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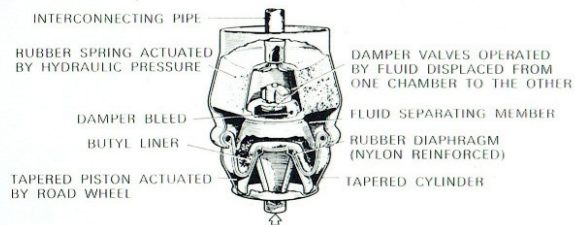
THE MIRACULOUS <sup>BMC</sup> MORRIS 1100

# IT'S THE CAR YOU HOPED WOULD HAPPEN

Dramatically different from bonnet to boot, styled to look like the future, with stretch-out comfort for four or five and the safest ride on wheels, the miraculous BMC Morris 1100 is the compact car that puts the family first! Cruise all day at 35 m.p.g. Stop on disc brakes at the front. Relax handling a frontwheel drive that takes the trials out of traffic. Get into the BMC Morris 1100 and go—you've never driven a family car like it!



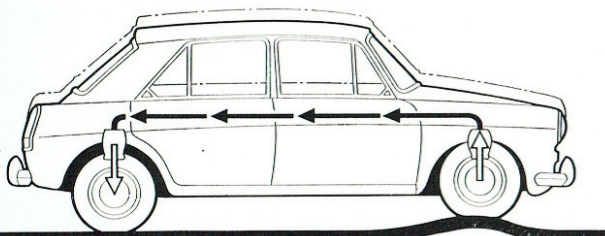
## it floats on fluid — the revolutionary 'Hydrolastic'\* suspension



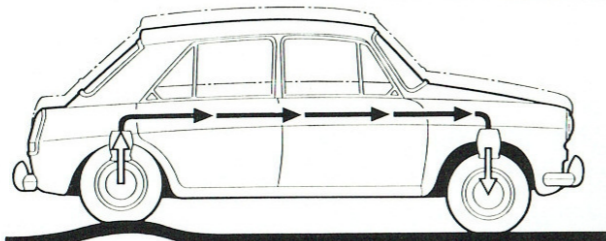
Five years ago BMC engineers rejected the theory that suspension design must compromise two conflicting ideals — riding and handling. Starting from first principles, they searched for the breakthrough that would resolve both problems at one brilliant stroke. The result is 'Hydrolastic'\* suspension, the world's most advanced fluid ride, perfected

in the miraculous BMC Morris 1100 to eliminate every complication that makes other cars' suspensions old-fashioned. How does it work? 'Hydrolastic'\* suspension employs intercoupled units which automatically control fluid displacement, preserving the balance to give a sensationally smooth, controlled ride. With few moving parts, no glands to leak, no shock absorbers, no metal springs, maintenance is entirely eliminated. Shovel it into corners, race it over potholes, it can't bounce, can't roll, can't pitch. A cushion of fluid thinks for itself, damping out road shock, staying straight and level. The fluid is anti-rust and anti-freeze, sealed into the system for life. Add an extremely low gravity centre and you'll see why cornering and road holding are phenomenal.

\*Regd. Trade Mark.



WHEN THE FRONT WHEEL RISES—IT STAYS STRAIGHT AND LEVEL



WHEN THE REAR WHEEL RISES—IT STAYS STRAIGHT AND LEVEL



STYLING THAT LOOKS LIKE THE FUTURE EITHER WAY IT PASSES



# FAMOUS SPACE SAVING EAST-WEST ENGINE MEANS SEATING COMFORT FOR FOUR TO FIVE

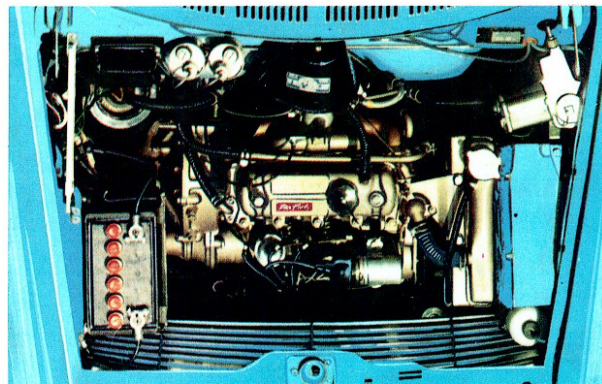


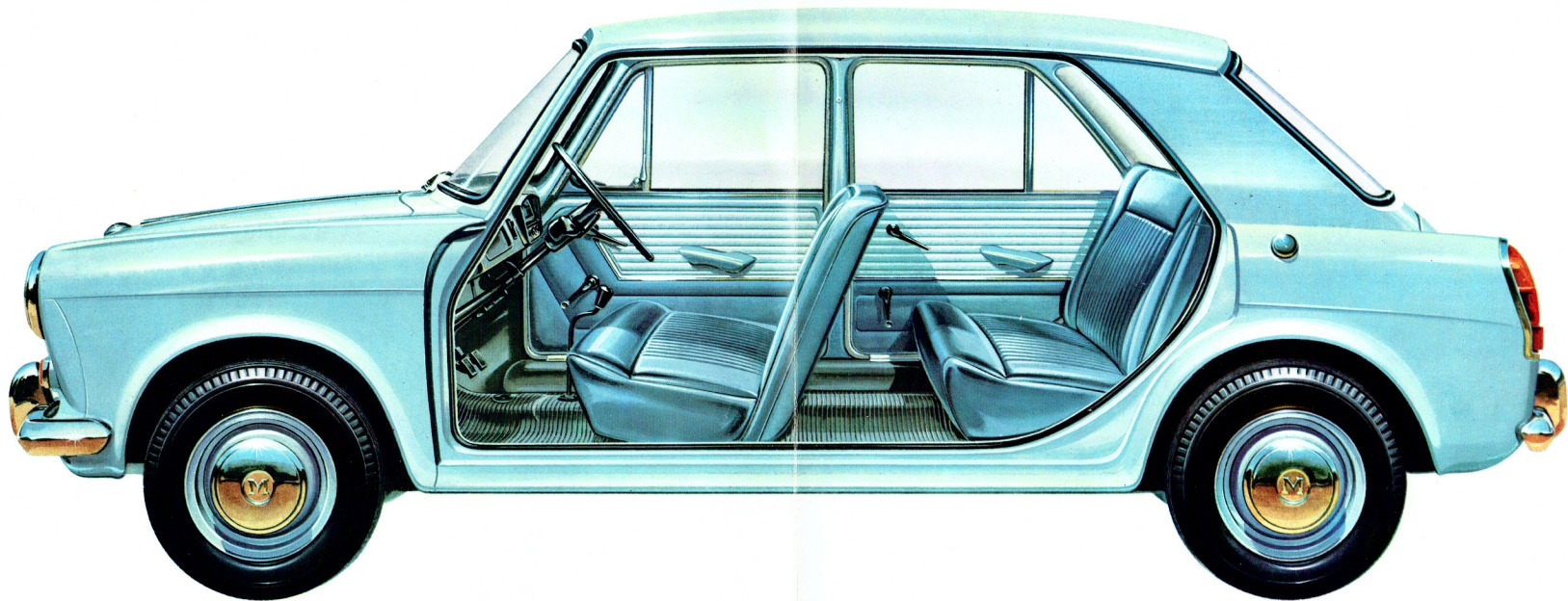
yet it's only 12 feet, 2¾ inches in length

Compact's the word for BMC Morris 1100. You don't park more car than you use. The space is where you want it, on the inside, with stretch-out room for four or five in the contoured comfort of foam-plastic seating. An outside rear window shelf, a 9½ cubic feet boot, a full-length parcel shelf under the fascia and two big glove boxes eat up the packages and luggage. Side windows are curved to provide additional space from waist to shoulder. An ultra-wide curved windscreen with total coverage by the wipers.

**How can 12 feet, 2¾ inches provide so much inside space?** Because the big-performance power plant is set East-West on the frame for maximum access with maximum convenience. And the front wheel drive that sticks to the road like the yellow line down the middle, delivers its power directly, with no humped transmission shaft to restrict the

comfort inside the car. Although it parks in spaces other cars couldn't look at, the miraculous BMC Morris 1100 has more passenger room than many big limousines.





**Forget...** the radiator. A special tank absorbs expansion, feeds it back after expansion. You hardly ever need to top up. **FORGET** the oil filter. A warning light on the fascia panel tells you when it's time to change the element. **FORGET** suspension troubles. There are few moving parts, no maintenance ever. **FORGET** the worries of greasing. Only four lubrication points to need attention, every 3,000 miles. **FORGET** fading brakes. Outsize disc brakes, fitted on front wheels, mean an end to fading and failing. **FORGET** little fingers. The doors are fitted with childproof safety locks. **FORGET** engine and road noise. The 'Hydrolastic'\* suspension can't squeak, the engine is rubber-mounted on the sub-frame, the body is rigid, welded steel, the aerodynamic body wind-tunnel tested for 'hush'.

\*Regd. Trade Mark

**Remember...** the miraculous BMC Morris 1100 is the compact car that puts the family first. Dramatically different, exciting to own, a hands-down winner for economy.

# ANATOMY OF A WORLD BEATER



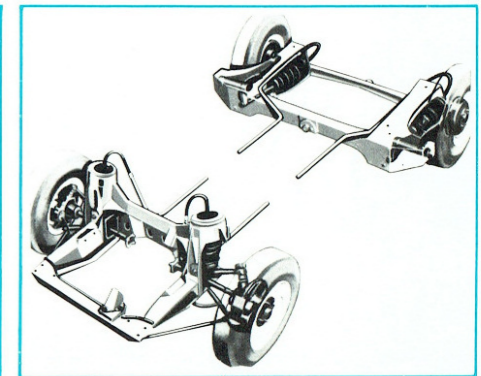
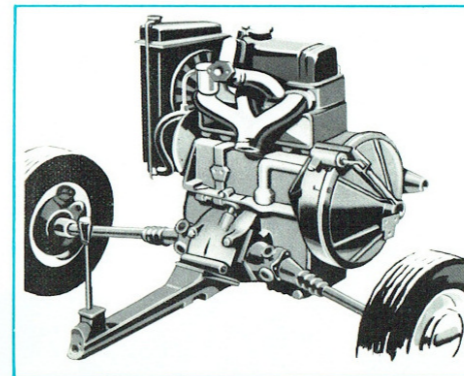
elegant lines, eye-stopping colour schemes make **BMC Morris 1100** the car to be seen in!

Engineering genius! The famous East-West engine, with front wheel drive, packs clutch, gearbox and transmission into one amazing unit. Based on the famous 'A' series BMC engine with an output of nearly 50 b.h.p., the miraculous BMC Morris 1100 is so well balanced for power-to-weight that the performance is outstanding. Sports car braking multiplies safety and comfort, with big disc brakes on the front wheels and a pressure-limiting valve between master cylinder and rear brake drums to balance the 'stop' in both wet and dry conditions. The instrument fascia groups controls for glance-reading. The steering wheel has a deep, sunk centre for safety.

Parcel trays are padded on the edge. Anchorage points for seat belts are fitted. The remote control gear lever is fitted to the floor and contoured to the seat for smooth, fast, sporty changes.

More hush! Quiet's the word for BMC Morris 1100. Sound insulation is maximum, with a thick felt underlay to the rubber floor mats. Rubber mounted sub-frames dampen the noise front and rear. The 'Hydrolastic'\* suspension and independent four wheels, insulates road noise and shock. Rust protection inside and out matches BMC's world beating standard. Elegant lines, eye-stopping colour schemes, make BMC Morris 1100 the car to be seen in.

\*Regd. Trade Mark



# specifications

**ENGINE:** Four cylinder; overhead valve; bore 2.542 in., stroke 3.296 in., cubic capacity 1998 c.c.; compression ratio 8.5 : 1; maximum gross output 50 h.p. at 5,100 r.p.m.; maximum gross torque 60 lb. ft. at 2,500 r.p.m. Full-flow oil filter with renewable element. Three-bearing crankshaft. Main and connecting rod bearings with renewable liners.

**COOLING:** Water-cooled, pressurized sealed system, assisted by impeller pump and fan; thermostatic heat control. Capacity of system 81 pints.

**IGNITION:** 12-volt 40 amp-hr. battery at 20-hr. rate. Coil ignition, automatic advance and retard with centrifugal and vacuum control.

**CARBURATION:** Semi-down draught S.U. HS2-type carburettor fed by rear-mounted SP-type electric fuel pump. Air cleaner and silencer. Fuel tank capacity 8.5 Imp. gallons.

**TRANSMISSION:** Hydraulically actuated 7.125 dia. single dry plate clutch. Gearbox: 4-speed (synchronesh) on second, third and top gears. Overall ratios — first 15.47, second 9.26, third 6.02, fourth 4.26, reverse 15.47. Final drive ratio 4.26 : 1. Transversely mounted power unit with mainshaft in constant mesh with differential assembly mounted on side of transmission casing. Drive transmitted by universal-jointed shaft to the front road wheels. Remote central floor gear change. Transmission casing and oil sump combined below engine crankcase. Oil capacity 81 pints.

**BRAKES:** Lockheed hydraulic, operated from pendant-type pedal. Front — disc brakes 8 in. diameter, self-adjusting; total disc pad area 16.56 sq. in. Rear — drum type; 8 in. diameter with leading and trailing shoes; total lining area 63 sq. in. Hand brake on rear wheels only: Simple shoe adjustments — rear and hand brake adjusted simultaneously. A pressure-limiting valve is introduced between the master cylinder and the rear drum brakes to more accurately apportion braking between front and rear wheels for both wet and dry road conditions.

**WHEELS:** Ventilated disc-type wheels with 4-stud fixing (4) x 12. Spare wheel housed in luggage compartment.

**TYRES:** 5.50 — 12 tubeless.

**STEERING:** Rack and pinion; direct linkage to steering arm on swivel pins. Two-spoke 16.25 in. dia. steering wheel; horn push in centre. Left lock to right lock 31 turns. Turning circle 34 ft. 9 ins. Track — front 4 ft. 3 1/2 ins., rear 4 ft. 2 1/2 ins.

**SUSPENSION:** Front: Independent wishbone suspension with Hydrostatic displacers (interconnecting front to rear). Rear: Independent with trailing arms. Auxiliary springs and anti-roll bar. Incorporating Hydrostatic displacers.

**BODY:** Four-door Saloon. Mono-constructed, incorporating body shell, floor, bulkhead, and wing valances. Rubber-mounted sub-frames are used front and rear to give insulation between road wheels and body. Full-width bumpers with over-riders front and rear.

**ELECTRICAL EQUIPMENT:** High-output dynamo with current and voltage control. 12-volt battery. Headlights, double dipping sealed beam units; foot dipping switch; parking lights; twin stop and tail lamp; flashing direction indicators with automatic cancelling; interior light with courtesy switch; warning lights for ignition, lubrication (also gives warning that filter element needs replacing), headlamp main beam, and flashing indicator; rear number-plate lamp and rear reflectors; instrument panel light; dual-arm windshield wiper; electric horn twin-tone.

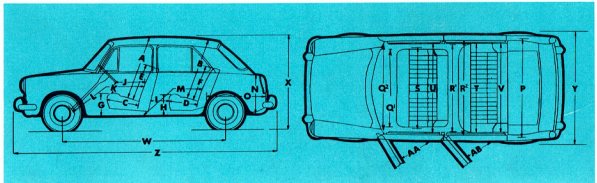
**CONTROLS:** Mixture; combined key-operated ignition/starter; lighting switch; panel light; windshield washer; windshield wiper; flashing indicator.

**VENTILATION:** Winding windows; hinged quarter-lights in front doors; fresh-air heater/demister.

**INSTRUMENTS:** Speedometer with total distance recorder; fuel gauge; temperature gauge.

**GENERAL EQUIPMENT:** Safety glass all round; large curved windshield and rear window; self-parking windshield wipers; windshield washer; anti-glare driving mirror; 2 ashtrays; padded safety sun visors; large parcel tray in front and rear; glovesbox; seats expanded from PVC; washable headlining; hard-wearing rubber mats with underfelt; spare wheel in boot; provision for radios; childproof locks on all doors; built-in seat belt anchorage points.

# dimensions



Head room—front	A	39.50 ins.	Luggage boot—width	P	43.00 ins.
Head room—rear	B	39.12 ins.	Trunk opening		46.00 ins.
Depth of front seat	C	17.38 ins.	Floor capacity		9.5 cu ft.
Depth of rear seat	D	18.18 ins.	Overall front seat width	Q1	47.50 ins.
Height front squab	E	20.38 ins.	Hip room	Q2	51.38 ins.
Height rear squab	F	20.50 ins.	Rear seat width	R1	50.00 ins.
Cushion to floor—front	G	14.50 ins.	Hip room	R2	51.75 ins.
Cushion to floor—rear	H	12.25 ins.	Width between armrests—front	S	45.00 ins.
Back of front seat to front of rear seat	I	Max. 11.38 ins.	Width between armrests—rear	T	45.50 ins.
		Min. 6.50 ins.	Shoulder room—front	U	50.50 ins.
Front seat to steering-wheel	J	Max. 16.88 ins.	Shoulder room—rear	V	49.75 ins.
		Min. 12.38 ins.	Wheelbase	W	93.50 ins.
Cushion to steering-wheel	K	Max. 5.81 ins.	Overall height	X	52.75 ins.
		Min. 5.25 ins.	Overall width	Y	60.38 ins.
Leg room—front	L	Max. 23.50 ins.	Overall length	Z	146.75 ins.
		Min. 19.00 ins.	Front door entry width	AA	28.81 ins.
Luggage boot—height	N	14.00 ins.	Rear door entry width	AB	28.62 ins.
Luggage boot—depth	O	29.88 ins.	Unladen weight approx.		1,852 lbs.

# warranty

For unbeatable service look for this sign. It backs the famous BMC warranty of 12 months or 12,000 miles. A product of the British Motor Corporation (Australia) Pty. Limited.



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