

**BMC-Leyland Australia
Vehicle Reference
1950 - 1982**

By
Peter J. Davis
with Tony Cripps

2nd Edition

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Preface

Some 40 years ago, Leyland Australia ceased manufacturing passenger vehicles in Australia. These days, many of the cars produced by Nuffield (Australia), the Austin Motor Company (Australia) the British Motor Corporation (Australia), British Leyland Motor Corporation of Australia and Leyland Australia from 1950 to 1982 remain popular and have become classics.

Of particular interest to present day owners, registration authorities, car club officials, as well as motoring and engineering historians, is a record of what BMC/Leyland passenger vehicles were produced and the means by which they were identified. Our aim in this book is to provide an authoritative reference to this end.

- Peter J. Davis & Tony Cripps

Note from Tony Cripps

In any large organisation, there are to be found key people who make the place work. One such person is Peter J. Davis – who spent a large amount of his working life in the service of BMC/Leyland Australia. Often confused with a well-known journalist, Peter is the kind of person who is of a retiring nature, meticulous in detail and thorough in execution of his duties. He must have driven the upper management of BMC to distraction, but even they must surely have conceded that without him, things would have readily got out of hand. This book just touches on one of Peter's activities, and that is vehicle identification. Written some 40 years after the last vehicle left the factory, it is a credit to Peter's remarkable memory and record keeping that the detail in this book is now available for us to peruse and refer to. We sincerely thank those people who provided us with additional detailed information from vehicles in the field.

It is not so well known that Peter suffered a stroke some years ago which left the right side of his body impaired. This prevents him from using a modern keyboard. The content for this book has been transcribed from Peter's hand-written notes.

This book is not for the faint-hearted. It is packed with data in mainly tabular format. It is not a book you just pick up and read. It is a reference book. Using the data in this book, you should be able to find the identification and power unit details of just about every BMC/Leyland passenger vehicle (saloons, vans, utilities and buckboard) produced at Victoria Park and Enfield, as well as those which were proposed but not produced at all.

About the Authors

Peter Davis joined the Planning Department of Nuffield (Australia) in 1955. In 1963, Planning and Product Engineering administration functions were amalgamated to control parts schedules, engineering change control, drawing storage and issue, CKD pack content, budgets and other non-technical functions. Peter joined this new section and, when the plant closed in 1974, he was Administration Manager for the combined function. He moved what remained of Product Engineering to Engineering Services in Moorebank and was Product Development Manager from 1976-1978.

Tony Cripps joined Emtech Associates in 1979 and was employed under contract as a technical officer at the ex-Leyland Australia vehicle emissions laboratory at the Victoria Park site, then under the ownership of the Commonwealth Department of Transport. Mike Kimberlee was the managing director of EmTech, and Ken Haw was the officer in charge at the laboratory – both being ex-Leyland engineers. The laboratory closed in 1985.

Introduction

This book is concerned with the identification of Passenger Vehicles and Passenger Vehicle Derivatives manufactured or assembled at Victoria Park, Zetland/Waterloo, and also at Pressed Metal Corporation, Enfield for the period 1950 to 1982 by Nuffield (Australia), the British Motor Corporation (Australia) (BMC-A), British Leyland Motor Corporation of Australia (BLMC-A) and its successor, Leyland Australia (LA). The book does not cover models that were sold by BMC/Leyland that were imported Completely-Built-Up (CBU) or those assembled by the Austin Motor Company in Dudley Street Melbourne, or those assembled by Charles Hope in Brisbane.

At the Victoria Park Zetland factory, responsibility for vehicle identification at BMC-A fell to the Product Engineering Department. As well as developing a means to identify individual models, Product Engineering also implemented procedures for Vehicle Specification, Parts Lists, Drawings, Part Numbering and internal engineering communications.

During the period covered, some 60 different basic designs of vehicles were produced, many of them containing adaptations of UK vehicles, and in some cases, completely unique to the Australian market.

As is common practice in the automotive industry, vehicles were identified using a coding system to provide a succinct nomenclature. During the period covered in this book, the individual Morris and Austin identification systems were combined for use within BMC-A, and then later, Leyland Australia adopted a new coding system, later replaced by British Leyland UK world-wide.

Initially, vehicles were fitted with vehicle identification plates which carried information such as the Vehicle Type, Chassis No./Car Serial No., Engine Number and Paint Colour. In early 1970, the Australian Motor Vehicle Certification Board introduced mandatory Compliance Plates which carried Australian Design Rule compliance information as well as vehicle identification. The previously-used Identification Plates were thus discontinued.

Vehicles produced during the changeover period (1970 to 1972) from Identification Plates to Compliance Plates were often referred to as Carry-Over models. This roughly coincided with the change from Morris/Austin to Leyland marques.

As with any human enterprise, some mistakes and inconsistencies are to be found in practice. In this book, we present the official identification for the vehicles as best as our records allow. This did not always get correctly interpreted on the production line where the vehicles were actually stamped. For example, the Identification Plates for the Austin 1800 Saloon MKI Manual vehicles were stamped with the Type Code YAHS2 (the Type Code for the Austin Lancer Series II range) in error. They were supposed to be stamped YAHS3. These inconsistencies are noted where we have become aware of them.

This book presents all the identification details for the various models – both body and power unit.

Models Covered

This book covers the identification of Passenger Vehicles and Passenger Vehicle Derivatives manufactured or assembled at Victoria Park, Zetland/Waterloo, and also at Pressed Metal Corporation, Enfield for the period 1950 to 1982. The Table below shows the models of vehicles covered. Passenger Vehicles and Passenger Vehicle Derivatives are shown in separate tables.

The **Design Reference** entries are the vehicle model codes used by BMC/Leyland within the company for Administration and Engineering purposes.

The **Identification Plate Type** and **Compliance Plate Type** entries refer to the several styles of identification plates and compliance plates fitted to the vehicles used later in this book.

Table 1. Passenger Vehicles with Identification Plates

Sales Nomenclature	Design Reference	Production Dates	Identification Plate Type
Austin			
Austin A40 (Farina)	ADO8	1959	8, 9
Austin A40 Countryman (Farina)	ADO8	1960	8, 9
Austin Lancer Series I	DO1101	1958	8, 9
Austin Lancer Series II	DO1115	1959	8, 9
Austin Lancer Series II Deluxe	DO1115	1961	8, 9
Austin A55 Cambridge	HS6	1958	8
Austin A60 (Farina)	ADO9	1959	8, 9
Austin A60 Countryman (Farina)	ADO9	1959	8, 9
Austin Freeway MKI	ADO40	1962	9
Austin Freeway MKI Countryman	ADO40	1962	9
Austin Freeway MKII	YDO3	1964	9
Austin Freeway MKII Countryman	YDO3	1964	9
Austin A95 Westminster	BS6	1957	8
Austin A95 Westminster Countryman	BW6	1957	8
Austin A105 Westminster	BS7	1957	8
Austin 1800 MKI	ADO17	1965	9
Austin 1800 MKII	ADO17	1968-1969	9
Austin-Healey			
Austin-Healey Sprite MKI	ADO13	1959	8, 9
Austin-Healey Sprite MKII	ADO41	1962	8, 9
Austin-Healey Sprite MKIII	ADO41	1965	9
M.G.			
M.G. Midget MKIII	ADO47	1968	9
M.G. MGA 1500	DO1062	1957	5
M.G. MGA 1600 MKI	ADO31	1960	5, 9
M.G. MGA 1600 MKII	ADO31	1961	5, 9
M.G. MGB MKI	ADO23	1962	5, 9
M.G. MGB MKII	ADO23	1969-1969	9
Morris			
Morris Minor MM Lo-Light Series I Saloon	DO990	1950	1
Morris Minor MM Lo-Light Series I Tourer	DO1021	1950	1
Morris Minor MM Hi-Light Series I Saloon	DO990	1951	1, 3
Morris Minor MM Hi-Light Series I Tourer	DO1021	1951	1, 3
Morris Minor MM Hi-Light Series I Saloon 4 Door	DO982	1951	1,3
Morris Minor Series II	DO953	1953	3
Morris Minor 1000 Series III	DO1076	1957	6
Morris Minor 1000 Series IV	DO1076	1957	6, 9
Morris Oxford MO Series I	DO920	1950	1

Morris Oxford MO Series I (Facelift)	DO920	1953	3
Morris Oxford MO Series I (Facelift) Traveller	DO920	1953	3
Morris Oxford Series II	DO1033	1955	3
Morris Oxford Series III	DO1033	1957	3, 6
Morris Oxford Series V (Farina)	ADO9	1959	6, 9
Morris Oxford Series V Traveller (Farina)	ADO9	1959	6,9
Morris Isis Series I	D1034	1956	3
Morris Marshal	M9500	1957	6
Morris Marshal Traveller	M9500	1957	6
Morris Marshal 105	M1050	1959	6
Morris Major Series I	DO1101	1958	6, 9
Morris Major Series II	DO1115	1959	6, 9
Morris Major Series II Deluxe	DO1115	1961	6, 9
Morris Major Elite	YDO1	1962	9
Morris 850	ADO15	1961	9
Morris Mini Minor	YDO4	1965	9
Morris Mini Deluxe	YDO5	1965	9
Morris Mini-Matic	YDO5	1968-1969	9
Morris Mini 1100	YDO4	1969-1969	9
Morris Mini 1100 Deluxe	YDO5	1969-1969	9
Morris Cooper	ADO50	1962	9
Morris Cooper S	YDO6	1965-1969	9
Morris 1100	ADO16	1964	9
Morris 1100 S	ADO16	1967	9
Morris Nomad 1500	YDO9	1969-1969	9
Morris Nomad 1300	YDO9	1969-1969	9
Morris 1500	YDO15	1969-1969	9
Morris 1300	YDO15	1969-1969	9
Wolseley			
Wolseley 6/80	DO923	1950	2, 4
Wolseley 1500	DO1101	1958	7, 9
Wolseley 15/60 (Farina)	ADO9	1959	7, 9
Wolseley 24/80 MKI	ADO40	1962	9
Wolseley 24/80 MKII	YDO3	1964	9

Table 2. Passenger Vehicles with Compliance Plates

Sales Nomenclature	Design Reference	Production Dates	Compliance Plate Type
Carry Over Models 1970-1972			
M.G. Midget MKIII	ADO47	1970-1970	1
M.G. Midget MKIII (Facelift)	ADO47	1970	1
M.G. MGB MKII	ADO23	1970-1970	1
M.G. MGB MKII (Facelift)	ADO23	1971	1
Morris Mini-Matic	YDO5	1970-1970	1
Morris Cooper S	YDO6	1970-1971	1
Morris Mini 1100	YDO4	1970-1971	1
Morris Mini 1100 Deluxe	YDO5	1970-1971	1
Morris Nomad 1500	YDO9	1970-1971	1
Morris Nomad 1300	YDO9	1970-1971	1
Morris 1500	YDO15	1970-1971	1
Morris 1500 L.P. (Luxury Pack)	YDO15	1970-1971	1
Morris 1300	YDO15	1970-1971	1
Morris 1300 L.P. (Luxury Pack)	YDO15	1970-1971	1
Austin 1800 MKII	ADO17	1970-1970	1
Austin Tasman MKI	YDO13	1970	1
Austin Kimberley MKI	YDO13	1970	1
Austin Tasman MKII	YDO19	1971	1
Austin Kimberley MKII	YDO19	1971	1

Morris Marque Models 1970-1972			
Morris Mini Clubman	YDO21	1971	2
Morris Mini Clubman Deluxe	YDO22	1971	2
Morris Mini Clubman GT	YDO23	1971	2
Morris Marina 1500/1750 Deluxe	YDO24	1972	2
Morris Marina 1500/1750 Super	YDO24	1972	2
Morris Marina 1750 TC Coupe	YDO24	1972	2
Morris Marque Models 1971-1973			
Morris Mini Clubman	YDO21	1971	3
Morris Mini Clubman Deluxe	YDO22	1971	3
Morris Mini Clubman GT	YDO23	1971	3
Morris Marina 1500/1750 Deluxe	YDO24	1972	3
Morris Marina 1500/1750 Super	YDO24	1972	3
Morris Marina 1750 TC Coupe	YDO24	1972	3
Leyland Marque Models 1973-1978			
Leyland Mini	YDO21	1973	4
Leyland Mini S	YDO22	1973	4
Leyland Mini SS	YDO22	1976	4
Leyland Mini Sunshine	YDO22	1977	4
Leyland Mini LS	YDO22	1977	4
Leyland Mini LS1275	YDO22	1978	4
Leyland Mini Clubman GT	YDO23	1973	4
Leyland Marina 1500/1750 Deluxe	YDO24	1973	4
Leyland Marina 1500/1750 Super	YDO24	1973	4
Leyland Marina 1750 TC Coupe	YDO24	1973	4
Leyland Marina Deluxe (150 OHC/175 OHC)	YDO25	1973	4
Leyland Marina Super (150 OHC/175 OHC)	YDO25	1973	4
Leyland Marina Deluxe (262-6)	YDO25	1973	4
Leyland Marina Super (262-6)	YDO25	1973	4
Leyland P76 Standard Saloon	YDO26	1973	4
Leyland P76 Deluxe Saloon	YDO26	1973	4
Leyland P76 Super Saloon	YDO26	1973	4
Leyland P76 Executive Saloon	YDO26	1973	4
Leyland P76 Force 7 Coupe	YDO27	1974	4
Leyland P76 Force 7V Coupe	YDO27	1974	4
Leyland P76 Tour De Force Coupe	YDO27	1974	4
Leyland P76 Deluxe Wagon	YDO28	1974	4
Leyland P76 Super Wagon	YDO28	1974	4
Leyland Marque Models 1978-1979			
Leyland Mini	YDO21	1973	5
Leyland Mini S	YDO22	1973	5
Leyland Mini LS	YDO22	1977	5
Leyland Mini LS 1275	YDO22	1978	5

Table 3. Passenger Vehicle Derivatives with Identification Plates

Sales Nomenclature	Design Reference	Production Dates	Identification Plate Type
Austin			
Austin 1800 MKI Utility	YDO10	1967-1969	4
Austin 1800 MKI Cab Chassis	YDO10	1967-1969	4
Austin 1800 MKII Utility	YDO10	1968-1969	4
Austin 1800 MKII Cab Chassis	YDO10	1968-1969	4
BMC			
BMC Moke	YDO18	1969	4
MOKE			
Moke	YDO18	1969-1969	4

Morris			
Morris Oxford MO Series I Van	DO920	1950	1
Morris Oxford MO Series I Van (Facelift)	DO920	1953	2
Morris Oxford MO Series I Utility	DO920	1950	1
Morris Oxford MO Series I Utility (Facelift)	DO920	1953	2
Morris Minor Series II Van	DO954	1953	2
Morris Minor Series II Utility	DO954	1953	2
Morris Minor 1000 Series III Van	DO1081	1957	3
Morris Minor 1000 Series III Utility	DO1081	1957	3
Morris Minor 1000 Series IV Van	DO1081	1957	4
Morris Minor 1000 Series IV Utility	DO1081	1957	4
Morris Minor 1000 Series V Van	ADO59	1963	4
Morris Minor 1000 Series V Utility	ADO59	1963	4
Morris Mini Moke	YDO7	1966	4
Morris Mini Moke	YDO8	1969	4
Morris 850 Van	ADO15	1964	4
Morris Mini Minor Van	YDO4	1965	4
Morris Mini 1100 Van	YDO4	1969	4

Table 4. Passenger Vehicle Derivatives with Compliance Plates

Sales Nomenclature	Design Reference	Production Dates	Compliance Plate Type
Carry Over Models 1970-1972			
BMC Moke	YDO18	1970-1972	1
Morris Mini 1100 Van	YDO4	1970-1971	1
Austin 1800 Cab/Chassis MKII	YDO10	1970-1970	1
Austin 1800 Utility MKII	YDO10	1970-1970	1
Morris Marque Models 1970-1972			
BMC Moke	YDO18	1970-1972	2
Californian Moke*	YDO30	1971	2
Morris Mini Clubman Van	YDO21	1971	2
Morris Marque Models 1971-1973			
BMC Moke	YDO18	1971-1973	3
Californian Moke*	YDO30	1971-1973	3
Morris Mini Clubman Van	YDO21	1971	3
Leyland Marque Models 1973-1978			
Leyland Moke	YDO18	1973-1978	4
Leyland Moke Tray Top	YDO18	1973-1978	4
Leyland Moke Californian	YDO18	1973-1978	4
Leyland Mini Van	YDO21	1973	4
Leyland Marque Models 1978-1982			
Leyland Moke	YDO18	1973	5
Leyland Moke Tray Top	YDO18	1975	5
Leyland Moke Californian	YDO18	1977	5
Leyland Moke (Facelift)	YDO18	1979	5
Leyland Moke Tray Top (Facelift)	YDO18	1979	5
Leyland Moke Californian (Facelift)	YDO18	1979	5
Leyland Moke (Facelift, 1275cc Option)	YDO18	1979	5
Leyland Moke Tray Top (Facelift, 1275cc Option)	YDO18	1979	5
Leyland Moke Californian (Facelift, 1275cc Option)	YDO18	1979	5
Leyland Mini Van	YDO21	1978-1978	5

*Listed as Californian Moke in promotional and technical literature but designated Moke as the model on the compliance plate. Sometimes also referred to as the Export Moke, but never actually exported.

Note: Often models were released in an updated MKII form. Vehicles before MKII models were not called MKI, but after a MKII model appeared, they were referred to as MKI in the service literature and in the press. Very minor updates were referred to as Facelift models. This convention also applied to models called Series I and Series II.

CHAPTER 1

THE PRODUCTS

1.1 BMC (Australia)/Leyland Australia

Prior to the merger of the Austin Motor Company and the Nuffield Organisation in 1952 to form the British Motor Corporation (BMC) in UK, both the Austin and Morris (Nuffield) companies assembled cars on a CKD basis in Australia. The Victoria Park Zetland site in Sydney was purchased in 1946 by Viscount Nuffield personally and was later sold to the Nuffield Organisation in UK.

Nuffield (Australia) Pty. Ltd. was formed in March 1950 and was owned by the Nuffield Organisation (UK). The Zetland site ultimately became the focus for the manufacture of BMC vehicles in Australia.

Marques were M.G., Morris, Riley and Wolseley.

The British Motor Corporation (Australia) Pty. Ltd. (BMC-A) was formed in 1954 and was composed of:

- The Austin Motor Company (Australia) Pty. Ltd.
- Nuffield (Australia) Pty. Ltd.
- Fisher & Ludlow (Australia) Pty. Ltd.

The BMC vehicle marques, in addition to the Nuffield marques, were Austin, and Austin Healey.

British Motor Holdings Ltd. (BMH) was formed by the merger of BMC, Pressed Steel Company¹ and Jaguar Cars Ltd. in the UK in 1966. BMH was not established in Australia, but as a result of the merger, BMC-A took on distribution, sales and support for Jaguar Cars Ltd.

The marques, in addition to BMC marques, were Daimler and Jaguar.

The British Leyland Motor Corporation (Australia) Limited (BLMC-A) was formed in 1968 after the merger of BMH and Leyland Motor Corporation in UK and consisted of four divisions:

- Austin Morris Division
- Specialist Car Division
- Truck and Bus Division
- Parts and Accessories Division

This merger added Land Rover, Rover and Triumph to the Company's vehicle marques.

The Leyland Motor Corporation of Australia Ltd., commonly referred to as Leyland Australia, (LA), was formed in 1971. Leyland Australia was formed as a result of a name change from the British Leyland Motor Corporation to British Leyland Ltd. in UK.²

¹ The Pressed Steel Company was owned by Morris outright. After the formation of BMH, Pressed Steel Company was merged with Fisher & Ludlow to form Pressed Steel-Fisher (PSF).

CHAPTER 2

VEHICLE IDENTIFICATION

2.1 Introduction

To identify a BMC/Leyland vehicle covered by this book, the vehicle must have an Australian Identification Plate, with the address of Joynton Avenue, Zetland NSW 2017, or, the vehicle must have an Australian Compliance Plate with the Manufacturer being either British Leyland Motor Corporation of Australia Limited, or Leyland Motor Vehicle Corporation of Australia Limited. Vehicles not having the above are not covered by this book, and are most likely to be CBU from UK, or in the case of the Rover P6B and the Jaguar XJ6 Short Wheelbase, CBU from New Zealand.

2.2 Identification Plates

Several distinct styles of Identification Plates have been identified and are numbered as types 1 to 9, for Passenger Vehicles, and Types 1 to 5, for Passenger Vehicle Derivatives, in this book.

Vehicle Identification Plates issued under the Company-Marque Nuffield, Austin, and later BMC covered the period 1950 – 1969. Plate Types were generally introduced in sequence but were spread over different marques and models.

The Table below shows the plate types in this book.

Passenger Vehicles:⁵

Identification Plate Type	Company – Marque	Years Used
Type 1	Nuffield (Australia) – Morris	1950-1952
Type 2	Nuffield (Australia) – Wolseley	1950-1952
Type 3	Nuffield (Australia) – Morris	1952-1957
Type 4	Nuffield (Australia) – Wolseley	1952-1957
Type 5	Nuffield (Australia) – M.G.	1957-1960
Type 6	Nuffield (Australia) – Morris	1957-1960
Type 7	Nuffield (Australia) – Wolseley	1957-1960
Type 8	Austin (Australia) – Austin	1957-1960
Type 9	BMC (Australia) – All marques	1960-1970

⁵ Except for vehicles from May to December 1969 which were produced but not fitted with either an Identification Plate or a Compliance Plate.

CHAPTER 3

VEHICLE

IDENTIFICATION PLATES

3.1 Identification Plates – Passenger Vehicles

There were nine types of Identification Plates for Passenger Vehicles used from 1950 to 1970. The deletion of Identification Plates for Passenger Vehicles was announced in May 1969. Compliance Plates were introduced in January 1970. Thus, there was a period during 1969 where Passenger Vehicles were not fitted with an Identification Plate or a Compliance Plate. The Car Serial No. was stamped into the painted body shell in the engine compartment back panel, or in the case of Mini, 1100 and 1800, in the radiator support panel, in the usual manner.

Identification Plates were issued by:

- Nuffield (Australia) Pty Ltd (NAP)
- The Austin Motor Company (Australia) Pty Ltd (AMC)
- The British Motor Corporation (Australia) Pty Ltd (BMC-A)

with the address 52-112 Joynton Avenue Zetland.

The Identification Plates typically carried codes for the vehicle Marque, Model, Type, Power Unit and Colour. The Nuffield, Morris, Wolseley Colour Code was introduced in 1952 and deleted in January 1957. Model Year for all models was introduced in December 1957 and deleted in November 1961.

A Marque Code for Passenger Vehicles was introduced in 1957 and was deleted in 1969 in preparation for the introduction of Compliance plates. In some plate types, the Marque was encoded as part of the Y Series Type Code:

Type Code	Marque
A	Austin
G	M.G.
H	Austin Healey
K	Morris Cooper
C	Austin Cooper
M	Morris
W	Wolseley

These Type Marque Codes were later deleted. E.g., YAHS became YHS for the Austin 1800 MKII.

Series of Model codes represented a major change to model, often referred to as going from MKI to MKII, for example. A table of Series of Model for some vehicles is given in the Appendix.

CHAPTER 4

VEHICLE COMPLIANCE PLATES

4.1 Compliance Plates

4.1.1 Introduction

Compliance Plates were legislated for the motor vehicle industry by the Australian Government in January 1970 and introduced by BLMC-A at that time. The deletion of Identification Plates for Passenger Vehicles was announced in May 1969. Thus, there was a period in 1969 where Passenger Vehicles were not fitted with an Identification Plate or a Compliance Plate although the Car Serial No. was stamped into the painted body panels in the engine bay in the usual manner.

Identification Plates were not deleted for Passenger Vehicle Derivatives until the introduction of Compliance Plates in January 1970.

4.1.2 Compliance Plate Types

The Type 1 Compliance Plate was a square aluminium plate measuring 3.5 x 3.5 inches and introduced in January 1970.



Fig. 4.1.2.1 Compliance Plate Type 1 introduced in 1970.

CHAPTER 5

IDENTIFICATION PLATE TYPE CODE, MODEL COMBINATIONS

5.1 Type Code, Model Combinations

Prior to 1950, Identification Plates (for Morris, Wolseley, Nuffield (Australia) Pty Ltd) contained three fields: Type, Car No. and Engine No. Later Identification Plates carried more information and for Passenger Vehicles, were of nine types and used from 1950 to 1970.

The Identification Plate Types for Passenger Vehicles were:

Identification Plate Type	Company – Marque	Years used
Type 1	Nuffield (Australia) – Morris	1950-1952
Type 2	Nuffield (Australia) – Wolseley	1950-1952
Type 3	Nuffield (Australia) – Morris	1952-1957
Type 4	Nuffield (Australia) – Wolseley	1952-1957
Type 5	Nuffield (Australia) – M.G.	1957-1960
Type 6	Nuffield (Australia) – Morris	1957-1960
Type 7	Nuffield (Australia) – Wolseley	1957-1960
Type 8	Austin (Australia) – Austin	1957-1960
Type 9	BMC (Australia) – All marques	1960-1970

The Y Series Type Codes of Australian origin were introduced in 1957 for Passenger Vehicles and Passenger Vehicle Derivatives, including Commercial Vehicles. These Type Codes were used on Passenger Vehicle Identification Plate types 6 – 9 and on Passenger Vehicle Derivative Identification Plate types 3 – 4. These Type Codes continued to be used on Compliance Plates introduced in January 1970 and until the introduction of the Leyland Australia 10 digit Identification Code in March 1973. The Marque symbol was deleted in about May 1969 in preparation for the introduction of Compliance Plates in January 1970.

CHAPTER 6

COMPLIANCE PLATE VEHICLE IDENTIFICATION CODE, MODEL COMBINATIONS

6.1 Vehicle Identification Code, Model Combinations

6.1.1 Passenger Vehicles

6.1.1.1 Carry Over Models 1970-1972, Compliance Plate Type 1

The models shown below used the BMC Type Code.

Type Code	Sales Nomenclature	Design Reference
YBS3	Austin Tasman MKI Saloon 4 Door Manual	YDO13
	Austin Tasman MKII Saloon 4 Door Manual	YDO19
YBS4	Austin Tasman MKI Saloon 4 Door Automatic	YDO13
	Austin Tasman MKII Saloon 4 Door Automatic	YDO19
YBS5	Austin Kimberley MKI 4 Saloon Door Manual	YDO13
	Austin Kimberley MKII Saloon 4 Door Manual	YDO19
YBS6	Austin Kimberley MKI Saloon 4 Door Automatic	YDO13
	Austin Kimberley MKII Saloon 4 Door Automatic	YDO19
YHS5	Austin 1800 MKII Saloon 4 Door Manual	ADO17
YHS6	Austin 1800 MKII Saloon 4 Door Automatic	ADO17
YHS10	Morris 1500 Saloon 4 Door 4 Speed, Manual	YDO15
	Morris 1500 Saloon 4 Door 5 Speed Manual	YDO15
YHS13	Morris 1500 L.P. Saloon 4 Door 5 Speed Manual	YDO15
YHS14	Morris 1300 L.P. Saloon 4 Door Automatic	YDO15
YGS1	Morris Nomad 1300 Saloon 5 Door Automatic	YDO9
YGN4	M.G. Midget MKIII Convertible 2 Door	ADO47
YGN5	M.G. Midget MKIII (Facelift) Convertible 2 Door	ADO47
YHN3	M.G. MGB MKI Convertible 2 Door Manual (Product Engineering)	ADO23
	M.G. MGB MKII Convertible 2 Door Manual (Production)	ADO23
	M.G. MGB MKI Convertible 2 Door Manual + Overdrive (Production)	ADO23
YHN4	M.G. MGB MKI Convertible 2 Door Manual + Overdrive (Product Engineering)	ADO23

CHAPTER 7

POWER UNIT USAGE IN AUSTRALIA

7.1 Engine Number Prefix Codes

7.1.1 Introduction Dates (UK)

The table below shows UK Engine Number Prefixes, Model Application and Design Reference. The listing is divided into the year the engine in question was introduced in UK. Some are Nuffield origin and were pre-BMC engines.

Engines introduced after 1956 were BMC engines, produced mainly at Longbridge, the exception being the Cooper and Cooper S engine and the C Series engines fitted to six cylinder vehicles, Morris Isis, Austin A95 Westminster, produced by Morris Motors Engine Branch, Coventry.

Engine No. Prefix	Model	Design Reference
Prefix Series introduced in 1936		
USHM2	Morris Minor MM Series I Lo-Light Saloon 2 Door	DO990
USHM2	Morris Minor MM Series I Hi-Light Tourer 2 Door	DO1021
USHM3	Morris Minor MM Series I Hi-Light Saloon 2 Door	DO990
USHM3	Morris Minor MM Series I Lo-Light Tourer 2 Door	DO1021
USHM3	Morris Minor MM Series I Hi-Light Saloon 4 Door	DO982
VS15M	Morris Oxford MO Series I	DO920
VS15M	Morris Oxford MO Series I (Facelift)	DO920
VC22W	Wolseley 6/80	DO923
Prefix Series introduced in 1953		
APHM	Morris Minor Series II	DO953, DO954
APJM	Morris Minor 1000 Series III	DO1076, DO1081
BP15GB	M.G. MGA 1500	DO1062
BP15M	Morris Oxford Series II	DO1033
Prefix Series introduced in 1956		
8AM U H	Morris 850	ADO15
8AM U H	Morris Mini Minor	YDO4
9AN A H	Morris Mini-Matic (Automatic)	YDO5
9C U H	Austin Healey Sprite MKI	ADO13
9CG U H	Austin Healey Sprite MKI	ADO13
9CG Da H	Austin Healey Sprite MKII	ADO41
9D U H	Austin A40 (Farina)	ADO8
9F Sa L	Morris Cooper	ADO50

CHAPTER 8

VEHICLE IDENTIFICATION EXAMPLES

8.1 Introduction

In this chapter, identification details of two models are provided using the information to be found in the preceding chapters. As well, where additional information is available, this is also included.

8.2 Austin 1800

8.2.1 Austin 1800 Saloon 4 Door

ADO17 refers to the Austin 1800 range of vehicles introduced in UK on 13th October 1964 and a year later on 22nd November 1965 in Australia. Australian produced vehicles had several modifications to suit local conditions. All Australian Austin 1800 bodies were produced at the Victoria Park manufacturing plant. Power units for the Austin 1800 MKI were initially supplied ex-UK CBU and then CKD – the CBU power units being identified by the 18AMW Engine Number Prefix. The automatic version of the car was introduced in Australia on 19th February 1968. The MKII series was introduced in Australia in October 1968 and featured many improvements over the MKI models. Most notable exterior features were a new grille and indicator light assembly, and tail fins and vertical tail lights at the rear.

BMC-A Type Code	Model Name	Transmission
YAHS2(3*)	Austin 1800 Saloon MKI	Man
YAHS4	Austin 1800 Saloon MKI	Auto
YAHS5/YHS5**	Austin 1800 Saloon MKII	Man
YAHS6/YHS6**	Austin 1800 Saloon MKII	Auto

*Product Engineering designated the Austin 1800 Saloon MKI Manual as YAHS3. However, the MKI Manual vehicles were physically stamped YAHS2. YAHS2 is in fact the body code prefix for the Austin Lancer Series II DO1115.

** The marque letter “A” was discontinued in May 1969 for all Austin and Morris passenger vehicles in preparation for the introduction of Compliance Plates.

Note: Vehicles before MKII models were not called MKI, but after a MKII model appeared, they were referred to as MKI.