



BMC-Leyland Australia
Vehicle Reference
1950 – 1982

By
Peter J. Davis
& Tony Cripps

6th 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.

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 was the kind of person who was 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.

In 2014, Peter felt that there was a need to write up the details of the identification schemes used by BMC and Leyland Australia so that an accurate record could be made, not only of the identification codes used, but the various models produced by the factory. It was my great pleasure to help Peter with this by transcribing his hand-written notes into computer format suitable for printing. We have continued to work on the book each year since then.

This edition marks the second issued after Peter Davis' death from complications from COVID in November 2022. Peter will be greatly missed, never forgotten, and remembered as an icon of stability and purpose that underpinned many of the vehicles that were a part of the daily lives of millions of Australian motorists.



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. Peter died in November 2022.

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), British Leyland Motor Corporation of Australia and its successor, Leyland Australia. 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 Australia 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 Australia, 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 **Design Reference** entries are the vehicle model codes used by BMC/Leyland within the company for Administration and Engineering purposes. The Design Reference is the top level starting point for any vehicle identification exercise.

The **Identification Plate Type** and **Compliance Plate Type** entries shown below refer to the several styles of identification plates and compliance plates fitted to the vehicles.

Table 1. Passenger Vehicles

Sales Nomenclature	Design Reference	Production Dates	Identification Plate Type	Compliance Plate Type
Austin				
Austin A40 (Farina)	ADO8	1959 – 1960	8,9	
Austin A40 Countryman (Farina)	ADO8	1960 – 1961	8,9	
Austin Lancer Series I	DO1101	1958 – 1959	8,9	
Austin Lancer Series II	DO1115	1959 – 1962	8,9	
Austin Lancer Series II Deluxe	DO1115	1961 – 1962	8,9	
Austin A55 Cambridge	HS6	1958 – 1959	8	
Austin A60 (Farina)	ADO9	1959 – 1962	8,9	
Austin A60 Countryman (Farina)	ADO9	1959 – 1962	8,9	
Austin Freeway MKI	ADO40	1962 – 1964	8,9	
Austin Freeway MKI Countryman	ADO40	1962 – 1964	8,9	
Austin Freeway MKII	YDO3	1964 – 1965	9	
Austin Freeway MKII Countryman	YDO3	1964 – 1965	9	
Austin A95 Westminster	BS6	1957 – 1959	8	
Austin A95 Westminster Countryman	BW6	1957 – 1959	8	
Austin A105 Westminster	BS7	1957 – 1959	8	
Austin 1800 MKI	ADO17	1965 – 1968	9	
Austin 1800 MKII	2/ADO17	1968 – 1970	9	1
Austin Tasman MKI	YDO13	1970 – 1971		1
Austin Kimberley MKI	2/YDO13	1970 – 1971		1
Austin Tasman MKII	YDO19	1971 – 1972		2
Austin Kimberley MKII	2/YDO19	1971 – 1972		2
Austin-Healey				
Austin-Healey Sprite MKI	ADO13	1959 – 1962	8,9	
Austin-Healey Sprite MKII	ADO41	1962 – 1964	8,9	
Austin-Healey Sprite MKIII	ADO41	1965 – 1967	9	
M.G.				
M.G. Midget MKIII	ADO47	1968 – 1970	9	1
M.G. Midget MKIII (Facelift)	ADO47	1970 – 1971		1
M.G. MGA 1500	DO1062	1957 – 1962	5	
M.G. MGA 1600 MKI	ADO31	1960 – 1961	5,9	
M.G. MGA 1600 MKII	ADO31	1961 – 1962	5,9	
M.G. MGB MKI	ADO23	1962 – 1968	5,9	
M.G. MGB MKII	ADO23	1969 – 1970	9	1
M.G. MGB MKIII (Facelift)	ADO23	1971 – 1972		1
Morris				
Morris Minor MM Lo-Light Series I Saloon	DO990	1950 – 1950	1	
Morris Minor MM Lo-Light Series I Tourer	DO1021	1950 – 1950	1	
Morris Minor MM Hi-Light Series I Saloon	DO990	1951 – 1952	1,3	
Morris Minor MM Hi-Light Series I Tourer	DO1021	1951 – 1952	1,3	

Morris Minor MM Hi-Light Series I Saloon 4 Door	DO982	1951 – 1952	1,3	
Morris Minor Series II	DO953	1953 – 1956	3	
Morris Minor 1000 Series III	DO1076	1957 – 1957	6	
Morris Minor 1000 Series IV	DO1076	1957 – 1962	6,9	
Morris Oxford MO Series I	DO920	1950 – 1952	1	
Morris Oxford MO Series I (Facelift)	DO920	1953 – 1954	3	
Morris Oxford MO Series I (Facelift) Traveller	DO920	1953 – 1954	3	
Morris Oxford Series II	DO1033	1955 – 1957	3	
Morris Oxford Series III	DO1033	1957 – 1957	3,6	
Morris Oxford Series V (Farina)	ADO9	1959 – 1962	6,9	
Morris Oxford Series V Traveller (Farina)	ADO9	1959 – 1962	6,9	
Morris Isis Series I	D1034	1956 – 1958	3	
Morris Marshal	M9500	1957 – 1959	6	
Morris Marshal Traveller	M9500	1957 – 1959	6	
Morris Marshal 105	M1050	1959 – 1959	6	
Morris Major Series I	DO1101	1958 – 1959	6,9	
Morris Major Series II	DO1115	1959 – 1962	6,9	
Morris Major Series II Deluxe	DO1115	1961 – 1962	6,9	
Morris Major Elite	YDO1	1962 – 1964	9	
Morris 850	ADO15	1961 – 1966	9	
Morris Mini Minor	YDO4	1966 – 1969	9	
Morris Mini Deluxe	YDO5	1965 – 1969	9	
Morris Mini-Matic	YDO5	1967 – 1971	9	1
Morris Mini 1100 Standard	YDO4	1969 – 1971	9	1
Morris Mini 1100 Deluxe (Mini-K)	YDO5	1969 – 1971	9	1
Morris Cooper	ADO50	1962 – 1964	9	
Morris Cooper S	YDO6	1965 – 1971	9	1
Morris Mini 1100 (Morris Mini Clubman Standard)	YDO21	1971 – 1973		2,3
Morris Mini Clubman Deluxe	YDO22	1971 – 1973		2,3
Morris Mini Clubman GT	YDO23	1971 – 1973		2,3
Morris 1100	ADO16	1964 – 1969	9	
Morris 1100 S	ADO16	1967 – 1969	9	
Morris Nomad 1500	YDO9	1969 – 1971	9	1
Morris Nomad 1300 Automatic	YDO9	1969 – 1971	9	1
Morris 1500	YDO15	1969 – 1971	9	1
Morris 1300 Automatic	YDO15	1969 – 1971	9	1
Morris Marina 1500/1750 Deluxe	YDO24	1972 – 1973		2,3
Morris Marina 1500/1750 Super	YDO24	1972 – 1973		2,3
Morris Marina 1750 TC Coupe	YDO24	1972 – 1973		2,3
Leyland				
Leyland Mini	YDO21	1973 – 1978		3,4
Leyland Mini S	YDO22	1973 – 1978		3,4
Leyland Mini SS	YDO22	1976 – 1976		3
Leyland Mini Sunshine	YDO22	1977 – 1977		3
Leyland Mini LS	YDO22	1977 – 1978		3,4
Leyland Mini LS 1275	YDO22	1978 – 1978		3,4
Leyland Marina 1500/1750 Deluxe	YDO24	1973 – 1973		3
Leyland Marina 1500/1750 Super	YDO24	1973 – 1973		3
Leyland Marina 1750 TC Coupe	YDO24	1973 – 1973		3
Leyland Marina Deluxe (150 OHC/175 OHC)	YDO25	1973 – 1974		3
Leyland Marina Super (150 OHC/175 OHC)	YDO25	1973 – 1974		3
Leyland Marina Deluxe (262-6)	YDO25	1973 – 1974		3
Leyland Marina Super (262-6)	YDO25	1973 – 1974		3
Leyland P76 Standard Saloon	YDO26	1973 – 1974		3
Leyland P76 Deluxe Saloon	YDO26	1973 – 1974		3
Leyland P76 Super Saloon	YDO26	1973 – 1974		3

X

Leyland P76 Executive Saloon	YDO26	1973 – 1974		3
Leyland P76 Force 7 Coupe	YDO27	1974 – 1974		3
Leyland P76 Force 7V Coupe	YDO27	1974 – 1974		3
Leyland P76 Tour De Force Coupe	YDO27	1974 – 1974		3
Leyland P76 Deluxe Wagon	YDO28	1974 – 1974		3
Leyland P76 Super Wagon	YDO28	1974 – 1974		3

Wolseley				
Wolseley 6/80	DO923	1950 – 1953	2,4	
Wolseley 1500	DO1101	1958 – 1959	7,9	
Wolseley 15/60 (Farina)	ADO9	1959 – 1962	7,9	
Wolseley 24/80 MKI	ADO40	1962 – 1964	9	
Wolseley 24/80 MKII	YDO3	1964 – 1965	9	

Table 2. Passenger Vehicle Derivatives

Sales Nomenclature	Design Reference	Production Dates	Identification Plate Type	Compliance Plate Type
Austin				
Austin 1800 MKI Utility	YDO10	1967 – 1969	4	
Austin 1800 MKI Cab Chassis	YDO10	1967 – 1969	4	
Austin 1800 MKII Utility	2/YDO10	1968 – 1969	4	1
Austin 1800 MKII Cab Chassis	2/YDO10	1968 – 1969	4	1
BMC				
BMC Moke	YDO18	1968 – 1969	4	1
Morris				
Morris Oxford MO Series I Van	DO920	1950 – 1952	1	
Morris Oxford MO Series I Van (Facelift)	DO920	1953 – 1954	2	
Morris Oxford MO Series I Utility	DO920	1950 – 1952	1	
Morris Oxford MO Series I Utility (Facelift)	DO920	1953 – 1954	2	
Morris Minor Series II Van	DO954	1953 – 1956	2	
Morris Minor Series II Utility	DO954	1953 – 1956	2	
Morris Minor 1000 Series III Van	DO1081	1957 – 1957	3	
Morris Minor 1000 Series III Utility	DO1081	1957 – 1957	3	
Morris Minor 1000 Series IV Van	DO1081	1957 – 1962	4	
Morris Minor 1000 Series IV Utility	DO1081	1957 – 1962	4	
Morris Minor 1000 Series V Van	ADO59	1963 – 1963	4	
Morris Minor 1000 Series V Utility	ADO59	1963 – 1963	4	
Morris Mini Moke	YDO7	1966 – 1968	4	
Morris Mini Moke	YDO8	1969 – 1969	4	
Morris 850 Van	ADO15	1964 – 1965	4	
Morris Mini Van	YDO4	1965 – 1969	4	
Morris Mini Van (Morris Mini-K Van)	YDO4	1969 – 1973	4	1
Morris Mini 1100 Van (Morris Mini Clubman Van)	YDO21	1970 – 1973		2,3
Leyland				
Leyland Moke ¹	YDO18	1973 – 1978		3,4
Leyland Moke Tray Top	YDO18	1973 – 1978		3,4
Leyland Moke Californian	YDO18	1973 – 1978		3,4
Leyland Mini Van	YDO21	1973 – 1978		3,4
Leyland Moke (Facelift)	YDO18	1979 – 1982		5
Leyland Moke Tray Top (Facelift)	YDO18	1979 – 1982		5
Leyland Moke Californian (Facelift)	YDO18	1979 – 1982		5
Leyland Moke (Facelift, 1275cc Option)	YDO18	1979 – 1982		5
Leyland Moke Tray Top (Facelift, 1275cc Option)	YDO18	1979 – 1982		5
Leyland Moke Californian (Facelift, 1275cc Option)	YDO18	1979 – 1982		5
BLMC Moke/Californian Moke ²	YDO30	1971 – 1973		2,3

¹ First use of the marque Leyland for YD018 range mentioned in Standard A23-4-2 dated 12/7/1973. Other sales literature and compliance plates refer to either BMC Moke or just Moke as both marque and model.

² Originally designated Nomad for US Virgin Islands. Listed as Californian Moke in promotional and technical literature but designated Moke as the model on the compliance plate and BLMC Moke and Leyland Moke in Standards A23-4-2, A25-2-58. Sometimes also referred to in popular articles as the Export Moke. Produced 1971-1973. Some of these vehicles were used for special orders and not trimmed in the Californian material.

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 but this designation was never used in Product Engineering. This convention also applied to models called Series I and Series II. Series II or MKII are usually designated as a prefix to the Design Reference, e.g. 2/YD06 to signify the "MKII" Morris Cooper S.

LOOK INSIDE

1.3 Main Factory Sites

1.3.1 Victoria Park, Zetland

Within the Victoria Park complex, the CKD plant was the main assembly plant for the initial operations of the company and had its own un-boxing of CKD packs area, body assembly shop, paint shop, final assembly, trim shop, rectification, and roller & water leak test sections as well as offices.

The Unit Plant manufactured mechanical components such as engines, gearboxes, axles, and suspension systems. The building comprised offices, machine shop, assembly lines, tool rooms, chemical and physical test laboratories, standards room, and the apprentice training school. A particular feature of the Unit Plant were the seven transfer machines which performed automated machining of cylinder blocks, cylinder heads and gearbox casings.

Fisher & Ludlow (Australia) Pty. Ltd. operated the Press Shop which performed all pressings, both body and mechanical, for the vehicles manufactured on the site. The facility comprised two 900 ton, two 550 ton, six 450 ton presses in the Heavy Press Area. Ten 150-300 ton medium presses and fifteen 20-100 ton light presses. Body-in-White assemblies from the Press Shop were transported via an enclosed conveyor to CAB.

The later Car Assembly Building (CAB) was considered to be one of the most modern in the world. It brought together bodies from the Fisher & Ludlow Press Shop, assemblies from the Unit Plant and miscellaneous parts from outside suppliers to form the final product. CAB incorporated a paint plant (including the Rotodip), moving assembly lines, sub-assembly sections (tyres, instrument panels, steering columns), trim shop (all trim made from raw materials), stores, offices, and the control centre for conveyor system.

The factories within Victoria Park had several identities within the 25 year period on the site. For example, the Fisher & Ludlow (Press Shop and Body Assembly) became MSBP (Metal Stamping and Body Panel Division) and finally SMD (Sheet Metal and Body Division). CAB-2 was formerly CKD. CAB-3 was the former Parts and Accessories building.

1.3.2 Enfield

BMC – Australia purchased Pressed Metal Corporation (PMC) in 1968 which included the Enfield site, and also premises at Revesby (in Sydney) and in Adelaide.

With the closure of Victoria Park in late 1974, the ongoing production of the Mini and Moke ranges of vehicles was transferred to Enfield. Substantial reorganising of the facility was required so that Mini and Moke production could take place alongside the existing manufacturing and assembly of Land Rover and Leyland National Bus products. The design content of the Mini and Moke range of vehicles was a continuation of the Victoria Park specification, the exceptions being:

- Body-in-White: The larger panels were sub-contracted out to Chrysler Australia in Adelaide with the remainder of the panels being pressed in the Press Shop, at Enfield. The unique Mini Van panels continued to be supplied in CKD packs from UK.
- Power Unit: The Victoria Park Unit Plant supplied one thousand 1098cc power units which were originally brought in CKD packs from UK. After these were used up during production at Enfield in May 1975, the power units reverted to 998cc CBU inside CKD packs from UK.

The Enfield facility also housed a trim shop, final assembly tracks, unboxing area (for CKD packs) and stores.

CHAPTER 2

IDENTIFICATION PLATES

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, 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 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.⁶

2.2 Identification Plates

2.2.1 Introduction

2.2.1.1 Passenger Vehicles

Several distinct styles of Identification Plates are 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.

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

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.

⁶ Except for passenger vehicles from May to December 1969 which were produced but not fitted with either an Identification Plate or a Compliance Plate.

2.3.2 Compliance Plate Types

There were five types of Compliance Plates used. Unlike the earlier Identification Plates, the Compliance Plates did not have the Engine Number stamped in the plate.

Type	Usage	Manufacturer	Dates Used	Vehicle Identification
1	Carry-Over Models	British Leyland Motor Corporation of Australia Ltd	Jan 1970-Dec 1970	BMC Type Code
2	Morris Marque Models	British Leyland Motor Corporation of Australia Ltd	Jan 1971-May 1972	BMC Type Codes
3	Morris & Leyland Marque Models	Leyland Motor Corporation of Australia Ltd ⁸	May 1972-Mar 1973 for Morris, and then until Mar 1977 for Leyland.	BMC Type Codes until Jan 1973, Leyland Australia 10 Digit Code thereafter.
4	Leyland Marque Models	Leyland Motor Corporation of Australia Ltd	Mar 1977-Nov 1979	Leyland Australia 10 digit code until Mar 1978, Leyland UK 8 Digit Code thereafter.
5	Leyland Marque Models	Leyland Motor Corporation of Australia Ltd	Nov 1979-Jun 1982	Leyland UK 8 digit Code

The first type of Compliance Plate was a square aluminium plate measuring 3.5 x 3.5 inches and introduced in January 1970. It was fitted to both Saloon, Van and Moke.

A new type of Compliance Plate was introduced as a running change in January 1971 and was a rectangular aluminium plate measuring 3.3 x 2 1/8 inches. Subsequent types of Compliance Plate were the same overall size but differed in detail.

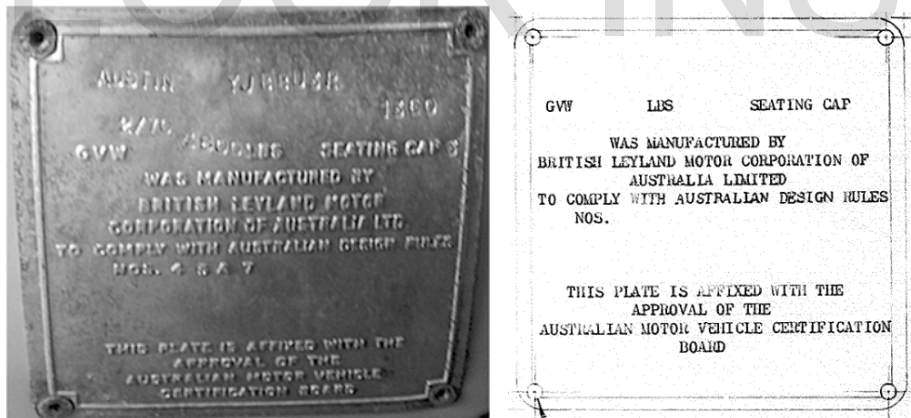


Fig. 2.3.2.1 Compliance Plate Type 1 introduced in 1970 (MYH0639/MYH4188).

Of particular interest is the Date of Manufacture. BMC Standard A.25-2 defines this as:

“The date of manufacture of a vehicle is to be regarded as the date at which assembly of the vehicle reaches the stage of attachment of the Compliance Plate and is to record the month and year, i.e. 1/70 or 6/70, etc. This must be shown on each Compliance Plate even though not listed on Australian Compliance Plate Data Sheets.”

⁸ Drawing MYH4199 shows the word British being withdrawn on 6/4/1972.

CHAPTER 3


VEHICLE IDENTIFICATION


3.1 Passenger Vehicles

In the tables below, the interpretation of ADR compliance codes and power unit variant codes are given in the Appendix.

3.1.1 Morris Minor MM, Series II, Series III, Series IV

3.1.1.1 Model Summary


<p>Morris Minor MM Lo-Light Series I Morris Minor MM Lo-Light Series I</p> <p>Morris Minor MM Hi-Light Series I Morris Minor MM Hi-Light Series I Morris Minor MM Hi-Light Series I</p> <p>Note: Body shells supplied CKD as major sub-assemblies with local assembly Body-in-White. Morris Minor Hi-Light. Carried on from Lo-Light with new front fenders and grille, and a four door saloon version.</p>	<p>2 Door Saloon 2 Door Tourer 1950 – 1950</p> <p>2 Door Saloon 2 Door Tourer 4 Door Saloon 1951 – 1952</p>	<p>DO990 DO1021</p> <p>DO990 DO1021 DO982</p>	 <p>DO982 Morris Minor</p>
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<p>Morris Minor Series II Morris Minor Series II Morris Minor Series II</p> <p>Note: Continuation of Morris Minor Hi-Light.</p>	<p>2 Door Saloon 2 Door Tourer 4 Door Saloon 1953 – 1956</p>	<p>DO953</p>	 <p>DO953 Morris Minor Series II</p>
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Symbol	Interpretation
G.V.W.	2632 lbs (1194 kg)

3.2.3 Morris 850 Van, Morris Mini Van, Morris Mini Van (Morris Mini-K Van), Morris Mini 1100 Van (Morris Mini Clubman Van), Leyland Mini Van

3.2.3.1 Model Summary

<p>Morris 850 Van</p> <p>Note: Body shell supplied CKD as major sub-assemblies. Introduced later than the saloon. Saloon front end was utilised from first production replacing Van front end.</p>	<p>2 Door Van 1964 – 1965</p>	<p>ADO15</p>	 <p>BMC MORRIS MINI-VAN for "instant low-cost delivery"</p> <p>ADO15 Morris 850 Van</p>
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<p>Morris Mini Van</p> <p>Morris Mini Van (Morris Mini-K Van)</p> <p>Note: Van body shell tooled for local manufacture and assembly to ADO15 MKI. Unique body shell components were imported from UK. Changes for Australian Production: Floor panel modified for brake pipe, wiring channels and stone covers. Wind up door windows with quarter vents. Saloon front end with removable grille.</p>	<p>2 Door Van 1965 – 1969</p> <p>2 Door Van 1969 – 1971</p>	<p>YDO4</p>	 <p>The incredible BMC Morris Mini-Van</p> <p>sends your profits soaring</p> <p>YDO4 Morris Mini Van</p>
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<p>Morris Mini 1100 Van (Morris Mini Clubman Van) Leyland Mini Van</p> <p>Note: Developed from YDO4, Morris Mini Van, and ADO20 Morris Mini Clubman. Body shell tooled for local manufacture and local assembly. Same as YDO4 Van body shell with ADO20 Saloon front end. After January 1970, body shells incorporated side intrusion beams with the Austin burst-proof door locks as per ADR requirements.</p>	<p>2 Door Van 1971 – 1973</p> <p>2 Door Van 1973 – 1978</p>	<p>YDO21</p>	 <p>Mini van takes a load off your mind</p> <p>YDO21 Morris Mini Clubman Van</p>
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3.2.3.2 Identification Plate Type 4

Type	Sales Nomenclature	Design Reference
YJBAV1R	Morris 850 Van	ADO15
YJBAV2R	Morris Mini Van 848cc, 998cc	YDO4
YJBAV4R	Morris Mini Van (Morris Mini-K Van) 1098cc	YDO4

Note: Passenger Vehicle Derivatives did not have the marque identifier deleted.

Used on:

CHAPTER 4

POWER UNIT USAGE

4.1 Power Unit Prefix Codes

4.1.1 Power Unit Identification Code Styles

There were several styles of Power Unit Prefix Codes used in Australian vehicles. The objective was to describe the power unit, transmission, and ancillaries with the least possible stamping operations.

Power unit prefix codes styles were:

- Nuffield (e.g. USHM) 1950-1959
- Austin (e.g. 8AM|U) 1958-1962
- BMC-A (e.g. 8Y|U|H) 1962-1970
- BLMCA 4 Digit (e.g. 1206) 1970-1974
- British Leyland UK (e.g.99H905AJH) 1975-1982

A full listing applicable to Australian produced vehicles is given in Appendix 3.

4.1.2 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 Morris Isis, Austin A95, A105 Westminster, Morris Marshal, Morris Marshal 105, which were produced by Morris Motors Engine Branch, Coventry.

Engine No. Prefix	Model	Design Reference
Prefix Series introduced from 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

9Fa Sa L 9Fa Sa H	Close Ratio Remote Control Gearbox Transverse Units. L 8.3:1, H 9.0:1	ADO50 (998cc)
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Note: UK CBU power unit used on Morris Cooper 998cc introduced July 1964 was later supplied CKD Sept 1964. These Australian assembled 998cc identified 9Y|Sa|L with compression ratio 7.8:1 were a Morris Motors Coventry design and manufacture. Note overlap with YDO6 as in table below:

970cc	9F Sa 29001 onwards	YDO6 Morris Cooper S
997cc	9F Sa H 101 to 26376, but not 19201 to 20410	ADO50 Morris Cooper
1071cc	9F Sa H 26502 to 33948 plus 19201 to 20410	YDO6 Morris Cooper S
1275cc	9F Sa Y 31001 onwards	YDO6 Morris Cooper S

4.2.2.9 Summary of A Series 998cc Power Unit Prefix Code 9

Used on:

Morris Mini-Matic

Engine No. Prefix	Power Unit	Design Reference
9AN A H	Automatic Gearbox	YDO5

4.2.2.10 Summary of A Series 998cc Power Unit Prefix Code 9Y

Used on:

Morris Mini Deluxe

BMC Moke, Morris Mini Moke

Morris Cooper 998cc

Morris Mini Minor

Engine No. Prefix	Power Unit	Design Reference	Final Drive Ratio
9Y Sa L 9Y Sa H	Close Ratio Remote Control Gearbox Transverse Units Compression ratio: L 7.8:1, H 8.3:1	ADO50	17/64 (3.765)
9YA Ta H	Standard Ratio Remote Control Gearbox Transverse Units	YDO5	17/64 (3.765)
9YB U H 9YB U L	Centre Gear Change	YDO7/YDO8 YDO7/YDO8	15/62 (4.133) 15/62 (4.133)
9YC	Short Engine	ADO50	
9YD	Short Engine	YDO4, YDO5 YDO7/YDO8 YDO18	
9YE U H 9YE U L	Centre Gear Change	YDO4 YDO4	17/64 (3.765) 17/64 (3.765)
9YF A H 9YF A L	Automatic Gearbox (9YF not assembled in Australia. UK power unit 9AN A H re-identified.)	YDO5	22/72 (3.273)
9YG Te H ¹	Standard Ratio Remote Control Gearbox All Speed Synchro	YDO5	17/64 (3.765)
9YH U H 9YH U L	Centre Gear Change	YDO18 YDO18	15/64 (4.267) 15/64 (4.267)
9YJ Te L ¹	Standard Ratio Remote Control Gearbox All Speed Synchro	YDO5	17/64 (3.765)

1. All Speed Synchro Remote Gear Change stamped Ta but should have been stamped Te.

4.2.2.11 Summary of A Series 998cc Power Unit Prefix Code 99H

Used on:

Morris Mini-Matic

Leyland Mini

Leyland Mini S

Leyland Mini Sunshine

Leyland Mini SS

Leyland Mini LS

Leyland Moke

Leyland Moke Tray Top

Leyland Moke Californian

Leyland Mini Van

Appendix 1: Design References

The Tables below show the Model Design References for the vehicles covered in this book.

A1.1 UK Model Design Reference Codes

Design Reference	Sales Nomenclature
BS6	Austin A95 Westminster
BW6	Austin A95 Westminster Countryman
BS7	Austin A105 Westminster
HS6	Austin A55 Cambridge
DO920	Morris Oxford MO Series I
DO920	Morris Oxford MO Series I (Facelift) Saloon, Traveller
DO923	Wolseley 6/80
DO953	Morris Minor Series II, Saloons, Tourer
DO954	Morris Minor Series II, Utility, Van
DO990	Morris Minor MM Lo-light, Hi-light Series I
DO982	Morris Minor MM Hi-light Series I Saloon
DO1021	Morris Minor MM Lo-light, Hi-light Series I Tourer
DO1033	Morris Oxford Series II
DO1033	Morris Oxford Series III
DO1034	Morris Isis Series I
DO1062	M.G. MGA 1500
DO1076	Morris Minor 1000 Series III Saloon, Tourer
DO1076	Morris Minor 1000 Series IV Saloon, Tourer
DO1081	Morris Minor 1000 Series III Utility, Van
DO1081	Morris Minor 1000 Series IV Utility, Van
DO1101	Morris Major, Austin Lancer, Wolseley 1500
DO1115	Morris Major Series II, Austin Lancer Series II
ADO8	Austin A40 (Farina)
ADO9	Austin A60, Morris Oxford Series V, Wolseley 15/60
ADO13	Austin Healey Sprite MKI
ADO15	Morris 850
ADO16	Morris 1100, 1100S
ADO17	Austin 1800 MKI, MKII
ADO23	M.G. MGB, MKI, MKII, MKII (Facelift)
ADO31	M.G. MGA 1600 MKI, MKII
ADO40	Austin Freeway MKI, Wolseley 24/80 MKI
ADO41	Austin Healey Sprite MKII, MKIII
ADO47	M.G. Midget MKIII, MKIII (Facelift)
ADO50	Morris Cooper, 997cc/998cc
ADO59	Morris Minor Series V Van, Utility

A1.2 Australian Model Design Reference Codes

Design Reference	Sales Nomenclature
M9500	Morris Marshal 95 (Australian equivalent of A95)
M1050	Morris Marshal 105 (Australian equivalent of A105)
YDO1	Morris Major Elite
YDO2	Morris Major Elite Series II – prototype only
YDO3	Austin Freeway MKII, Wolseley 24/80 MKII
YDO4	Morris Mini Minor

Appendix 2: Type Codes

A2.1 Passenger Vehicles

Type Codes were used in Australia for Passenger Vehicles on both Identification Plates and Compliance Plates.

A2.1.1 Identification Type Codes - UK Origin

These UK Identification Type Codes were from the Nuffield era and the Austin, pre-BMC era. Australia only used Type Codes of vehicles that were assembled at Victoria Park together with those assembled by Pressed Metal Corporation at Enfield (later in 1975 by Leyland Australia Enfield plant). M.G. MGA 1500 Type Code is a mixture of Australian and UK Type Code.

Type Code	Sales Nomenclature	Design Reference	Identification Plate Type
418	Wolseley 6/80 Saloon 4 Door	DO923	2
AAA51	Wolseley 6/80 Saloon 4 Door	DO923	4
BS651	Austin A95 Westminster Saloon 4 Door	BS6	8
BS751	Austin A105 Westminster Saloon 4 Door	BS6	8
BW651	Austin A95 Westminster Countryman Wagon 4 Door	BW6	8
DA51	Morris Oxford Series II Saloon 4 Door	DO1033	6
DA51	Morris Oxford Series III Saloon 4 Door	DO1033	6
DAA51	Morris Oxford MO Series I (Facelift) Saloon 4 Door	DO920	3
DAA51	Morris Oxford Series II Saloon 4 Door	DO1033	3
DAA51	Morris Oxford Series III Saloon 4 Door	DO1033	3
DLA51	Morris Oxford MO Traveller (Facelift) 2 Door	DO920	3
FAA51	Morris Minor Series II Saloon 4 Door	DO953	3
FA51	Morris Minor Series II Saloon 4 Door	DO953	6
FA51	Morris Minor 1000 Series III Saloon 4 Door	DO1076	6
FA51	Morris Minor 1000 Series IV Saloon 4 Door	DO1076	6, 9
FBA51	Morris Minor Series II Saloon 2 Door	DO953	3
FB51	Morris Minor Series II Saloon 2 Door	DO953	6
FB51	Morris Minor 1000 Series III Saloon 2 Door	DO1076	6
FB51	Morris Minor 1000 Series IV Saloon 2 Door	DO1076	6, 9
FCA51	Morris Minor Series II Tourer 2 Door	DO953	3
FC51	Morris Minor Series II Tourer 2 Door	DO953	6
FC51	Morris Minor 1000 Series III Tourer 2 Door	DO1076	6
FC51	Morris Minor 1000 Series IV Tourer 2 Door	DO1076	6, 9
GAA51	Morris Marshal Saloon 4 Door	M9500	6
GA51	Morris Marshal Saloon 4 Door	M9500	6
GA51	Morris Marshal 105 Saloon 4 Door	M1050	6
GL51	Morris Marshal Traveller Wagon 4 Door	M9500	6
HS651	Austin A55 Cambridge Saloon 4 Door	HS6	8
MGA51	M.G. MGA 1500 Tourer 2 Door (Note: Some used YGHN1.)	DO1062	5
SAA51	Morris Isis Series I Saloon 4 Door	DO1034	3
SA51	Morris Isis Series I Saloon 4 Door	DO1034	6
SMM	Morris Minor MM Lo-Light Series I Saloon 2 Door	DO990	1
SMM	Morris Minor MM Lo-Light Series I Tourer 2 Door	DO1021	1
SMM	Morris Minor MM Hi-Light Series I Saloon 2 Door	DO990	1
SMM	Morris Minor MM Hi-Light Series I Tourer 2 Door	DO1021	1
SMM	Morris Minor MM Hi-Light Series I Saloon 4 Door	DO953	1
SMO	Morris Oxford MO Series I Saloon 4 Door	DO920	1
SMO	Morris Oxford MO Series I (Facelift) Saloon 4 Door	DO920	3

Appendix 3: Power Unit Series Codes

A3.1 Nuffield Engine Codes

Power Unit USHM

Prefix	Interpretation
U	U Series Power Unit
S	Side Valve
H	High Compression
M	Morris

Power Units VS15M

Prefix	Interpretation
V	V Series Power Unit
C	Overhead camshaft
15	Engine Capacity 1465cc
M	Morris

Power Units VC22W

Prefix	Interpretation
V	V Series Power Unit
C	Overhead camshaft
22	Engine Capacity 2225cc
W	Wolseley

A3.2 BMC UK and BMC (Australia) Codes

Used in Australia until August 1970.

A3.2.1 1st Prefix Code

BMC power units were generally coded using a series of Prefixes following by a Serial number. The first prefix number indicated engine capacity.

1 st Prefix Number	Engine Capacity cc
8	803, 850
9	950, 998, 1275
10	1098
12	1200
15	1500
16	1600
22	2200
25	2500
26	2600
29	2910
34	3400
38	3800
40	4000

Where the first prefix number was followed by AM or AMW, this indicates that the engine was common to Austin and Morris, or, Austin, Morris, and Wolseley. When the first prefix number is

Appendix 4: Australian Design Rules

Australian Design Rules (ADR) allocation is made for vehicle model and calendar year as set out by the Australian Motor Vehicle Certification Board (AMVCB). The vehicle concerned is manufactured to comply with the Motor Vehicle Standards Act. In several instances, even though the Passenger Vehicle Derivatives might not called up for a particular ADR, it was adopted for commonisation with Passenger Vehicles. E.g. ADR26 and ADR27. Several ADRs for Passenger Vehicles were introduced at a later date for Passenger Vehicle Derivatives.

A4.1 Australia Design Rule Implementation

Leyland Australia BMC-A Identification Code used on Compliance Plate Types 1 and 2 for Passenger Vehicles, and Types 1 and 2 for Passenger Vehicle Derivatives. Used from January 1970 to March 1973.

Leyland Australia 10 digit Identification Code used on Compliance Plate Type 3 for Passenger Vehicles and Passenger Vehicle Derivatives. Used from January 1973 to March 1978. The symbol X was used initially as a place holder. The symbol X was also used as a Compliance code in the 10 digit Code in approximately 1978.

Leyland UK 8 digit Code used from April 1978 on all vehicles.

Model	Drawing	Valid	ADR Listing
Compliance Plates using BMC Type Code			
YDO5 YDO6	MYH639	1/70	4,5A,7
2/YDO18	MYH644	1/70	4,7
	MYH645		7
2/YDO4V	MYH692	1/71 – 6/71	2,4,5A,7,10A,20
YDO30B	MYH692	11/70	7,20
2/ADO17 2/YDO10	MYH697	10/70 – 12/70	4,5A,7,20
	MYH699		4,5A,7,20
	MYH705		7,20
YDO13 2/YDO4 2/YDO5 2/YDO6	MYH706	1/71 – 6/71	2,3,4,5A,7,10A,15,20
YDO9 YDO15 ADO47	M900	7/71 – 12/71	2,3,4,5A,7,8,10A,15,20
YDO19	MYH975	1/72 – 12/72	1,2,3,4,5A,7,8,9,10A,11,14,15,20,22,25,26
	MYH1012	1/72	1,3,7,8,10A,11,14,20,22,25,26
	MYH1013	1/72	1,2,4,5A,7,8,10A,11,14,20,22,25,26
ADO23 YDO19 YDO21 YDO22 YDO23	MYH1096	1/72 – 12/72	1,2,3,4,5A,7,8,10A,11,14,15,20,22,25,26