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 pawned. Kid glove treatment is unnecessary. The body is solidly engineered from high-quality steel. Five layers of paint are baked and bonded onto it to stay there and stay looking good in any climate. The luxurious re-styled seating and the interior trim wipe clean. Wherever you take your Mini-Traveller, whatever purpose you use it for, you'll be travelling with a friend you can rely on.

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AUTOMATIC TRANSMISSION
Do it yourself, or leave it to us with the optional Drive. Just put the selector lever into the 'Drive' position and the automatic transmission takes over. You travel relaxed and entirely at ease. If you want to change gears yourself, it's easier, there's no kickback.

UNIQUE POWER PACK
The 948 c.c. engine that is the soul of the Mini Traveller Mk. II— all the major mechanical parts are one monolithic compact unit. Engine, clutch and gears, differential and suspension, are actually combined in the unique power pack that takes up only 18 inch (45 cm.) of the Traveller's length.

EASY ACCESSIBILITY
The wide-opening doors are forward-fitted for easy access; there is a wide, deep pocket on each door, and a big shelf the full width of the facia— spacious for all those odds and ends. The instruments are clear and easy to read.

FRONT-WHEEL DRIVE
In the Mini Traveller the drive is at the front—giving you a wonderful sense of security and control. And it's another great space-saver, doing away with the need for a long transmission shaft and rear axle.
HERE'S THE ONE CAR

that can cope with the needs of a three-car family all by itself. It's a perfect town car, easy to handle, nimble in traffic, and parkable where larger vehicles wouldn't have a hope. With it's attractive new front end it's smart and fashionable too. It’s a sporty long-range car capable of taking a whole family and their luggage wherever they want to go—whether on high-speed motorways or winding mountain roads.

FINGERTIP CONTROL SWITCH

New to the Mk II Morris Mini Traveller is a very useful standard feature. It is the universal warning column switch which operates the direction indicators, horn, headlamp flasher, and high or low beam.

LOADS MORE SPACE

Because the engine goes across the frame the interior of the car is considerably roomier than the Mini Traveller. So there's plenty of space for you and your luggage—and roomy comfort for your big add on 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 in is so easy to get at, through the single opening doors at the back.

There's room for everything... Room for a family! Room for all their everyday extras! Room for special holiday luggage—and then room to spare... Open those wide rear doors. In all those extras—no arguments and no loose ends and ends! No trouble at all. And by folding the rear seats forward you can have more room still... You'll wonder how the Mini Traveller does it.

The Traveller is available with or without wooden bodies.

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**SPECIFICATION**

**ENGINE:** Four cylinders; overhead valves with push-rod and rocker operation; bore 64.58 mm. (2.543 in.), stroke 76.2 mm. (3.00 in.), cubic capacity 998 c.c. (60.96 cu. in.); b.h.p. 38 at 2,520 r.p.m. Maximum torque 52 ft. lb. at 2,700 r.p.m. Compression ratio 8.3:1.

**FUEL SYSTEM:** Single S.J. carburettor, S.U. electrical fuel pump mounted under tank at rear. Air cleaner with paper element. Petrol tank capacity 6 gallons (27.28 litres) Fuel filters in pump and fuel tank.

**LUBRICATION SYSTEM:** Full pressure to engine bearings. Sump forms oil bath for gearbox and final drive. Internal gear-type pump driven by camshaft. Full-flow oil filter with replaceable element; gauge in instrument panel. Magnetic sump drain plug. Oil capacity, including transmission, 8 pints (4.5 litres) approximately, plus 1 pint (0.57 litre) for filter.

**IGNITION SYSTEM:** 12-volt coil, and distributor with automatic and vacuum control.

**COOLING SYSTEM:** Pressurized radiator with pump, fan, and thermostat. Capacity approximately 51 pints (3 litres), plus 1 pint (0.57 litre) for heater.

**TRANSMISSION:** Clutch: Diaphragm-spring, 7 in. (180 mm) diameter; hydraulic operation by pendent pedal. Gearbox: Four speeds and reverse in unit with engine and final drive; central-floor, remote change-speed lever; Final drive: To front wheels via helical spur gears and open shafts with universal joints; drive casing in unit with engine and gearbox.

**STEERING:** Rack-and-pinion, 2½ turns lock to lock. Two-spoke 15½ in. (39.4 cm) diameter steering-wheel. Turning circle 29 ft. (8.84 m).

**SUSPENSION:** Front (includes final drive): Independent with levers of unequal length. Swivel axis mounted on ball joints. Rubber springs and telescopic dampers mounted above top levers. Top levers roller-bearing and lower levers rubber-mounted at inner end. Fore-and-aft location by rubber-mounted tie-rod. Rear: Independent trailing tubular levers with rubber springs and telescopic dampers. Levers carry stub shaft for hubs, which have twin, dual-purpose bearings.

**RAFRAKT:** Front: All four wheels. Hydraulically operated by pendent pedal with two leading shoes at front, 7 in. (180 mm) diameter by 1 in. (25.4 mm) wide, front; 7½ in. (175 mm) diameter by 1 in. (25.4 mm) wide, rear. A pressure-limiting valve is included in the system. Hand: Central pull-up lever which operates on rear wheels.

**ROAD WHEELS:** Pressed-steel, 4 study fixing. 5½ to 10 Dunlop tubeless tyres.


**INSTRUMENTS:** M.p.h./k.m.p.h. speedometer, with fuel gauge and warning lights to show dynamo not charging, flashers working and headlamp high-beam position for all pressure and water temperature. The various switches, including combined ignition/starter switch, are mounted on a panel in the centre of the parcel shelf.

**COWACH bầu:** An all-steel, dual-purpose vehicle of unitary construction, with the option of external timber framing to body sides and rear doors. There is one large oval instrument nacelle in the centre of the fascia with a wide-walled parcel shelf beneath. The fascia lining above the shelf is added and trimmed in vinyl-coated fabric. The roof lining is washable vinyl-coated fabric. Front and rear floors have fitted carpets with felt underlays. Front wheel arches and load platform behind rear seats have fitted carpets. Trim casings below the waistline are covered with fluted vinyl-coated fabric. Anchorage points are built-in, to which your Distributor or Dealer can fit BMC approved accessory seat belts. A spacious companion box is located at each side of the rear seat. A single ashtray is fitted centrally in the screen rail and also on the rear compartment floor. The windscreen is of curved, toughened glass. Both front seats are adjustable on slides and will tilt forward to give access to the rear. Seat cushions are of foam rubber and squabs are of rubberised hair, supported by resilient webbing. The rear seat cushion and squab hinge forward to form an extended floor for large luggage accommodation. The rear cushion is of foam-rubber, the squab is of rubberised hair. All seats are trimmed in durable vinyl-coated fabric. Front doors are hinged at front edge by outside hinges. The driver’s door has a private lock in the outside handle; the passenger’s door is locked by an interior catch. Doors are opened from within by full-width cable release. The door windows have two sliding glasses, each of which can be moved or fixed independently of the other. Rear doors are hung on outside hinges and can be retained in open position by metal check-stops. An outside locking handle is fitted and each door is provided with a large window. Bright plastic windscreen finishers. Stainless steel finishers. Side windows consist of two sliding glass panels that can be locked in the closed position. The spare wheel is carried below a detachable panel on the floor behind the rear seat. Chrome bumpers with over-rider are fitted at front and corner bumpers at rear. The radiator grille is of anodised aluminium with chrome surround. A fresh-air heater and demister (Home market only), windscreen washer, dual-crushable sun visors, twin exterior, and tinted safety interior, mirrors are fitted as standard equipment. Option at extra cost: Automatic transmission, reclining front seats.

**EXPORT AVAILABILITY:** At no extra cost: left- or right-hand steering. Four- or six-bladed fan. M.p.h. or k.m.p.h., speedometer. Electrical equipment to suit any Export requirement. Optional at extra cost: Fully automatic transmission with over-riding manual control. Laminated windscreen. Fresh-air heater and demister. Reclining front seats.

The issue of this publication does not constitute an offer, and the right is reserved to alter specifications at any time without notice. Sales are made subject to and with the benefit of the standard Conditions of Sale and Warranty given by the Distributor or Dealer by agreement with The British Motor Corporation Limited.

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