



Extended Family



Words and photos by Craig Watson.
Historic photos from BMC Australia archive



ADO16 followed the Mini, and gave designer Alec Issigonis his hat-trick of successes and his much coveted knighthood.

Leonard Lord wooed Alec Issigonis back to BMC at the end of 1955 and put him to work to design a complete range of vehicles to fit the small, medium and large family car markets.

Work began in 1956 on the large car, code-name XC9000, which was a conventional front-engine (1500cc OHC), rear-wheel-drive configuration, but in the two-box layout that would become synonymous with the Mini.

Prior to leaving Morris for his short stint at Alvis Issigonis, with Jack Daniels, had designed and built a front-wheel-drive

version of the Morris Minor. This car was used by Daniels for many years as his private transport. With Issigonis back at BMC, this design, with the gearbox on one end of the engine, was fitted into a new prototype, XC9001, with interconnected rubber and fluid suspension – designed by Alex Moulton for the stillborn Alvis TA350.

The medium-size car was a scaled-down version, known as XC9002, and the small car, XC9003, an even smaller version of the same concept.

The Suez Crisis of 1956 and the subsequent fuel shortage later in that year, resulted in Lord's famous order to Issigonis to build a proper small car to drive all the foreign "bubble cars" off the road.

Development in the car industry is a time-consuming affair, with most new models taking at least five years from concept to

reality. It is therefore not surprising that by the time the Mini (ADO15) was released, with a remarkably short development period, in August 1959, the oil crisis was over and larger cars were again back in favour.

However, the decision had been made, and Issigonis relished the challenge that resulted in the Mini. It was not until ADO15 was almost complete and ready for production in early 1959 that work again turned to the medium and large cars.

Initially, XC9002 followed on the same basic theme of the Mini, but in a slightly larger format. However, the styling didn't work as well on the bigger car, and it was felt that it looked too much like the Mini.

After a couple of attempts that showed he was clearly out of his depth, Issigonis admitted he was unhappy with the styling of the car, by now designated ADO16.



Front-wheel-drive XC9002 (left) and rear-wheel-drive XC9000.



Issigonis second attempt at ADO16 had the basic layout.



Farina's first design only needed a few styling tweaks.



Final version was a stylish and almost timeless design.

Jonathan Wood reports in his book *Alec Issigonis: The Man Who Made The Mini*; "in a rare moment of contrition, he told Ronald Barker 'I couldn't get it right'."

Issigonis always felt that stylists were not necessary in "proper" car design, and that if a car was engineered correctly the styling would take care of its self. This self-centred opinion was no doubt given added weight when a prototype Mini had first been shown to Battista "Pinin" Farina (see p79) for his opinion, and who said; "Don't change a thing."

Farina had been involved in revamping BMC's ageing catalogue in 1958 to 1961, with the Austin A40 Farina, the Wolseley 15/60 family of cars (becoming available in every brand under BMC except Vanden Plas), and the Austin A99 Westminister (with its sibling Vanden Plas Princess 3lt)

Farina was commissioned to present some ideas for ADO16 and, apart from redesigning of the front and some minor details, his first proposal was adopted. The Longbridge styling department, headed by Dick Burzi, made a few changes, including strengthening the door pillars and removing some of the flashy front detail. They also designed the interior – seen by many people as the car's major weakness.

Unfortunately, this was part of Issigonis grand plan for all cars, that they should maintain a sense of austerity. Wood continues; "It was during (a) discussion with Tubbs (journalist) in 1963 that Issigonis came out with one of his more notorious aphorisms. Referring to the 1100's seats, he informed the motoring public that they 'must be uncomfortable in traffic to keep alert'."

Also true to Issigonis ideals, there was no facility for a radio in the car.

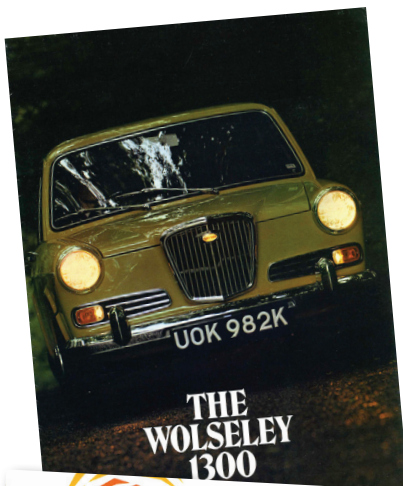
The first prototypes were fitted with 948cc

engines, then development was taken over by Charles Griffin, while Issigonis turned his attention to XC9001, which became ADO17 – the 1800.

Griffin was apparently horrified at the idea of the car being so under-powered with the 948cc engine, as Wood explained. "He was appalled and appealed directly to George Harriman, telling him, 'I need your support, we've got a success on our hands if we handle it properly'. He succeeded in getting the volumes increased to 6,800 a week, the engine's capacity was upped to 1100cc and agreement was given to proceed with the Moulton suspension."

The car was also fitted with disc brakes, apparently in defiance of Issigonis who declared they were an unnecessary fashion of the time.

Griffin was proven right, though. As soon as the car was released, in August 1962, it was an instant hit. There were none of the



TODAY'S SMART CAR IS THE VANDEN PLAS PRINCESS 1300



A sample of the very many UK brochures put out over the years.



UK Morris 1100 dash.



Vanden Plas was a touch of luxury



Austin 1300 Mk3 dash.



Riley Kestral had sportiest dash in Mk1



Dash in Mk1 MG 1100 - same as Wolseley.



Mk2 1300GT dash was same for MG.

teething problems of the Mini (obviously due to lessons learnt) and both the media and the public took to the car with passion. Stockpiles had been built up from March, to ensure there was no shortage of supply when the car was released, and for ten years the 1100 was the top-selling car in Britain.

In fact, it became the first, and it turned out the only, car to be sold under every brand in the BMC empire – Morris, Austin, MG, Wolseley, Riley and Vanden Plas.

The factory also produced a three-door estate version, in Morris Traveller and Austin Countryman varieties, and a sporty two-door saloon for Austin and MG. It was naturally also available in automatic, with the same AP four-speed transmission as the auto Mini.

Even Radford recognised the up-market appeal and produced coachbuilt examples, with their top of the range being based on the already well-appointed Vanden Plas Princess.

ADO16 was assembled in every BMC car factory in the World, with New Zealand building CKD cars from early 1962. There were also a few local variants, like the South African Apache – an ADO16 with Triumph-style front and rear; the Innocenti I4 in Italy,



Three patterns of seats (left to right): Wolseley, Vanden Plas and Riley. Wolseley had rear armrest; Vanden Plas also had front rest.

and the Australian 1500 and Nomad. From 1969 to 1971 there was even a fibreglass-bodied version built in Chile.

In Holland ADO16 was sold as the Austin Glider or the Wolseley Wesp, while in Denmark the Morris Marina – years before Leyland's ill-fated car of the same name.

On 10 March 1967 it was the third BMC car to reach the 1,000,000 milestone – behind the Morris Minor and the Mini.

In 1969, Alec Issigonis was knighted for his service to the British motor industry. He had played the major part in designing three cars (the stillborn Alvis TE350 notwithstanding) and all three had gone on to sell over one million units – the first three British cars to do so and still all within the top-five selling British cars of all time.

In September 1967 the slightly revised Mk2 was released in the UK, but failure to really update the car, even though the 1300 (1275cc) was now available, meant its days of chart-topping success were limited.

Under Leyland, the range was rationalised in 1968, with the Riley and Wolseley versions getting the axe. However, not even a slightly

revamped Mk3 in 1970 could prevent the inevitable. In 1972 it lost its top-selling spot to the Mk2 Ford Cortina.

Despite continued good sales figures, the 1100/1300 range was discontinued in 1973, to be replaced by the Allegro and the rear-wheel-drive Marina.

Despite its huge success and its technical brilliance, ADO16 was never a large profit-maker for BMC in the UK. Like so many of BMC's cars, no proper economic study was done and the cars were not priced according to their cost to build, but rather the whim of the Technical Director's belief in what the customer should pay.

Although technically advanced for its day, the front-wheel-drive package and the Hydrolastic suspension, as well as the Rotodip rust-proofing system, were expensive to produce and bit hard into the bottom line.

Sadly, today ADO16 is one of the neglected models from BMC's hey-day and good examples are difficult to find. Thankfully, though, there is a growing interest in these cars and more and more are being restored to their former glory.



Most MG 1100s came with two-tone, though mono white or black were popular. Kestrel looks great, but two-tone not original on this car.

The Cars

Morris & MG

Production of ADO16, marketed as the 1100, began in March 1962. Due to some lobbying by Morris dealers, because they had nothing to directly compete with the Austin A40 Farina, the Morris version of the 1100 would be available first, on 15 August, with the launch of the Austin version delayed until September the following year.

The MG1100 was the second version to be released, on 2 October 1962. Only four days later, one such car, prepared by Dick Jacobs, was driven by Alan Foster and Andrew Hedges to win the under 1300 class in the 1962 six-hour race for production cars at Brands Hatch.

At the time, the dominant rally car with the BMC Works team was the Austin Healey 3000, but they were looking for a small car to compliment the Healey on certain events. The Mini had already been used in 850 and Cooper varieties, but had not yet reached its full potential.

The event chosen to debut the 1100 was one of the toughest on the calendar – the 1962 Liege-Sofia-Liege. Two cars were entered, driven by Pat Moss/Pauline Mayman and Peter Riley/Tony Nash. Despite being fitted with special engines built by Morris Engines in Coventry, with twin carburetors, both cars retired with engine problems.



MG 1100 seats were similar to Riley's

However, the Hydrolastic suspension had proved competent in the rough conditions, and it was decided to enter 1100s in other events.

The MG version featured twin-carburetors, three-branch exhaust extractors, the head from the MG Midget, with larger valves and double valve springs, and the compression ratio was raised from 8.5:1 to 8.9:1 – all combining to give an increase of 7bhp, for a total of 55bhp. There was also a rear anti-sway bar fitted as standard.

This made the car more suitable for rallies like the RAC and Monte Carlo, which had tougher homologation requirements than the Liege, so were unsuitable for modified versions of the Morris 1100.

At this point, the two model approach was a sensible one. The Morris was the car for the family man, with a fairly austere specification and no frills. MG had always been associated with Morris and there were plenty of examples of MG saloons simply being warmed up Morris cars with additional styling and comfort improvements.

In the case of the 1100, the MG came with an imposing vertical-slat grille, a timber dash with glove compartment covers, a heater demister as standard and leather seats as an option. It was also usually supplied in two-tone colour schemes, though monotone black or white were also available.



Single carb on Morris 1100.

An additional advantage in functionality is that the MG's grille design allowed much greater access to the radiator overflow tank, which was initially mounted under the front panel – and virtually inaccessible in the Morris 1100.

Sadly, the 1100 had a very uninspiring rally career, with retirements from the 1962 RAC rally and the 1963 RAC, Tulip and Spa-Sofia-Liege rallies. The only bright spot was a fourth in class in the 1963 Monte Carlo Rally, entered by BBC commentator Raymond Baxter and Ernest McMillen.

Late in 1963 the BMC Works team got what they wanted, in the 1071cc Cooper S. The rest, as they say, is history.

Austin, Riley and Wolseley

When the Austin 1100 finally appeared in September 1963 it differed from the Morris only in the radiator grille, dashboard and its badging. Yet, it went on to out-sell the Morris by more than 60% – with a total of over 1,219,900 of all Austin models, against 744,000 Morris.

One advantage the Austin did have over the Morris was the availability of a sporty two-door version, together with a two-door MG 1100, but only for export markets – until 1967 and the Mk 2 model.

Riley Kestrel and Wolseley 1100 models appeared in September 1965. The two cars



Twin carbs on Riley helped a little.



Only 23 Vanden Plas 1100s came to Australia – all sold to dealerships.

had similar front panel and grille treatments – the Riley featuring its trademark “widow’s peak” grille – and differed inside in the style of trim, the dashboard and a few other minor changes. Under the bonnet, both cars used the same running gear as the MG.

Austin, MG, Wolseley and Riley versions of ADO16 were never available in Australia from BMC and all examples in the country now were privately imported, mostly in recent years.

Vanden Plas

The Vanden Plas Princess was a top-end luxury version of the 1100, featuring leather and walnut interior and such luxury items as fold-out passenger picnic tables front and rear, central armrests for all occupants, timber capping on all four doors, height adjustable front seats, clock, ammeter and oil gauges as standard, electric windscreen washers, individual reading lamps for the rear passengers, a reversing lamp, plush carpet with additional sound-deadener, and even carpet in the boot.

Mechanically, it was basically the MG but with the additional weight from all the luxury appointments its performance was more like that of the Morris.

1275, Mk2 and Mk3

In June 1967 the MG, Riley, Wolseley and Vanden Plas versions were available with the 1275cc engine – albeit with only a single carburettor and producing 58bhp.



Mk 2 versions of the Morris and Austin 1100 were released in October of that year, with clipped rear fins, revised grilles for Austin and Morris, improved seating, a steering column-mounted combination switch, repeater flashes in the front wings, ventilated wheels, and a revamped interior for the Morris.

The 1275 option became a separate model – the 1300 – but now had full-synchromesh transmission and more powerful brakes.

Austin and Morris versions of the 1300 were now also available, with the same engine specifications as the MG. This meant that the supposed sports saloon MG was no quicker than the standard Austin/Morris versions. In fact, it was probably slower, due to the extra weight of the front grille design and the various luxury appointments inside. On a positive note, the stylish two-door MG1300 was now available for the home market.

The same AP four-speed transmission as the Mini automatic also became available as an option on all 1300 models.

The MG, Riley and Wolseley models of the 1300 gained twin carburettors in March 1968, boosting engine output to 65bhp (up from the 58bhp of the single-carb models).

In October 1968 the Mk 2 models of the MG, Riley, Vanden Plas and Wolseley 1300 were launched. These featured an improved gearbox, and another 5bhp for the MG/Riley – 70bhp on manual, 65bhp for automatic.



Elegant estate was available as Morris Traveller and Austin Countryman.

Significantly, the MG was now only available in the two-door version, and had a much-improved dash layout. Where the Mk1 had a strip speedo, the Mk2 came with three round gauges, including tachometer. All these changes made the car much more suited to the title of sports saloon. Even many of the “purists” considered the Mk2 MG1300, two-door, worthy of the MG marque.

Twelve months later the Austin/Morris 1300GT was released – effectively a four-door MG1300 Mk2 in all but name. The cars featured the same twin-carb, 70bhp engine as the MG, lowered suspension, vinyl roof, side stripes, black and chrome wheel trims, black grille, three-spoke steering wheel, improved seating and MG instruments.

A point of confusion is that the first 1300GT was built on the Mk2 chassis, so that when the face-lifted model came out in September 1971, it was the Mk3. The Mk3 was more than just a face-lift though, with rod-change gearbox and inboard CV-joints.

Visually, the Mk3 was more a revision of the styling, with the most significant difference being the fitting of two round gauges on the standard and De Luxe models (except for the 1100 two-door) – the GT retaining the three round gauges.

The MG1300 was discontinued in April 1973, along with the Wolseley 1300 and Morris 1300 Traveller. The Morris and Austin 1300 and 1300GT were discontinued in June the following year, with the final ADO16 (a Vanden Plas Princess 1300) coming off the production line on 19 June 1974.



Some of the luxurious refinements in the Vanden Plas included timber picnic tables and height adjustable front seats.



Bench seat was insisted on by Sales in Oz.

Aussie model looked much the same, but there were over 30 changes made.

ADO16 in Australia

While BMC in the UK was trying to appeal to every level in the market place and to every dealership chain under its wing, BMC Australia had rationalised its ranges, by having most models only sold under a single brand.

To that end, the 1100 was only built in Australia as a Morris, but there were some Austins built for export to NZ, though it is unclear how many of these were made.

The exception was the Vanden Plas, with a very small number imported as Completely Built-Up cars, between 1965 and 1967. According to 1100 historian Phil Rixon's website (www.elevenhundred.com), 20 were sold in 1965, two in 1966 and only one in 1967 – most to BMC dealership principals.

Had BMC Australia wanted to assemble the Morris 1100 in its UK form, chances are the car would have been released over a year earlier, as was the case in New Zealand.

However, local conditions necessitated numerous improvements be made to most cars built at Zetland.

Nine Morris 1100s were imported from the UK in July 1962 for durability testing, being tested rigorously over a combined total of almost 200,000 miles.

While many miles were recorded in urban and semi-rural areas close to Sydney, there were also a number of trips into Outback NSW – particularly around Lake Cargelligo and Nyngan – to thoroughly test the cars in extreme conditions.

Although engines were routinely tested for up to 500 hours, to ensure the 1100 engine would be reliable BMC undertook an exhaustive twelve-month engine test programme in conjunction with Repco in Melbourne, testing one engine for an unprecedented 750 hours.

Changes for Australian market

All this testing resulted in over 30 changes to the specification from the UK version of the 1100 for local production. These changes included strengthening of various brackets, subframes, pivot pin brackets and parts of the body. Dust sealing was greatly improved, stone guards were fitted to the fuel tank,

and wiring, and numerous improvements made to the electrical system. The electric fuel pump was replaced with a mechanical pump on the back of the engine block, the same as on non-Cooper Minis of the period.

A second rubber boot on the gear selector was to keep dust and mud out, and there were additional rubber boots fitted to the front suspension displacers for the same purpose.

The bonnet was strengthened and improved to reduce rattles, door locks were modified to prevent jamming in dusty conditions, door winders were modified for smoother operation, sound-deadening was improved, the spare wheel mount was improved, and the exhaust mountings changed to prevent exhaust breakages.

The bootlid was redesigned with a simpler locking arrangement, and the number plate light was relocated to the rear bumper – rather than being in unit with the boot release. The front number plate bracket was altered to raise the level of the number plate, while locally-made tyres and batteries were also fitted.

There were numerous other minor changes made as well, but the most obvious changes were not brought about due to problems encountered in durability tests, but by the wishes of the sales department.

The three top-selling Australian family cars of the time, the EJ/EH Holden and the XM Ford Falcon and Chrysler AP5 Valiant, all had bench seats, allowing the cars to seat six people.

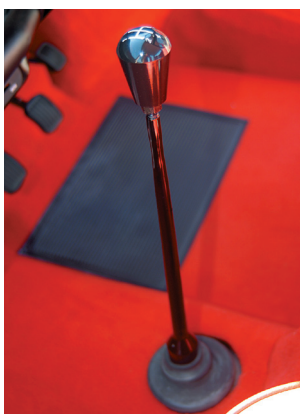


Photo by Phil Rixon



UK gearstick (left), early Aussie gearstick, then this from about August 1964.



Handbrake moved to side of seat.



No switch labels on UK dash.



Australian dash had labels for switches.



Morris 1100 met Australian Government's Plan A, which stipulated 80% local content.

BMC's previous family car, the Major/Elite, and the current Freeway also had bench front seats, and the sales people surmised that an Australian family car must therefore have a bench seat, and insisted on one for the 1100.

Former Chief Engineer in Experimental, Bill Sergeantson, believed this was a costly mistake, as he revealed a few years ago. "That was bloody stupid, in my opinion. That was sales coming in and saying we had to have it. The Holden had the bench seat and a column shift, and you could sit three in the front, but the 1100 didn't have a column shift, so it was totally stupid because it meant you couldn't put three people in the front seat, anyway!"

Retaining the floor-mounted gear shift for the bench seat – which was based on the front seat from the Morris Major – meant putting a bend in the gearstick so it didn't hit the seat. On early models this was with a rounded S-bend that followed the contour of the seat, but after about six-months this was replaced by a simple 45-degree bend in the gearstick – at chassis number 6284 according to Phil Rixon.

The other problem encountered with the

bench seat was that the handbrake had to be relocated to the right side of the seat, and a cross-shaft under the seat connected the handbrake to the handbrake cables, which remained in their original position.

Other changes in the interior that were sales-driven, or changed to reduce production costs, included the removal of the front door pockets, fitting adjustable armrests on the front doors, and painting the inside window pillars instead of trimming them.

The floor carpets were replaced with vinyl mats, the boot floor board was replaced by a vinyl matt, and the inside of the glove compartments and parcel shelf were sprayed with flock to prevent items from rattling and to improve appearances.

More practically, the instrument panel was changed as well, with the addition of stencilled identification labels for the row of switches underneath. Early instrument panels had pale green lettering and speedometer markings on a grey background, but the instruments were simplified and improved from chassis number 20076.

Also to reduce costs, all wheels on the 1100, and afterwards on all Zetland-built cars, were painted in Silver Birch metallic. Previously,

they had been painted body colour on most cars and white on the Morris 850.

Local manufacture

The Morris 1100 had a very high local content in manufacture. Body panels were pressed and the bodies assembled in the Sheet Metal and Body Division at Zetland, and rust-proofed through the Rotodip, before painting with locally-made paint, then assembled in the main CAB.

Where assembly of the Mini was hampered by the ageing production facilities of the old CKD building – assembly methods were essentially unchanged from the days of the Morris Minor – the 1100 benefited from being assembled in the main CAB, arguably the most advanced assembly plant in the country at the time.

Engines were also assembled at Zetland, and were painted gold to differentiate them from the imported Mini engines – dark green, over-painted with light green metallic.

At the time of its release, the 1100 employed 60% local content, and within less than two years had reached 81% local content.

Launching the car

Prior to the car's release in Australia, locally-



Aussie door (right) lost the door pocket, but gained an arm-rest.

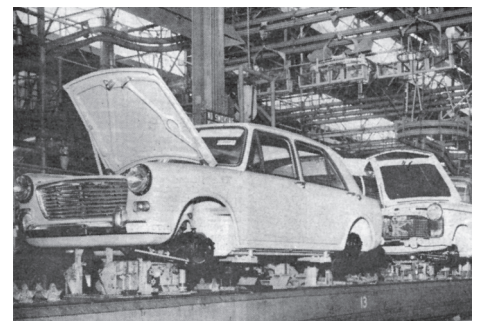


UK bootlid (left) had integrated number plate light and boot release.





1100s come off the end of the line at Zetland.



1100s being assembled in CAB, Zetland.

built 1100s were given punishing test runs for *Modern Motor* magazine, driven in part by trials identities Jack Murray and Ken Tubman, and covering over 9,300 miles, including a 6,500-mile re-run of the 1953 Redex Trial (accompanied by a Mini and a Wolseley 24/80 automatic).

An even more ambitious test took place three months prior to the release of the 1100, with *Wheels* magazine organising a punishing 30,100-mile run around and across Australia, in only 28 days.

The resulting articles in the magazines were two glowing testimonials to the car.

The 1100 was officially launched in Australia on Monday 17 February 1964, and accompanied by one of the most expensive and comprehensive publicity campaigns for any car up to that time. Central to the campaign was a 32-page special edition of the BMC *Rosette*, dedicated to the new car, provided

as a free supplement in the *Sydney Daily Telegraph* – the country's biggest selling newspaper at the time.

A film was commissioned, from Artransa Park Television Pty Ltd, for the release of the car, which showed the development and testing, as well as manufacturing the cars and driving them. A special cut-away 1100 was built – with no external panels – to illustrate the smoothness, spaciousness and comfort of the car. A TV commercial based on the film won an award from the Television industry for best advertisement for 1964.

Another innovative idea was the embracing of new video technology, with a three-minute version of the film being shown in coin operated video machines in two Sydney pubs. The machines, manufactured in Italy by Cinebox International, played a variety of full-colour films, selected like songs in a jukebox, on a 27" (68cm) screen, for a cost of 2/- (20c) per film.

Like its release in the UK, the 1100 met with immediate success, and within two weeks there was a six-week waiting list. 17,701 were sold in its first year, being beaten for the number-one spot in the small/medium car segment of the market by the VW Beetle (22,291), though still a long way behind the family-size EH Holden with over 166,000.

Initially, the car was only released in one model, the Deluxe, and a Standard version was not released until October 1967, with only 125 being built – raising speculation that it may have been for a special one-off government or company order.

The Australian De Luxe version should not be confused with the UK Mk 2 De Luxe model, which featured a central round speedo, much like the Mini, in a small wood-grain fascia, among other minor changes.

A huge success

In August 1965, BMC Australia's Managing Director Bill Abbott was quoted in *Wheels* magazine, attributing the financial strength of the company to the dealer rationalisation, and the success of both the Morris 1100 and the Mini.



Aussie press was very enthusiastic, with *Wheels* naming the 1100 Car Of The Year for 1964.

The special edition of the *BMC Rosette* for the launch of 1100 was free in the *Daily Telegraph*, Sydney, on 17 February 1964.

1100 FILM RATED AS THE BEST TV SHORT



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The Morris 1100 film won an official award for the best Australian television commercial in 1964. The Television Society of Australia presented a special trophy to Artransa Park Television Pty. Ltd., of Sydney, which produced the film for B.M.C. The film had an important place in the B.M.C. publicity programme for the 1100 after its release on the Australian market. The spectacular film showed a cutaway 1100 in motion with two people in the front seat and three in the back. The cutaway treatment achieved the purposes of showing: The smoothness of operation. The great comfort of the seating. The generous space for

the driver and the passengers.
 ● The brilliant design.
 ● The basic structural features.
 ● The compact arrangement of the transverse engine.
 ● The working of the Hydrolastic suspension system.
 Many of the host of televiewers who watched the film with interest told Artransa, and B.M.C., how much it impressed them.
 ● The picture at the top left shows the striking trophy, the inscription on the base reading: "Television Society of Australia 1964 award for a television commercial to Artransa Park Television Pty. Ltd., for B.M.C. Morris 1100."
 ● The photograph above shows the cutaway 1100 moving into position for the Artransa cameramen.



For 2/- (20c) you could watch the movie on one of these video juke boxes.

largest single order from any Australian car distributor to that time. The first delivery of 66 cars took place in December 1964 to January 1965, with 222 being delivered each year for three years.

Morris 1100S

Sales also got a slight boost in 1967, with the release of the 1100S (YMGS2) – powered by the 1275cc engine from the UK's Morris /Austin 1300 range. 15,803 were sold for the year, but the Mk2 Cortina had pushed past it, by a mere 700 cars.

While the UK cars optioned with the 1275 motor were identified by a "1275" badge on the bootlid, the Australian cars remained Morris 1100, but received a prominent "S" badge above the "1100". The Morris 1100S still causes confusion for many people.

To launch the Morris 1100S, BMC publicity manager Evan Green set out on a marathon run, with good friend and long-time rally driver "Gelignite" Jack Murray – racing a light aircraft right around Australia.

A cutting from the special edition of *BMC Rosette*, showing the filming of the promotional film by Artransa Park Television Studios, which won the award for the best Australian TV commercial for 1964 from The Television Society of Australia.

In January of that year, *Wheels* announced the Morris 1100 as the 1964 Car Of The Year. In its appraisal, *Wheels* said; "Few cars apart from its baby brother, the 850, have made such an impact on the Australian motoring public. The 1100 has been bought by people aged from 17 to 70; it has been bought for fun, for work, for its interior room, its functional nature, its looks, its ride and its handling."

1965 proved to be the 1100's biggest year, with 20,378 sales, just beating the VW Beetle for the top spot in its class. The following year saw the 1100 retain the number-one spot, again beating VW, Cortina and the Mini. However, an industry-wide downturn, which saw a reduction in all sectors of the market, meant sales of the 1100 had fallen to 14,746.

The success of the 1100, and the almost equal number of sales for the Mini, helped BMCA to achieve 13% of the total car market – the company's best ever result.

This was helped along by the likes of Avis Rent-A-Car, which ordered 666 BMC cars – shared equally between the Morris 850 and Morris 1100 – believed to be the



UK models (L) all had a boot board, while Aussie models had a moulded rubber mat.



Aussie-assembled engines were painted gold, to identify them from imported units.

The promotional run (Green never liked to call them publicity stunts) got an enormous amount of attention in the press, and on radio. It became known as *The Tortoise and The Hare* race – the car being the tortoise – and a film of the event, titled *It's A Long Way To Go To Catch A Plane* was commissioned by BMC. After being stuck on flooded roads in Western Australia for 10 hours, the car was beaten by the plane – by nine hours.

On a more practical note, Green and Murray were using the event to see how they would cope together, confined for an extended period in a small car and under a fair amount of pressure – in readiness for the 1968 London-Sydney Marathon.

The 1100 continued in production alongside the 1100S and maintained sales of around 15,000 p.a. for the next couple of years, outselling the Mini through its lifetime, and accounting for between 49% and 60% of total annual Morris sales for the period.

The 1100S retained all the features of the 1100, except for the engine, and it speaks



This photo, probably done for a brochure or advertisement, is curious because you can see a sheet of something behind the grille blocking any view of the engine.

well for the original design that no engineering changes were needed to the chassis for the more powerful engine. The 1100S also sold reasonably well – 15,361 in the 22 months it was made.

November 1967 saw the 1100 automatic released in Australia, which was replaced by the 1100S automatic in January 1969.

The End

In June 1969, as part of British Leyland's "rationalisation" plan, the 1100 and 1100S were replaced with the Morris 1500, 1300 automatic and Nomad.

We will have more on these cars in a future issue of the magazine, but suffice to say now poor sales of the models saw the beginning of the end for Leyland Australia.

UK Production figures.

Austin 1100/1300 saloon	1,052,000
Austin 1100/1300 Countryman	56,800
Austin 1300 GT	52,107
Austin America (1300) *	59,000
Morris 1100/1300 saloon	703,000
Morris 1100/1300 Traveller *	41,000
Morris 1300 GT	19,304
MG 1100 saloon (2- & 4-door)	124,860
MG 1300 saloon (2- & 4-door)	32,549
Riley Kestrel	21,529
Vanden Plas 1100	16,007
Vanden Plas 1300	27,734
Wolseley 1100	17,397
Wolseley 1300	27,470
Total UK production (approx):	2,250,757



Australian Production figures.

YMGS1 (Deluxe) - Feb '64 - June '69:	68,862
YMGS2 (1100S) - Aug '67 - May '69:	15,361
YMGS3 (Auto) - Nov '67 - Dec '68:	4,032
YMGS4 (1100 Std) - Oct '67 - June '68:	125
YMGS5 (S Auto) - Jan '69 - May '69:	768
Total production - Feb '64 - May '69:	89,148

Pininfarina

Battista Farina was born in November 1893, the tenth of eleven children, and given the nickname "Pinin" – roughly meaning "baby of the family".

In 1930, after working a few years with his brothers' coachbuilding firm, Farina opened his own business, in partnership with Vincenzo Lancia, called Carrozzeria Pinin Farina. Specialising in designing and building prototype and short run coachbuilt cars

In the 1950s Pinin Farina moved into volume production, building 27,000 Alfa Romeo Giulietta Spiders, and began an association with Ferrari that continues to this day. Other companies that sought Farina's input included Peugeot, Fiat, Lancia, Nash, and BMC.

Farina penned the replacement for the ageing Austin A40, the A40 Farina of 1958. There



are many design clues in the A40 Farina that can be seen in the Morris 1100, particularly the stubby tail fins and square lines.

In 1961, the family surname was changed by deed poll to Pininfarina, and the company name changed to the same. Battista died in 1966, and control of the company went to his son Sergio and his son-in-law Renzo Carli.

Today Pininfarina remains one of the most influential design and low-volume production companies in the motor industry, serving many makes, from Hafei (China) to Ferrari.

Feature Cars:

Jennifer & Stephen Lawrence

Jennifer Lawrence (nee Carlow) travelled with her mother to England in 1967 for a twelve-month holiday.

After six months her mother purchased the Morris 1100 featured here new, and the pair travelled more than 7,000 miles in the car before returning with it to Australia in 1968. Because the car was less than twelve months old, import duty had to be paid on it.

Although they preferred the look of the Austin version, the women were told they had to buy the Morris, because only the Morris was available in Australia.



Jennifer's mum drove the 1100 daily until shortly before she passed away in 1997, when Jennifer inherited the car. After another couple of years of regular use, the car was taken off the road. Jennifer and her husband Stephen travelled to the UK in 2000 and returned with many of the parts needed to give the car a complete restoration.

Work began in 2001, with the restoration completed two years later. Stephen said that



the car was completely stripped, minor rust repaired and every detail attended to during the rebuild.

The car is now immaculate and has won numerous awards at a variety of car shows, only being driven in fair weather.

The couple purchased an Australian-built 1100S to use for regular club runs. They are members of the NSW Mini Car Club and The 1100 Club in England.

Phil Rixon

Phil Rixon had previously owned Mokes and Minis, and in 1999 was looking for another project vehicle. At the time he couldn't afford another Moke, and decided to look for a reasonable Morris 1100.

Our feature car was bought that year from a university student, and Phil described the condition of it as being very sad. The Royal Red paint was a pleasant change from the usual white cars that Phil had looked at, though, and he felt the car had enough potential.

The 1100 has been methodically "revived" over the years, rather than having a full bare-metal restoration, and Phil still enjoys driving it on a regular basis.

While researching the 1100 history Phil, an IT specialist, decided to share the results and produced a website dedicated to ADO16 (www.elevenhundred.com).

The website has continued to grow as more



information has come to light, and is now considered one of the major resources of information on the cars.

He has another Australian-built Morris 1100, currently under restoration, as he explains; "The car was rescued ten years ago because it is a very low build number (body 5027) from the first couple of months of Australian production and it has all the quirks that disappeared during 1964."

"Until late last year it was the earliest example I knew of, but then body 1502 came out of an extended hibernation in Victoria with very low miles and in its original pale green



colour scheme. So I don't have the earliest, but its vibrant Tartan Red colour is enough of a consolation for me!

Phil also has a Morris 1500, which he feels is tragically under-rated and the victim of early production problems; and a Vanden Plas Princess 1100.

His most recent addition is an Austin Maxi, which has been in Australia since 1973 when it was imported as a new car by the British High Commission in Canberra.

We will take a detailed look at his collection in an up-coming issue of this magazine.

John Lindsay

John Lindsay is former Quality Control manager at Zetland and worked in the MG assembly plant for a time. It is not surprising that he is an MG enthusiast and owns our featured Mk1 MG1100 and an Australian-assembled MGB.

John's MG1100 was built in 1965, painted Smoke Grey over Old English White, with Reef Blue interior.

It was sold new in New Zealand in January 1966 and brought to Queensland with the original owner's family in 1996. It was sold to a NSW enthusiast in 2005, from whom John bought the car two years later.



John bought the car virtually as-is, but said he did have a small amount of work to do to it. "Since I purchased the car, I've fitted 1300 wheels with new tyres, repaired some damage on the right hand front door and reconditioned the brakes, still maintaining its originality."



"I also fitted inertia-reel seat belts to the front, and colour coordinated belts in the rear, then finished it off with a very good scrub and detail."

"The car clocked up 36,000 original miles for the Australia Day NRMA Motorfest in 2009."

Graeme Bucknell

Graeme Bucknell has only owned his Riley Kestrel for about a year, but he has been a keen BMC enthusiast as long as he can remember.

His mother owned a Morris 8, when he was a lad and he always wanted one just like it. He now has five, including a convertible, as well as a Mini Van and a Leyland Moke that he bought new in 1981.

He admits buying the Kestrel was a matter of the heart ruling the head, but says; "There's something about it, it's a nice comfortable size for me, it had a bit of style to it and it's different."



Graeme said the car was sold new in Dublin, suggesting it was one of those built in Eire. He is about the fourth owner since it was brought out to Australia by a lady owner.

Although it was monochrome blue when he bought it, he liked the look of the two-tone cars, so had the light blue added recently.



Although he has made a few country trips in the car since he bought it, Graeme says its main purpose is for commuting to work.

"For a car that's nearly half a century old, it's not out of place in modern traffic. It'll keep up with traffic, the brakes are good, and it picks up speed from the lights easily."

Kevan Walsh

Although his first car was a Morris 1100, and he'd had a few Minis, Kevan spent more than 20 years without either. Now he has a shed full, with three Minis and three of the rarest model ADO16s in Australia – a Mk2 Vanden Plas, Mk2 Wolseley and a Mk3 Austin 1300 Countryman.

"Part of the appeal is just that no-one else wants them, and the three cars we've got, no-one else has got. You very rarely see another Vanden Plas, we've seen one other wagon, but I've never seen another Wolseley."

"And they are cheaper than Minis. If that shed was full of Minis it would be valued three times what it's valued at now. It's just the novelty value, I think, as much as anything", Kevan says.

The Countryman was the first of the group he bought, about fifteen years ago. This was followed about twelve months later by the Wolseley.

Then he bought a Riley Kestrel in New Zealand, as he explains. "I bought a Riley Kestrel Mk2 off Trade-Me in New Zealand and drove that from Christchurch up to Auckland to put on the boat to bring it home."

"The Kestrel was just a standard car. It was fire engine red, black interior, standard twin-carb engine, extractors, and the three-clock dash. I have since sold it and it is now up in Queensland."



"The Countryman was bought by a collector in Hong Kong, from the UK. He emigrated to Australia, brought his collection out, then broke it up. Someone bought it from a classic car dealer to use as a daily driver, then found it was impractical as a daily driver, and we bought it from him."

"It's got 40-odd thousand miles recorded on it, which appears again to be original. It's had nothing done to it of any substance... and it's bog standard."

"The Wolseley was a bit of a boy racer car. It's an ex-New Zealand car as well. It was born an auto. Somehow it ended up in Adelaide. From there it got sold to the president of the Wolseley club in Queensland. He put a Mini K gearbox in it, and it's got a good ratio highway diff in it. It was always a really nice thing for banging around on the highway, and then when I killed the engine, we had the engine rebuilt and it's all a bit hotter still."

"It's as quick as a Mini, it's bigger, its more practical with two little kids, and again just being different. I think it's about 1330cc, still with single carb."

"The Princess is my favourite. It's just like driving a Chesterfield sofa. It takes forever to get up to speed, but I'll sit on the Hume at 110km/h and it just wafts along, with nice light steering."

"The big comfy leather armchairs, the armrest in the middle, and it just wafts along. I love the history of it, the patina of it. Apparently it was imported for the dealer



principle's wife, at D. Lorimer Pty Ltd, in Gordon, Sydney, to replace a Mk1 that she had. They were supposed to be dearer than a (Holden) Premier when they were new – but it's just a great honest original car."

"As far as I know it's never had anything major done to it. It's had a little bit of paint – there's evidence that the previous owners have touched it up in a couple of places. Other than that, carpet, seats, trim are all original."

"It doesn't appear that the engine has ever been out. I think it's got about 64,000 miles recorded and I believe that's genuine. I don't think it has been around the clock, because it's too good."

Some useful websites:

www.elevenhundred.com

Phil Rixon's detailed and informative website dedicated to the 1100 in Australia.

www.ado16.info

Another good resource, though mainly on the UK versions. You can also view the film made for the Morris 1100's release in Australia.

www.aronline.co.uk

Very thorough and informative website on all cars from BMC-Leyland-Rover-MG, etc, as well as on the history of the companies, including overseas subsidiaries.

www.the1100club.co.uk

British club dedicated to the Morris 1100 and all variants.

