

Pre-war Morris Minor Production by model and model year.

The winter 2013 edition of the Vintage Minor Register's magazine contains an article in which the author Ian Grace provides Minor production statistics which have been compiled directly from the Morris Motors factory Progress Books. In these Progress Books or ledgers is recorded the passage of each new car along the Cowley production lines. The ledgers are now permanently held at the Heritage Motor Centre at Gaydon, Warwickshire and can be inspected by prior appointment via the staff at the Heritage Centre Library. The following statistics have been extrapolated from that VMR article in order to provide further clarity behind the bare numbers.

Production by model per season

Model Type	1929	1930	1931 OHC	1931 SV	1932	1933	1934	Total
Saloon	9274	10987	5547	2816	8553	5890	6457	49524
Tourer	2150	1303	389	153	486	384	495	5360
Van		1253	871	852	2450	2248	2173	9847
Two-seater			744	1455	2756	1884	1508	8347
Lwb Saloon					4029	2452	2075	8556
Lwb Coupe					445	181	47	673
chassis	1212	721	134	156	511	279	684	*3697
Lwb chassis					22	151	139	312
Other	2		3	3	6	9	4	27
Totals	12638	14264	7688	5435	19258	13478	13582	86343

Summary of production by engine & model type

Model Type	OHC versions	SV versions	Totals	Production %
Tourer	3842	1518	5360	6.21
swb Saloons	25808	23716	49524	57.36
lwb Saloons	4029	4527	8556	9.91
lwb Coupe	445	228	673	.78
Two-seaters	744	7603	8347	9.67
Van	2124	7723	9847	11.40
swb chassis	2067	1630	3697	4.28
lwb chassis	22	290	312	.36
swb unassigned	4	17	21	.02
lwb unassigned	4	1	6	.01
Totals	39089	47253	*86343	100%

*These statistics exclude the circa 500 'Y' prefixed chassis frames that were exported to the Antipodes in 1929. The existence of these chassis frames raises an interesting conundrum. Were they exported simply as frames or were they built-up as rolling chassis, ready to accept a locally built body? If the latter was true then it would reasonable to assume that a significantly larger discrepancy between engine numbers and the standard chassis frame numbering system would exist than is the case. If they were exported simply as frames then where did the local distributors obtain their engines and how were they numbered or identified?

Production footnotes

- Saloons of all types accounted for over two thirds of Minor production. (67.27%)
- Two-seater versions accounted for less than 10% of all Minor production.
- The rarest production Morris Minor was the 1934 Special Coupe model with just 47 leaving the Cowley plant.
- Despite remaining in production throughout the Minor's six year production life, the Tourer model averaged less than a 1,000 units per annum and accounted for just 6.2 % of the total. However in its last year of production, more Tourers were produced than in the preceding two seasons.
- The huge interest generated by the launch of the 1931 £100 S.V. Minor translated into sales of just 1455 cars, which represented 28% of the 1931 SV Minor production total.
- The Minor 5cwt Van was the second best-selling Minor version after the Saloons, with nearly 10,000 being produced in its five year production life.
- The long wheel base cars share of production fell from an initial 23% in 1932, to 18% in 1933 and just 15.3% in the Minor's final year of production.
- The Progress Books do not discriminate between Fabric and Coachbuilt bodies for the swb Saloons, although it should be noted that no Coachbuilt cars were available for the 1929 season, with the last Fabric Saloons being listed for the 1931 season.
- Of the 744 Semi-Sports models built during the 1931 season, 588 of them left Cowley before 31st December 1930 with just a further 156 being produced between January 1st and the end of production in July 1931.
- Almost twice as many OHC Sports Coupes were produced in 1932 (445) than the sum of the following two years SV Special Coupe production. (228)
- A missing element from these production statistics is a breakdown of home and export market sales. Such data would assist in clarifying unanswered questions concerning home market chassis sales in particular where unknown numbers of rolling chassis were purchased by domestic coachbuilders for Minor Special production.

Postscript

As is often the case the more numerous production models do not necessarily translate into the most numerous survivors. While there remain a healthy numbers of surviving Minor Saloons, by far and away the most numerous surviving models are the open types, with the Two-seaters predominating.

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