

the new **Morris 'Major'**

SERIES II

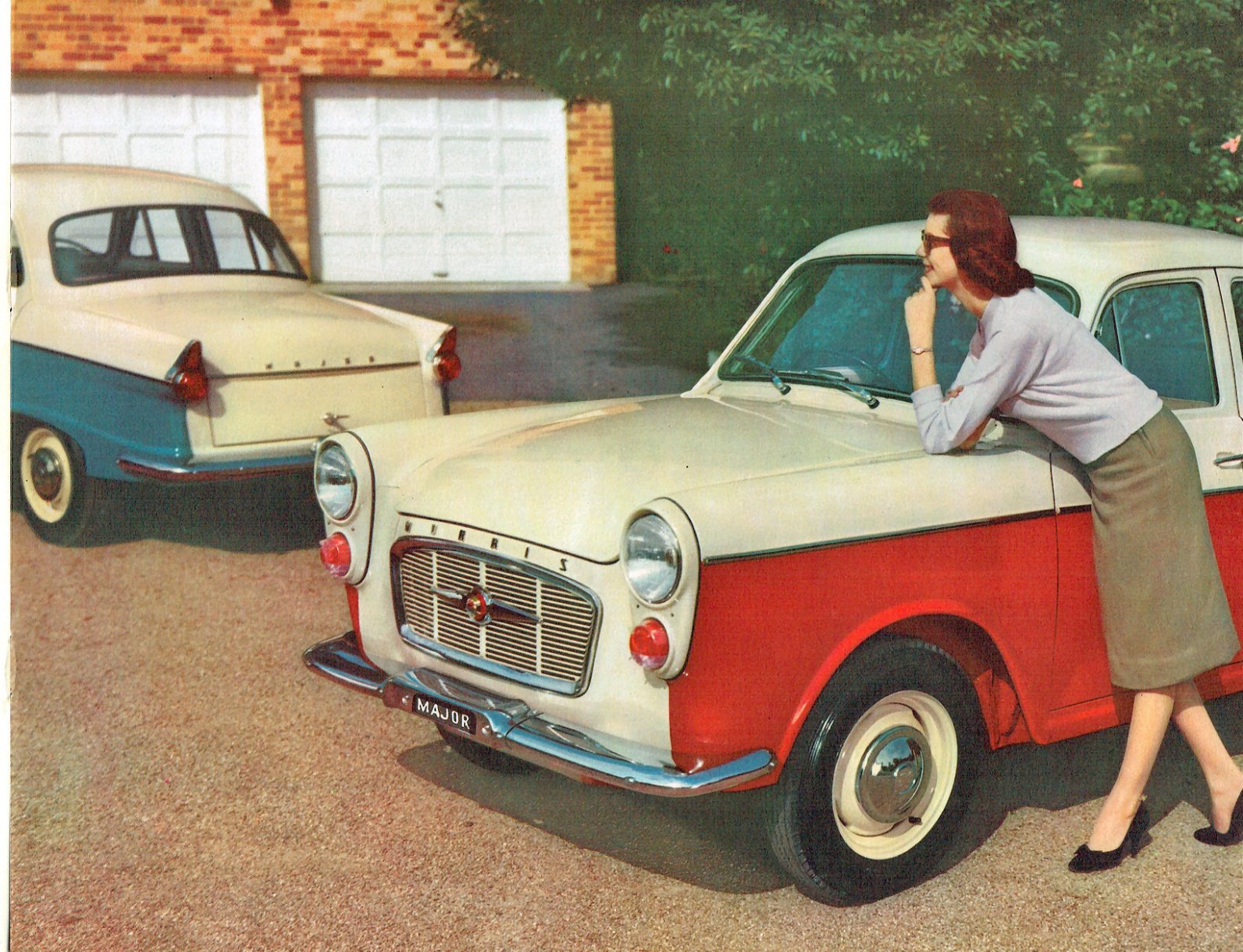


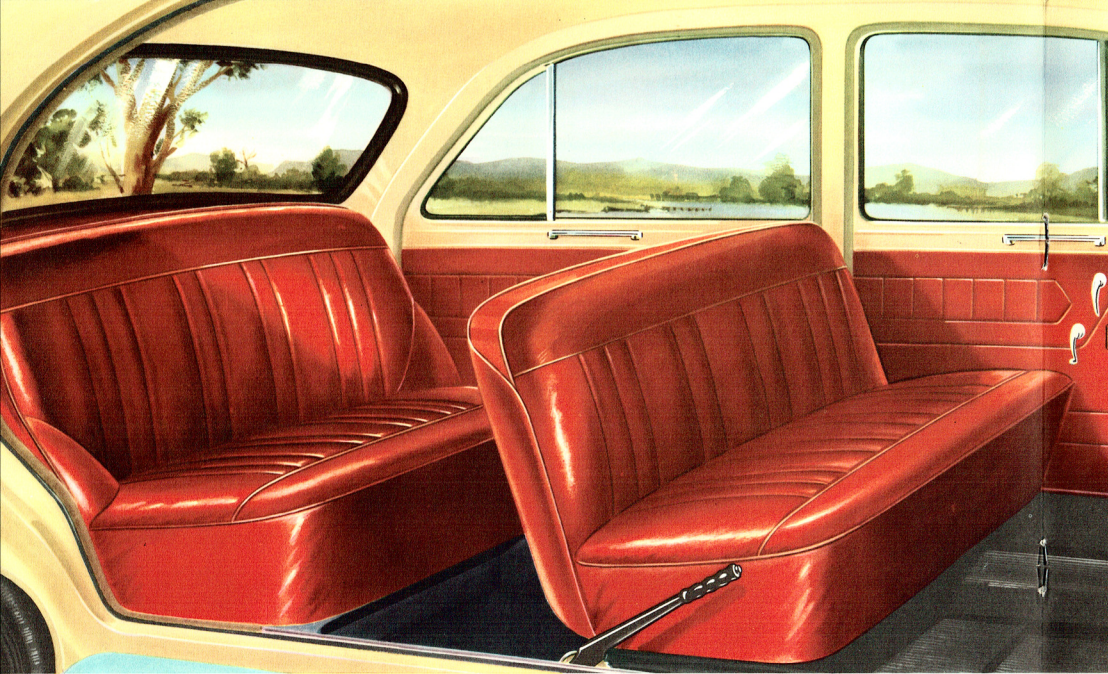
The Morris Major Series II . . . a gleaming new concept of elegant beauty, triumphantly and specifically engineered and designed for Australian roads and Australian needs . . . unequalled in its class for comfort, effortless performance, and above all, *sheer value*, the Major is the car you'll be proud to own — the car which carries the hall-mark of traditional quality.

Longer by nine lovely inches, with much more room in the boot, built to carry the average family in supreme riding comfort, the new Morris Major is hard to catch, harder to match at a price which makes it the most rewarding car value in years.

A product of one of the world's great automotive companies — the new Morris Major is, without doubt, Australia's most popular motoring medium.

Made by and for Australians.





The new Major's interior is breathtakingly new, creating a new high standard of comfort from the wide bench-type front seat to the big back seat, with ample leg room and easy entry from either rear door. Seat adjustment is easy, a touch of the fingers, a slight pressure and the seat is where you want it. Durable moulded rubber mats, front and back, make cleaning easy. Vision is excellent with no hidden spots on any corner of the car. The really powerful handbrake has been scientifically placed right under the driver's hand, yet well away from anyone's legs and feet.

So much has been added to the new **Morris 'Major'**

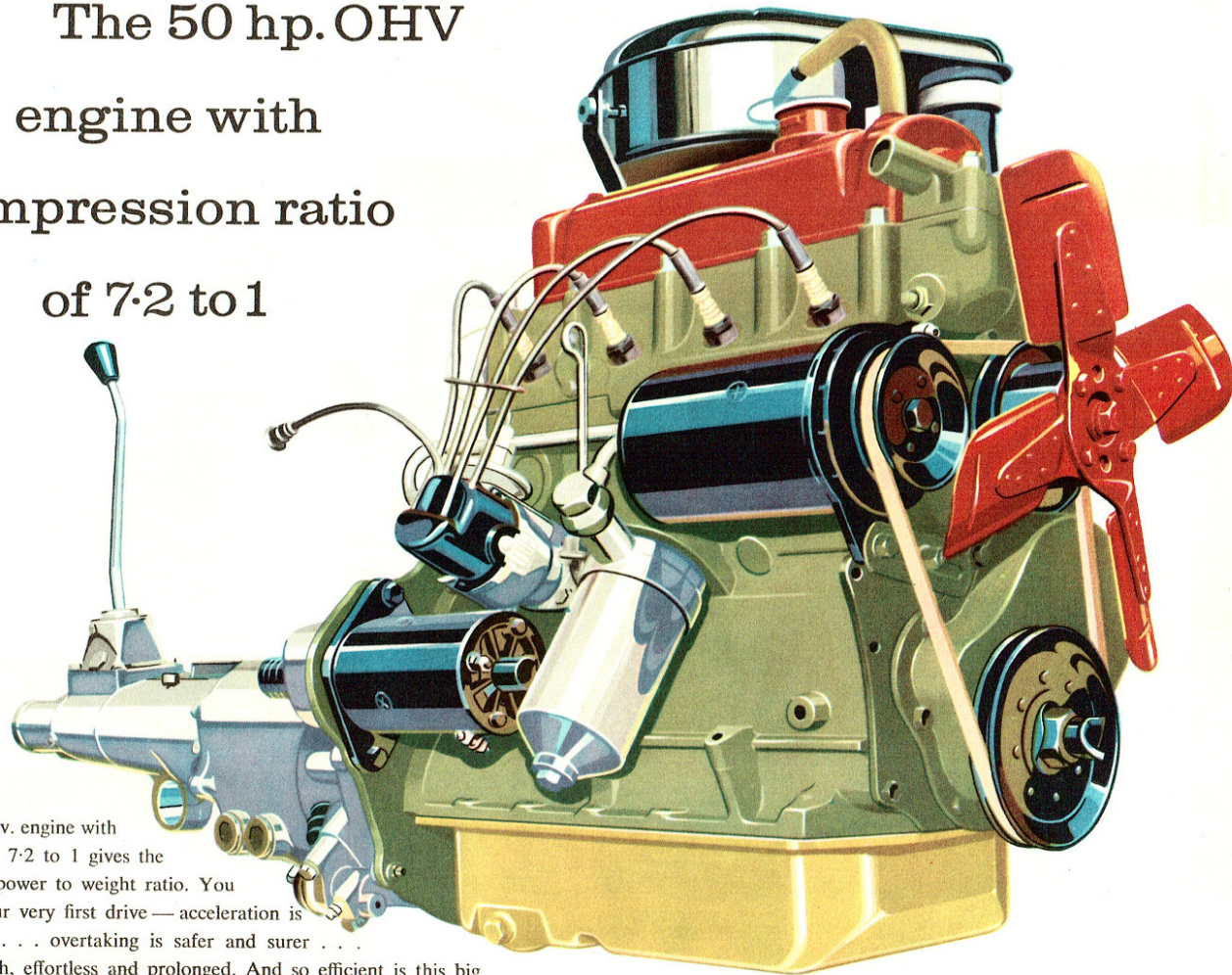


There are 13½ cubic feet in this spacious new baggage compartment which takes a whole family's cases and parcels with ease. The boot lid has a torsion bar balancing spring and a positive lock and is so sealed that it really shuts out the dust. On the boot floor there's a longwearing, easily cleaned moulded rubber mat. The spare wheel is accessible from the boot where you can reach it easily without disturbing anything inside the compartment. Front and rear ends bring a refreshingly new concept in automotive design.

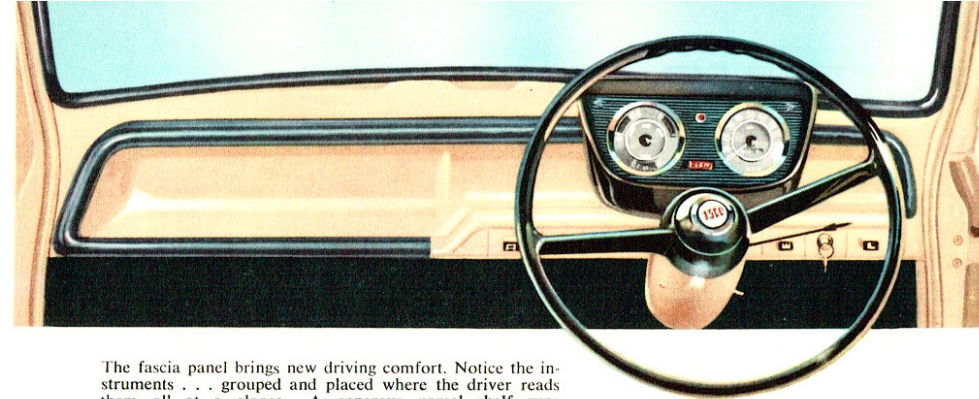
The "Blinker Type" signal lights are self cancelling — stop and parking lights are also featured. And notice how the mudguards nestle safely behind wrap-around bumper bars, protected from knocks and dents.



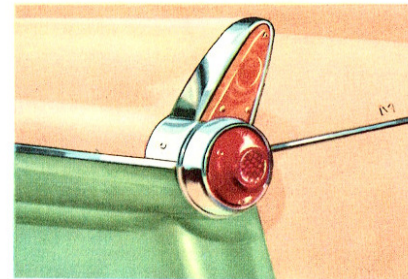
The 50 hp. OHV
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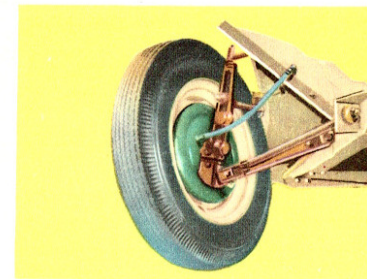
The mighty 50 h.p. o.h.v. engine with a compression ratio of 7.2 to 1 gives the new Major a forceful power to weight ratio. You notice its effect on your very first drive — acceleration is smooth, instantaneous . . . overtaking is safer and surer . . . cruising speeds are high, effortless and prolonged. And so efficient is this big engine that it pours out its power with economy of 30 to 35 m.p.g. A new flat-top type battery is featured, and the fitting of a key turn starter, makes starting one simple, swift operation.



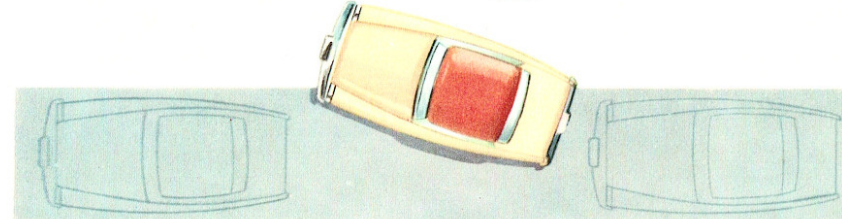
The fascia panel brings new driving comfort. Notice the instruments . . . grouped and placed where the driver reads them all at a glance. A generous parcel shelf runs beneath the fascia, with plenty of room for all those little odds and ends. And there's added safety in the foam crash pads and dished steering wheel.



The rear light fitting includes large blinking indicators and tail lights.

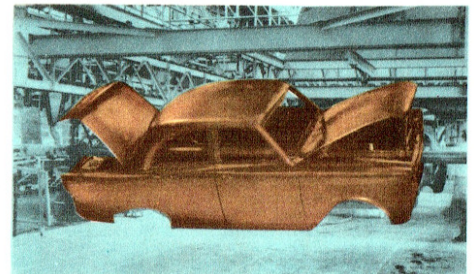


The independent front suspension is the well-proved torsion bar type, while the shock absorbers have been increased 5.6% in size to give a better ride and longer life. Two leading shoe front brakes ensure low pedal effort.



Manoeuvrability is a major highlight — the car slips in and out of tight spaces with no trouble at all. The Major's rack and pinion steering is light and accurate, making it child's play for women drivers to park.

Here's a new feature that Australian conditions make essential — full fresh air ventilation and demisting. With finger tip control the driver dictates the volume and distribution of the airflow — a refreshingly cool breeze right through the interior in summer . . . quick demisting in winter. This great new feature is standard on every Morris Major Series II. And the same controls are used for a heater, making the fitting of this optional extra a simple and inexpensive process.



The unique "roto-dip" process rustproofs the body, sprays it with primer and gives it several coats of enamel. In fact a beauty which is many skins deep. This costly treatment results in a lustrous finish which retains a gloriously deep gloss for years.



Make sure you see the range of precision-engineered extras which can be fitted to your Series II Major — B.M.C. approved Accessories — car radio, heater, wheel-trim, sun-visor, weather shield and windscreen washers, to name but a few.

SPECIFICATIONS

ENGINE:

Four cylinders; bore, 2.875 ins.; stroke, 3.5 ins.; cubic capacity, 1.489 c.c. (90.88 cu. ins.). Compression ratio, 7.2:1, developing 50 brake horsepower at 4,200 r.p.m. Overhead valves operated by push-rods from three-bearing camshaft driven by Duplex roller chain; three-bearing crankshaft; renewable steel-backed whitmetal main bearing liners and copper lead connecting rod liners; aluminium alloy pistons; renewable element external full-flow oil filter.

COOLING:

By pressurised system assisted by impeller pump and fan; circulation thermostatically controlled.

IGNITION:

Battery and coil; automatic advance and retard with centrifugal and vacuum control.

CARBURATION:

S.U. automatic semi-down-draught carburettor fed from rear tank by rear-mounted S.U. electric fuel pump; oil-bath air cleaner; tank capacity 9 gallons.

TRANSMISSION:

Borg and Beck single-plate dry clutch with hydraulic actuation; four-speed gearbox with synchromesh engagement on second, third and top gears, giving overall ratios of: first 15.34; second, 9.34; third, 5.8; top, 4.22 and reverse 20.07; central remote-control gear-change lever; final drive by Hardy-Spicer propeller shaft with needle-bearing universal joints and reverse spline-type sliding joint. Three-quarter floating back axle with hypoid final reduction gears; the pinion is mounted on taper roller bearings.

BRAKES:

Lockheed hydraulic fully compensated brakes, operated on all four wheels by pendant-type foot pedal; simple shoe adjustment which simultaneously adjusts front

brakes. Front brakes, two leading shoe 9in. x 1 1/2in., rear brakes 8in. x 1 1/2in. leading and trailing shoe type. The hand brake lever operates the rear shoes through a compensating system employing cables.

BODY AND CHASSIS UNIT:

The mono-construction body incorporates the body shell, floor, bulkhead, frame members and wing valances. Full width bumpers front and rear. Deep, well-sprung upholstery with Hairlock seat cushion overlays on spring cases; P.V.C. trimmed. Parcel shelf in facta; wide one-piece curved windscreen and large curved rear window. Large luggage boot with counter balanced lid.

SUSPENSION:

Independent front suspension by long torsion bars with vernier adjustment, long king pins and hydraulic piston-type shock absorbers with arms forming upper suspension link. Rear suspension by semi-elliptic rubber-mounted springs and piston-type hydraulic shock absorbers.

WHEELS AND TYRES:

Ventilated disc-type wheels with four-stud fixing, equipped with 5.20 x 14 tubeless tyres. Spare wheel carried in separate compartment in boot.

STEERING:

Rack-and-pinion steering gearbox with deep-sunk centre two spoke safety-type steering wheel.

ELECTRICAL EQUIPMENT:

High-output generator with compensated voltage control; 12-volt 38 amp./hr. battery; double-dipping headlamps with prefocused bulbs; ignition warning light and flashing signal warning light and high beam warning light; foot dipping switch; separate sidelights; twin stop and tail-lights incorporating reflectors; number

plate lamp; non-glare instrument lighting; dual arm self-parking windscreen wipers; electric horn; self cancelling flashing signal direction indicators; roof lamp with independent and automatic switches operated by the front doors.

INSTRUMENTS:

Speedometer with total distance recorders; fuel gauge, engine temperature indicator. Oil pressure gauge.

CONTROL PANEL:

Panel light switch; windscreen wiper switch; two-position light switch; mixture control; air control; combined starter and ignition switch.

VENTILATION:

Winding windows to all doors; hinged ventilating panels to front doors; fresh air ventilation and demisting equipment.

GENERAL EQUIPMENT:

Safety glass all round; ashtray in each front door with central ashtray for rear compartment; tinted anti-glare driving mirror; door locks with fixed exterior handles and push-button lock release; all doors except driver's door lockable from inside; both front doors lockable from outside; rubber mat in front and rear; door pulls on doors; front seat adjustable; two sun visors; side-jacking option. Provision for fitting B.M.C. car radio, and heater.

OPTIONAL EQUIPMENT:

Windscreen Washer, B.M.C. Radio, Heater, External Sun Visor, Venetian Blind, Wheel Trims.

DIMENSIONS:

| | |
|-----------------------------|-----------|
| Overall Length | 161 ins. |
| Overall Width | 61 ins. |
| Overall Height | 59 ins. |
| Turning Circle | 35'11" |
| Ground Clearance | 6 1/2" |
| Kerb Weight (approx.) | 2130 lbs. |

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