Wizardry at work again!

...MORRIS MINI-TRAVELLER

QUALITY FIRST
The world's most revolutionary Traveller

FAR MORE ROOM IN FAR LESS SPACE

It's Wednesday or we're wrong again! Here, hand on the back of the sensational Mini-Mitee, comes the Mini-Traveller. It has the same fantastic performance, economy, and compactness, plus the amazing spaciousness that comes from placing the engine 'East-West' across the frame. And—yes again—the extra spaciousness 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 four-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 brand—the Miracle Minim Traveller.

The secret's in the EAST→WEST engine

QUARTS OF ROOM ... PINT SIZE DIMENSIONS
GO MODERN... GO 'MINI-TRAVELLING'

This is the Traveller you can afford
Pile in! There's room for everything...

Room for a lively, sprawling family! Room for all their every-day needs! 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 the 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 whizzy, sure. Whizz!
NEVER BEFORE features... and what they mean to you

UNIQUE POWER PACK
This is the heart of the Mini-Traveller—all major mechanical parts in one unassumingly 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 unforgettable roominess inside the Mini-Traveller. You’ll find plenty of space for your luggage—easy 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 suspension. Hardness and body vibration have just disappeared—indeed, suspension for each wheel leaves 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—as sit back and take your ease every mile of the way.

FRONT WHEEL DRIVE
So the Mini-Traveller also strikes the test, giving you a wonderful sense of mastery and control. And it’s another great space-saver, doing away with the need for a front transmission shaft and rear axle ‘hump’.

EXTRA STOWAGE ROOM
Fold the back seat forward and there’s yet more generous space for luggage—spacious luggage compartment in the Mini-Traveller. And everything you put in is so easy to get at, through rear-wrench opening doors at the back.

COMPACTNESS OF DESIGN
It’s an engineering marvel, 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 not 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 maneuver. Compact size, non-assurance system, and easily accessible controls make it a driver’s delight. And it’s easy through traffic, parks where bigger vehiches wouldn’t have a hope.

Together... and enjoying life in a 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 846 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. automatic semi-downdraught-type HS2 carburettor fed from rear tank by rear-mounted S.U. electric PD-type fuel pump. Air cleaner and silencer. Fuel tank capacity 61 Imperial gallons (29.6 litres, 7.83 U.S. gallons).


BRAKES: Lockheed hydraulically compensated brakes. Pendant-type foot pedal, 7 in. (178 mm) 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 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.

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

STEERING: Rack and pinion steering with direct linkage to steering arms on swivel pins. 15 in. (38.1 cm) diameter two-spoke steering-wheel with central horn-push. Left- or right-hand steering according to market. Turning circle 32 ft. 9 in. (9.953 m). Track—front 3 ft. 11 in. (1.205 m); rear 3 ft. 9 in. (1.146 m).

ELECTRICAL EQUIPMENT: High-output dynamo with compensated voltage control; 12-volt 34-amper-hour 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.

GENERAL EQUIPMENT: Safety glass all round; large curved windshield; twin wing mirrors; pile carpet floor covering with underfelt; ashtray in windscreen rail; companion box with ashtray on each side of rear seat cushion; leathercloth 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.

OPTIONAL EXTRAS: Radio; front over-riders; recirculator or fresh-air heating and demisting equipment.


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