

NEW ALL STEEL

MORRIS OXFORD TRAVELLER
SERIES IV



Space to stow more – and more...

THE *all steel* TRAVELLER GREATER STRENGTH, LIGHTNESS, ENDURANCE

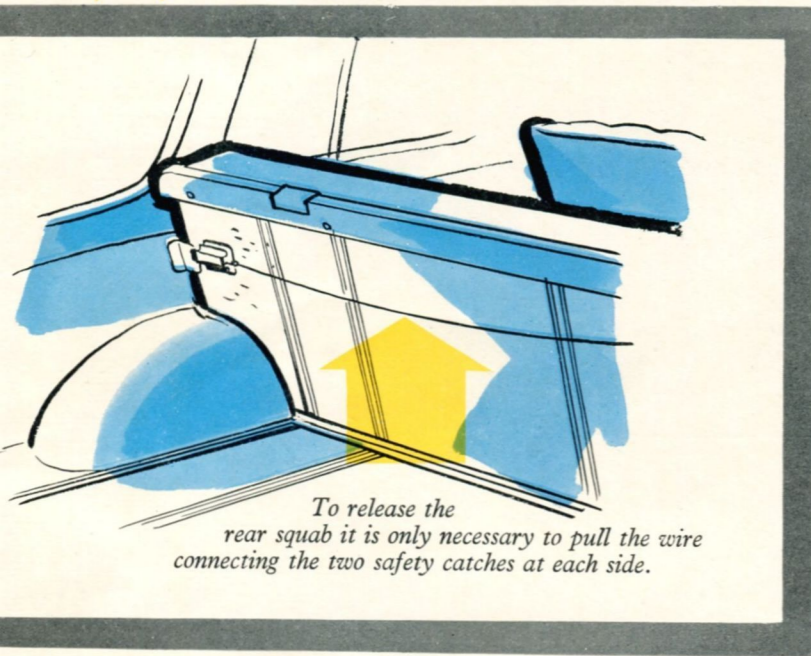
The Morris monoconstructed all-steel body is a guarantee of endurance, resilient lightness, and greater strength and safety. Four extra-wide doors provide exceptionally easy entry and exit for the driver and the passengers. Conversion from passenger to maximum goods carrying requires only two movements—the seat folding forward

and upwards and the squab forward and downwards. A continuous floor is thus obtained by utilizing the back of the squab. With the rear seat folded away the Traveller has a carrying capacity of a small van with private car seating comfort for three. The horizontally hinged rear door gives unobstructed access and ease of loading.

NEW STYLING – NEW COLOURS AND FOUR DOORS

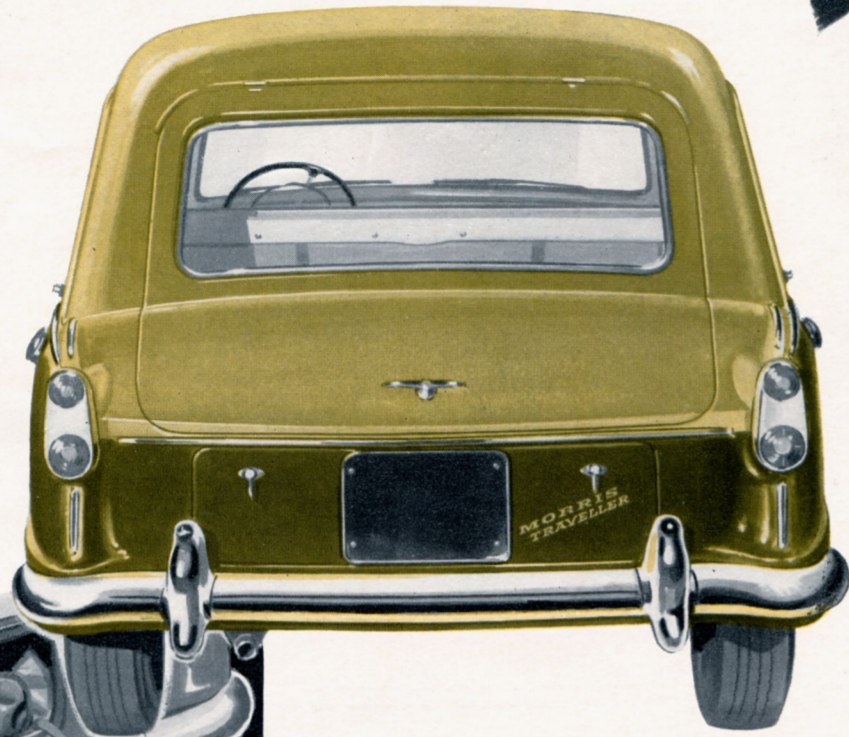
This new Oxford All-Steel Traveller is not only robust, colourful, and handsome, but also has line and design to make it the most accommodating and versatile multi-purpose car ever.

new EASY-LOAD FEATURES

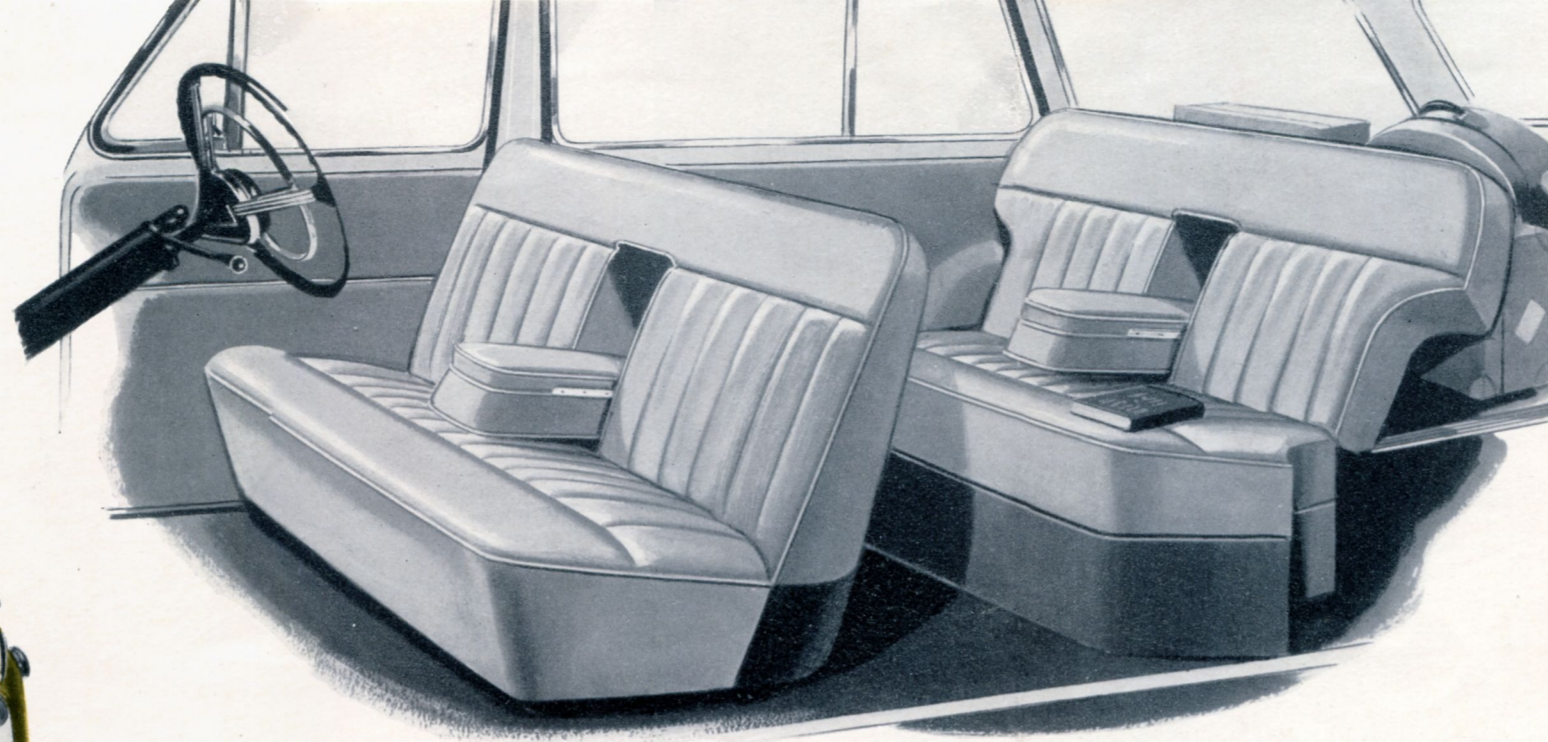


new styling
and features

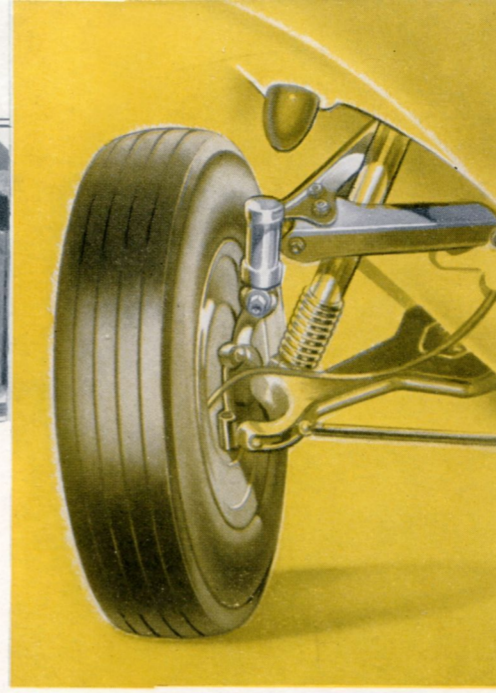
Excellent rearward vision is assured by the generous back window. Another innovation is the provision of petrol filler caps at both sides.



A separate compartment with a drop-down panel houses the spare wheel and tool kit.

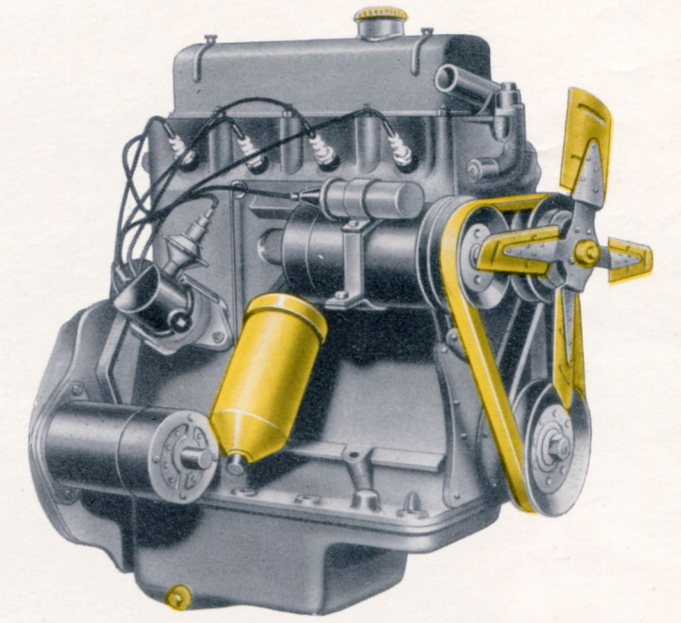


Folding arm-rests back and front, luxurious floor carpeting, unimpaired all-round vision, and ample leg room provide complete comfort on the longest journey.



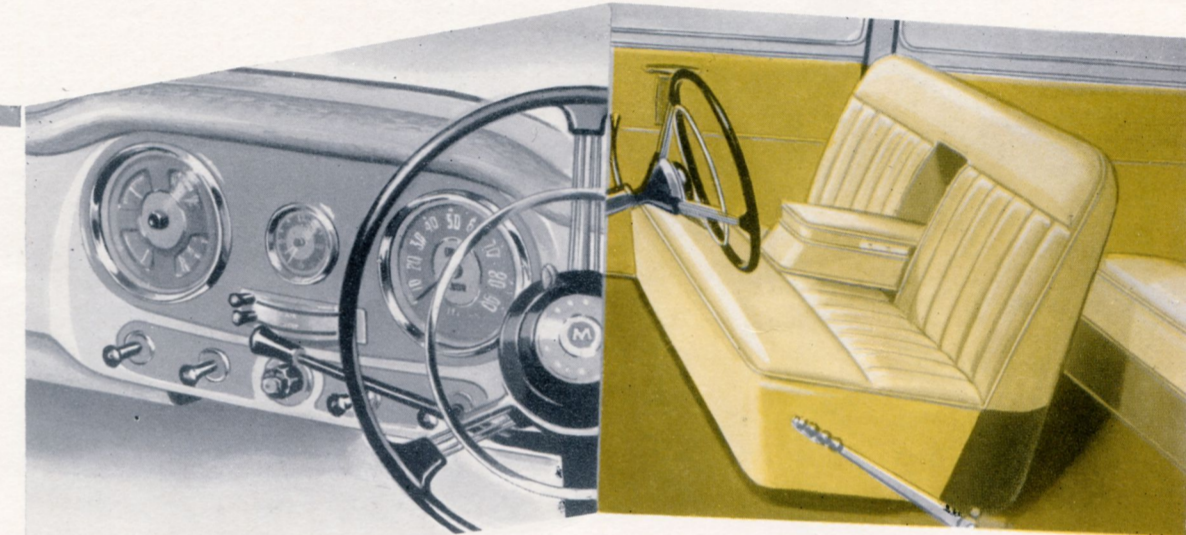
Long torsion bars in the independent front wheel suspension system make light of bumps and pot-holes. Side sway is eliminated by the semi-elliptic springing at the rear and the telescopic dampers all round.

Famous Oxford Vigour!



Power to spare with the spritely, reliable B.M.C. 1489-c.c. over-head-valve engine. Nimble yet smooth acceleration is combined with long life and the minimum of maintenance.

MORRIS OXFORD
new four door 'plus' all steel **TRAVELLER**



All steel—and Morris have made it—the best-tempered Traveller of all. Designed to give real comfort to as many as six passengers, still leaving ample luggage space, for the longest holiday. Ideal too for a short family outing.

And, newest of all, this big-load Morris Traveller has the elegance and styling of a 'Quality First' saloon car which will grace even the most formal social occasion.

Housed discreetly behind the smart fascia panel is the efficient heating and ventilating unit, which ensures an adequate supply of fresh air when required.

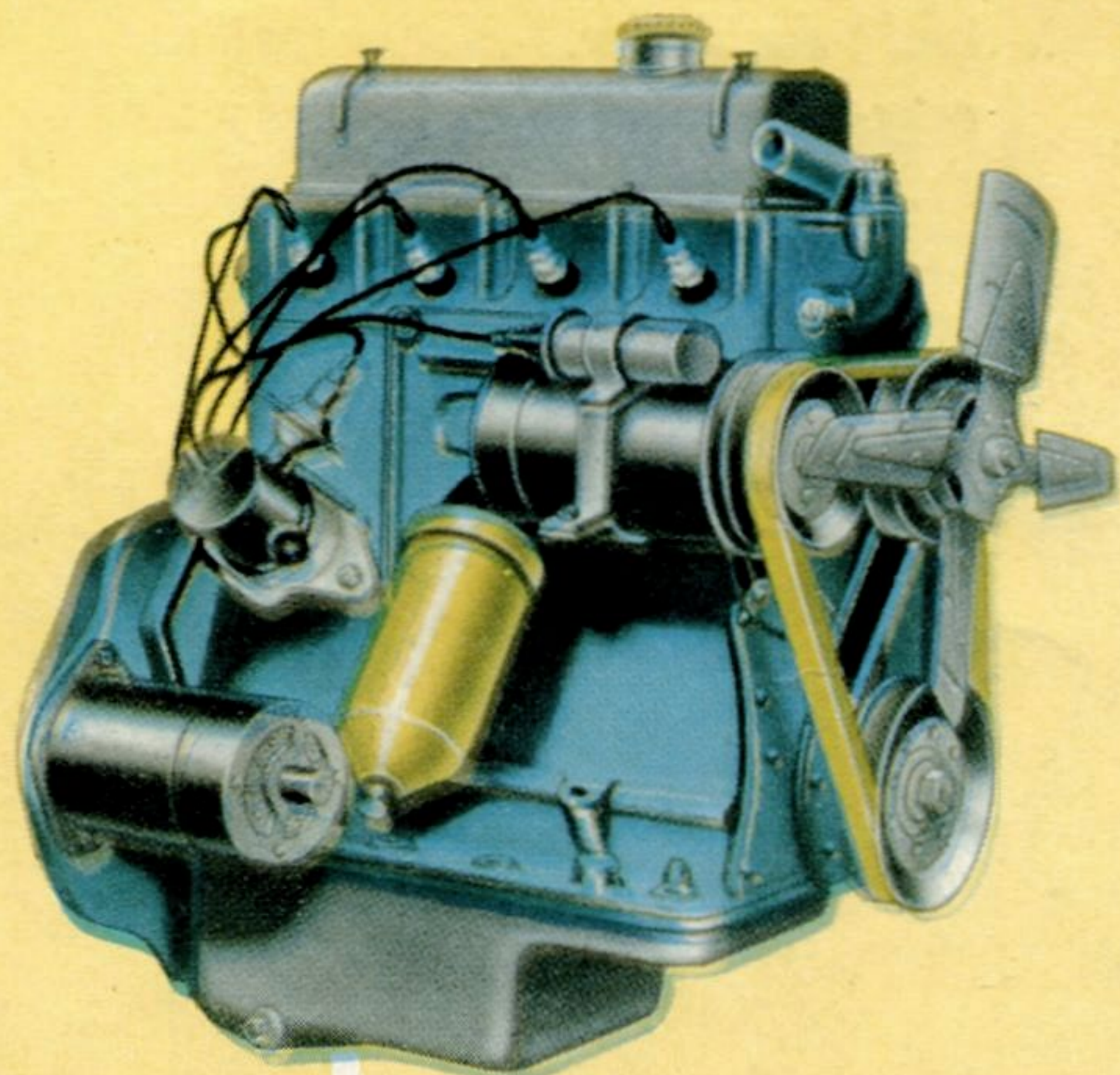
Real English leather on all wearing surfaces adds elegance and durability. Note too the easy-to-reach brake handle by the driver's seat.



COLOURS: Single Colours: Black, Dark Green, Turquoise, Cream, Sage Green, Birch Grey, and Clarendon Grey. **Duotones:** Black/Swiss Grey, Turquoise/Swiss Grey, Dark Green/Island Green, Sage Green/Twilight Grey, Birch Grey/Red, Clarendon Grey/Steel Blue. All with harmonizing road wheels and interior trims.

all new body design for **Big load** motoring in comfort

MORRIS OXFORD TRAVELLER SPECIFICATIONS



ENGINE: Four cylinders; bore 73.025 mm. (2.875 in.), stroke 88.9 mm. (3.5 in.), cubic capacity 1489 c.c. (90.88 cu. in.); maximum b.h.p. 55 with 8.3 : 1 compression ratio or 50 with 7.2 : 1 compression ratio, according to market; overhead valves operated by push-rods from 3 bearing camshaft driven by duplex roller chain; 3-bearing crankshaft; renewable steel-backed white-metal-bearing liners; aluminium-alloy pistons; renewable-element external full-flow oil filter.

COOLING: By pressurized system assisted by impeller pump and fan; circulation thermostatically controlled.

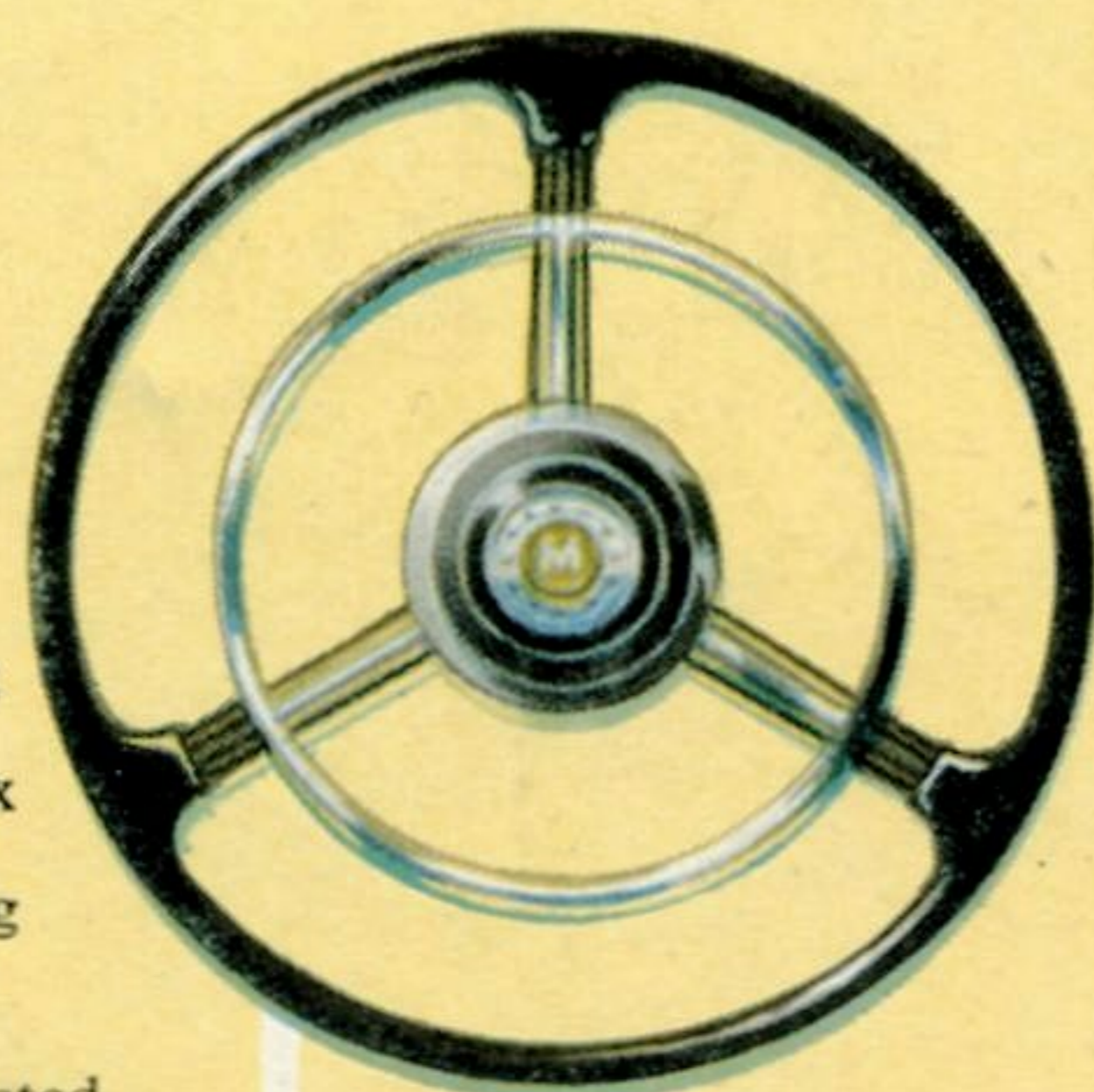
IGNITION: Battery and coil; automatic advance and retard with centrifugal and vacuum control.

CARBURATION: S.U. automatic semi-down draught carburetter fed from rear tank by rear-mounted S.U. electric fuel pump. Oil bath air cleaner. Tank capacity 11 Imperial gallons (50 litres, 13½ U.S. gallons).

TRANSMISSION: Borg & Beck single-plate dry clutch with hydraulic actuation. Four-speed gearbox with synchromesh engagement on second, third, and top gears, giving overall ratios of—first 19.23 : 1, second 11.715 : 1, third 7.266 : 1, top 4.875 : 1, and reverse 25.15 : 1. Steering column gear change. Final drive by Hardy Spicer propeller shaft with needle-bearing universal joints and reverse-spline-type sliding joint. Three-quarter-floating back axle with hypoid final reduction gears; the pinion is mounted on taper-roller bearings.

BRAKES: Lockheed hydraulic fully compensated brakes, operated on all 4 wheels by foot pedal. Simple shoe adjustment which simultaneously adjusts the hand brake. Hand brake operates on rear shoes from pull-up lever through simple compensating system.

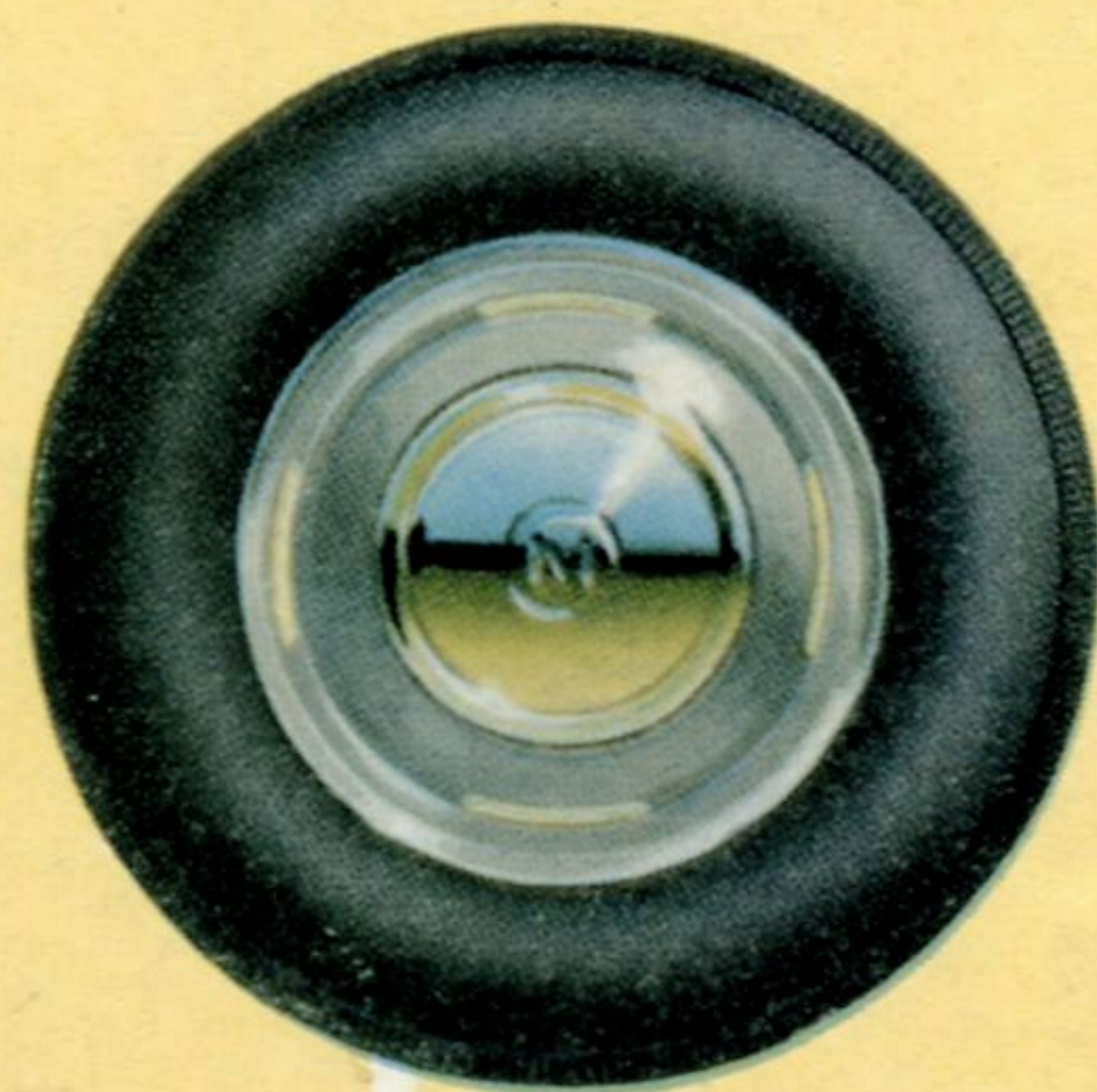
BODY AND CHASSIS UNIT: The special body incorporates the front body shell, bulkhead, frame members, and



wing valances, onto which is built a spacious station-wagon-type all-steel 4-door body. Large rear door hinged at top with automatic stay. Wide, one-piece curved windshield and large rear window. Full-width bumpers front and rear with overriders. Bench-type front seat with instant adjustment and centre arm-rest; folding rear seat which provides comfortable seating for 3 passengers or folds flush with rear floor, giving large flat platform when required. Deep well-sprung upholstery with foam-rubber seat cushions; leather upholstery with leather-cloth on non-wearing parts. Two gloveboxes in facia with lids.

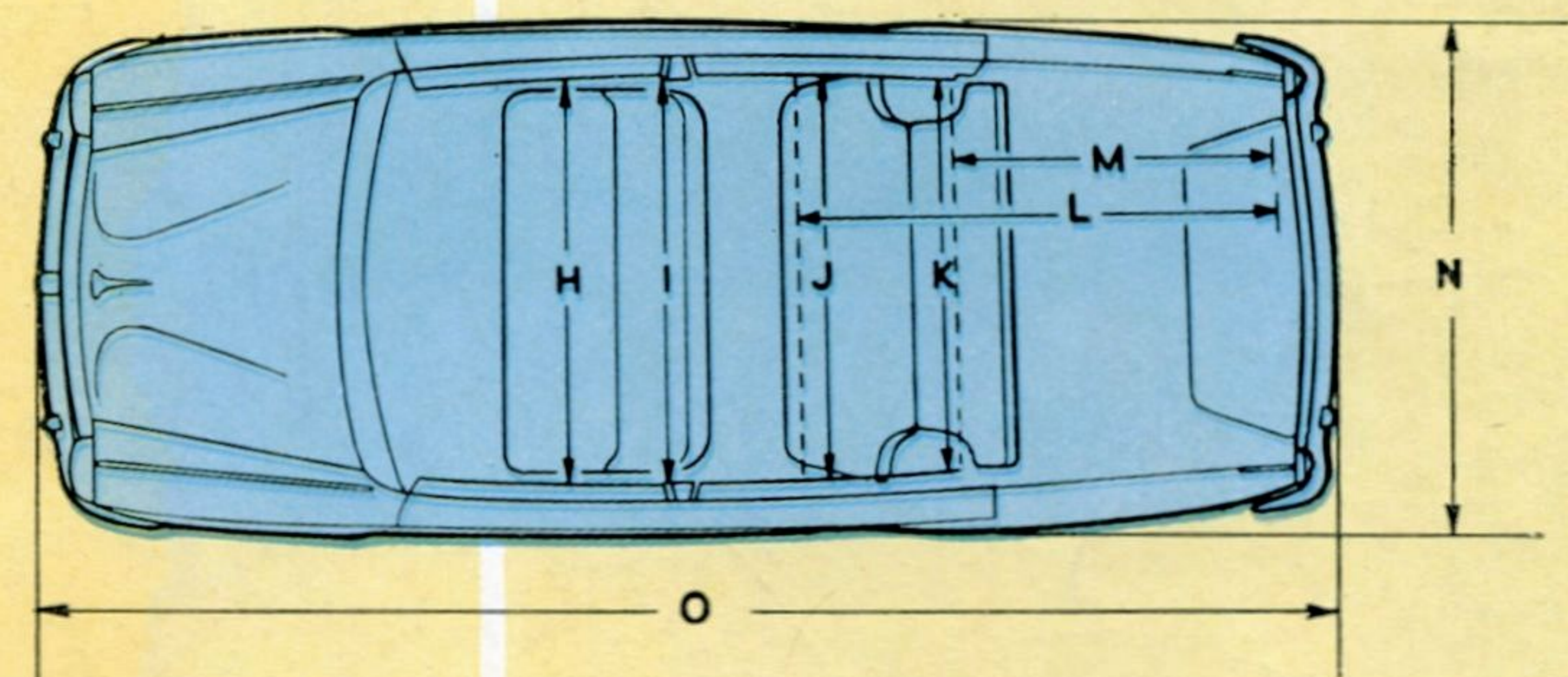
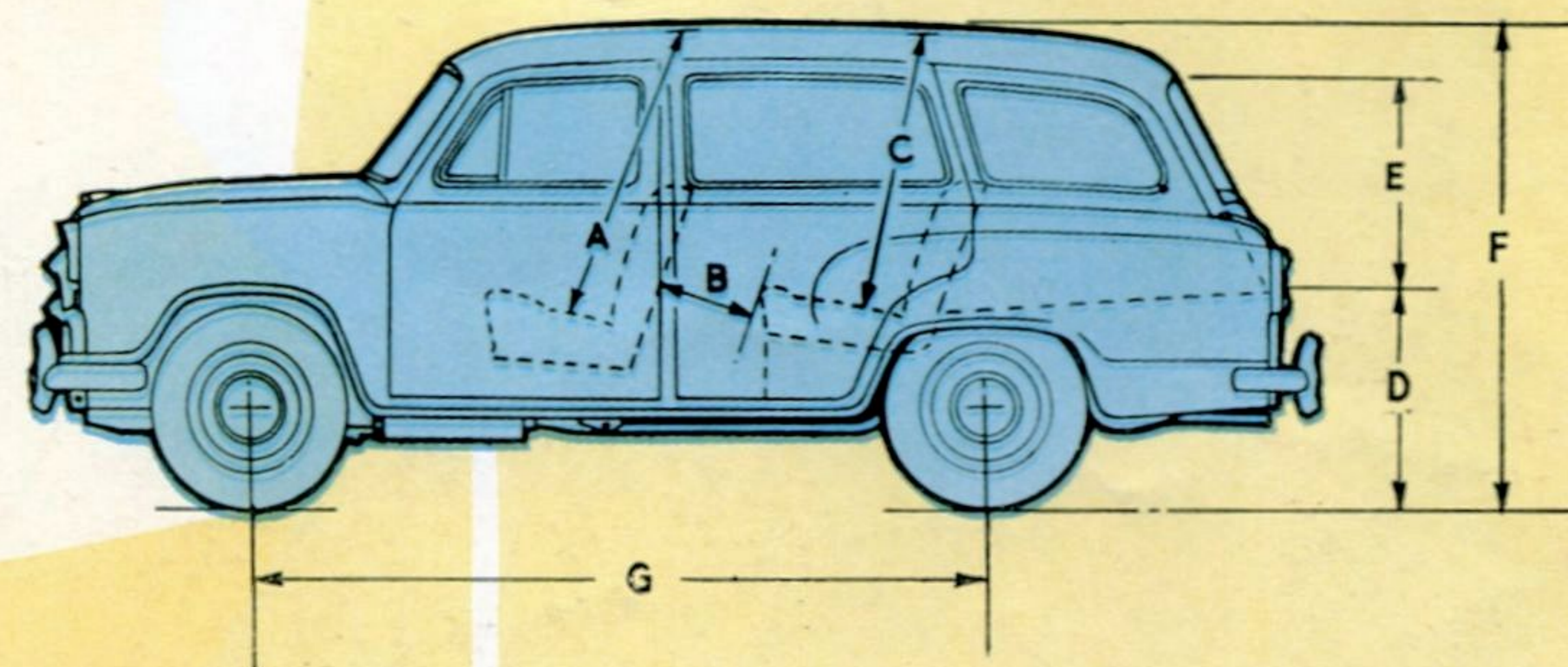
SUSPENSION: Independent front suspension by long torsion bars with vernier adjustment, hydraulic-telescopic-type dampers. Rubber-mounted semi-elliptic rear springs controlled by hydraulic-telescopic-type dampers with anti-sway mounting.

WHEELS AND TYRES: Ventilated disc-type wheels with 4-stud fixing equipped with 5.50—15 Dunlop (Fort) tubeless tyres. The spare wheel is carried in a separate compartment below the rear floor.



STEERING: Rack and pinion steering gear with direct linkage to steering arms on swivel pins. Three-spoke safety-type steering wheel with ring-type horn switch and self-cancelling direction indicator control.

ELECTRICAL EQUIPMENT: High-output dynamo with compensated voltage control; 12-volt 57 amp./hr. battery (at 20-hour rate); double dipping headlamps with prefocused bulbs; main headlamp beam indicator light and ignition warning light in speedometer dial; foot headlamp dipping switch; separate sidelights; stop and tail lamps incorporating reflectors; number-plate lamp; non-glare instrument lighting



A 3' 1" 94 cm.	B (max.) 1' 3" 38.1 cm.	C 3' 0" 91.4 cm.	D 2' 6" 76.24 cm.	E 2' 1" 63.54 cm.	F 5' 3½" 1.61 m.
G 8' 1" 2.46 m.	H 4' 6" 1.37 m.	I 4' 4½" 1.33 m.	J 4' 7" 1.4 m.	K 4' 4" 1.32 m.	L 5' 2" 1.57 m.
M 3' 5" 1.04 m.	N 5' 5" 1.65 m.	O 14' 2½" 4.33 m.	Unladen Weight 23¾ cwt. (1206 kg.) approx.		

Luggage capacity: Rear seat normal 26 cu. ft. (736 m.³), rear seat folded 50 cu. ft. (1.416 m.³).

with rheostat control; dual-arm self-parking windshield wiper; twin windtone electric horns; direction indicators with automatic cancelling control; all left-hand-drive models are fitted with flashing light direction indicators with a warning light in the speedometer dial (left-hand-drive models not available in the United Kingdom); roof lamp with independent and automatic switches operated by the front doors.

INSTRUMENTS: Speedometer with trip and total distance recorders; electric clock; fuel gauge; oil pressure gauge; ammeter; engine temperature indicator.

CONTROL PANEL: Mixture control; windshield wiper switch; combined ignition and lighting switch; panel light switch; starter switch; heater and fresh-air controls.

VENTILATION: Winding windows to 4 doors; hinged ventilating panels to front doors; inbuilt heating and ventilating equipment with heat control and windshield demisting ducts; controllable fresh-air intake.

GENERAL EQUIPMENT: Safety glass all round; pile carpets; anti-glare driving mirror; 3 ashtrays; sun visors; door locks with fixed handles and push-button lock release; loop-type door-pulls on all 4 doors special jack with side jacking points; provision is made for fitting H.M.V. car radio.

OPTIONAL EQUIPMENT: Radio windshield washer; rimblishers; duotone body colour scheme.

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