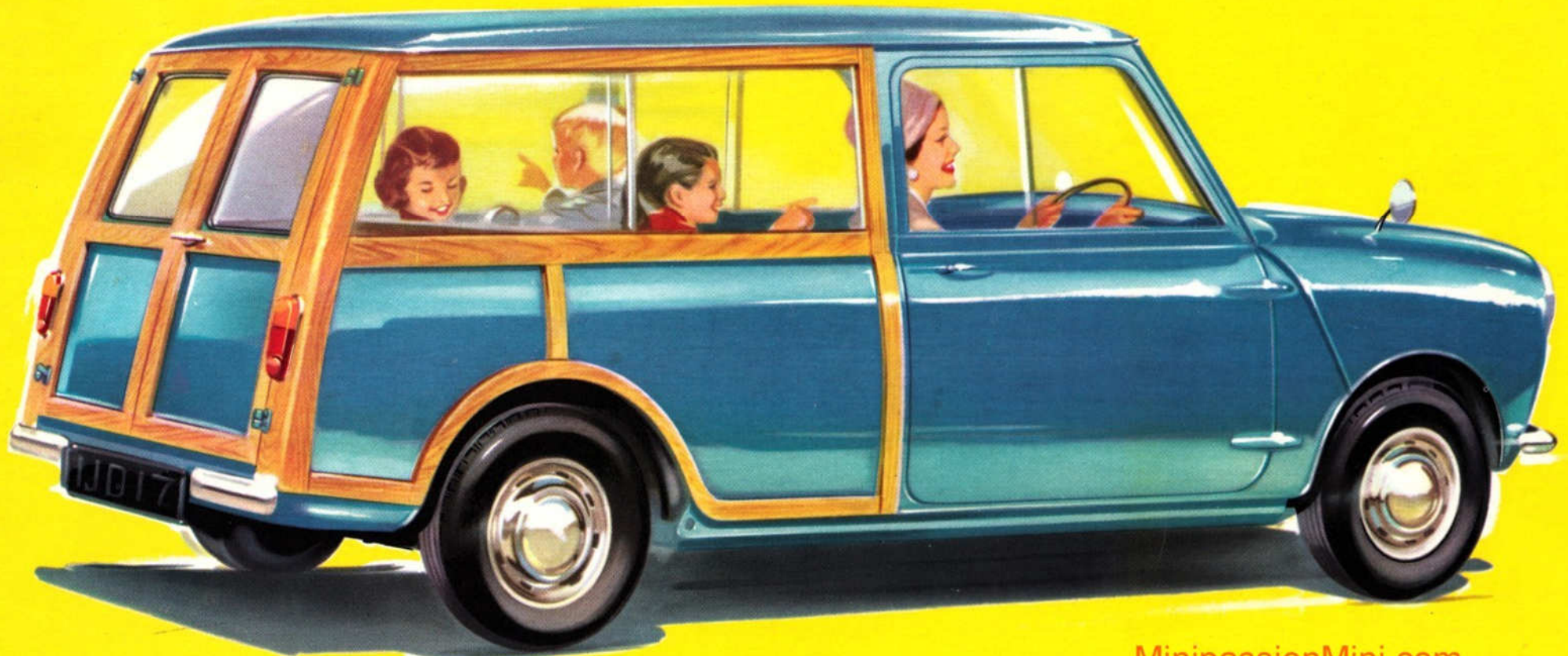


Wizardry at work again !



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QUALITY FIRST

THE **MORRIS** MINI-TRAVELLER

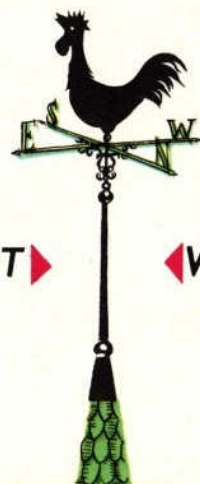
The world's most revolutionary Traveller

# FAR MORE ROOM IN FAR LESS SPACE

It's wizardry at work again! Here, hard on the heels of the sensational Mini-Minor, comes the Mini-Traveller. It has the *same* fantastic performance, economy, and compactness, plus the amazing roominess that comes from placing the engine 'East-West' across the frame. And—*plus* again—the *extra* roominess of a 'Traveller'!

There are many more wonderful features, too—the unique 'Power Pack' that combines engine, clutch, gears, and drive axle in one unit, four-wheel independent rubber suspension, and direct front-wheel drive.

From bumper to bumper the Mini-Traveller is a brilliant achievement. It is the product of one of the greatest technical teams in the motor industry. It is the logical development of a tried and trusted friend—the Morris Minor Traveller.



The secret's in the EAST ▶

◀ WEST engine



QUARTS OF ROOM . . . PINT SIZE DIMENSIONS



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**GO  
MODERN...  
GO  
'MINI-  
TRAVELLING'**

This is the Traveller  
you can afford



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# Pile in!

There's room  
for everything...  
except the  
kitchen sink!

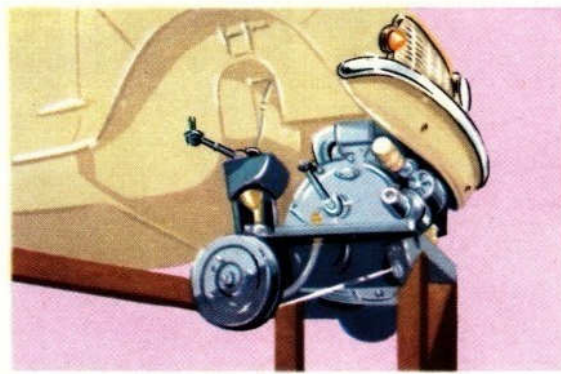
Room for a lively, sprawling family! Room for all their every-day extras! Room for their special holiday luggage—and then room to spare!

Open those wide rear doors. In go the golf clubs, the week-end cases, and the picnic basket. How about junior's bike? No trouble at all—and by folding the rear seats forward you can have *more* room still whenever you want it.

Round to the front now—everybody in. Plenty of space for Dad's long legs. Mother's skirt won't get crushed or crumpled in this roomy Traveller. And the children—not to mention the puppy—have got real space to spread themselves!

You'll wonder how the Mini-Traveller does it. You'll agree it's wizardry on wheels!

**'NEVER BEFORE' features . . . and what they mean to you**

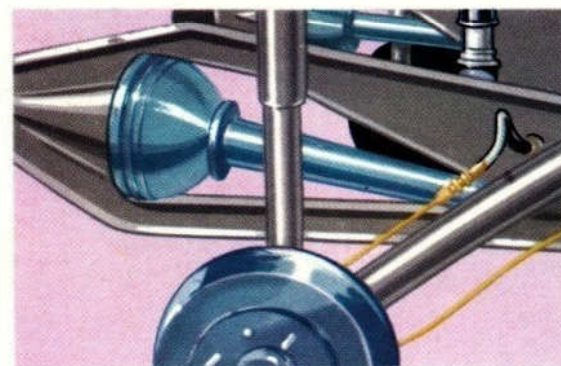
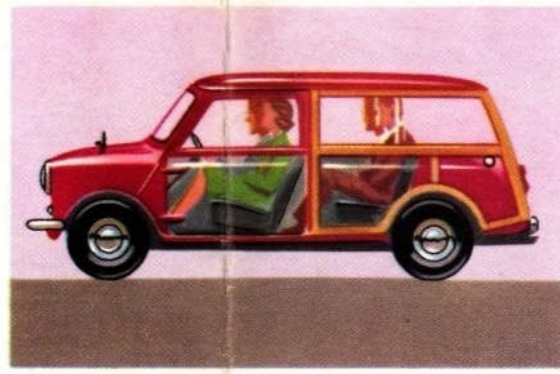


**UNIQUE POWER PACK**

This is the stout heart of the Mini-Traveller—all the major mechanical parts in one amazingly compact unit. Engine, clutch and gears, differential and transmission are actually combined in the unique 'Power Pack' that takes up only 18 inches (46 cm.) of the Traveller's length.

**LOADS MORE SPACE**

Because the engine goes across the frame there's unbelievable roominess inside the Mini-Traveller. You'll find plenty of space for your luggage—and roomy comfort for four big adults, too. It's amazing how the Mini-Traveller does it!

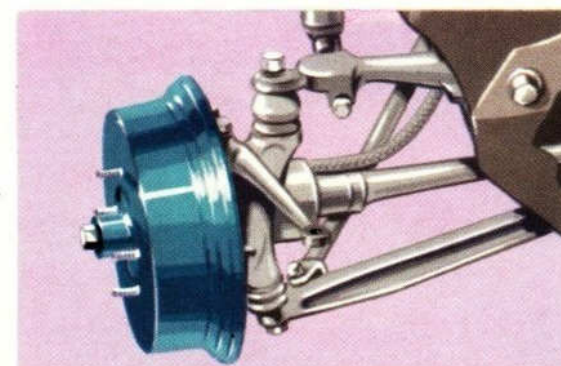


**4 WHEEL INDEPENDENT RUBBER SUSPENSION**

You'll wonder where all the bumps have gone—with the Mini-Traveller's advanced system of rubber suspension. Harshness and body vibration have just disappeared—independent suspension for each wheel irons out the roughest road.

**LONG DISTANCE COMFORT**

See how fresh and relaxed you feel, even after long journeys. No question of being cramped or confined in the Mini-Traveller—so sit back and take your ease every mile of the way.

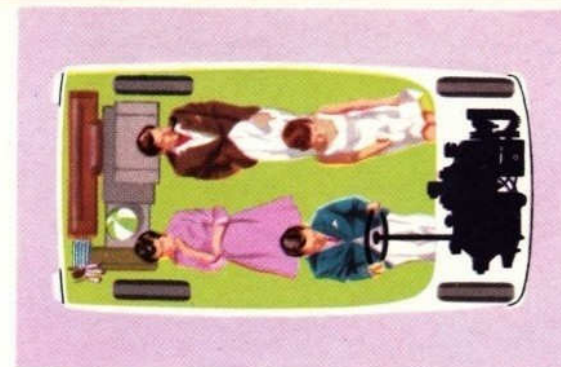


**FRONT WHEEL DRIVE**

In the Mini-Traveller the drive is at the front—giving you a wonderful sense of mastery and control. And it's another great space-saver, doing away with the need for a long transmission shaft and rear axle 'hump'.

**EXTRA STOWAGE ROOM**

Fold the back seat forward and there's yet more generous space for baggage—sporting and holiday. There's so much useful space in the Mini-Traveller. And everything you put in is so easy to get at, through the double-opening doors at the back.



**COMPACTNESS OF DESIGN**

It's an engineering miracle, the way Morris have built so much room into such a compact shape. The Mini-Traveller is less than 11 feet (3.4 m.) long—and there isn't an inch wasted. And note particularly the way that the wheels are deliberately positioned at the four corners to provide maximum stability.

**EASIER HANDLING AND EASIER PARKING**

When you get behind the wheel of a Mini-Traveller you'll soon find how easy it is to handle. Compact size, wide all-round visibility, and easily accessible controls make it a driver's delight. And it nips through traffic, parks where larger vehicles wouldn't have a hope.

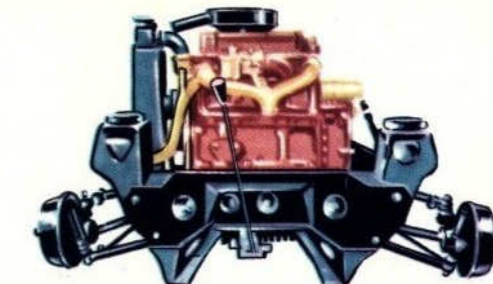


Here's your motoring dream come true! The Mini-Traveller is so handsome, so versatile, so practical . . . yet so thrifty! *Amazingly low in price and inexpensive to maintain—it gives you up to 50 miles to the gallon (18 km. per litre)!*

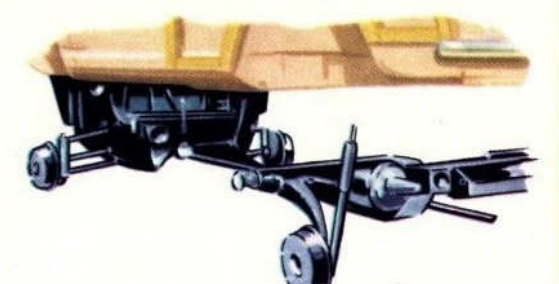
Out on a motorway you can send the speedometer needle soaring up to 70 m.p.h. (112 km.p.h.)—settle down to cruising at an easy 50 m.p.h. (80 km.p.h.). In narrow lanes or busy streets you'll find the compact Mini-Traveller so manoeuvrable and easy to handle. And it parks in the smallest gaps!

The Mini-Traveller will never be short of a job—taking Dad to the station, the kids to school, Mum to the shops, and everybody on wonderful days out and never-to-be-forgotten holidays!

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*There's big-car power and acceleration tucked into this lively, bustling engine, based on a well-proved Morris unit.*



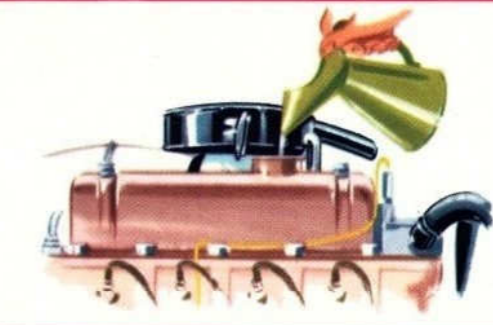
*See how simple the mechanical construction is! The Mini-Traveller is made for rigid strength, and there is a sub-frame at front and rear.*



*Good, powerful brakes will pull you up in seconds. Here's first-class stopping power to make the Mini-Traveller a really safe family car.*



*There's a wide, deep pocket on each door, a big shelf the full width of the fascia—space for all those odds and ends.*



*Look at this—engine, gears, and front axle all use the same oil! One filling through a single opening does the lot.*



*All the instruments are grouped in one quick-glance mounting. They're easy to see without your attention being distracted from the road.*



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**Together . . .** and enjoying life in a  
QUALITY FIRST  
**MORRIS**  
**MINI-TRAVELLER**

THIS TRAVELLER TAKES ALL — AND GIVES YOU THE ADDED VALUE OF MORRIS QUALITY FIRST

## SPECIFICATION

**ENGINE:** Four cylinders; overhead valves with push-rod and rocker operation; bore 62.94 mm. (2.48 in.), stroke 68.26 mm. (2.69 in.), cubic capacity 848 c.c. (51.79 cu. in.). Three-bearing crankshaft; main bearings and connecting rod bearings with renewable liners. Compression ratio 8.3 : 1. 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:** S.U. semi-downdraught-type HS2 carburettor fed from rear tank by rear-mounted S.U. electric PD-type fuel pump. Paper element air cleaner and silencer. Fuel tank capacity 6½ Imperial gallons.

**TRANSMISSION:** Single-plate dry clutch with hydraulic actuation. Four-speed gearbox with synchromesh on second, third, and top gears. Central 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. Overall gear ratios are—first 3.627, second 2.172, third 1.412, top 1.000, and reverse 3.627 : 1.

**BRAKES:** Lockheed hydraulic fully compensated brakes. Pedent-type foot pedal. 7 in. (17.7 cm.) diameter brake-drums front and rear with leading and trailing shoes. Simple shoe adjustment which simultaneously adjusts the hand brake. Pull-up lever operates the hand brake on the rear drums.

**BODY AND CHASSIS UNIT:** Special body of station wagon type. Adjustable bucket-type front seats which tilt forward to allow easy access to rear seat. Folding rear seat which provides comfortable seating for 2 passengers, or folds forward, forming an extended floor for extra luggage accommodation. The wide double rear doors may be retained in the open position with automatic check straps; these also restrict the doors from opening beyond the width of the vehicle. All doors may be locked.

**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.

*The issue of this folder does not constitute an offer, and the right is reserved to alter prices and/or specifications at any time without notice. Sales are conditional upon Terms of Business, Warranties, and Service arrangements issued by Morris Motors Limited and/or Nuffield Exports Limited. For prices see separate list.*

**MORRIS MOTORS LIMITED**

OVERSEAS BUSINESS:

**NUFFIELD EXPORTS LIMITED**

Proprietors: Morris Motors Limited

**COWLEY · OXFORD · ENGLAND**

**WHEELS AND TYRES:** Ventilated disc-type wheels with 4-stud fixing. Dunlop 5.20—10 tubeless tyres. Chromium-plated wheel embellishers. Spare wheel below a detachable floor behind the rear seat.

**STEERING:** Rack and pinion steering with direct linkage to steering-arms on swivel pins. 15½ in. (39.4 cm.) diameter 2-spoke steering-wheel with central horn-push. Left- or right-hand steering according to markets (left-hand drive not available in the U.K.).

**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 lamps; instrument lighting; roof lamp; dual-arm windshield wipers; electric horn; flashing direction indicators with automatic cancelling control; parcel shelf lamp; ignition, headlamp main-beam, and flashing signal warning lights.

**INSTRUMENTS:** Speedometer with total distance recorder; fuel gauge; oil pressure warning light.

**CONTROLS:** Heater switch; windshield wiper switch; ignition switch; lighting switch; mixture control; parcel shelf lamp switch; starter switch; windshield washer control.

**VENTILATION:** Double sliding windows to each door and quarter-lights. Recirculatory or fresh-air heater and windshield-demisting equipment, according to market.

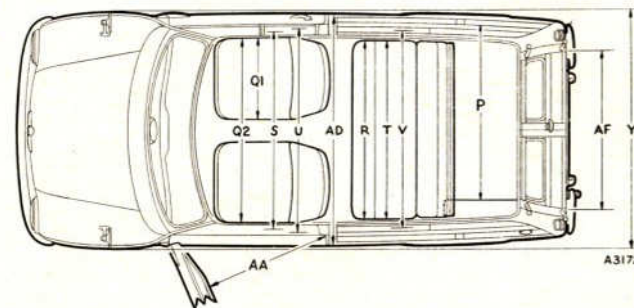
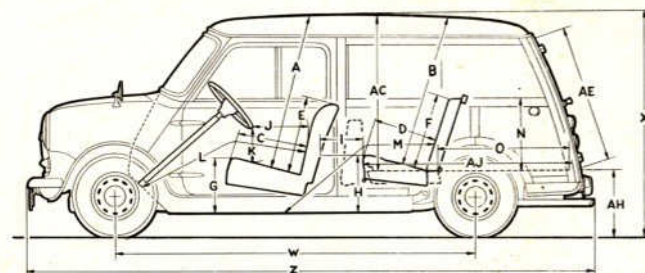
**GENERAL EQUIPMENT:** Safety glass all round; large curved windshield; one interior mirror; twin wing mirrors; pile carpet floor covering with underfelt; ashtray in windshield rail; companion box with ashtray on each side of rear seat cushion; leather-cloth upholstery with foam-rubber seat cushions; 2 sun visors; large parcel shelf in front compartment and pockets in each front door; leathercloth roof lining; windshield washer; bright plastic sill finishers and windshield surround; provision for fitting H.M.V. radio and seat belts.

**OPTIONAL EXTRAS:** Radio; front over-riders.

**COLOURS:** Fiesta Yellow with Grey Fleck and Powder Blue upholstery and Powder Blue carpet; Tartan Red with Grey Fleck and Tartan Red upholstery and Tartan Red carpet; Surf Blue with Grey Fleck and Powder Blue upholstery and Powder Blue carpet; Smoke Grey with Grey Fleck and Dark Grey upholstery and Cumulus Grey carpet; Old English White with Grey Fleck and Tartan Red upholstery and Tartan Red carpet; Almond Green with Grey Fleck and Porcelain Green upholstery and Cumulus Grey carpet.

Colours are those available at time of publication. For current availability see separate colour card.

## LEADING DIMENSIONS AND WEIGHTS



<b>AA</b> 2 ft. 8 in. (81 cm.)	<b>A</b> 3 ft. 2 in. (97 cm.)	<b>B</b> 2 ft. 11 in. (89 cm.)	<b>C</b> 1 ft. 6 in. (45 cm.)	<b>D</b> 1 ft. 5 in. (43 cm.)
<b>E</b> 1 ft. 7 in. (48 cm.)	<b>F</b> 1 ft. 5 in. (43 cm.)	<b>G</b> 1 ft. 1½ in. (34 cm.)	<b>H</b> 1 ft. 2 in. (36 cm.)	<b>I (max.)</b> 11½ in. (29 cm.)
<b>I (min.)</b> 7½ in. (18 cm.)	<b>J (max.)</b> 1 ft. 4½ in. (42 cm.)	<b>J (min.)</b> 1 ft. 0¼ in. (32 cm.)	<b>K</b> 6¼ in. (16 cm.)	<b>L (max.)</b> 3 ft. 7½ in. (1.10 m.)
<b>L (min.)</b> 3 ft. 5 in. (1.04 m.)	<b>M (max.)</b> 3 ft. 9 in. (1.14 m.)	<b>M (min.)</b> 3 ft. 3 in. (99 cm.)	<b>N</b> 1 ft. 4 in. (41 cm.)	<b>O</b> 2 ft. 5½ in. (75 cm.)
<b>P</b> 3 ft. 5 in. (1.04 m.)	<b>Q1</b> 1 ft. 8½ in. (52 cm.)	<b>Q2</b> 3 ft. 7½ in. (1.10 m.)	<b>R</b> 3 ft. 5 in. (1.04 m.)	<b>S</b> 3 ft. 9½ in. (1.16 m.)
<b>T</b> 3 ft. 5 in. (1.04 m.)	<b>U</b> 3 ft. 10 in. (1.17 m.)	<b>V</b> 3 ft. 9½ in. (1.16 m.)	<b>W</b> 7 ft. 0⅝ in. (2.138 m.)	<b>X</b> 4 ft. 5½ in. (1.36 m.)
<b>Y</b> 4 ft. 7½ in. (1.41 m.)	<b>Z</b> 10 ft. 9⅝ in. (3.30 m.)	<b>AC</b> 2 ft. 10¼ in. (88 cm.)	<b>AD</b> 4 ft. 4½ in. (1.33 m.)	<b>AE</b> 2 ft. 6 in. (76 cm.)
<b>AF</b> 3 ft. 1 in. (94 cm.)	<b>AH</b> 1 ft. 6 in. (45 cm.)	<b>AJ</b> 3 ft. 11½ in. (1.21 m.)	<b>UNLADEN WEIGHT (APPROX.)</b> 13 cwt. (660 kg.)	

Track (front) 3 ft. 11⅝ in. (1.20 m.)

Track (rear) 3 ft. 9⅝ in. (1.16 m.)

Turning circle 32 ft. 9 in. (9.983 m.)

Ground clearance 7½ in. (18.1 cm.)

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