

A black and white photograph of the interior of a Morris 1300 GT. The focus is on the three-spoke racing steering wheel, which has a central horn button and perforated metal spokes. Behind the wheel is the dashboard, featuring two circular gauges: a speedometer on the left with a reading of 00384 and an MPH scale, and a tachometer on the right with an RPM scale. The car's interior is upholstered in dark leather, and a leather gear shift boot is visible on the right side. The overall aesthetic is that of a classic sports car.

**MORRIS
1300 GT**

**The one GT
that just
had to be**



WORLD'S FIRST G.T. WITH RALLY AND RACE-WINNING FRONT WHEEL DRIVE

Time and again, front-wheel drive has proved its superb road-holding qualities on some of the toughest races and rallies in the world. Now you can enjoy the advantages of front-wheel drive in a G.T. The new 1300 G.T., the first G.T. with front-wheel drive, will take you anywhere. On all types of roads. In all kinds of conditions.

WORLD'S FIRST G.T. WITH SPACE-GIVING TRANSVERSE ENGINE

The transverse engine in this new G.T. gives you more space than any other car in its class. On long or short journeys extra space means extra passenger comfort. It's all yours when you drive a 1300 G.T.

WORLD'S FIRST G.T. WITH HYDROLASTIC SUSPENSION

The outstanding feature of this unique suspension-system is its sheer simplicity of operation. The front and rear 'Hydrolastic' displacers on each side of the car are inter-connected by a small-bore pipe. The system is hermetically sealed and therefore never needs any further attention during the normal working life of the car. Each displacer incorporates a 'rubber spring' and damping of the system is achieved by rubber valves so that when a road wheel is deflected, fluid is displaced to the corresponding suspension unit. In turn it is raised in anticipation of its wheel encountering the cause of its counterpart's deflection. The rubber springs are only slightly brought into play and the car is freed from any tendency to pitch although full play is given to wheel movement producing a smooth steady ride.

When front and rear wheels encounter a simultaneous deflection the fluid suspension stiffens in response to the upward motion and while acting as a damping medium transfers the load to the rubber springs, giving a controlled, vertical but level motion to the car. The restriction of the fluid flow, imposed by the small-bore piping, rises with the speed of the car. The ride is therefore steadied at high speeds and softened at low speeds.



TOUCHES THAT MAKE A LUXURIOUS DIFFERENCE

Reclining front seats and rally-style upholstery for passenger comfort and relaxation on long journeys.

A steering wheel luxuriously covered in simulated black leather and stitching.

Two-speed wipers to suit weather conditions ranging from the merest drizzle to a tropical thunderstorm.

Twin windtone horns. This spanking new G.T. not only *looks* luxurious. It *sounds* it.

Rally-style rev. counter.

Reversing light for safe night manœuvring.

Big-bore silencer.

On most cars, these luxury features are extras. On the new 1300 G.T. they're all standard equipment.

BRIEF SPECIFICATION

Engine: Four-cylinder, transverse, o.h.v., bore 2.78 in. (70.61 mm.), stroke 3.20 in. (81.28 mm.), capacity 1275-c.c. 70 b.h.p. at 6,000 r.p.m. Max. torque 74 lbf. ft. at 3,250 r.p.m. Compression ratio 9.75 : 1, Twin SU carburetters.

Clutch: Diaphragm-spring, $7\frac{1}{8}$ in. (0.18 m.) diameter.

Gearbox: Four-speed, all synchromesh. Remote-control centre-floor gear-change.

Final Drive: Front-wheel drive, open shafts with universals.

Steering: Rack and pinion.

Road Wheels: Pressed-steel disc, 5.50—12 radial-ply tyres.

Brakes: Hydraulic: 8.39 in. (0.21 m.) discs front, 8 in. (0.20 m.) drums with leading and trailing shoes at rear.

Suspension: Hydrolastic® displacers interconnected front to rear.

Electrical: 12-volt, 40-amp. hr. battery. Single lever on steering-column controls horn, headlamp flasher, dipswitch, and self-cancelling direction indicators.

Instruments: Speedometer. Revolution counter. Fuel, oil pressure, and water temperature gauges. Warning lamps show headlamp high-beam, flashers, and dynamo not charging.

Coachwork: Four-seater, four-light, Four-door Saloon.

Leading Dimensions:

O/A length: 12 ft. $2\frac{3}{4}$ in. (3.73 m.)

O/A width: 5 ft. $0\frac{3}{8}$ in. (1.53 m.)

O/A height: 4 ft. $5\frac{1}{2}$ in. (1.36 m.)

Optional Extras: Vacuum servo unit. Electrically-heated rear window. Bumper over-riders.

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