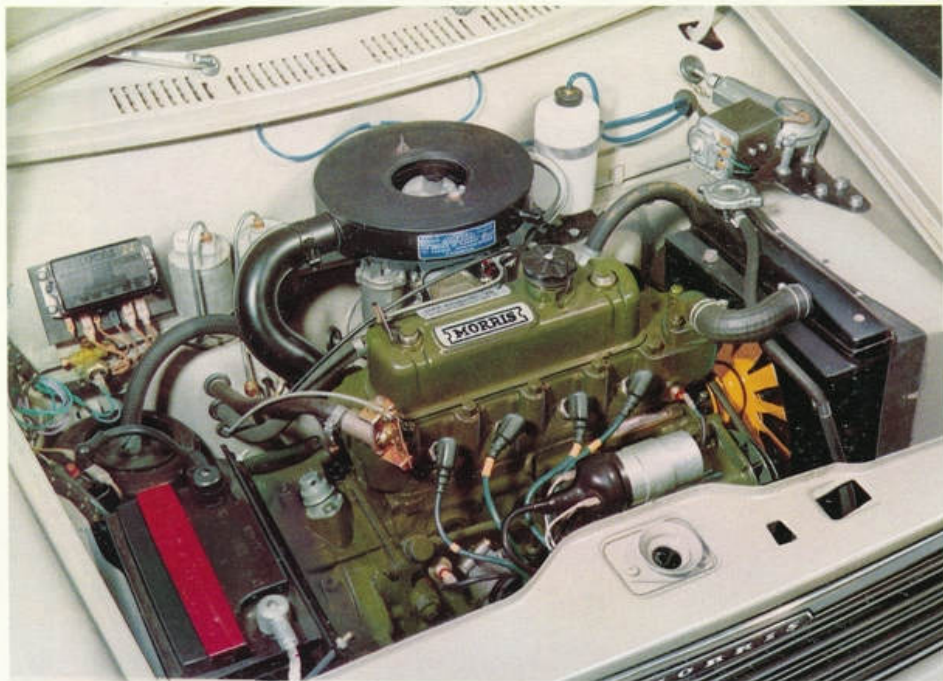


Automatic transmission is a brilliant optional extra. A combination of fully automatic plus manual control over all four gears. Do it yourself or leave it to us. Just press the accelerator and go. You glide in limousine luxury without effort or fatigue. Change into over-riding manual control at any time.



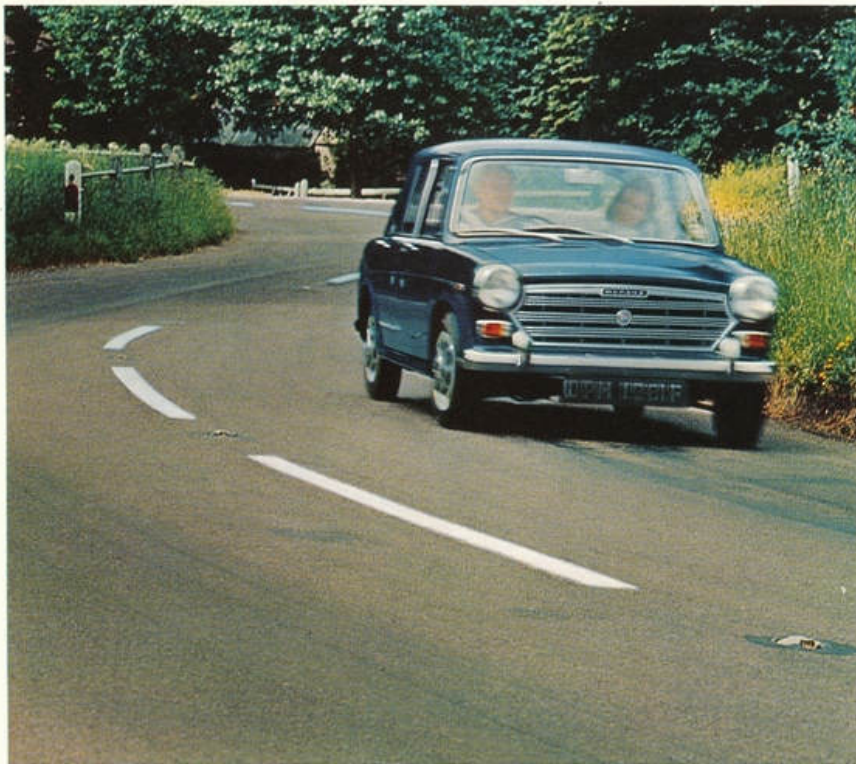
Where does all the space come from?

Something else you notice about these new Morris 1300s—the incredible amount of space inside. Yet the compactness of the overall dimensions makes these cars easy to park, easy to garage, easy to manoeuvre. Inches less in length, yet as spacious as a big saloon: how's it done? By fitting the engine sideways across the frame and powering the two front wheels. This has two results: fantastic roominess for five—over 80 per cent. of the car's length is available for passengers and luggage; and phenomenal performance with road-holding to match—especially in bad weather. The Morris 1300s give you all this plus day-long cruising at high speeds. For those who prefer the 1098-c.c. power pack, all this is available in the latest Morris 1100 Mk. II models.

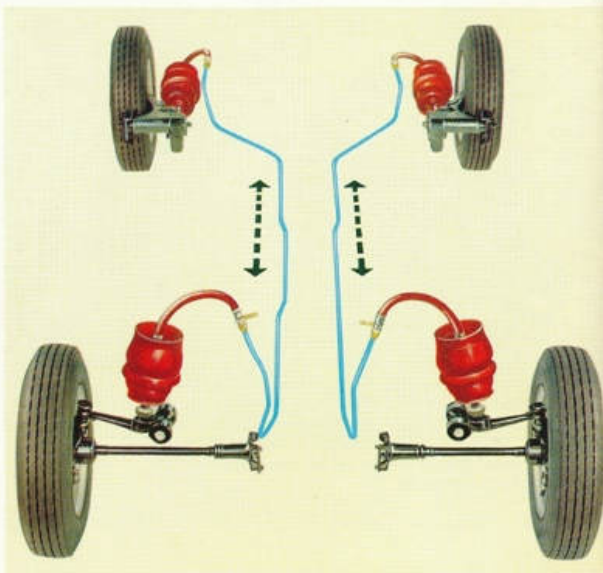


Powerful brakes (single calliper disc at front) make these new Morris cars some of the safest on the road. The extra power of this brake is also provided on 1100 Mk. II cars when fitted with automatic transmission.

So smooth you could pour coffee at 60 m.p.h.



Hydrostatic suspension employs inter-coupled units which automatically control fluid displacement, keeping the car level on any surface. No moving parts, no glands to leak or wear. No routine maintenance. Anti-rust and anti-freeze, the fluid is sealed into the system for the life of the car.



There's much more than the new specially designed seating to cosset you in the Morris 1300s. The tough, silent, unitary body rides on fluid-smooth Hydrostatic suspension. Ruts, ripples, and road shocks never reach you. Automatic wheel compensation preserves the car's level—gives you a sensationally *controlled* ride, without sway or roll, plus firm, fast cornering.

To this luxury ride is added still more luxury: wide, curved windows; comfy carpeting; superb sound insulation; fashionable up-to-the-minute colour schemes. There is endless ingenious room for personal parcels. Magnificent finish and safety features everywhere, including anchorage points to which your Dealer or Distributor can fix BMC approved accessory seat belts.



Specification

ENGINE: (1300) Four cylinders, overhead valves with push-rod operation. Bore 70.61 mm. (2.78 in.), stroke 81.28 mm. (3.2 in.), cubic capacity 1275 c.c. (77.8 cu. in.). B.H.P. 60 at 5,250 r.p.m. Maximum torque 69.5 lb. ft. at 2,500 r.p.m. Compression ratio 8.8 : 1.

ENGINE: (1100) Four cylinders, overhead valves with push-rod operation. Bore 64.58 mm. (2.543 in.), stroke 83.73 mm. (3.296 in.), cubic capacity 1098 c.c. (67 cu. in.). B.H.P. 48 (50 gross) at 5,100 r.p.m. Maximum torque 60 lb. ft. at 2,500 r.p.m. Compression ratio 8.5 : 1.

Fuel System: (1300) S.U. carburettor type HS4; **(1100)** S.U. carburettor type HS2; paper element air cleaner; electric fuel pump; tank capacity 8 gallons (36.37 litres).

Lubrication System: Full pressure feed. Sump forms oil bath for gearbox and final drive; internal rotor-type pump driven by camshaft; full-flow filter; total oil capacity 8 pints (4.55 litres) approximately, plus 1 pint (0.57 litre) for filter.

Ignition System: 12-volt coil, and distributor with automatic and vacuum-controlled advance and retard.

Cooling System: Pressurized closed system with separate expansion tank, pump, fan, and thermostat; capacity 5½ pints (3.27 litres), plus 1 pint (0.57 litre) for heater when fitted.

CHASSIS:

Transmission: 7½ in. (0.18 m.) diameter, hydraulic operation by pendant pedal. Four-speed gearbox, all-synchromesh on 1300 models, with remote control, centre-floor gear lever. Final drive through helical spur gear to front wheels by open shafts with universal joints. Drive casing in unit with engine and gearbox.

Steering: Rack and pinion; 3¼ turns lock to lock; two-spoke 16½ in. (0.41 m.) diameter steering-wheel. Track (front) 51½ in. (1.30 m.). Track (rear) 50½ in. (1.29 m.). Turning circle 34 ft. 9 in. (10.59 m.).

Suspension: Front—independent suspension with levers of unequal length and Hydrolastic* displacers (interconnected front to rear). Swivel axles mounted on ball joints. Fore and aft location by rubber-mounted tie-rods. Rear—independent with trailing arms incorporating Hydrolastic displacers, auxiliary springs, and anti-roll bar.

Brakes: Foot—all four wheels hydraulically operated by pendant pedal. 8 in. (0.20 m.) diameter, self-adjusting front disc brakes; single calliper on all 1300 and 1100 Mk. II Automatic models. Pad area 16.56 sq. in. (0.106 m.²). 8 in. x 1½ in. (0.20 m. x 0.032 m.) rear drum brakes with leading and trailing shoes. Total lining area 38.4 sq. in. (0.25 m.²). A pressure-limiting valve is introduced between the master cylinder and rear brakes to reduce the possibility of wheels locking under extreme pedal pressure. Hand—central pull-up lever operating on rear wheels.

ROAD WHEELS: Pressed-steel, four-stud fixing; 5.50—12 tubelless tyres.

ELECTRICAL: 12-volt, 40-amp.-hr. battery (at 20-hour rate). Double-dipping sealed-beam headlamps, sidelamps combined with front flashers; repeater flashers on wings; rear lamps combined with stop lamps, reflectors, and rear flashers. Single lever on steering-column controls horn, headlamp flasher, dip-switch, and self-cancelling direction flashers. Two number-plate lamps on rear bumper. Twin-blade, self-parking windscreen wipers; windscreen washer fitted. Single horn—twin on Super De-luxe and Traveller. Interior lamp with integral switches and courtesy switches on front doors. Rear interior lamp illuminating the luggage floor on Traveller.

INSTRUMENTS: M.p.h./Km.p.h. calibrated speedometer with mileage recorder; water temperature gauge on Super De-luxe and Traveller; fuel gauge. Rocker switches for head/sidelamp and screen wipers; combined ignition/starter switch; warning lamps to show low oil pressure, dirty oil filter (manual gearbox only), headlamp high beam, flashers working, and dynamo not charging. Concealed illumination for instruments.

COACHWORK: (Saloon) Four/five-seater, four-light, two- and four-door saloon of all-steel unitary construction. Full-width instrument panel with ribbon speedometer in fascia of Super De-luxe; central, simulated wood-grain panel with circular speedometer in De-luxe models, the upper surface trimmed black to eliminate glare. A full-width parcel shelf is incorporated and all leading edges have padded crash-rolls. Ashtrays fitted for front and rear passengers. Single, interior anti-glare mirror. Two crushable interior sun visors fitted. Separate front seats are adjustable and have spring base and rubber diaphragm squabs upholstered with polyether foam cushions. Full-width rear seat and squab has polyether foam cushion on spring base. Entire trim completed in vacuum-formed expanded vinyl. Doors, hung on forward edges, have wind-down windows. Front doors have opening ventilating louvres. Arm-rests incorporating door pulls are fitted on all doors. Push-buttons fitted to exterior with private locks in both front doors. All doors are lockable from inside and have children's safety catches. Flush-fitting interior handles fitted on all two-door saloons. Entire floor covered with deep pile, felt-backed, fitted carpet. Curved, toughened-glass windscreen and wide, curved back-light have bright plastic exterior finishers. Slung head-lining in washable material. Provision for fitting radio and seat belts. Lockable boot at rear has balanced lift-up lid on concealed hinges; spare wheel carried beneath removable floor panel. Chromium bumpers front and rear. Rear quarter windows in two-door De-luxe Saloons are fixed in rubber mouldings.

The above specification covers the De-luxe Saloons, but Super De-luxe Saloons are available which include the following items: stainless finishers to door window frames and opening rear quarter windows on two-door Super

De-luxe Saloons; bumper over-riders front and rear; twin horns; companion boxes on front doors, also on rear quarter panels (two-door Saloons). Arm-rests fitted on rear quarter panels of two-door Saloons; interior trimmed with vinyl-coated fabric (four-door Saloons).

Optional extras: (Saloon) Automatic transmission; electrically heated rear window; reclining front seats.

COACHWORK: (Traveller) Four/five seater, four-light, two-door dual-purpose vehicle of all-steel unitary construction. Full-width fascia incorporating all instruments (ribbon-type speedometer) and controls, the upper surface being trimmed black to eliminate glare. Two padded crash rolls run top and bottom across the fascia. A third crash roll is incorporated on the full-width parcel shelf beneath. An ashtray is fitted centrally in the fascia. Fresh-air heater/demister. Companion box at each side of rear compartment with ashtray. Single interior anti-glare mirror and twin exterior wing mirrors. Twin, crushable interior sun visors. Separate front seats are adjustable and upholstered with polyether foam cushions trimmed in vinyl-coated fabric. Full-width folding rear seat has polyether foam cushion and squab. Rear seat cushion is mounted in pressed-steel pan which is integral with detachable cushion. Doors hung on forward edges have wind-down windows with opening ventilating louvres and arm-rests incorporating door pulls. Push-button handles fitted to exterior with private locks in both doors. Doors are lockable from inside and have children's safety catches in locks. Large sliding rear quarter windows fitted to body sides. One-piece lockable lift-up rear loading door has curved back-light with bright plastic finisher and torsion bar balancer. Floor covered with deep-pile felt-backed, fitted carpet. Rear luggage floor covered in rubber, also back of rear squab. When rear squab is folded forward its rear surface extends the rear floor, making large luggage area. Curved, toughened glass windscreen has bright plastic interior finisher. Provision for fitting radio and seat belts. Spare wheel carried beneath removable floor panel. Chromium bumpers with over-riders front and rear.

Optional extras: (Traveller) Automatic transmission; front seats with reclining squabs (fold down to make sleeping compartment 77½ in. (1.96 m.) long in conjunction with rear seat).

EXPORT AVAILABILITY: To suit overseas market requirements a fresh-air heater is *not* considered standard equipment. The following production alterations to the above specifications are available at no extra cost: lighting and flasher equipment as required; left- or right-hand steering.

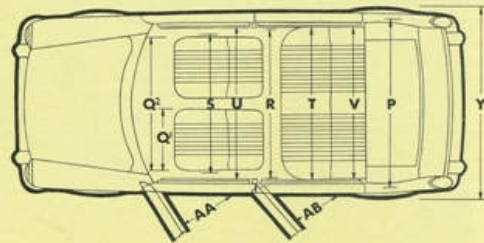
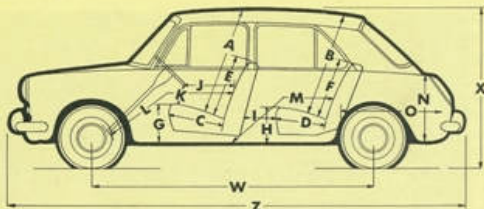
Optional equipment for Export at extra cost: Fresh-air heater/demister, or fresh-air unit in lieu; laminated windscreen; SP41 tyres; Dunlop Whitewall or Weather-master tyres; locking fuel filler cap; reclining front seats; automatic transmission; electrically heated rear window.

* Hydrolastic is a registered Trade Mark.

TWO-DOOR DIMENSIONS

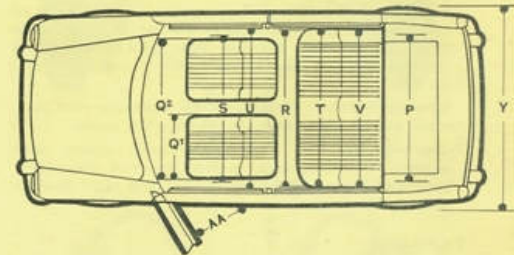
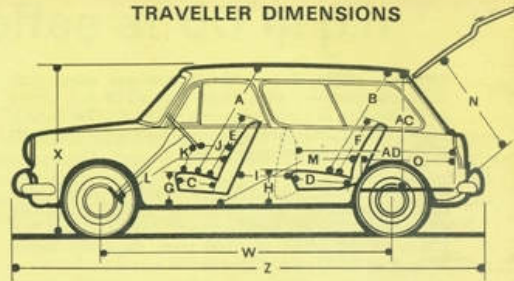
Front seat head room	A	37 in.	0.94 m.
Rear seat head room	B	34½ in.	0.88 m.
Front seat cushion depth	C	17½ in.	0.44 m.
Rear seat cushion depth	D	17½ in.	0.44 m.
Front seat back-rest height above cushion	E	18 in.	0.46 m.
Rear seat back-rest height above cushion	F	21 in.	0.53 m.
Front seat cushion height above floor	G	13½ in.	0.34 m.
Rear seat cushion height above floor	H	13½ in.	0.34 m.
Distance between seats—maximum	I	14 in.	0.36 m.
Steering-wheel to back-rest—maximum	J	15½ in.	0.40 m.
Steering-wheel to back-rest—minimum	J	11 in.	0.28 m.
Steering-wheel to cushion	K	7½ in.	0.19 m.
Front seat leg reach—maximum	L	44 in.	1.12 m.
Front seat leg reach—minimum	L	39½ in.	1.01 m.
Rear seat leg reach—maximum	M	46 in.	1.17 m.
Rear seat leg reach—minimum	M	41 in.	1.04 m.
Luggage boot height	N	22 in.	0.56 m.
Luggage boot depth	O	33 in.	0.84 m.
Luggage boot width	P	47½ in.	1.21 m.
Front seat cushion width—individual	Q1	21½ in.	0.55 m.
Front seat cushion—overall width	Q2	47 in.	1.19 m.
Rear seat cushion—overall width	R	50 in.	1.27 m.
Width between front doors—maximum	S	48 in.	1.22 m.
Width across rear seat—maximum	T	52 in.	1.32 m.
Shoulder width over front seat	U	50 in.	1.27 m.
Shoulder width over rear seat	V	51 in.	1.30 m.
Wheelbase	W	93½ in.	2.38 m.
Overall height	X	53½ in.	1.37 m.
Overall width	Y	60½ in.	1.53 m.
Overall length	Z	145½ in.	3.69 m.
Door entry width	AA	34½ in.	0.88 m.
Track at front		51½ in.	1.31 m.
Track at rear		50½ in.	1.29 m.
Ground clearance		6½ in.	0.16 m.
Kerbside weight		1,715 lb.	778 kg.

FOUR-DOOR DIMENSIONS



Front seat head room	A	37 in.	0.94 m.
Rear seat head room	B	34½ in.	0.88 m.
Front seat cushion depth	C	17½ in.	0.44 m.
Rear seat cushion depth	D	17½ in.	0.44 m.
Front seat squab height above cushion	E	18 in.	0.46 m.
Rear seat squab height above cushion	F	21 in.	0.53 m.
Front seat cushion height above floor	G	13½ in.	0.34 m.
Rear seat cushion height above floor	H	13½ in.	0.34 m.
Distance between seats—maximum	I	14 in.	0.36 m.
Distance between seats—minimum	I	10 in.	0.25 m.
Steering-wheel to squab—maximum	J	15½ in.	0.40 m.
Steering-wheel to squab—minimum	J	11 in.	0.28 m.
Steering-wheel to cushion	K	7½ in.	0.19 m.
Front seat leg reach—maximum	L	44 in.	1.12 m.
Front seat leg reach—minimum	L	39½ in.	1.01 m.
Rear seat leg reach—maximum	M	46 in.	1.17 m.
Rear seat leg reach—minimum	M	41 in.	1.04 m.
Luggage boot height	N	22 in.	0.56 m.
Luggage boot depth	O	33 in.	0.84 m.
Luggage boot width	P	47½ in.	1.21 m.
Front seat cushion width—individual	Q1	21½ in.	0.55 m.
Front seat cushion—overall width	Q2	47 in.	1.19 m.
Rear seat cushion—overall width	R	50 in.	1.27 m.
Width between front doors—maximum	S	48 in.	1.22 m.
Width across rear seat—maximum	T	52 in.	1.32 m.
Shoulder width over front seat	U	50 in.	1.27 m.
Shoulder width over rear seat	V	51 in.	1.30 m.
Wheelbase	W	93½ in.	2.38 m.
Overall height	X	53½ in.	1.37 m.
Overall width	Y	60½ in.	1.53 m.
Overall length	Z	145½ in.	3.73 m.
Front door entry width	AA	28 in.	0.71 m.
Rear door entry width	AB	25 in.	0.66 m.
Track at front		51½ in.	1.31 m.
Track at rear		50½ in.	1.29 m.
Ground clearance		6½ in.	0.16 m.
Kerbside weight		1,770 lb.	803 kg.

TRAVELLER DIMENSIONS



Front seat head room	A	37 in.	0.94 m.
Rear seat head room	B	34 in.	0.86 m.
Front seat cushion depth	C	17½ in.	0.44 m.
Rear seat cushion depth	D	18 in.	0.46 m.
Front seat squab height above cushion	E	18 in.	0.46 m.
Rear seat squab height above cushion	F	21 in.	0.55 m.
Front seat cushion height above floor	G	13½ in.	0.34 m.
Rear seat cushion height above floor	H	14 in.	0.36 m.
Distance between seats—maximum	I	15½ in.	0.39 m.
Distance between seats—minimum	I	12 in.	0.31 m.
Steering-wheel to squab—maximum	J	15½ in.	0.39 m.
Steering-wheel to squab—minimum	J	11 in.	0.28 m.
Steering-wheel to cushion	K	7½ in.	0.19 m.
Front seat leg reach—maximum	L	44 in.	1.12 m.
Front seat leg reach—minimum	L	39½ in.	1.01 m.
Rear seat leg reach—maximum	M	51 in.	1.30 m.
Rear seat leg reach—minimum	M	48½ in.	1.23 m.
Rear door opening height	N	35 in.	0.89 m.
Length of luggage floor with seat up	O	29 in.	0.74 m.
Width of luggage floor	P	43½ in.	1.10 m.
Front seat width	Q1	21½ in.	0.55 m.
Overall front seat width	Q2	47 in.	1.19 m.
Rear seat width	R	49½ in.	1.26 m.
Width at front seat level	S	48 in.	1.22 m.
Width at rear seat level	T	50½ in.	1.28 m.
Width at shoulder level—front	U	50 in.	1.27 m.
Width at shoulder level—rear	V	48½ in.	1.24 m.
Wheelbase	W	93 in.	2.38 m.
Overall height	X	53 in.	1.37 m.
Overall width	Y	60½ in.	1.53 m.
Overall length	Z	148½ in.	3.73 m.
Front door entry width	AA	34½ in.	0.88 m.
Overall height of luggage space	AC	34 in.	0.86 m.
Length of luggage floor with seat down	AD	49 in.	1.24 m.
Track at front		51½ in.	1.31 m.
Track at rear		50½ in.	1.29 m.
Ground clearance		6½ in.	0.17 m.
Kerbside weight		1,820 lb.	825 kg.

The British Motor Corporation Ltd.

Longbridge, Birmingham

