

Morris 1100, 1300 & Traveller

A range worth looking into



SPECIFICATION

ENGINE: Four cylinders o.h.v. (1300) Bore 70.61 mm. (2.78 in.), stroke 81.28 mm. (3.2 in.), capacity 1275 c.c. (77.8 cu. in.). B.H.P. 60 at 5,250 r.p.m. Maximum torque 69 lb. ft. at 2,500 r.p.m. Compression ratio 8.8 : 1. (1100) Bore 64.58 mm. (2.543 in.), stroke 83.73 mm. (3.296 in.), capacity 1098 c.c. (67 cu. in.). B.H.P. 48 (50 gross) at 5,100 r.p.m. Maximum torque 60 lb. ft. at 2,500 r.p.m. Compression ratio 8.5 : 1.

Fuel System: (1300) S.U. carburettor type HS4; (1100) S.U. carburettor type HS2.

CHASSIS:

Transmission: 7½ in. (0.18 m.) diameter clutch. Four-speed synchromesh gearbox.

Steering: Rack and pinion.

Suspension: Independent suspension with Hydrolastic* displacers interconnected front to rear.

Brakes: Hydraulically operated, 8.4 in. (0.21 m.) diameter front disc brakes; 8 in. (0.20 m.) rear drum brakes with leading and trailing shoes.

ROAD WHEELS: Pressed-steel disc, 5.50—12 tubeless tyres.

ELECTRICAL: 12-volt, 40-amp. -hr. battery. Single lever on steering-column controls horn, headlamp flasher, dipswitch and self-cancelling direction indicators. Single horn—twin on Super De-luxe and Traveller.

INSTRUMENTS: M.p.h./km.p.h. calibrated speedometer with mileage recorder; water temperature gauge on Super De-luxe and Traveller; fuel gauge; warning lamps to show low oil pressure, headlamp high beam, flashers working, and dynamo not charging.

COACHWORK: (Saloon) Four/five-seater saloon of all-steel unitary construction. Central simulated woodgrain panel with circular speedometer. Seat trim completed in vinyl. Provision for fitting radio and seat belts.

The above specification covers the De Luxe Saloon, but two- and four-door Super De-luxe Saloons are available which include the following items: Full-width instrument panel with ribbon speedometer in fascia, stainless finishers to door window frames and opening rear quarter windows on two-door Super De-luxe Saloons; bumper over-riders front and rear; twin horns; companion boxes on front doors, also on rear quarter panels (two-door Saloons). Arm-rests fitted on rear quarter panels of two-door Saloons; seat contact surfaces trimmed with knit-backed vinyl (four-door Saloons).

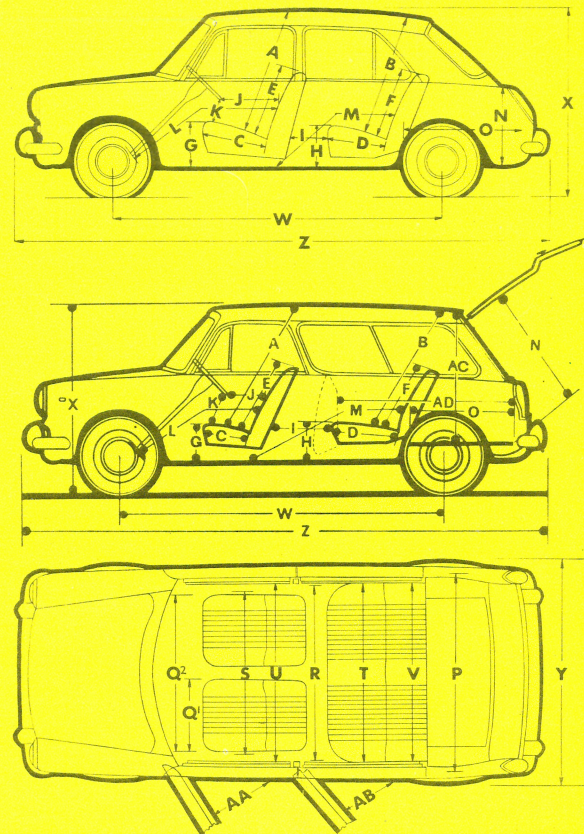
COACHWORK: (Traveller) Four/five seater, two-door dual-purpose vehicle of all-steel unitary construction. Full-width instrument panel with ribbon speedometer in fascia. All seat contact surfaces trimmed with knit-backed vinyl. One-piece lockable lift-up rear loading door. When rear squab is folded forward its rear surface extends the rear floor, making large luggage area. Provision for fitting radio and seat belts.

Optional extras: Automatic transmission; reclining front seats; electrically heated rear window (Saloon only).

EXPORT AVAILABILITY: To suit overseas market requirements a fresh-air heater is *not* considered standard equipment. The following production alterations to the above specifications are available at no extra cost: lighting and flasher equipment as required; left- or right-hand steering.

Optional equipment for Export at extra cost: Fresh-air heater/demister, or fresh-air unit in lieu; laminated windscreen; radial ply tyres; locking fuel filler cap; reclining front seats; automatic transmission; electrically heated rear window (Saloon only).

* Hydrolastic is a registered Trade Mark.



DIMENSIONS

		Saloon					
	in.	cm.		in.	cm.		in.
A	37	93.9	K	7½	19.1	T	52
B	34½	87.6	L max.	44	111.7	U	50
C	17½	44.4	min.	39½	101.3	V	51
D	17½	44.4	M max.	46	116.8	W	93½
E	18	45.7	min.	41	104.1	X	53½
F	21	53.3	N	22	55.9	Y 2 dr.	60¾
G	13½	34.3	O	33	83.8	Z 2 dr.	145¾
H	13½	34.3	P	47½	120.6	Z 4 dr.	146¾
I max.	14	35.5	Q1	21½	54.6	AA 2 dr.	34½
min.	10	25.4	Q2	47	119.3	AA 4 dr.	28
J max	15½	39.3	R	50	127.0	AB 4 dr.	26
min.	11	27.9	S	48	121.9		

Ground clearance	..	..	6½ in.	15.6 cm.
Kerb weight: 2 door Saloon	..	..	1,715 lb.	778 kg.
4 door Saloon	..	..	1,770 lb.	803 kg.

		Traveller					
	in.	cm.		in.	cm.		in.
A	37	93.9	K	7½	19.1	S	48
B	34	86.4	L max.	44	111.7	T	50½
C	17½	44.4	min.	39½	101.3	U	50
D	18	45.7	M max.	51	129.5	V	48¾
E	18	45.7	min.	48½	123.2	W	93½
F	21½	54.6	N	35	88.9	X	53¾
G	13½	34.2	O	29	73.7	Y	60¾
H	14	35.6	P	43¾	110.0	Z	146¾
I max.	15½	39.3	Q1	21½	54.6	AA	34½
min.	12	30.5	Q2	47	119.3	AC	34
J max.	15½	39.3	R	49½	125.7	AD	49
min.	11	27.9					

Ground clearance	..	..	6½ in.	16.5 cm.
Kerb weight	..	..	1,820 lb.	825 kg.

These specification details do not apply to any particular vehicle which is supplied or offered for sale. The manufacturers reserve the right to vary their specification with or without notice and at such times and in such manner as they think fit. Major as well as minor changes may be involved. Therefore, although every effort is made to ensure the accuracy of the particulars contained in this brochure, neither the Company nor the Distributor or Dealer by whom this publication is issued shall be liable for any inaccuracy in any circumstances whatsoever. Consult the Dealer with whom your order is placed for details of the specification of any particular vehicle. This publication shall not constitute in any circumstances whatsoever an offer by the Company to any person. All sales are made by the Distributor or Dealer concerned subject to and with the benefit of the standard Conditions of Sale and Warranty given by the Distributor or Dealer, copies of which may be obtained from him on request.

BRITISH LEYLAND (AUSTIN-MORRIS) LIMITED
LONGBRIDGE, BIRMINGHAM, ENGLAND



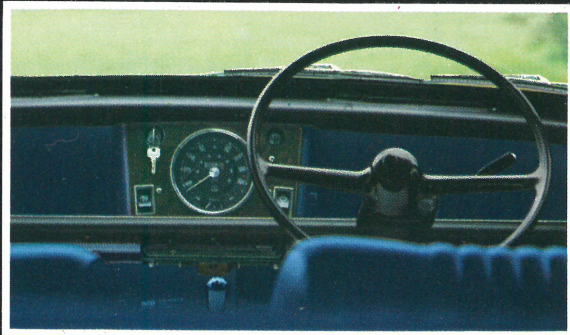
1967



Morris 1100 Mk II

The brilliant Morris 1100 Mk. II is the latest development of the world's most ingenious small family car design.

All the controls are positioned to meet the driver's hand or eye instantly and over 75% of the car's length is left free for passengers and luggage.



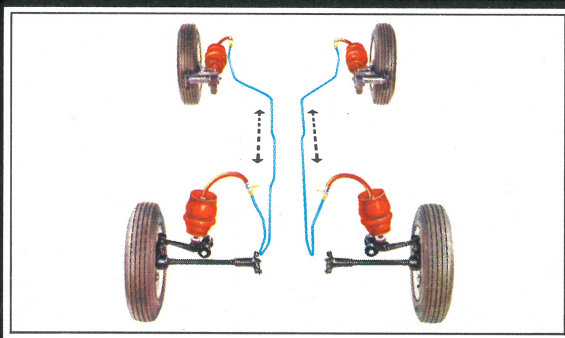
Inside, specially contoured seats accommodate four in long-legged comfort with plenty of storage space left over. The front seats are adjustable for leg room and firmly resilient upholstery gives you all-day comfort for long-distance motoring.



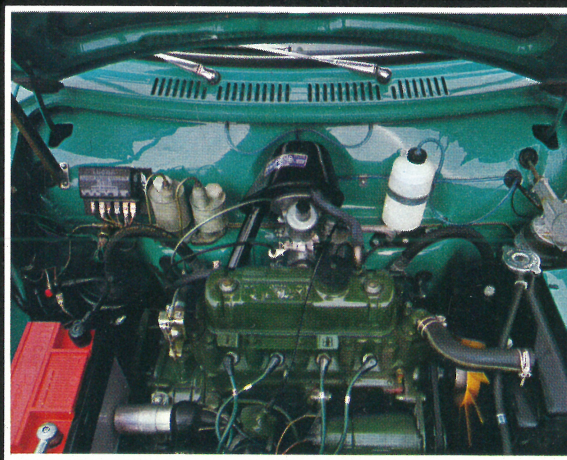
The 9½ cu. ft. boot (0.27 m³) spirits away an enormous amount of luggage without impairing the body line or detracting from interior space. The spare wheel lies in a well beneath the boot floor.



Front-wheel drive gives an incredible degree of control and Hydrolastic suspension keeps that spacious body stable whatever's underfoot.



The 1098-c.c. engine is mounted sideways, which allows for tremendous space-saving. So the car is exceptionally roomy inside, without being too long overall. The 1100 Mk. II is as much at home slipping into a tight parking spot as it is on the motorway.



LINDSAY HOUSE

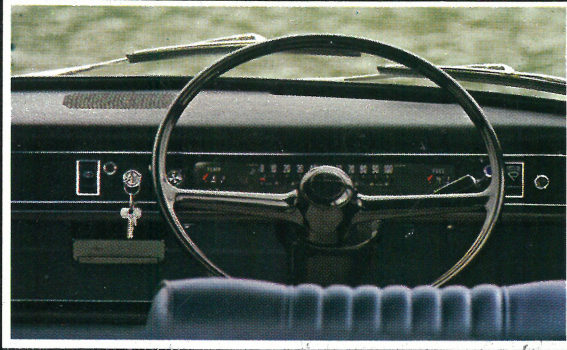
SIR LINDSAY PARKINSON & CO. LTD.

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Morris 1300

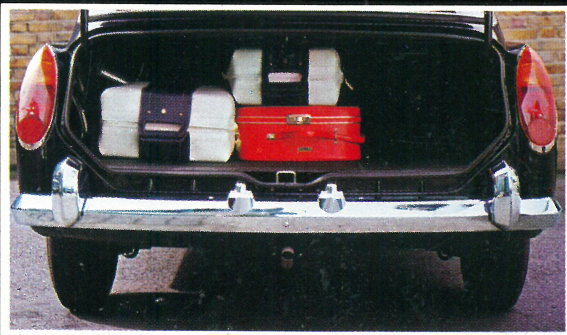
The 1300 includes all the luxury features of the 1100 Mk. II and more besides.



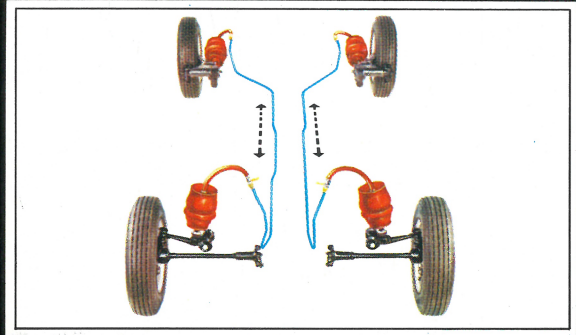
Step inside and you'll notice a lack of encroaching bulges. That's because everything that matters is under the bonnet where it belongs. The gearbox and main drive to the front wheels are well in front of the driver—that's how you get the amazing amount of interior space.



Look at the roomy boot. It utilizes the space under the back seat to take all the family's luggage without costing the passengers valuable leg room.



Hydrolastic suspension is the most revolutionary and reliable system in the world. It levels the car automatically on uneven surfaces and absorbs shocks and bumps before they reach the passengers.



Powerful brakes—discs at the front—put the 1300 and 1100 Mk. II among the safest cars on the road.

In profile, the 1300 seems all interior. Lift up the bonnet and you'll find the secret. The 1275-c.c. power unit sits transversely, taking up the car's width—not its length. It's a punchy engine—reliable and well-proven—designed for quick getaways and relaxed cruising.

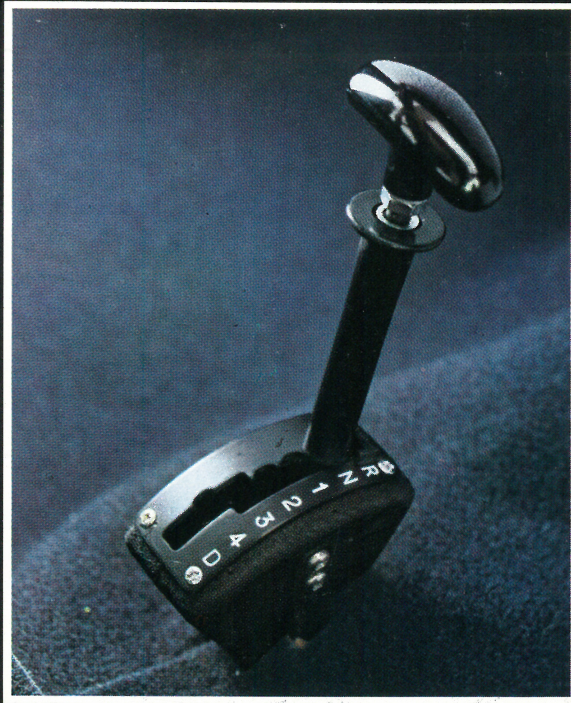
The 1300 is your kind of car. It gives you cosseted motoring for the whole family and road-hugging performance when the sporty mood takes you.







Automatic



Here is automatic transmission designed for people who drive as the occasion demands.

This optional extra gives you the choice of an effortless automatic system, to spirit you through traffic, or a sporty, 'four-on-the-floor' arrangement.

In the heart of the city, simply engage 'D' and the fully automatic system will do all the changing for you.

Or in more expansive surroundings, the manual over-ride hands over to you to do your own smooth, clutchless gear-changes.

2-Door models

Both the Morris 1100 Mk. II and the 1300 are available as two-door models.

Big, wide-swinging doors allow easy access to the spacious interior and the front seats swing forward so that you can step effortlessly into the back.



The doors themselves are fitted with anti-burst safety locks and flush-inset handles, while padded interior door panels with built-in arm-rests give comfortable elbow room.





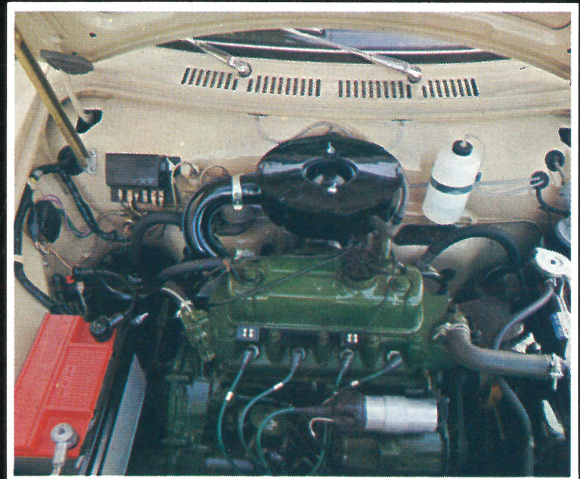
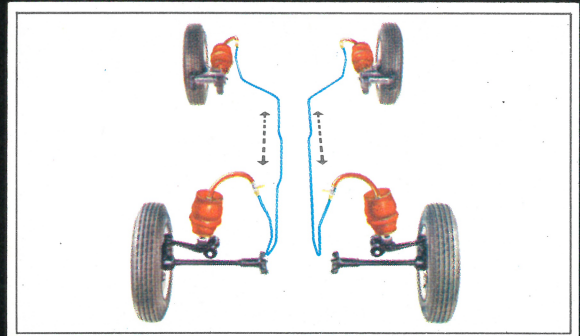


Morris 1300 Traveller

A family car should take the whole family everywhere. Luggage as well.



Inside the Traveller you'll find all the comforts of the 1100 Mk. II and 1300 saloons. There's full, four-seater space plus a big bonus at the back.



A counterbalanced rear door opens on to a 14 cu. ft. (0.40 m³) storage area behind the rear seat—or 37.7 cu. ft. (1.07 m³) with the back seat folded forward. The seat folds backwards as well, giving a flat upholstered area where the children can spread out. Add to this the optional fully reclining front seats and you have a double-bed size, luxury sleeping compartment.

Hydroelastic suspension is also fitted on the 1300 Traveller and the thrusting 1275-c.c. engine gives you power as well as space.