the thrifty ... all purpose ... MORRIS MINI-TRAVELLER
HERE'S THE ONE CAR that can cope with the needs of a three-car family all by itself.

LOOK! It's a perfect town car. Nimble in traffic. Parkable in a space the size of a bed. A complete turnover, it's easy to see anywhere. (Check how many famous people own this car.)

LOOK AGAIN! It's a sprightly, long-range tourer—a traveller. Close kin to the outright Monte-winning Minis, it can cruise a motorway all day, holding to a twisting road like a leech, drink less fuel than a camel and carry a family with all their luggage in style (4 seats = 9 cu. ft. baggage capacity, convertible to 2 seats = 35 cu. ft. max. baggage capacity, any time you like).
Business or pleasure...  
...play it any way you like.

Your Morris Mini-Traveller is a sleek little work horse with a 
great love capacity for long hours, heavy loads and rough usage.

It is also a car for pure pleasure. When night falls or the first morning of the holiday dawns, just swing open the big rear doors, unload the goods of your trade, flip the rear seat into position, step aboard, relax, head where you're going and have fun.

MinipassionMini.com
Don't count your piglets...just pile them into your Mini. The Power-Pack transverse engine-transmission unit is way up front—as far out of the way as you can get. Every other place in your Traveller you look there's room—nothing else except nicely placed controls and four cushy seats.

So, however many piglets you have, just fit them all over the rear compartment. The tough leathercloth upholstery won't mind. The smooth, 5-layer baked-on interior paintwork won't mind. They won't mind—they'll be floating on 4-wheel rubber-and-air independent suspension (a fabulous ride even in champagne and caviar surplus-class Grand Tourers).

P.S. 6 frightened piglets can hide in the 2 deep door buckets a Traveller driver usually reserves for the bits and pieces he wants on voyage.
4 WHEEL INDEPENDENT RUBBER SUSPENSION
You'll wonder where all the bumps have gone—
with the Mini-Traveller's advanced system of rubber
suspension. Hardness and body vibration have
just disappeared—indeed suspension for each
wheel turns out the roughest roads.

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 rips through
traffic, parks where larger vehicles wouldn't have a hope.

LOADS MORE SPACE
Because the engine goes across the back there's
unbelievable accessibility 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.

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

THE FIRST THING
ABOUT YOUR MORRIS MINI-TRAVELLER
is that it's lovable. No other car has aroused so much genuine
and lasting affection in the people who own it.

But a Mini never gets pampered. Kid glove treatment is unnecessary.
The body is solidly engineered from
20 gauge steel. 5 layers of paint are
baked and boned onto it to stay there and stay looking good in any climate.
The seats and interior trim wipe clean.
The engine/transmission unit is the simplest plant in the world to keep
serviced (and there are 11,000 BMC service stations across the world
to look after it for you).

Wherever you take your Mini Traveller, whatever purpose you use it for,
you'll be travelling with a friend you can rely on.

BMC World's Largest Producers of
Front Wheel-Powered vehicles. Over
a million sold.

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'.

EASY ACCESSIBILITY
There's a wide, deep pocket on each door, a big
dash for the full width of the car—space for all those
sacks and odds.

UNIQUE POWER PACK
This is the heart of the Mini-Traveller—all the
major mechanical parts are all inside the Mini-Traveller.
Engine, clutch and gears, differential and transmission
are all integrated in the unique 'Power Pack' that
takes up only 18 inches (46 cm.) of the Traveller's length.

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.
There's room for everything...

Room for a lively family! Room for all their everyday 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. The Traveller is also available without wooden battens. You'll wonder how the Mini Traveller does it.
SPECIFICATION

ENGINE: Four-cylinder overhead-valve; bore 2.48 in. (63 mm.), stroke 2.69 in. (68.26 mm.), cubic capacity 51.79 cu. in. (848 c.c.), compression ratio 8.3:1. Full-flow renewable-element external oil filter. Three-speed gear-car shifter; main and connecting rod bearings with renewable liners. Aluminium-alloy pistons.

Cooling: Water-cooled, pressurized system, impeller pump and fan-assisted. Thermostatic heat control. Capacity of system 6 pints (3.35 litres, 7-5 U.S. pints) (5 pints (2.98 litres, 6-3 U.S. pints) less heater).

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


TRANSMISSION: Hydraulically actuated single dry plate clutch.


BRAKES: Lockheed hydraulic brakes. Operated by pendulartype hydraulic system. Rear—drum brakes (5/4 inch. (174 mm.) diameter with two leading shoes and pressure limiting valve. Total lining area 67.5 sq. in. (432.53 cm²). Foot brake on all 4 wheels; hand brake on rear wheels only. Simple shoe adjustment. Rear and hand brake adjusted simultaneously.

WHEELS: Ventilated disc-type wheels with 4 stud fixing (3.50 x 10). Stainless steel wheel embellishments. Spare wheel housed below detachable floor behind rear seat.


STEERING: Rack and pinion with direct coupling to rack and steering-arms. Steering-arms bolted to swivel hub. Two-spoke steering-wheel. 15 inch. in diameter (39.4 cm.), with central horn-push. Turning circle 32 ft. 9 in. (9.933 m.). Track—front 3 ft. 11 5/8 in. (1.205 m.); rear 3 ft. 9 in. (1.164 m.). Available left- or right-hand drive according to market.

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

BODY: Special body of station wagon type (wooden battens optional). Adjustable bucket-type front seats which tilt forward to give easy access to rear seat. Folding rear seat which provides comfortable seating for 2 passengers or folds forward to form an extended floor for extra luggage accommodation. Wide double doors in the rear may be retained in the open position with automatic check straps which prevent the doors from opening beyond the width of the vehicle. All doors may be locked.

ELECTRICAL EQUIPMENT: High-output dynamo with compensated voltage control; 12-volt 34-amp.hr. battery (at 20-sec. rate); double dipped headlamps, foot dipping switch; parking lights; twin stop and tail lamps; flashing direction indicators with automatic cancelling; rear number-plate lamps; instrument lighting; courtesy interior lights; ignition, main beam, and flashing indicator warning lights; dual-arm windscreen wiper; electric horn.

INSTRUMENTS: Speedometer with total distance recorder calibrated in tenths of a mile; fuel gauge; oil pressure and water temperature gauges.

CONTROLS: Mixture; starter; heater; windscreen wiper; lighting; parcel shelf lamp; windscreen washer.

VENTILATION: Double sliding windows in each door; fresh-air heating/dehumidiser unit (Home only—optional Extra).

GENERAL EQUIPMENT: Safety glass all round; large curved windscreen; twin wing mirrors; pile carpet floor covering with underfelt; front over-riders; ashtry in windscreen rail; companion-boxes with ashtrays each side of rear seats; leathercloth upholstery with foam-rubber seat cushions; 2 cushioned sun visors; parcel shelf in front compartment and useful door pockets; windscreen washers; bright plastic sill finishers and windscreen surround; provision for fitting Smiths Radiomobile radio and B.M.C. seat belts.

OPTIONAL EXTRAS: Heater and demister, recirculatory or fresh-air type; Whitewall tyres; Weathermaster tyres for front wheels (Export only).

SELECTED ACCESSORIES: (available from your Distributor or Dealer): Wing Mirrors; Fog and Driving Lamps; Hand Tools; Car-valeting items; Seat Belts; Seat Covers; Touch-up Paint; Exhaust Defectors; Reversing Lamps; Door Pocket Ashtrays; Anti-mist Panels; Sun Visors (green perspex).

COLOURS: Body

- Fiesta Yellow
- Tartan Red
- Surf Blue
- Tweed Grey
- Old English White
- Almond Green

- Upholstery
- Powder Blue
- Bard Cold
- Blue-grey
- Tartan Red
- Porcelain Green

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