Preface to the Reviews

From time to time Mr Sneddon produces short papers on various subjects which are supposed to be of interest to owners of Mini and Moke range of vehicles. In this document, I have reviewed the papers that I have had an opportunity to read with the aim of addressing the inaccuracies and errors contained therein.

I note that the articles written by Mr Sneddon are presented under the name “John Sneddon Publishing”. This name was registered as a business name on 29/7/2023, some 18 months following his claim to this entity’s existence 2/2022.

Some of the articles are of a technical nature, but I can find no evidence of Mr Sneddon having the requisite qualifications to make comment on technical matters. A search of the Service NSW web site yields no results for Mr Sneddon having a Motor Vehicle Tradespersons Certificate, either expired or current. He provides no information about his qualifications and experience, and when asked, vehemently refused to do so.

I acknowledge that these Reviews are my opinion only and others may have a different view.

Tony Cripps
30/11/2024

Australian Mini & Moke -1961 to 1982

Morris Cooper S – Wing Extensions (Flares)

The introduction of the Morris Cooper S into the Australian automotive market in 1965 delivered a vehicle which brought with it an extensive sporting reputation gained in its overseas exploits. The stance of the vehicle exuded performance, the widened track and increased width road wheels fitted with radial ply tyres projected the image of a vehicle which was ready to deliver. Vehicle track was extended above that of the Morris Mini Deluxe from 47-7/16" (1205mm) front and 45-7/8" (1165mm) rear to 48-17/32" (1233mm) and 47-5/16" (1202mm) respectively resulting in an increase in track of 28mm front and 37mm rear.

The extent which the tyres of the vehicle protruded beyond the wings (guards), both front and rear, soon came to the attention of the regulatory authorities, initially within the state of South Australia with Victoria[1] soon to follow. Considerable pressure was in place from these states to address the issue and bring the vehicle within the required vehicle design requirements.

It bec Serjeantson BMC Chief Product Engineer s a matter of urgency to which Bill Sergentson, then Product Engineering Manager, directed Graham Hardy, Product Manager to undertake the project. To this end Hardy enlisted the help of Reg Fulford a Body Design Engineer xperimental Department. Allen Higginbotham, Technical Officer within this Department together with Ken Miller and others, were given the task of developing a proposal for the "covering of road wheels and tyres".[2]

In the first instance, the team which by now included, Rod Place, Design Draughtsman, sought the assistance of George Sentri, a pattern maker within BMC. George had extensive experience in the building of models of various items having previously been chosen to construct the model for the Sydney Opera House under the directi Inconsistent

The initial task involved Sentri putting together timber forms of the required shape and size which were then fitted to the four locations on the vehicle i.e. each of the four-wheel arches. Several forms were produced before an acceptable profile was achieved.

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[1] Leyland Australia letter dated 10 September 1975 to Lordco (Australia) Pty Ltd.
[2] Interview with Allen Higginbotham

The timber form or "buck" was then utilised to vacuum form suitable profiles under the guidance of Reg Redfern, an Experimental Department Engineer. Rod Plate and others undertook the task turning the items produced into working drawings which then could be utilised in production.

During the initial stages of development, the guard extensions were held in place by the body strip and plastic clips inserted into the vehicle body. Wind tunnel tests were conducted to assess the reliability and suitability of the design under varying conditions designed to match conditions expected in clips were removed to ascertain the need for such it successful, and the plastic clips deleted, the body si maintain the flares in positio

BMC certainly didn't have a wind tunnel. Where were these tests done?

What about the reinforcement panels?

Extensive "on the road" testing proved the design to be satisfactory prior to the design being put into production.

There are no drawings for these items, only their cross-sections. An outside firm manufactured a sample from which production items were then made.
The reinforcement strips were initially spot welded onto the body side flange and then later riveted. The plastic part of the extension is then riveted (along with the body side moulding) to the reinforcement strip. It is not the strip that hold the extension in place, it is the rivets.

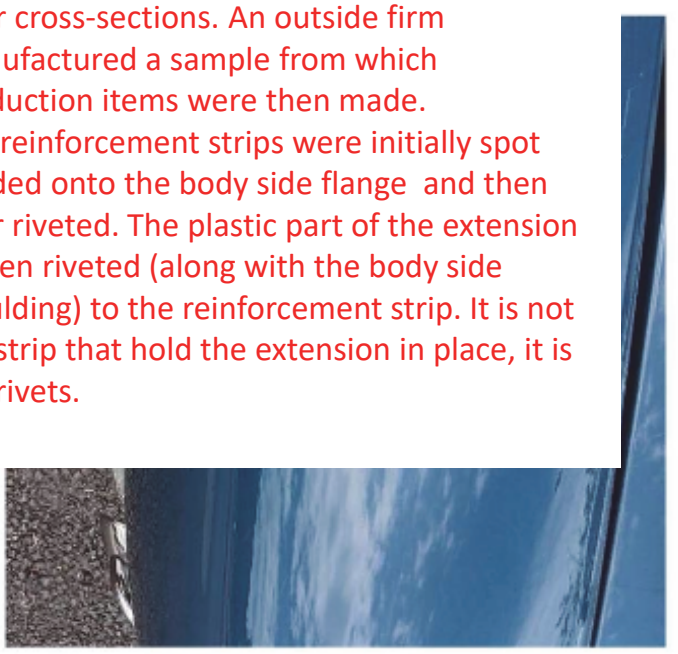


Figure 1-Standard Fitment without Flares. Note protrusion of tyre beyond guard

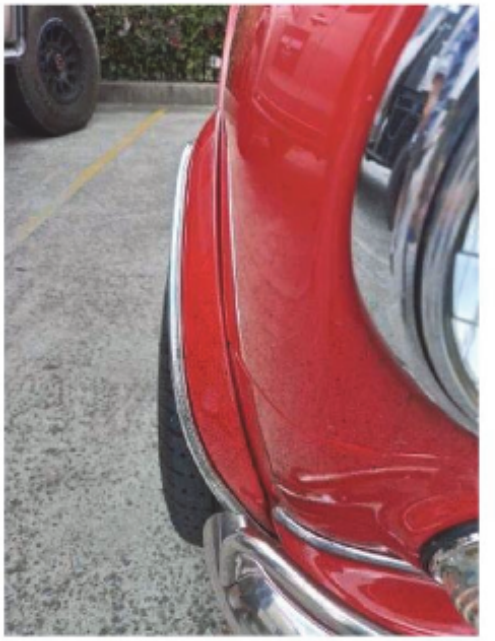
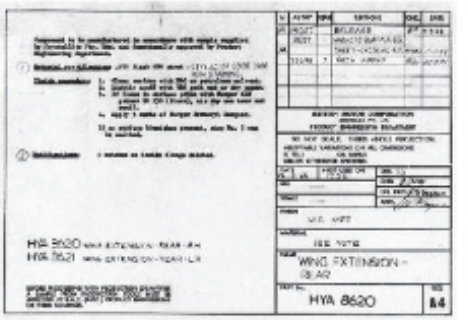


Figure 2 – Flares fitted with tyre fully covered

Data obtained from the relevant BMC Drawings for these items, HYA8620, 8622, 8623, 8624, and 8625[3] reveal that the drawings were prepared in August 1968 and issued for production 12 August 1968 for use on YDO6, Morris Cooper S



[3] Drawings supplied by BMC Publications

The date is recorded in the HYL register.

It is unclear as to the actual date of implementation of the flares other than the fitment to MkII vehicles from their introduction in May 1969. To satisfy the requirements of some states particularly South Australia BMC made available through their dealer's kits of the required items for after sales fitting.

During discussions with one former dealer, Neville Darwin, from SA he reminisced as to the fitting of the kits to MkI vehicles to satisfy state requirements.

Figure 3 BMC Flare Kit – Courtesy BMC Publications

Wing Extension Kit. There are actually two types of kit. The "OE" type and the "P&A" type.

JSP John Sneddon Publishing

Australian Mini & Moke 1961 to 1982

SU Carburettors – Piston Spring & Nylon Piston Cushion

It is not a damper piston.

The intent of the night's discussion was not to delve into the detail workings of the SU Carburettor but to concentrate on two little known details, namely the Damper Piston Spring and the Nylon Piston Cushic

No. The correct spring gives the required A/F ratio for climatic conditions. Weak spring leans the mixture for high altitude operation.

Damper Piston Spring

"A correct strength of piston spring will be the one which allows the piston to reach its maximum travel at the point in the speed range where maximum power is obtained"[1].

During the refurbishment of carburettors, it is all to easy to overlook this item and sim over time replace the existing unit without checking. All piston springs originally come with coloured identification band but as time progresses this band disappears. The spring can overtime lose its design capabilities and thus become unsatisfactory in its operation. In the situation of twin carburettors, or triples, it is necessary to ensure that all springs are of equal strength as

Why would this be the "first" step in a refurbishment?. Why not something else like throttle spindle?

two

The first step during refurbishment of carburettors is to consult the appropriate Workshop or Parts List to determine the correct spring, in stances for the vehicles involved in our Club the spring will be either Blue P/No AUC4587 or Red P/No AUC4387 with load strength as noted in Figure 1[2]

Light blue

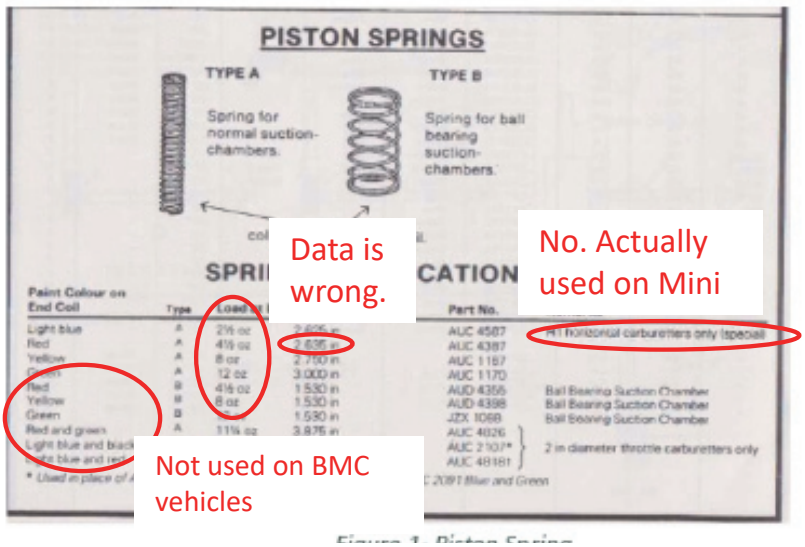


Figure 1 – Piston Spring

Originally, there was no damper spring fitted to SU carburettors at all, the weight of the piston being made sufficient heavy to provide proper air flow characteristics and different throttle openings. It was only when the pistons were made thin-walled and in aluminium (previously zinc or brass) that a spring was introduced. The purpose of the spring is to allow "fine tuning" of the overall weight of the damper piston assembly. As shown in the Table reproduced by Mr Sneddon, the different grades of spring are such that, for example, a light blue spring with 2 1/2 oz load gives a deflection of 2.625" while a red spring at 4 ½ oz load gives a deflection of 2.635" (data actually incorrect) and so on. It would appear that SU calibrate these spring deflections down to the nearest 5 thou.

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[1] SU Midel Fuel Systems Catalogue, page 4, no date.

[2] SU Midel Fuel Systems Catalogue, page 26, no date

The next step is to manufacture a piston spring test jig, a device consisting of:

- one piece of 20mm electrical conduit approximately 180mm long
- one piece of timber 50mm square x 16mm thick with a hole drilled in the centre suitable to insert the conduit. The conduit acts as a support for the spring as the test weights are applied.
- Suitable test weights, in photo shown is the blue test weight which started life as a large nut of size that will freely slip over the conduit with the face machined till the required weight of 2-1/2 ounces was achieved.

Figure 2- Piston Spring Test Jig

Assemble as shown in F… timber and accurately m… base.

The apparatus has to be placed on a level surface.

To test the required spring simply assemble onto the test jig as shown in Figure 3, load the spring with the desired test weights and ensure the spring settles to the 2-5/8" mark on the tube as shown in Figure 4. For multiple carburettors set up, ensure each spring has the same characteristics.

Author probably means Fig. 3. There is no Fig. 4

The problem with Mr Sneddon's apparatus is that he has this tube, marked at 2.625", and then puts the spring over the tube and then places a 2 ½ oz weight on the spring to check whether the spring compress to the mark. Alas, the lengths given in the table by SU as those which arise when the spring is loaded with 2 ½ oz BUT NOT INCLUDING THE WEIGHT OF THE SPRING. Does the weight of the spring matter? It does. As an example, when the weight of the spring is included, there is an extra 60 thou difference in deflection, which, given these things are produced to the nearest 5 thou deflection, is substantial. For mathematical reasons, it is not sufficient to just weigh the spring and take that off from the nut since the deflection of the spring isn't a constant from top to bottom, the bottom coils carrying more of the weight of the spring than the top.

Can't see the mark because the weight is in the way.

Figure 3 - Spring under Test Load

Nylon Piston Cushion – Part No. AUD2435

Fitted to the underside of the carburettor piston is a small Nylon Piston Cushion, see Figure 5, the purpose of which is to allow the piston to sit slightly above the carburettor bridge and thus allows a small amount of air to pass through providing a supply utilised during idle.

When installing the piston cushion it must be set at 0.008" to 0.012" proud of the piston

Figure 5 - Underside of Piston showing Piston Cushion

This part is in fact called a "Silencing Pin" and in early SU carburetters was spring-loaded brass cylinder. Then, just a pressed brass plug, and later, a nylon tube. The name obviously implies that the function of this part is to prevent an annoying clicking if the piston lower surface slapped against the bridge, both of which are flat surfaces. Plus, the presence of the pin prevents an undue amount of surface tension adhesion at what would be a flat joint between two surfaces with a liquid film on each designed to freely move apart from one another. The purpose is not to allow a gap for idling. At idle, the piston is raised the required amount in the normal manner by the flow of air through the carburetter and resulting suction on the piston.

In the post shown below, Mr Sneddon fails to provide a copy of what question he asked for SU/Burlen, nor does he furnish their complete response. Instead, we are expected to accept an extract, the context of which is not therefore available to use to evaluate properly the response he received.

The present reviewer agrees that the present paper is not of a professional standard and written by a home mechanic.

FB 1

The attached paper is intended for the home mechanic to estab
correct spring or springs are fitted to their respective carburettors and never
intended to be the absolute method of measurement required
manufacture such components.
A comment posted elsewhere attempted to confuse the issue
totally irrelevant information relating to early carburettors whi
upon springs within their operation

Presumably this is SU owned by Burlen.

each of the S
accessed contained the same detail. To address the issue I ma
SU in United Kingdom and posed the question of correct sprir
reply is "With reference to the spring thing , all our informatio
from the original specs from SU and we see no reason to char
I trust this will bring to a close the subject of spring. measuren
others will not continue to regurgitate incorrect and irrelevant

14h Like Reply

It has already been established that the information from Burlen/SU is incorrect. All this verbiage indicates that Burlen have failed to "derive" the data correctly from the original SU specifications as laid down in the original SU engineering drawings. Even without the benefit of a drawing, it is plain to see that the data is incorrect just by inspection. Evidently, Mr Sneddon does not have the engineering expertise to identify this error on his own.

This paper was written by Mr Sneddon in Nov 2024, some three years after being alerted to the error in his book on Page 245 where he asserts that the Morris 850 was fitted with "brass baulk rings". It would appear that Mr Sneddon has failed to see the significance of his error. Instead, he has now purchased an early transmission, examined it, and concludes that the synchromesh cones so fitted are indeed "brass baulk rings" based on their appearance. He must believe that the criticism levelled against him refers to the baulk rings as fitted to later transmissions. Unfortunately, even when alerted to the problem, Mt Sneddon simply fails to understand that the synchromesh rings (or cones) fitted to an early transmission are bronze and in addition, do not have a baulking action. The later model baulk rings are not bronze, but steel.

Morris 850 Early ansmission

November 2024

(AD nid 1950's
e eng m headed by Alec
its then usual arrangement of
the engine.

unusual

The proble bronze mesh was present in early testing of prototype vehicles at which point in time the design of the Austin A35 gearbox was in use, a gearbox which utilised brass synchromesh cones fitted to each of 2nd, 3rd and 4th gear, a design known as "Constant Pressure Synchromesh".

The engineering team did, at one stage, investigate the use of Porsche baulk ring synchromesh system however "*the development of the Porsche baulk ring Synchro would not be complete by the planned launch date, they went ahead with the A35 system, anyway*"[1]

The transmission didn't fail.

Early on within the production run following the vehicle release problems began to develop with transmission failure and by October 1962 (UK), and subsequently February 1963 in Australia, BMC[2] released kits to convert "Transmission Assemblies ne type to Baulk Ring type"[3] that were already in service. Transmissions from that point forward, i.e. Engine Number 8AM/U/H 412992[4], were fitted with the revise Baulk Ring Synchromesh system.

revised

BMC, both in Australia and UK, undertook a major change out program to replace the troublesome transmission units fitting the kit detailed above which included the new design gear set which became known as "A" type gears.

No major change-out program was undertaken in Australia. Kits were fitted according to warranty claims and then only when absolutely necessary. Both the existing gear set and the later baulk ring gears up to 1965 were A type gears, the A being used to distinguish the design of the gear teeth from the later B type gears. This designation had nothing to do with the synchromesh.

[1] AROnline.co.UK - The cars : Mini (ADO15) development story – Part One
[2] BMC – British Motor Corporation (Australia) Pty Limited.
[3] BMC Service Parts List AKD3502, page MF16.
[4] There are varying engine numbers quoted as the change point, 412992 as stated in AKD3052, page MF15 has been utilised in this paper for simplicity.

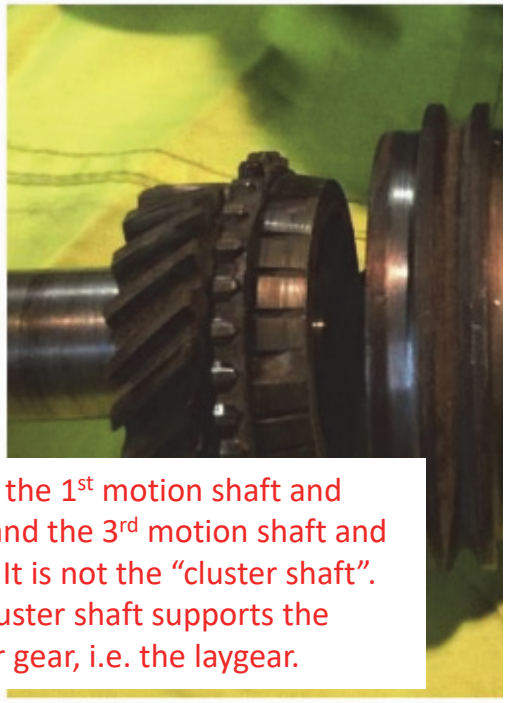
Recently I was fortunate to purchase, for reference only, a very early transmission unit dated week 27, 1962, see Figure 1, and carrying serial number S97401, as detailed in Figure 2, which had failed to have the conversion kit fitted and thus retained the brass synchromesh cones, see Figure 3 below.

The author gives the impression that this is some kind of rare event and that he was fortunate to have located such a transmission. In fact there are many such transmissions around and it is in no sense a "failure" that the conversion kit was not fitted.

Figure 1 - Transmission Date Stamp

Figure 2 - Serial Number

Apart from the fact that the engineering drawing for the synchronizing cone specifies an Aluminium bronze material, the author in this single sentence demonstrates his ignorance of both engineering materials and the principles of synchromesh engagement. No gearbox uses brass as a load bearing medium, brass does not have the requisite strength or hardness. The synchromesh cones in this transmission do not employ a baulk type action, they simply attempt to synchronise the speed of the meshing gears before engagement of the dog clutch. The baulking action of a baulk ring synchromesh has the additional step of preventing, or "baulking" dog clutch engagement until the speeds are actually synchronised. This is why the cone type synchromesh often leads to a crunch as the action is unable to match the gear speeds and the drive forces the engagement. In a baulk ring arrangement, engagement is actually blocked until speeds are synchronised.



This is the 1st motion shaft and gear, and the 3rd motion shaft and gears. It is not the "cluster shaft". The cluster shaft supports the cluster gear, i.e. the laygear.

Figure 3 - Cluster Shaft with Brass Synchromesh Cor

What "information gathered"? Not even willing to tell readers justification for the conclusion but expects the reader to just accept the premise on his say-so.

e of my book "Australian Mini & Moke -1961 to 1982" reviewer as to the statement on page 248 which

nchro known as cone type fitted with brass baulk

I conclude from the information gathered, and confirmed by the above noted transmission unit, that in fact early transmission units were fitted with brass cone type baulk rings and subsequently changed later in production.

JS John Sneddon Publishing

Morris 850 Clutch[1]

12 N

If, as claimed, the diaphragm spring clutch was introduced in January 1966, then this would mean it was fitted to YDO4, not ADO15.

an online

A recent question raised within a line forum debated the issue of the type of clutch fitted to the Morris 850 and specifically the details shown I included in "Australian Mini & Moke – 1961 to 1982", page 43 which states:

"Single plate dry diaphragm spring type clutch with hydraulic actuation".

Th Significance of the brackets? " should be deleted, and the correct statement is:

Single plate dry (coil) spri was *lutch with hydraulic actuation".* until

The Coil Spring type clutch became the standard Why? the Morris 850 till the change over to a diaphragm spring type clutch. It is necessary to take into account a lutch end of the crankshaft prior to changes were associated with ent with the "Deva Bush"

450359 is listed as the change point in HYL2980 but this is inconsistent with Service Bulletins where deva bush introduced Engine No. 8AM/U/H 452354 plus 451801 to 451864, 451900 to 42500, 406411, 413283, 448353 and 451057.

/H 450359 – Deletion of the Oil ankshaft and flywheel modified along with sundry items to accommodate the change.

Ausmini register puts engine number this at July 1966

September 1963 – From Engine Number 8AM/U/H 551625 – Crankshaft extensi diameter in size from 1-3 with changes to the flywheel and primary gear.

Now no brackets?

January 1966 – From Engine Numbe Installation of a Diaphragm Spring Clutch to replace the Coil Spring Type Clutch along with associated changes.

Diaphragm spring clutch actually introduced Aug/Sept 1964 on Cooper amd most likely also 850. Listed as an "new and improved clutch" in advertising literature for 1964 Morris 850. See also Service Liaison Summaries 55, 82.

Flywheel should be mentioned.

[1] Some comments re changes do not only apply to Morris 850 but include Morris Mini Minor, YMA253 and Morris 850 Van YJBAV1R

[2] The last Morris 850 built utilising CKD Panels & Engines is YMA2S1 41865, Engine Number 8AM/U/H 666091. From January 1964 BMC began assembly of 848cc engine from imported components and local supplied items which carried the prefix 8Y/U/H, first nu Engine Number 8Y/U/H 23094. Past this YMA253 and the Morris 850 Van, YJBAV 29675.

Prior to 1964, the engines were not CKD. They were CBU. 8Y engines are CKD.

Author is including detail irrelevant to the discussion. This article is supposed to be about the clutch, not final production numbers or the Deva bush.

7. *Reference to UK Parts Manual AKD3502 will provide the reader with the change point in that market from Spring to Diaphragm clutch, the applicable engine number being 8AM/U/H 816976*

I stand by the information provided below and await evidence to the contrary.

Original Paper

That's in UK. The last 8AM engine fitted in Australia was (according to Mr Sneddon) 666091 and then 8Y introduced in Jan 1964. The above information is of no relevance to Australia.

JS P John Sneddon Publishing

Australian Mini & Moke 1961 to 1982

Engine Lifting

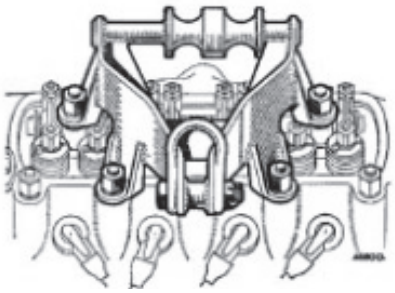
Where was this proclamation published?

A recently published paper penned by self-proclaimed BMC/Leyland expert covering the subject of engine lifting for BMC "A" series engines and more specifically Mini engines put forward the proposal that the fitting of a bracket, as detailed in Figure1[1], to the cylinder head utilising the head studs/bolts as the fixing point to be the correct manner for lifting.

It's not a "proposal", but a factory service suggestion as per Technical Bulletin.

A number issues raised in this paper practice of the use of such brackets, require comment:

Figure 1- 18G 498B



- The early workshop manuals covering the Mini range, AKD1181, no issue date, do not make any reference to the use of an engine lifting bracket. In TP759 issued in September 1965 the use of bracket Part No. 18GA 498B is referenced, a bracket of similar design to that shown in Figure 1. Within Workshop Manual TP832, Page A10 dated 1971, a four bolt lift bracket without any Part No. is detailed, see Figure 2. AKD4935 which covers the UK models and ir utilises the same fou UK section and make bracket in the Austra

Agreed, but that's why some of these brackets are supplied with extended cylinder head studs to compensate.

- In good engineering practice the length of the bolt or stud utilised is length sized such that once the nut is fitted and secured two to three full threads protrude through the nut. The practice of removing two or four head studs, fitting either lifting bracket and securing the same with the head nuts will result in insufficient thread contact within the nut to support the load applied with the strong possibilty of the nut stripping thus releasing the bracket.
- Most engines built today are "bench tested" prior to installation within the vehicle i.e. the engine is fully assembled complete with its auxilliaries and test run ensuring the unit is running correctly. To achive this standard the engine assembly must be complete in accordance with the workshop manual which includes the tensioning of all nuts and bolts to he desired torque. Once the engine has been fired and test run it is extremely poor practice to loosen head studs to fit a lifting bracket.

The engines, which have been hot run tested, were installed at the factory from the bottom (body drop station) and so no bracket is needed. In a service situation, the recommended bracket for lifting the engine out is the one like in Fig. 1 above. In a service situation, not many practitioners would go to the trouble and expense of bench testing the engine.

The photo was not “downloaded from the internet” by the author concerned, but sent to him by a concerned member of the public.

Within the same paper the author takes umbrage at a photo which he downloaded from the internet and then substantially edited prior to including within the body of the text along with the wording "the picture above shows one of the worst arrangements yet to be observed". If the complete photo had been included the reader would have observed that the engine assembly was being readied for a display and was sitting on stands and timber beams on the floor of a box trailer. The “L bracket” and so called “scrap steel” bolted to the engine had been fitted to provide securing points for tie down straps to the trailer and were never intended for or used for the lifting of the assembly. The author was so intent on establishing negative comments by the use of this photo that the original intent of the illustration is totally lost upon the reader, such actions have been taken by this author on numerous occassions in the pas

Defamatory

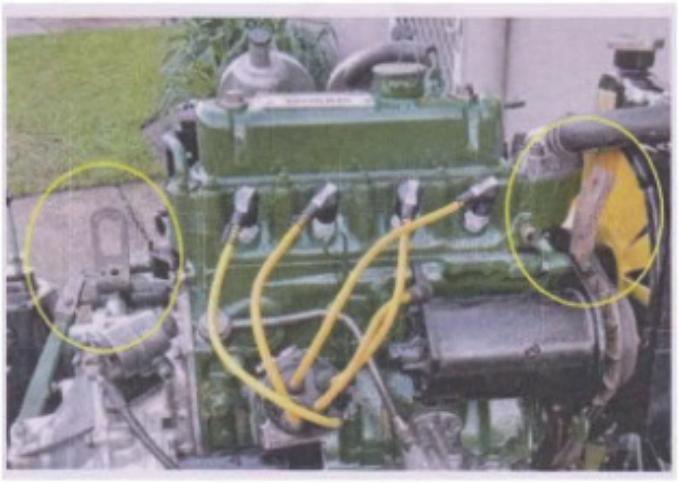


Figure 3 - Edited Photo

Figure 4 - Origin

The top photo was cropped and zoomed in to show the items of interest. The full photo does not show any tie down ropes or chains.

The conclusion which can be drawn from the above discussion is that the use of any lifting device on the motor/gearbox assembly which requires the use of head studs for attachment needs extensive consideration and is not recommended by this author.

Although this might be the conclusion of Mr Sneddon (who has not established his professional qualifications for making such a judgement), he fails to say just how then is the power unit to be lifted. Perhaps then, despite his claim of the pictured brackets being for tie-down, they are indeed his recommendation for lift. As well, his recommendation of not using head studs is contrary to factory service tools and service documentation.

If the brackets in the photo are for tie down as he now claims, then :

1. How was the engine in the photo placed into the subframe?
2. How was the subframe and engine put into the trailer?
3. What tie down would go on the bracket near the fan? If to the back, it would have to go past the fan/radiator shroud or chafe against the head. If to the front, (or the back for that matter), then the bracket will simply turn around the bolt.

JSP John Sneddon Publishing

The Australian Mini & Moke 1961 to 1982

The Galvanised Moke Misnomer

The original article first published in October 2021 and copied by others

Who would want to copy this article? No evidence or reference given.

In 1979 Leyland Au sisting of three models, Leyland Moke AKPPB19Y, Leyland Moke Californian AKFPB19Y and Leyland Moke Californian 1275 AKFPD19Y.

A comment relating to the introduction of the "Facelift" Moke from The BMC Experience Issue 10, page 67 reads as

> *"... Most notable of these* (raft of improvements) *was the introduction of "galvanised" bodies. Although not strictly galvanised, and certainly not hot dipped galvanised, they were made from panels of "***ZINCMATTE®***, a cold galvanised treated steel..."*

This statement entirely missing from the first "edition" of this article until the present reviewer made reference to the BMC Experience on an online forum from which Mr Sneddon has now copied.

The Moke sales bro *electrophoretic rust* "*galvanised finish*" and taken even further to be "*hot dip galvanised*", nothing could be further from the truth.

The process of "*hot dip galvanising*" involves cleaning in a caustic solution, pickling in an acid bath followed by immersion in a bath of molten zinc at a temperature of 450^0 C with a final step of quenching. To obtain a "clean" finish on the structure d necessary to allow the molten zinc to run away from corners etc. St the zinc tend to warp and buckle due to the bath temperature and i during the manufacturing process. The control of coating thickness is difficult, and the final finish is not conducive to high quality paint finish.

Stated as 4500 C in the first edition of this article.

The material utilised in the manufacture of the Moke bodies is a Lysaght Australia product called "**ZINCMATTE®** GC", a product described in their booklet of the time (Lysaght Referee, 25th Edition, page 25) as:

"...a corrosion resistant flat quality with a zinc coating modified to produce a minimum spangle, extra smooth silver-grey surface. **ZINCMATTE®** *with its virtual absence of visible spangle pattern is intended for high gloss paint finishes.*

ZINCMATTE®, *.... will permit a wide range of forming and drawing operations. Typical applications – Automotive body components"*

ZINCMATTE® steel is a hot dipped zinc coated drawing steel.

Spangle is the visible aesthetic feature of crystallites on the surface of a galvanised steel sheet.

The process of manufacture of the Moke body involves cutting, forming, folding, and welding both spot and other methods. Each of these steps "cut or interfere with" the sheet coating thus reducing its ability to resist corrosion. Component edges are unprotected and at weld joints, the heat of welding breaks down the coating thus leaving these areas vulnerable to corrosion if left unprotected. No reference or support for this statement.

I read recently in a magazine that some experimentation work was undertaken by Leyland to determine the feasibility of applying a hot dipped galvanised finish to the Moke body to the point that some bodies were sent to the Lysaght factory (Now BlueScope Port Kembla) for evaluation. I contacted BlueScope but received no reply.

The making of statements of "hot dipped galvanised" or even "galvanised" regarding this model of Moke is a long way from the truth. Vehicles were manufactured from an improved product to the standard bright finish body steel utilised in previous models, however vehicles constructed of Zincmatte were still susceptible to corrosion, maybe not as bad as previous models.

Since the Zincmatte product confers corrosion protection of the underlying steel utilising galvanic action, it is entirely appropriate to call the bodies "gal" as is normally done. The conclusion drawn is entirely erroneous and indicates Mr Sneddon may not know how galvanic action works.

24/8/2023 FB

Originally researched and posted by SMK269 (Gavin) on ausmini forum 18/8/2021.

Most relevant

John Sneddon
Top contributor · 17h ·

Sometime ago I came across the attached file detailing radiator information.
I recently sorted the spare radiators I have in storage and came across one marked P/No AYA 2033, a number not detailed on this list. A check through all the parts books I have failed to identify the unit.
Can anyone assist with the identification of the use for this radiator.

Model	Part Number	Notes
850, early Cooper	AYA2030	
Cooper	AYA2031	
850, early Cooper	AYA2061	same as AYA2030 but with drain tap
MK1 and MK2 Cooper S, Deluxe	AYA2077	
MK1 and MK2 Cooper S, Deluxe	AYA2129	same as AYA2077 but with drain tap
Clubman	AYG2244	

Prod. Month	Code

Newcell Radiator ID Plate

Moderators: winabbey, simon k, poeee, Mick

newtopic | postreply **Page 1 of 1** [9 posts]

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Author	Message

SMK269

offline

848cc

Joined: Thu Oct 12, 2006 9:27 am
Posts: 80
Location: Essendon, Melbourne

Post subject: Newcell Radiator ID Plate

Hi Everyone,

Thanks to Dan Andrews and a little thing called COVID, I have managed to finish my fi
show the first one produced for my own car, a Sept '69 MK2 Cooper S which is soldere
everywhere which looks pretty close to the later style angled top tanked radiator.

I am looking for those of you in Mini fraternity who would be willing to pay $18 plus a
stamped to your own month / year of production.

This will suit those who want the original look but may want to use the later 3 core ty
original radiator tag and want to add the correct month / year of production to the ra

The plate easily solders (or may glue using a suitable adhesive glue) into place and wi
have to remove the radiator if you don't want to!

I can provide all of the part numbers on the attached pic, plus I will stamp the plate
be as close to original as possible.

This may not happen straight away as I need emails from at least 5 committed membe

Please take a look at the pics, if you think you would be happy with one (or more), pl
month/year of production you would like stamped into each of your plates and I'll let
should only be a week or so after that.

thanks and regards Gavin

Attachments:

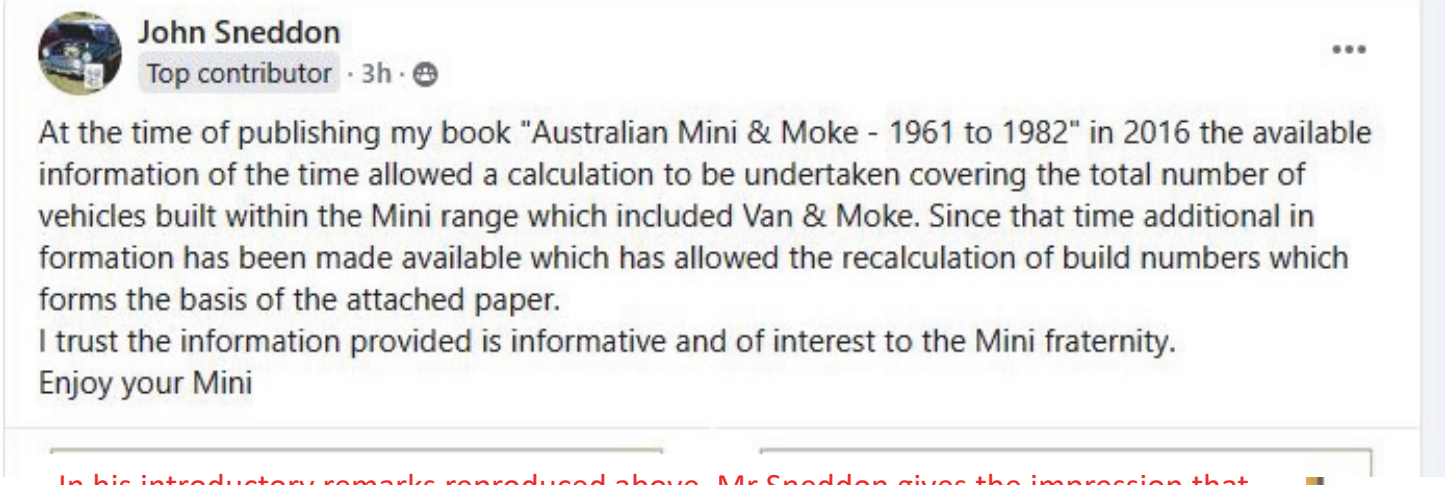
Model	Part Number	Notes
850, early Cooper	AYA2030	
Cooper	AYA2031	
850, early Cooper	AYA2061	same as AYA2030 but w

https://www.ausmini.com/forums/viewtopic.php?f=2&t=101110

Australian Mini & Moke 1961 to 1982

Vehicle Production Numbers

July 2023



John Sneddon
Top contributor · 3h ·

At the time of publishing my book "Australian Mini & Moke - 1961 to 1982" in 2016 the available information of the time allowed a calculation to be undertaken covering the total number of vehicles built within the Mini range which included Van & Moke. Since that time additional in formation has been made available which has allowed the recalculation of build numbers which forms the basis of the attached paper.
I trust the information provided is informative and of interest to the Mini fraternity.
Enjoy your Mini

In his introductory remarks reproduced above, Mr Sneddon gives the impression that the new data to be presented here is a result of his analysis of additional information gathered since 2016 ("since that time" he says) so as to make a more accurate estimation of production numbers for the Mini and Moke range of vehicles.

However, the data presented here is actually just an update to the supposed "revised" production numbers presented by him only last year in June 2022 and reviewed by the present reviewer (see elsewhere in this PDF file).

Since *2022,* Mr Sneddon has had the benefit of the content of new publications (e.g. The BMC Engineering Companion) and reviews of his previous work undertaken by others.

The present paper merely shows an update to his recent previously published inaccuracies which remain unacknowledged.

[1] Spotlight on Mini Minor Downunder including Mini -Cooper and Moke, the Guide for Owners, Buyers and Enthusiasts, 1990, Marque Publications Company.

Within the BMC Leyland documentation which has survived, such as Factory Workshop Manuals, Factory Parts Catalogues and Technical, Service Bulletins, Drivers Handbook, Sales Receipts and numerous snippets of information can be found which give some information regarding build numbers for the more popular models such as Morris 850, Morris Mini Deluxe, Morris Mini Clubman/Leyland Mini range, and the Morris Cooper S, both MkI and MkII models. The less populous models such as

orris Cooper range along with the commercial

if at all, within this information.

The credibility of the data cannot be relied upon since Wheels staff did not have direct access to factory production records. In any case, some of the data shown in this guide is questionable. E.g. The list ignores YDO4 Morris Mini Minor for local market; the Morris Mini-Matic MKII did not begin September 1968; the production number for "Mini Van sliding windows" is shown as 3984 while the production number for Mini Van wind-up windows" is shown as 3948 – an incredible coincidence of numerals that requires validation.

of detail, other

numbers within

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MM), which does

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mate of

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data which this booklet contains. The credibility of the editor and authors of Wheels publications has been established over an extended period within the motoring journalists and thus the credibility of the contained data can be relied upon. Discussion and details of this data will be covered in the body of this paper.

these

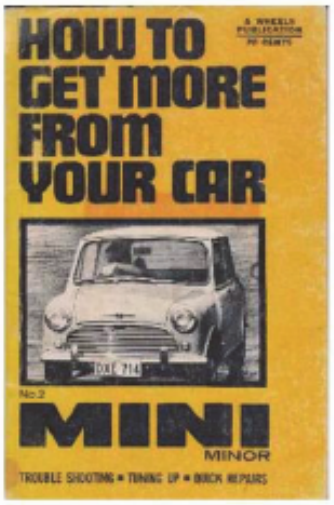

Figure 2- How To Get More From Car - No2 Mini Minor

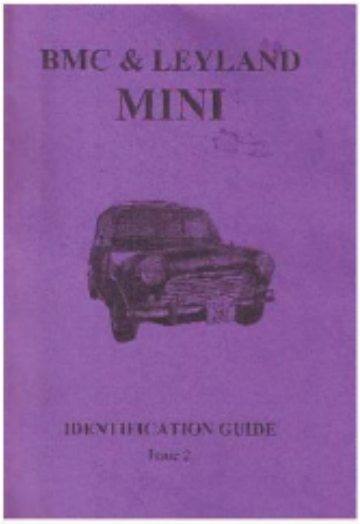

Figure 3 - BMC & Leyland Mini - Identification Guide

Further data was prepared by members of the Mini Car Club of NSW and first published "Mini Identification Guide – Issue 1 (1994) later updated with Issue 2 available December 1999 (Mini ID). Several tables incorporated within this Guide detail by Chassis Number, coupled with the relevant Engine Number and the delivery date of models Morris 850, Morris Mini Deluxe and Morris Cooper S MkI & MkII. The level of detail contained within these

How so?

cates that the

authors were in contact with an extensive sourc

y data to

compile such detailed information, which has stood the test of time with regards to the data accuracy. A recent document located appears to be a very early version of one of the

A document located recently

Information Guide details the "Date of Delivery" as "850 Sale Dates".

To ratify the available information obtained via the methods detailed in the above paragraphs, numerous individuals and like-minded groups have assembled through

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The author probably means to say "to complement" rather than "to ratify". The author has already claimed that the above information is accurate and credible and the author here now says that the purpose of these databases is to "complete the overall picture" by "filling in the missing information" although it is not said what information is actually missing nor how his database is going to fill the shortfall.

information

The uild date within the Compliance Plate from January 1970 provides the historian with a tool which will allow the approximate build quantity per month to accurately calculated once sufficient data is assembled. Additional information relating to week number together with the build month was included during the period 1 April 1974 to 31 December 1974 provides another tool allowing the weekly production rate to be calculated with a high degree of accuracy.

The Australian Bureau of Statistics, among their vast array of data, have various data collections relating to Motor Vehicles and Motor Vehicle Registrations within this country. 9309.0, Motor Vehicle Census. Analysis of the available data from this source can provide monthly/annual registrations for Australia as a whole or broken down to state-by-state level if required.

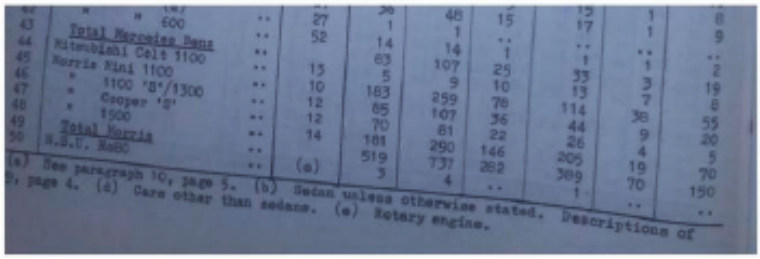


Figure 4 - Part ABS Data Sheet ABS9309.0, Aug 69

What's the difference?

1 other sources provides another tool utilised to verify production levels and thus production numbers.

Oh? An example please

Several recent publications have ridiculed the practice by Mini enthusiasts and historians, including those developed on web pages such as Ausmini.com., of the practice of extracting data from build plates, compliance plates and other relevant information and then utilising the same to construct a data base or data bases of actual built vehicles claiming using such information has "led to inaccurate interpretation of the codes used"[2] . Factory records have shown that, at times, with the best of intentions, that which was planned by Product Engineering did not always make its way to the factory floor for implementation within the daily production activities or implemented at a later stage than was originally planned or that detailed on the relevant engineering drawings. Model or engine codes which needed update to reflect changes within product range were not introduced at all or introduced in non-standard manner which has led to confusion at time. For instance, the release of Morris Mini 1100 in February 1973 with Body Code 021A2S2M10, the second "2" shown in bold in the code should be "1" to reflect the low-level trim, the code was not rectified for this model till August 1975 when the Body Code became 021D2S1M09 at the time of fitting of the UK sourced 998cc engine. Corroboration from the

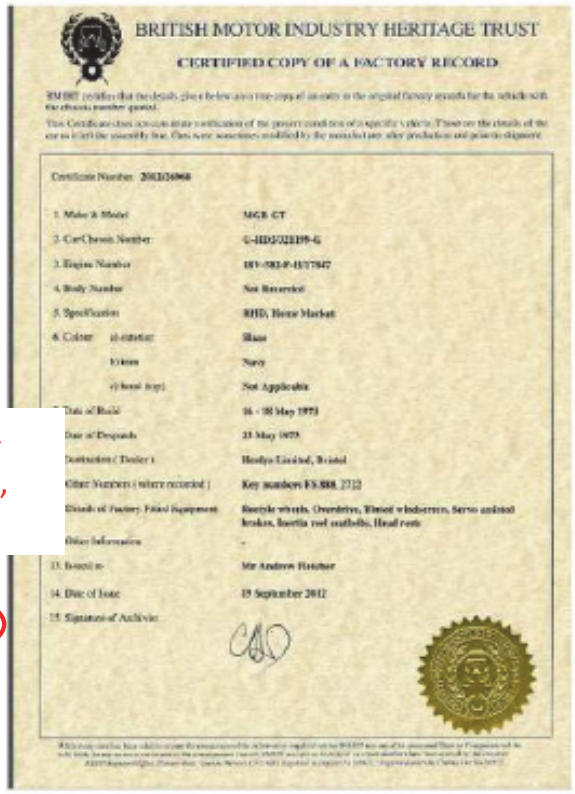
While the example quoted here by the author is correct, he has missed the point of the inaccurate interpretations so referred to in the reference. For example, a well known "historian" assumed that the change of code from 2 to 1 "was associated" with the change in engine capacity from 1098 to 998, giving the impression that the code in this position signified engine capacity. A totally erroneous conclusion. Another example is the totally unsupported assumption made by Mr Sneddon in relation to Moke serial numbers and their supposed assignment to Mini Van made only last year in 2022.

[2] The BMC Engineering Companion – Tony Cripps, 2022, page 17

Had the Australian factory production data survived, similar that available within the UK which the British Motor Industry Heritage Trust utilise to produce their Certified Copy of a Factory Record more commonly referred to as "Heritage Certificate", the situation would have been vastly different. The ex-factory ledgers held in UK detail each vehicle produced including the selling agents, or in the case of export, the destination country.

Unsubstantiated waffle. If an example of the so-called incorrect information cannot be provided, then the claim is meaningless.

publication of incorrect information and thus leaves such research open to question and the Mini enthusiast puzzled to what information is correct. Extensive "As Built" information can, and in this instance, been drawn from a personal data base which currently has close to 13000 individual entries and is linked to a record of Build Plate/Compliance plate records which number near 4500.


BRITISH MOTOR INDUSTRY HERITAGE TRUST

CERTIFIED COPY OF A FACTORY RECORD

Figure 5- British Motor Industry Heritage Trust - Certified Copy of a Factory Record

By the author's own admission, the company produced some 241,000 vehicles in the Mini and Moke range, yet the "personal database" contains only a supposed 13,000 entries. Quite an extensive "extrapolation" that would require significant validation before the conclusions presented here could be considered trustworthy. In most cases, the author puts the upper limit of production on the highest body serial number so observed by him, the presumption being that this number (observed) is the highest one produced. Not only that, but subsequent correspondence reveals that he has estimated the final tally for a model based upon the value of the serial number listed at a change point in a parts list, thus totally ignoring those vehicles produced after the change point.

It is noted that the term "personal" database implies this database consists entirely of Mr Sneddon's own work whereas in fact it contains data from many contributors.

DATA

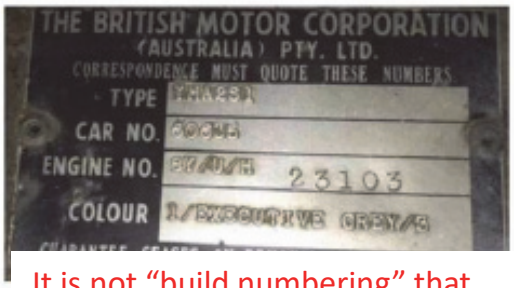
It must surely be obvious that the data in the Mini ID document was taken from HTGMFYC. Repeating already-published data does not give it any more credibility than it had the first time.

a as extracted from various documents and other sources as noted below is
he summarised numbers extracted, i.e., those numbers shown in **bold red** in the
each subheading is compiled and detailed in Figures 20 and 21, Pages 13 & 14.

S1 Morris 850 – Jan 61 to Jan

0,188 units built listed Mini ID on page 28, again listed on page 10 of HTGMFYC-MM. By calculation the highest vehicle number would be YMA2S1 60688 based on the BMC principal of build numbering commencing at 501 a supported within JS Publishing Data Base (JPS) with the highest build number recorded be

principle



It is not "build numbering" that commenced at 501, but Car Serial number. Vehicles were often resequenced and not "built" in numerical order.

This number is not YMA2S3. P10 actually refers to the Morris 850 built for fleet orders or export. YMA2S3 is YDO4 Morris Mini Minor, not Morris 850.

2. **YMA2S3 Morris Mini Minor – Nov 65 to Feb 69 - 2248** units built as listed on page 10 of HTGMFYC-MM. By calculation the highest vehicle number would be YMA2S3 2748 based on the BMC principal of build numbering commencing at 501. Vehicle YMA2S3 2731 was registered[3] within NSW until recently.
3. **YG2S3 Morris Mini Minor – Mar 69 to Jun 71 – 1259** units built based upon vehicle YG2S3 1759 detailed on Ausmini Forum during 2018.
4. **YMA2S2 Morris Mini Deluxe – Jan 65 to Feb 69 – 37,489** units built listed Mini ID on page 28, again listed on page 10 of HTGMFYC-MM. By calculation the n the BMC principal of build was registered[4] within Queensland until recently.

Repeating data does not give it any more credibility than it first had.

5. **YMG2S1[5] Morris Mini K – Mar 69 to** the highest build number located thus far be advertised for sale on Gumtree May 2020.

While this might be the highest Car Serial No. so far observed, it no way means that it is the highest that was produced.

6. **YMA2S4 Morris Mini-Matic MkI – Sep 67 to Feb 69 – 2161** units based on vehicle YMA2S4 2661 referenced in BMC Technical Bulletin C4/69 dated 18 Feb 69 and referenced in HTGMFYC-MM page 10

But HTGMFYC says this model ceased August 1969, so what about production from Feb 69 to Aug 69?

[3] Registration plate details are known but will not be published to comply with privacy laws.
[4] Registration plate details are known but will not be published to comply with privacy laws.
[5] YMG2S1 changed to YG2S1 during Apr 69

All these estimates based upon largest Body Serial number observed. There is no evidence that would suggest that these numbers correspond to the highest number in actual production.

7. **YA2S5 Morris Mini-Matic MkII –**

Apr 69 to Apr 70 – 1065 units based

YA2S5 1565 detailed on

orum in 2020.

Morris Mini 1100 – Jun 71

'3 – 924 units based on known

ce Plate for vehicle YA2S6

Figure 7 - YG2S6 1424 Compliance Plate - JPS Data Base

Morris Mini Clubman – Jun 71 to Jan 73 – 9491 units based on data from JPS Data Base and supported by data from Leyland Parts Catalogue "Clubman & Leyland Mini Series10 – PUB7/ Page GO5/02 vehicle YG2S7 9991.

10. **021 & 022A2S2M10, 021 & 022D2S2M10, 021 & 022D2S1M09, 021X2S1M09, 022X2S2M09, 022D2S1M09, 022D2S4M09 & 022X2S4M09 Morris Mini 1100 or Morris Mini Clubman [6]– Feb 73 to Mar 78 – 31,253** units built across several models, a breakdown of the build numbers detailed within the following text. At the outset of the production run in February 1973 each model had its own numerical number system, Leyland found that this system introduced a few issues within other marques, particularly the P76 range. A decision was made as of 1 March 1974 each marque would utilise the one numerical number system, see details contained SLS 3/74.

SLS NO. 3/74

VEHICLE IDENTIFICATION — ALL MODELS

The vehicle body numbering of all Leyland Australia produced vehicles has been revised to run consecutively, using the existing prefix (body code) system at the commencement of production on 1st March, 1974.

Figure 8 – Part Service Liaison Summary 3/74

Within SLS 3/74 the first Mini model built following the change is indicated as vehicle number 7267, the model code is not stated, the document does not contain details of the last vehicle built under the two models prior to the change. Data extracted from JPS Data Base reveals 021A2S2M10 5244 with build date Mar 73 and 022A2S2M10 3048, no build date, thus these numbers have been used in the calculation:

Finally got it right.

[6] At March 73 the vehicle names changed to Leyland Mini & Leyland Mini S respectively. Special models Leyland Mini SS 022D2S3M09 and Leyland Mini LS 022D2S4M09 and 022X2S4M09 introduced on the run. Leyland Mini Sunshine carried Body Code 022X2S2M09 common with Leyland Mini S.

021A2S1M10 5244 – 501	4744 units
022A2S2M10 3048 – 501	2548 units
022X2S4M09 31228[7] – 7267	23,961 units
Total	31,254 units

Finishing Chassis No. - Old System

Moke 018X0B1M09 - 20326

Californian Moke 018X0B2M09 -

Leyland Mini Saloon 021X2S1M09-31225

Mini S 022X2S4M09 - 31224

LS 022X2S4M09 - 31228

Mini Van 021X2V1M09 - 7951

Sunshine 022X2S2M09 -

Figure 9- Part Service Bulletin CAR13/78, P12

11. **XNPAB18Y, XNHAB18Y, XNFAB18Y & XNFAD18Y Leyland Mini, Leyland Mini S, Leyland Mini LS and Leyland Mini 1275LS – Apr to Oct 78 – 5303**

AKPPB19Y is a facelift Moke whose numbering reset to 100001 upon introduction late 1979. There is no contradiction.

nits based on the highest saloon built being NFAD18Y 105303, a Leyland Mini 1275LS hich resides in the National Motor Museum, irdwood SA. The commencement number within ıe numerical sequence is 100001 which is in ontradiction with Leyland Service Bulletin CAR 3/78 as several vehicle details are known which ıdicate this statement is incorrect, e.g., AKPPB19Y 100012 Leyland Moke which is currently registered in NSW[8].

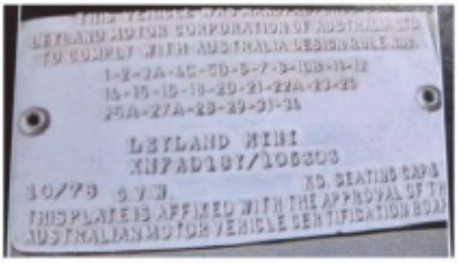


Figure 10 - Leyland Mini 1275LS – The Mini Experience N019/P51

Saloon

It should be noted that from the introduction of the XN Body Codes both Salon and Van are included under the one numerical system i.e., the number 5303 above includes production of Leyland Mini Van.

Introductory VIN's - new System Commencing April 1978

Leyland Mini Saloon XNPAB18Y - 100017

Mini S Saloon XNHAB18Y - 100015

Mini LS XNFAB18Y -

Mini Van XNPFB18Y - 100096

Moke AKPPB18Y - 100032

Figure 11 – Part Leyland Service Bulletin CAR 13/78, Page 12

[7] Highest build number as per Leyland Service Bulletin CAR 13/78 being 022X2S4M09 31228, Leyland Mini LS.

[8] Details will not be made public to comply with privacy laws.

Specific data is not available to segregate the Saloon and Van numbers.

New Zealand Saloon[9]

13. **NZ-A-A-2S-2 Austin Mini Deluxe – 1968 – 550** units based on data drawn from JPS Data Base, and NZ-A-A-2S-2 1050 currently registered within New Zealand and listed within their vehicle registration details and supported by vehicle NZ-A-A-2S-2 details shown in Figure 12.

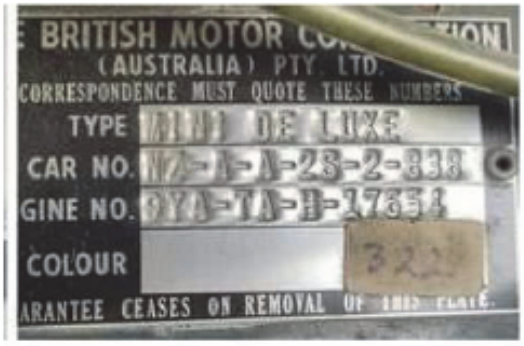


Figure 12- NZ Build Plate NZ-A-A-2S-2-838

14. **NZ-A-A-2S-2 Austin Mini K – Mar 71 – 159** units based on vehicle NNZYG2S1 159 recently advertised on Trade Me and listed within NZ vehicle registrations. It is assumed for this vehicle model that numbering commenced at 001.

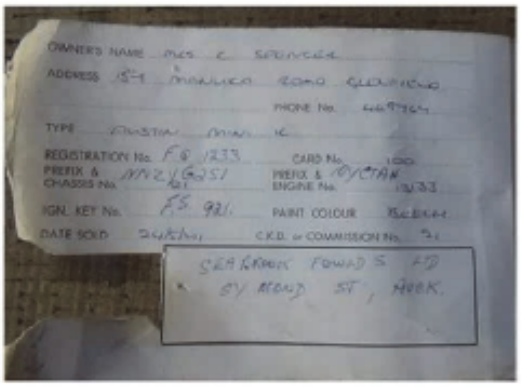


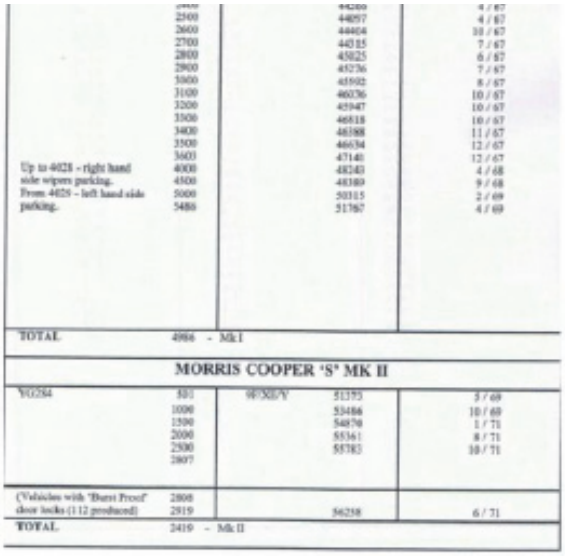
Figure 14- NZ Drivers Handbook NNZYG2S1 21

[9] NZ Production figures account only for those vehicles of Australian origin assembled in that country and do not consider vehicles assembled in Australia and exported as completed units.

An observation in a register is not confirmation of the highest body serial number produced.

14. **YKA2S1 Morris Cooper – Sep 62 to Dec 64 – 4167** units built based data drawn from JPS Data base, the highest build number available being YKA2S1 4667 advertised in Just Cars some time ago. The 4167 number includes models which were fitted with 9F/Sa/L 997cc engines, 9Fa/Sa/L 998cc engines and 9Y/Sa/H Australian assembled engines.
15. **YKG2S2 Morris Cooper S MkI – Aug 65 to Apr 69 – 4986** units based on data found within BMC & Leyland Mini – Identification Guide, see Figure 15.
16. **YG2S4 Morris Cooper S MkII – May 69 to Mar 71 – 2419** units based on data found within BMC & Leyland Mini – Identification Guide
17. **YG2S8 Morris Clubman GT – Jul 71 to Jan 73 – 1199** units built based upon data drawn from the Clubman GT register and confirmed in Ausmini.com Data Base.

What is the "BMC Leyland Mini – Identification Guide"? Is this the "Mini Identification Guide" referred to on Page 2 and attributed to the Mini Car Club of NSW? In any case, these data shown are actually from information provided by Gary Norwood, fax from Rover Australia dated 5/7/1993



	2500		44857	4 / 67
	2600		44404	10 / 67
	2700		44035	7 / 67
	2800		45025	6 / 67
	2900		45276	7 / 67
	3000		45502	8 / 67
	3100		46036	10 / 67
	3200		45947	10 / 67
	3300		46518	10 / 67
	3400		46388	11 / 67
	3500		46634	12 / 67
	3603		47140	12 / 67
Up to 4028 - right hand side wipers parking. From 4029 - left hand side parking.	4000		48243	4 / 68
	4500		48389	9 / 68
	5000		50315	2 / 69
	5486		51787	4 / 69
TOTAL	4986 - Mk I			

MORRIS COOPER 'S' MK II

YG2S4	800	9F/Sa/Y	51373	5 / 69
	1000		53486	10 / 69
	1500		54870	1 / 71
	2000		55361	8 / 71
	2500		55783	10 / 71
	2807			
(Vehicles with 'Burst Proof' door locks (112 produced)	2808			
	2919		56258	6 / 71
TOTAL	2419 - Mk II			

Figure 15 - BMC & Leyland Identification Guide - Page 30

What is "Clubman GT Register"? In any case, an observation in a register is not confirmation of the highest body serial number produced and so does not actually "confirm" anything at all.

Van

An observation in a register is not confirmation of the highest body serial number produced.

18. **YJBAB1R – Morris 850 Van - Feb 64 to Apr 65 – 5236** units built based on data drawn from JPS Data Base with vehicle YJBAB1R 5736 currently registered[10] on Club Plates within NSW.
19. **YJBAB2R – Morris Mini Van – May 65 to Feb 69 – 7775** units based on data drawn from JPS Data Base with vehicle YJBAB2R 8275 being the highest build number located.

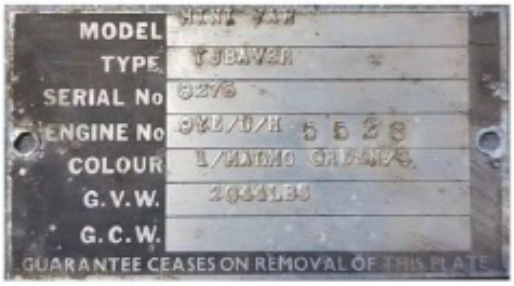


Figure 16 - YJBAB2R 8275 Build Plate

20. **YJBAB4R – Morris Mini Van – May 69 to May 71 – 5813** units based on data drawn from JPS Data Base with YJBAB4R 6313 being the highest vehicle recorded, a vehicle advertised For Sale some time ago in Just Cars.
21. **YJBAB6R – Morris Mini Van – Jun 71 to Dec 72 – 4036** units based on data drawn from Leyland ge PA22, vehicle YJBAB6R 4

Incorrect for Leyland Mini Van post introduction of 998cc CBU engine

22. **021AG2V2M10 – Morris Mini Van[11], Leyland Mini Van – Jan 73 to Apr 78 – 7451** units as detailed in Leyland Document CAR13/78 as detailed above in Figure 9.
23. **XNPFB18Y – Leyland Mini Van – Apr 78 to Oct 78 –** Number built as detailed Saloon figures in Item 11 above.

There is no detail on this number in Item 11.

[10] Registration details known but will not be published to comply with privacy laws.
[11] Morris Mini Van became Leyland Mini Van March 1973

An observation in a register is not confirmation of the highest body serial number produced.

loke

24. **YJBAB1 – Morris Mini Moke – Feb 66 to Mar 68 – 3541** units based vehicle YJBAB1 4041 detailed in BMC Technical Bulletin C20/68 dated 15 April 1968.
25. **YJBAB6 – BMC Moke – Apr 68 to Mar 69 – 2073 units** based vehicle YJBAB6 2571 advertised on an online forum and recorded in JPS Data Base.
26. **YJBAB8 – BMC Moke[12] – Apr 69 to Feb 73,**

    018C0B1M10 – BMC Moke[13] – Feb 73 to Mar 74,

    10 – Leyland Moke – Apr 74 to Jun 75,

    09 – Leyland Moke – Jul 75 to Mar 78

    09 Leyland Moke Californian - Mar 77 to Mar 78 – 19826 units

    ide 018F0B1M09 20326 detailed in Service Bulletin CAR13/78 as shown below.

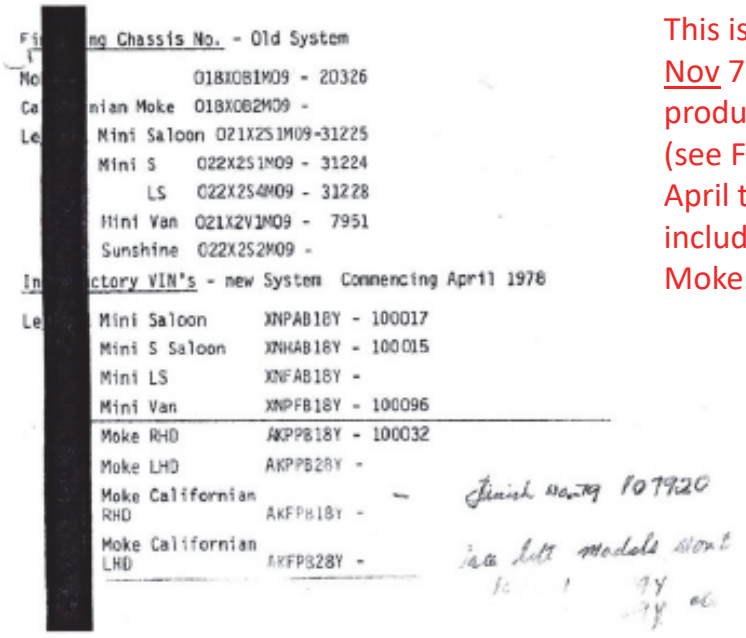
It is not clear if this number includes what is called "Californian Moke" in Fig. 17. It is possible the data was just not provided for this model in this figure.

27. **AKPPB18Y & AKPPB28Y – Leyland Moke – Apr 78 to Oct 79,**

    AKFPB18Y & AKFPB28Y– Leyland Moke Californian - Apr 78 to Oct 79,

    AKFPD18Y & AKFPD28Y – Leyland Moke Californian - Apr 78 to Oct 79,

    - 2617 units built based on vehicle AKFPB18Y 107920, detailed in Service Bulletin CAR13/78, as the final built vehicle in this run and all Moke built between April 78 and October 78, the cessation of Saloon and Van production included in Item 11 above.



ng Chassis No. - Old System

018X0B1M09 - 20326
nian Moke 018X0B2M09 -
Mini Saloon 021X2S1M09-31225
Mini S 022X2S1M09 - 31224
LS 022X2S4M09 - 31228
Mini Van 021X2V1M09 - 7951
Sunshine 022X2S2M09 -

ctory VIN's - new System Commencing April 1978

Mini Saloon	XNPAB18Y - 100017
Mini S Saloon	XNHAB18Y - 100015
Mini LS	XNFAB18Y -
Mini Van	XNPFB18Y - 100096
Moke RHD	AKPPB18Y - 100032
Moke LHD	AKPPB28Y -
Moke Californian RHD	AKFPB18Y -
Moke Californian LHD	AKFPB28Y -

finish starting 107920

This is only for the period Nov 78 to Oct 79 since Mini production ceased Oct 79 (see Fig. 10) and so from April to Oct 78, numbers include both Mini and Moke.

Figure 17 - Part Leyland CAR 13/78, Page 14

[12] Reference to separate paper "Moke Changeover YJBBAB8 to 018C0B1M10.
[13] Vehicle name changed from BMC Moke to Leyland Moke March 1973.

28. **AKPPB19Y & AKPPB29Y – Leyland Moke Facelift – Oct 79 to May 82, AKFPB19Y & AKFPB29Y – Leyland Moke Californian Facelift – Oct 79 to May 82, AKFPD19Y & AKFPD29Y – Leyland Moke Californian Facelift – Oct 79 to May 82 - 3644[14] units** built based on the highest vehicle known being AKFPB19Y 103644 listed on "Moke" web page. Vehicle AKFPB19Y 103578 with a build date of May 1982 carries a brass plaque indicating that it is the 34704th Moke built as well as being numerous examples of vehicles with higher build numbers that 103578.

Provide full reference.

Non-genuine stamping of field names

Export Moke

29. **YJBAB10L – BMC Moke Export – Jan 70 to Oct 70 – 127 units** built based upon the highest known vehicle, YJBAB10L 627, a was sold at auction in US several

Figure 18- Build Plate YJBAB10L 627

Author seems unaware of correspondence between Leyland Australia and an owner dated April 1977 concerning production totals for this model.

· **BMC Moke Export – Jan 70 173 units.** Records for only his build code have been located and this record is sparce in detail as it does not include the build number. Last known location of this vehicle was the Netherlands where it carries vehicle registration PM-09-30. Cripps[15] suggests that there were no more than 300 units built across the YJBAB10L and YJBAB11L range, as there is no other information to the contrary this figure is adopted in these calculations.

sparse

31. **YJBAB12, YJBAB13 & 030C0B1M12 – BMC Moke Export – Nov 71 to Oct 73 – 1001 Units** built based on the highest vehicle identified as 030C0B1M12 1501 and the assumption that the number sequence began with 501 in YJBAB12 and carried through YJBAB13 into 030C0B1M12.

Figure 19- Compliance Plate 030C0B1M12 1501

[14] Vehicle numbering commenced at 100001.
[15] Paper "YD030 Californian Moke" by Tony Cripps, no date

32. **YJBAB14 BMC Moke Export – Dec 70 – 126 Units** built based upon the highest vehicle identified as YJBAB14 626. a vehicle detailed in BMC General 4/72 covering those vehicles lost in Brisba

The vehicles were not "lost", but only damaged.

Abridged Production Numbers by Model

Australian Mini & Moke
1961 to 1982
Abbridged Produc
Amended July 2023

2022 figures 2023 figures

Ref. No.	Build Period		Model	Build Number Estimated	Confirmed	Adjusted	Comment
	SALOON						
1	Jan 61 to Jan 66	YMA2S1 501 to 60688	Morris 850		60188	60188	Data from HTGMFYC-MM/P10
2	Jan 66 to Feb 69	YMA2S3 501 to 2748	Morris Mini Minor		2248	2248	Data from HTGMFYC-MM/P10
3	Mar 69 to Jun 71	YG2S3 501 to 1759	Morris Mini 1100	1259		1300	Data from JPS Data Base
4	Mar 65 to Mar 69	YMA2S2 501 to 37989	Morris Mini Deluxe		37489	37489	Data from HTGMFYC-MM/P10
5	Mar 69 to Jun 71	YG2S1 501 to 13788	Morris Mini K	13288		13310	Data from JPS Data Base
6	Sep 67 to Sep 68	YMA2S4 501 to 2661	Morris Mini-Matic Mkl	2161		2200	Data from JPS Data Base
7	Sep 69 to Jun 71	YA2S5 501 to 1565	Morris Mini-Matic MkII	1065		1100	Data from JPS Data Base
8	Jun 71 to Dec 72	YG2S6 501 to 1424	Morris Mini 1100	924		1000	PUB7
9	Jun 71 to Dec 72	YG2S7 501 to 9991	Morris Mini Clubman	9491		9609	PUB23
10	Jan 73 to Apr 78	021 & 022A2S2M10, 021 & 022D2S2M10, 021 & 022D2S1M09 , & 021 & 022X2S1M09 501 to 31228	Morris Mini Clubman Leyland Mini, Mini S, Mini SS, Mini LS & Mini Sunshine		31254	31254	Leyland Bulletin CAR13/78 P14
11	Apr78 to Oct 78	XNPAB18Y, XNHAB18Y, XNFAB18Y & XNFAD18Y 100001 to 105303	Leyland Mini, Leyland Mini S, Leyland Mini LS, Leyland Mini LS 1275		5303	3102	Includes Van XNPFB18Y, Moke AKPPB18Y, AKFPB18Y & AKFPD18Y to build
				28188	136482		
		Sub Total Saloon			164,670	162,800	
	NZ SALOON						
12	1968	NZAA2S2 501 to 1050	Austin Mini Deluxe	550		550	
13	Apr - May 71	NNZYG2S1 1 to 159	Austin Mini K	159		160	
				709	0		
		Sub Total NZ Saloon			709	710	
	PERFORMANCE SALOON						
14	Sep 62 to Dec 64	YKA2S1 501 to 4667	Morris Cooper	4167		4170	Data from JPS Data Base
15	Aug 65 to Apr 69	YKG2S2 501 to 5486	Morris Cooper S Mkl		4986	4986	
16	May 69 to Mar 71	YG2S4 501 to 2919	Morris Cooper S MkII		2419	2419	
17	Jul 71 to Jan 73	YG2S8 201 1699	Morris Clubman GT		1199	1199	
				4167	8604		
		Sub Total Performance Saloon			12,771	12,776	
		SUB TOTAL - ALL SALOON			178,150	176,284	

Figure 20 – Abridged Production Numbers by Model - Saloon & Performance Saloon

Australian Mini & Moke 1961 to 1982

Abbridged Prod… Amer…

2022 figures 2023 figures

Ref. No.	Build Period		Model	Build Number Estimated	Confirmed	Adjusted	Comment
	VAN						
18	Feb 64 to Apr 65	YJBAV1R 501 to 5736	Morris 850 Van	5235		5236	Data from JPS Data Base
19	May 65 to Feb 69	YJBAV2R 501 to 8275	Morris Mini Van	7775		7775	Data from JPS Data Base
20	Mar 69 to May 71	YJBAV4R 501 to 6313	Morris Mini Van	5813		5813	Data from JPS Data Base
21	Jun 71 to Dec 72	YJBAV6R 501 to 4536	Morris Mini Van	4036		4036	Data from JPS Data Base
22	Jan 73 to Apr 78	021A2V2M10, 021G2V2M10 021G2V1M09 501 to 7951	Morris Mini Van, Leyland Mini Van		7451	7451	Leyland Bulletin CAR13/78 P14
23	Apr78 to Oct 78	XNPFB18Y	Leyland Mini Van			629	Leyland Bulletin CAR13/78 P14
				22860	7451		
		Sub Total Van			30,311	30,936	
	MOKE						
24	Feb 66 to Mar 68	YJBAB1R 501 to 4041	Morris Mini Moke	3541		3541	BMC production change
25	Apr 68 to Mar 69	YJBAB6R 501 to 2573	BMC Moke	2073		2073	Data from JPS Data Base
26	Jan 73 to Apr 78	YJBAB8, 018C0B1M10, 018F0B1M10 018F0B1M09, 018F0B2M09 501 to 20326	BMC Moke Leyland Moke, Leyland Moke Californian	19825		19826	Data from JPS Data Base, Leyland Bulletin CAR13/78 P14
27	Apr 78 to Oct 79	AKPPB18Y, AKPPB28Y AKFPB18Y, AKFPB28Y AKFPD18Y, AKFPD28Y 100001 to 105303 in saloon figure, 105304 to 107920	Leyland Moke, Leyland Moke Californian	2617		4193	Leyland Bulletin CAR13/78 P14
28	Oct 79 to Jan 82	AKPPB19Y, AKPPB29Y AKFPB19Y, AKFPB29Y AKFPD19Y, AKFPD29Y 100001 to 103644	Leyland Moke Facelift, Leyland Moke Californian Facelift		3644	3644	Data from JPS Data Base, Leyland Bulletin CAR13/78 P14
				28057	3644		
		Sub Total Moke			31,701	33,277	
	EXPORT MOKE						
	Jan 70 to Oct 70	YJBAB10L	BMC Moke Export	127		127	
	Nov 70 to Dec 70	YJBAB11L	BMC Moke Export	173		173	
	Jan 71 to Mar 73	YJBAB12R, YJBAB13, 030C0B1M12	BMC Moke Export	1001		1001	
	Nov-70	YJBAB14R	BMC Moke Export	126		126	
				1427			
		Sub Total Export Moke		1427		1427	
		SUB TOTAL - ALL MOKE			33,128	34,704	
		Sub Total - Saloon, NZ Salooon, Performance Saloon			178,150	176,284	
		Sub Total - Van			30,311	30,936	
		Sub Total - Moke & Export Moke			33,128	34,704	
		Total - all Models			241,589	241,924	

Figure 21- Abridged Production Numbers by Model - Van & Moke

Comments on Figure 20 & 21

- The build numbers stated in columns "Estimated" & "Confirmed" are drawn directly from the script detailed in Section 2 above with the numbers in **"Red Bold"** being added to the table. Those in the "Confirmed" column are supported by data as detailed above.
- The third column, "Adjusted", has been modified with those numbers shown ***"Red Bold Italics"*** being adjusted. Numbers which sat in the "Confirmed" column have not been adjusted.

- The adjustment made to Item 11 above in the "Adjusted" column, Leyland Mini, Leyland Mini S, Leyland Mini LS and Leyland Mini 1275LS, was made to reflect a calculated number for Van & Moke included within this number. The difference of 2201 units (5303 – 3102) has been added to Item 23, Leyland Mini Van, 625 units and Item 28, Leyland Moke & Leyland Moke Californian, 1576 units, using an average of production in the previous 12-month period as a base for calculation.
- Four important Total Units Built appear within the "Adjusted" column:
  - Firstly, in Figure 20 the total number of Saloon built, in this instance a total of Saloon and Performance Saloon, of 176,284 units, the number quoted by Pedr Davis in his book, see Page1, above.
  - Secondly, in Figure 21 Sub Total of all Moke built of 34,704 units, a number which agrees with the quoted total of Moke production[16]. The production figure of 26,142 units quoted by Pedr Davis, see page 1, can not be supported by these figures.
  - Thirdly, the number of Van produced and stated as 30,936 units is not included within the previous posted numbers within "How to Get More From Your Car – No2 Mini Minor" or in "Spotlight on Mini Downunder including Mini-Cooper & Moke".
  - Fourthly, the total production of all Models i.e., Saloon, Performance Saloon, Van and Moke, including Export Moke can be confidently stated as 241,924 units.

Figure 22- Moke No. 34704 – AKPPB19Y 103578 – From BMCE No6/P9

Conclusion

With a high degree of confidence, the build numbers for each vehicle range can be summarised as:

Saloon & Performance Saloon	176,284 units
Van	30,936
Moke including Export Moke	34,704
TOTAL	241,924 units

While an improvement on previous attempts, the current article relies only on observations which cannot be guaranteed to capture the highest Body Serial Number and so the totals shown are very far from being "high confidence". At best, the paper produces an indication of numbers with about a 20% error margin on the low side. The author's reliance on service data can probably be best assessed by quoting Leyland Australia's disclaimer on many of the sales brochures produced:

> Leyland Australia is constantly seeking ways to improve the specification, design and production of its vehicles and alterations take place continually. While every effort is made to produce up to date literature, this brochure should not be regarded as an infallible guide to current specifications, nor does it constitute an offer for sale of any particular vehicle.

[16] BMC Experience No6, Page 9

The Australian Mini & Moke 1961 to 1982

Vehicle Registration

June 2023

Over recent times I have read numerous articles on various online forums problems owners experience in reregistering their vehicles following restor experienced with the renewal of already registered vehicles. The problems are not particular to any one state in Australia.

? "Please" them as to what? The year of manufacture? The Make? The Model?

The most common issue atisfactory level of identification to please the appropriate governm initial reregistration. A second issue relates to multiple vehicl identification within the respective state data base, in one case a his vehicle carried the same details as another individual's trailer.

A common occurrence over the past 40 years

While undertaking research over the past I ha vehicles held by the registration authorities a respective vehicle, the most common issue b incorrect transposition of the data present on the build plate[1] o icle build date.

Is the author saying he has access to data held by registration authorities?

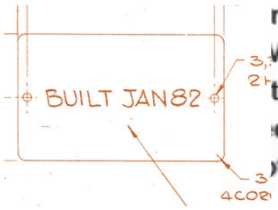
The earlier plates are Identification Plates, or Makers Name Plates, not Build Plates. A Build Plate is an entirely different thing.

Author probably means "transcription". The word transposition means to copy in an opposite manner.

summarised as follows:

Prefix only and not including the Car Serial Number, e.g., using orris Mini Deluxe and not includi ng the Build Prefix, e.g., YMA2S2

2S actually means saloon 2 doors



numeral "5", the "2S" representing "Two Doors". This problem is very prevalent Moke range where 018F0B1M10 is misread as 018FOB1M10, i.e., the centre ter in "FOB" is zero not the letter "O", the zero representing "No Doors". ct use of the vehicle model name on the registration paperwork with such tions as Morris Mini Saloon Van and, on some occasions the use of the later icable to the BMW based Mini.

Build Plates not introduced until 1982 In the Jaguar range.

Passenger vehicles

From?

Implies that commercial vehicles could have either type of plate during the whole period from 1964 to 1982?

[1] Build Plates fitted to vehicles for the period to May 1969. Co the period May to December 1969 the Saloon and Performance Saloon identification stamped into the radiator shroud. Commercial vehicles Van & Moke fitted with either Build Plate or Compliance plate for the duration.

My sug undertake a regimented identification of their respect and complete data, namely

Identification Plate

- Locate the vehicle Build Plate or Complian
- Determine the correct data contained upor photographs, checking gathered data with ensuring 100% accuracy of the data.
- Validate the engine number data. Engine numbers are prone to change due to e life of the vehicle. Some engines may have their reconditioning and may be replaced by an authority in which case they will take the form SW Police.

Incorrectly assumes that the Registration Authority will accept the data in the tables below as 100% accurate.

If the engine number has changed from that listed on the Identification Plate, then how is the actual number to be "validated"? Valid against what? Not being stolen? The correct capacity?

Numerous omissions

Build Period	Model Name	Build Prefix[2]	Engine Prefix
Jan 61 to Jan 66	Morris 850	YMA2S1[3]	8AM/U/H, 8Y/U/H[4]
Jan 66 to Feb 69	Morris Mini Minor	YMA2S3	8Y/U/H, 9YE/U/H[5]
Mar 69 to Jun 71	Morris Mini 1100	YG2S3	10YJ/U/H
Jan 65 to Mar 69	Morris Mini Deluxe	YMA2S2	9Ya/Ta/H
Mar 69 to Jun 71	Morris Mini K	YMG2S1[6], YG2S1	10Yc/Ta/H
Sep 67 to Sep 68	Morris Mini-Matic Mkl	YMA2S4	9AN/A/H, 99H119H[7]
Sep 69 to Jun 71	Morris Mini-Matic MKII	YA2S5	99H119H
Jun 71 to Jan 73	Morris Mini 1100	YG2S6	1000
Jun 71 to Jan 73	Morris Mini Clubman	YG2S7	1001
1973 73 to Mar 74	Morris Mini 1100[8]	021A2S1M10	1000
	Morris Mini Clubman	022A2S2M10	1001
Apr 74 to Jul 75	Leyland Mini	021D2S1M10	1000
	Leyland Mini S	022D2S2M10	1001
Jul 75 to Feb 77	Leyland Mini	021D2S1M09	99H702V or
	Leyland Mini S	022D2S1M09	99H791P followed by
		022D2S3M09	99H834AJ, 99H860AJ

?

[2] Throughout production there exists numerous examples mis stamping of the Build Plate or Compliance Plate. The issue appears to be more prevalent during the period January 73 to March 78. BMC/Leyland had a documented procedure for the rectification of this issue in the field, a task undertaken by their Service Engineers. This procedure does not ensure all problems were addressed.

[3] Initially on the Morris 850 Build Plate the Chassis Number/Body Number wa where 9 represented the build period, "9" representing the 12-month period to June 61 at which point the practice ceased. Secondly the number "abcde" represented the UK Chassis Number and "1234" the Australian Body Number as detailed on BMC Service Bulletin Gen34 dated 22 May 61. The practice of including the English Chassis Number ceased at YMA2S1 32000 at which point the Australian Body Number will be known as the Car Serial I

December to November

Austin 1800 was not a Morris, and Mokes were JB for BMC commercial.

[4] 8Y/U/H engi

[5] 9YE/U/H eng

[6] "M" dropped from Build Prefix approximately April 1969. The "M" represented Morris and was deemed superfluous as all vehicles were of the Morris marque.

[7] 99H119H engine introduced as a running change approximately January 68.

[8] As of March 73, the Morris name deleted with the vehicles becoming Leyland Mini and Leyland Mini S

Marque

Marque

Model

Possible errors here.
E.g. code 883?

2S3 for SS 2S4 for LS

Build Period	Model Name	Build Prefix	Engine Prefix
	Leyland Mini SS[9] Leyland Mini LS[10]	022D2S4M09[11]	99H883AJ, 99H889AJ and 905AJ[12]
Mar 77 to Mar 78	Leyland Mini Leyland Mini S Leyland Mini LS Leyland Mini Sunshine	022X2S1M09 022X2S2M09 022X2S4M09 022X2S2M09[13]	99H834AJ, 99H860AJ 99H883AJ, 99H889AJ and 905AJ
Mar 78 to Oct 78	Leyland Mini Leyland Mini S Leyland Mini LS[14] Leyland Mini 1275 LS[15]	XNPAB18Y XNHAB18Y XNFAB18Y XNFAD18Y	99H834AJ, 99H860AJ 99H883AJ, 99H889AJ and 905AJ 12H902UH

2. Performance Saloon Not a factory designation

Build Period	Model Name	Build Prefix	Engine Prefix
Sep 62 to Mar 64	Morris Cooper 997	YKA2S1[16]	9F/Sa/L
Mar 64 to Dec 64	Morris Cooper 998	YKA2S1	9Fa/Sa/L, 9Ya/Sa/H[17]
Aug 65 to Apr 69	Morris Cooper S MkI	YKG2S2	9F/Sa/Y, 9F/Xe/Y[18]
May 69 to Mar 71	Morris Cooper S MkII	YG2S4	9F/Sa/Y [19], 9F/Xe/Y
Jul 71 to Jan 73	Morris Clubman GT	YG2S8	9F/Xe/Y, 1200, 1206[20]

9Y/Sa/H

Morris Mini Clubman GT

For Morris Cooper, the situation is much more complicated than shown above.
9F/Sa/L 997cc 8.3:1
9F/Sa/H 997cc 9.0:1
9Fa/Sa/L 998cc 8.3:1
9Fa/Sa/H 998cc 9.0:1
9Y/Sa/L 998cc 7.8:1
9Y/Sa/H 998cc 9.0:1
With overlap in some ranges of serial number with 1071 and 1275 Cooper S

[9] Leyland Mini SS 022D2S3M09 production run from June 76 to September 76.
[10] Leyland Mini LS 022D2S4M09 production run from February 77 to March 77 1978
[11] Some early vehicles in the Leyland Mini LS range were incorrectly stamped 022D2S1M09.
[12] ADR27A Compliant effective 1 July 1976
[13] The Leyland Mini Sunshine model did not have its own build code and utilised that of the Leyland Mini S. The model was built between September 77 & December 77.
[14] Leyland Mini LS XNFAB18Y production run from April 78 to May 78 Oct
[15] Leyland Mini 1275 LS XNFAD18Y production Mar July 78 to October 78.
[16] Refer to Note 3 above.
[17] 9Ya/Sa/H engine introduced September 64, "H" indicating high compression engine following availability of
9Y/Sa/H fuel quality in Australia. Both H and L versions show in documents
Y engine introduced as a running change ap
YKG2S2, full details of the SLS und in British Leyland Motor Corporation Australia Pty. Limited, Service
Liaison Summary SL168 d 1968 and SL170 dated 7 May 69. "Xe" code indicates Close Ratio Remote
Control Gearbox – Four Speed Synchromesh.
[19] Some early vehicles within the Morris Cooper S MkII range were fitted with 9F/Sa/Y engines as stock of these units exhausted.
[20] 1200 engine prefix introduced as a running change in October 71, engine prefix 1206 introduced approximately Nov 72.

3. Van

Build Period	Model Name	Build Prefix	Engine Prefix
Feb 64 to Apr 65	Morris 850 Van	YJBAV1R	8Y/U/H
May 65 to Feb 69	Morris Mini Van	YJBAV2	E/U/H[21]
Mar 69 to May 71	Morris Mini K Van	YJBAV4	
1973 ?1 to Dec 72	Morris Mini Van	YJBAB6R	1000
Jan 73 to Mar 74	Morris Mini Van[22]	021A2VM10	1000
Apr 74 to Jul 75	Leyland Mini Van	021G2V2M10	1015
Jul 75 to Apr 78	Leyland Mini Van	021G2G2M09	99H791P, 99H834AJH, 99H860AJH, 99H889AJH or 99H905AJH
Apr 78 to Oct 78	Leyland Mini Van	XNPFB18Y	99H889AJH, 99H905AJH

Moke code

All incorrect.

4. Moke

Build Period	Model Name	Build Prefix	Engine Prefix
Feb 66 to Mar 68	Morris Mini Moke	YJBAB1R	9YB/U/H
Apr 68 to Mar 69	BMC Moke	YJBAB6R	9YH/U/H
1973 69 to Apr 73[23]	BMC Moke	YJBAB8R	10YF/U/H
Jan 73 to Mar 74	BMC Moke[24]	018C0B1M10	10YF/U/H
Apr 74 to Jun 75	Leyland Moke	018F0B1M10	1016
Jul 75 to Apr 78	Leyland Moke Leyland Moke[25] Californian	018F0B1M09 018F0B2M10	99H860AJH 99H860AJH
Apr 78 to Oct 79	Leyland Moke Leyland Moke Californian Leyland Moke Californian	AKPPB18Y AKFPB18Y AKFPD18Y[26]	99H860AJH 99H905AJH 12H902UH
Oct 79 to May 82	Leyland Moke – Facelift Leyland Moke Californian – Facelift Leyland Moke Californian – Facelift	AKPPB19Y AKFPB19Y AKFPD19Y	99H905AJH 99H905AJH 12H902UH

[21] In September 67 the la marque ıefix 9YE/U/H introduced to the Morris Mini Van YJBAV2R model as a running change.
[22] As of March 73, vehicle name became Leyland.
[23] The exact change point between YJBAB8R and 018C0B1M10 is not clear or distinct. A separate paper titled "Moke Changeover from YJBAB8R to 018C0B1M10" covers this subject in detail.
[24] At March 74 vehicle name changed to Leyland Moke.
[25] Leyland Moke Californian introduced March 77.
[26] AKFPD18Y is the 1275cc model in this range.

March 1973

How will this "please" an inspector?

JS P John Sneddon Publishing

The Australian Mini & Moke 1961 to 1982

Moke Changeover YJBAB8R to 018C0B1M10

The incorporated address was at Waterloo

1. Intr

Vehicle identification code was never called Body Code Index by the company.

During the (wo significant events were implemented by Leyland Mo Leyland) at its Zetland Operations, firstly the revision to the Body Code Index in February and, secondly the commencement of manufacture of 121 Moke for the Australian Army, Contract V119493. Each event had an impact upon the other which resulted in some confusion in the changeover in the Body Code Index System particularly the allocated Build Numbers.

There is no such thing as a "build number", this implies a build "total". The number in the identification code is the body serial number of car number.

To establish that which occurred it is necessary to draw u Contract as a guide. Utilising the allocated build numbers would be reasonable to assume that in approximately Feb commenced on the Army Moke Contract, based on the known data for other vehicles built in this sequence[1]. These two vehicles most likely utilised as prototype units to assess assembly y the company as well as p rmy with vehicles for evaluatio l.

YJBAB8R shown in REMLR database

No prefix shown in REMLR database

A signific rred before the next Build e allocated to vehicles destined as part of Contract V119493 with the next batch of numbers allocated being YJBAB8R 8368, 8370, 8379, 8532, 8569, 8571 to 8578[2] inclusive and 8580 to 8587 inclusive. Drawing upon data present within JPS Data Base the early 8500 series of build numbers were in production around November 1972.

The next batch of Build Numbers allocated to the Army Contract include 8617 to 8656 inclusive.

No prefix shown in REMLR database

It should be noted that the 121 vehicles which formed the Army Contract were delivere one" in April 1973.

---

[1] Data drawn from JPS Data Base

[2] The Compliance Plate for vehicle 8576 carries the later Body Index of 018C0B1M10 not YJBAB8R. Vehicles 8569, 8570 & 8570 have been confirmed YJBAB8R Body Code. Note YJBAB8R 8576 not part of the Army Cont vately.

Same car?

By whom?

2. Summary

It wasn't a "revised" identification code, but a completely new code.

- In February 1973 Leyland adopt the revised Body Index System based upon Australian Drawing Office Code for each model, Moke code is 018.
- As well in February 1973 production of the Army Contract V119493 commenced in earnest. The first build numbers allocated being 8368, 8370, 8379, 8532, 8569 followed by the first of the continuous batches running from 8571 to 8578, then 8580 to 8587 with an extra-large batch running from 8617 to 8656 inclusive.
- Compliance Plates are available for 8569, 8575, 8619 and 8630 confirming them to be of YJBAB8R Body Code and Build Dates of January 1973 for 8569, 8575 & 8619 and February 1973 for 8630. It is therefore reasonable to conclude that the balance of the batch 8619 to 8656 will comply with the YJBAB8R body code and January 1973 build date except that 8614 & 8643 have Body Code 018C0B1M10, see Table 1 below.

How so?

- Vehicle 8734 with build date January 73 has confirmed Compliance Plate with Body Code YJBAB8R.
- According to relevant Compliance Plates vehicles 8576, 8614 & 8643 can be confirmed as 018C0B1M10 with respective build dates of February, March & March 1973.

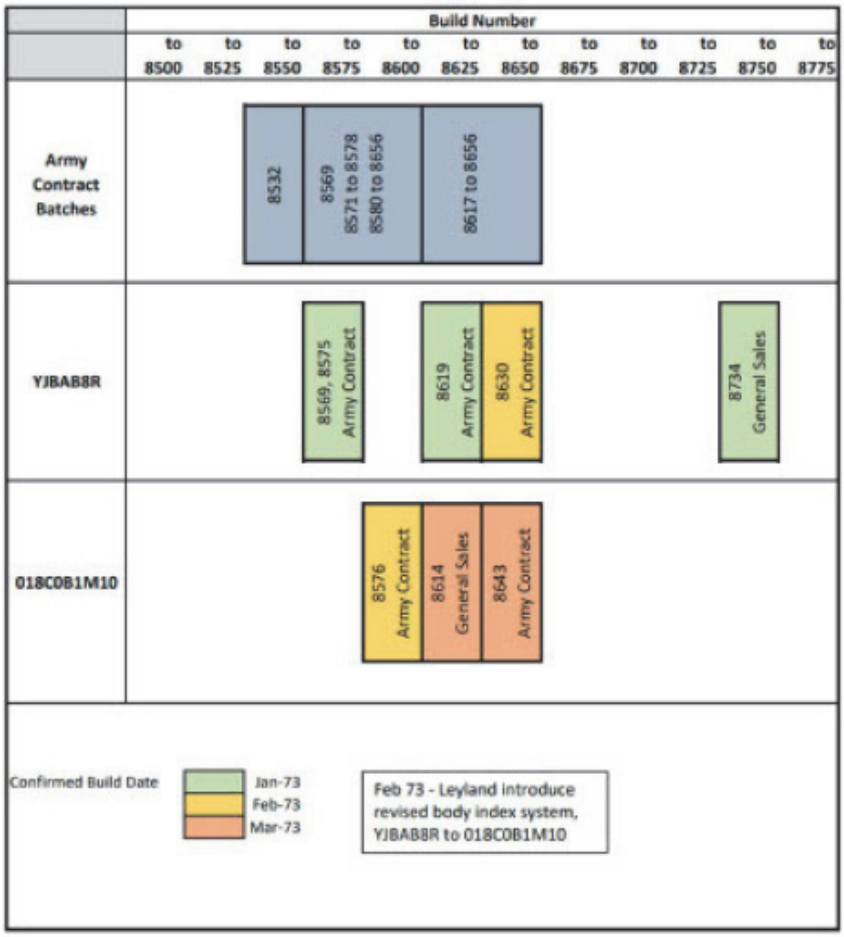


Table 1 – Summary of Data – Confirmed Build Data

Maybe not precisely sequential from serial number perspective, but only not "logical" from the author's perspective.

3. Conclusion

- The issuing of Body Numbers for Moke during the period December 1972 and March 1973 was not undertaken in logical sequence. Batches of numbers were allocated to the Army Contract, at times, out of sequence with other production.
- The introduction of the revised Body Index System in February 1973 further compounded the issue at hand.
- It can be concluded that the highest Body Number of YJBAB8R Body Index is 8630, barring 8734 which is well out of sequence even though it carries a build date of January 1973 and confirmed as YJBAB8R Body Code.
- 8576 is close to the introduction of Body Code 018F0B1M10 with build date of February 1973, however it necessary to account for YJBAB8R 8619 and 8630 respectively each with January 1973 build date.
- I suggest that the last vehicle within the Build Code YJBAB8R to be 8640, albeit that known details are available for 8576, 8614 and 8643 indicating their Build Code to be 018C0B1M10.
- Thus, the first vehicle of the Build Code 018C0B1M10 would be 8641 with an approximate build date of March 1973 albeit 018C0B1M10 8576 was built in February 1973.

Provided for your information and comment.

These are not profound conclusions, and indeed, the present reviewer bought this matter to the attention of the author in the review of his book where it was claimed without any evidence at all that the serial numbers from 501 to 7999 were allocated to Mini Van instead of Moke. I note that despite these new conclusions above, the author makes no "correction" to his earlier claims which were entirely erroneous.

The important point that the author appears to not have appreciated is that unlike saloon models, the body serial number or car number for Moke was not reset upon introduction of the Leyland Australia 10 digit code, but carried on from the previous coding system.

Australian Mini & Moke
1961 to 1982
Production Numbers by Model

Build Period	Build Sequence	Model	Engine Prefix	Build Number Estimated	Build Number Confirmed	Comment
Jan 61 to Jan 66	YMA2S1 501 to 60688	Morris 850	8AM/U/H, 8Y/U/H		60188	Data from HTGMFYC-MM/P10
Jan 66 to Feb 69	YMA2S3 501 to 2748	Morris Mini Minor	8Y/U/H, 9YE/U/H		2248	Data from HTGMFYC-MM/P10
Mar 69 to Jun 71	YG2S3 501 to 1759	Morris Mini 1100	10YJ/U/H	1259		Data from JPS Data Base
Mar 65 to Mar 69	YMA2S2 501 to 37989	Morris Mini Deluxe	9Ya/Ta/H		37489	Data from HTGMFYC-MM/P10
Mar 69 to Jun 71	YG2S1 501 to 13788	Morris Mini K	10Yc/Ta/H	13288		Data from JPS Data Base
	2S4 501 to 2661	Morris Mini-Matic MkI	9AN/A/H, 99H119H	2161		Data from JPS Data Base
	5 501 to 2808	Morris Mini-Matic MkII	99H119H	2308		Data from JPS Data Base
	6 501 to 3356	Morris Mini 1100	1000	2856		PUB7
	7 501 to 9991	Morris Mini Clubman				PUB23
Jan 73 to Apr 78	& 022A2S2M10, 021 & 022D2S2M10, 021 & 022D2S1M09 , & 021 & 022X2S1M09 501 to 31228	Morris Mini Clubman Leyland Mini, Mini S, Mini SS, Mini LS & Mini Sunshine			30728	Leyland Bulletin CAR13/78 P14
Apr78 to Oct 78	XNPAB18Y, XNHAB18Y & XNFAD18Y 100001 to 105303	XNFAB18Y?			5303	Includes Moke AKPPB18Y, AKFPB18Y & AKFPD18Y to build number 105303 Caution
				31363	135956	
	Sub Total Saloon			**167319**		
Sep 62 to Dec 64	YKA2S1 501 to 4667	Morris Cooper	9F/Sa/L, 9Fa/Sa/L 9Y/Sa/H	4167		Data from JPS Data Base
Aug 65 to May 69	YKG2S2 501 to 5486	Morris Cooper S MkI	9F/Sa/Y, 9F/Xe/Y		4986	Norwood
Jun 69 to May 71	YG2S4 501 to 2919	Morris Cooper S MkII	9F/Xe/Y		2419	
Jun 71 to Jan 73	YG2S8 201 1699	Morris Clubman GT	9F/Xe/Y, 1200		1199	Ausmini Register
				4167	8604	
	Sub Total Performance Saloon			**12771**		
Feb 64 to Apr 65	YJBAV1R 501 to 5736	Morris 850 Van	8Y/U/H	5236		Data from JPS Data Base
May 65 to Feb 69	YJBAV2R 501 to 8275	Morris Mini Van	8Y/U/H, 9YE/U/H	7775		Data from JPS Data Base
Mar 69 to May 71	YJBAV4R 501 to 6313	Morris Mini Van	10YJ/U/H	5813		Data from JPS Data Base
Jun 71 to Dec 72	YJBAV6R 501 to 4536	Morris Mini Van	1000	4036		Data from JPS Data Base
Jan 73 to Apr 78	021A2V2M10, 021G2V2M10 021G2V1M09 501 to 7951	Morris Mini Van, Leyland Mini Van	1015, 99H834AJH, 99H912AJH 99H889AJH		7451	Leyland Bulletin CAR13/78 P14
Apr78 to Oct 78	XNPFB18Y	Leyland Mini Van	99H889AJH		In saloon figure above	Leyland Bulletin CAR13/78 P14 Caution
				22860	7451	
	Sub Total Van			**30311**		
Feb 66 to Mar 68	YJBAB1R 501 to 4429 ?	Morris Mini Moke	9YB/U/H		3929	BMC production change
Apr 68 to Mar 69	YJBAB6R 501 to 2573	BMC Moke	9YH/U/H	2073		Data from JPS Data Base
Apr 69 to Dec 72	YJBAB8R 501 to 10874	BMC Moke	10YF/U/H		10374	BMC production change
Jan 73 to Apr 78	018C0B1M10, 018F0B1M10 018F0B1M09, 018F0B2M09 8001 to 20326	Leyland Moke, Leyland Moke Californian	10YF/U/H, 1016, 99H860UH, 99H860AJH, 99H905AJH		12326	Data from JPS Data Base, Leyland Bulletin CAR13/78 P14
Apr 78 to Oct 79	AKPPB18Y, AKPPB28Y AKFPB18Y, AKFPB28Y AKFPD18Y, AKFPD28Y 100001 to 105303 in saloon figure, 105304 to 107920	Leyland Moke Leyland Moke Californian			2617	Leyland Bulletin CAR13/78 P14
Oct 79 to Jan 82	AKPPB19Y, AKPPB29Y AKFPB19Y, AKFPB29Y AKFPD19Y, AKFPD29Y 100001 to 103644	Leyland Moke Facelift, Leyland Moke Californian Facelift			3643	Data from JPS Data Base, Leyland Bulletin CAR13/78 P14
Jan 70 to Oct 70	YJBAB10L 501 to 800	BMC Moke Export		300		
Nov 70 to Dec 70	YJBAB11L 501 to 750	BMC Moke Export		250		
Jan 71 to Dec 71	YJBAB12R 501 to 1323	BMC Moke Export		823		Data from JPS Data Base
Jan 72 to Dec 72	YJBAB13R 501 to 1244	BMC Moke Export		744		Data from JPS Data Base
Nov-70	YJBAB14R 501 to 751	BMC Moke Export		251		
Jan 73 to Mar 73	030C0B1M12 1201 to 1501	BMC Moke Export		301		Data from JPS Data Base
				4742	32889	
	Sub Total Moke			**37631**		
	Sub Total - All Models			**63132**	**184900**	
	% of total			**25%**	**75%**	
	Total all Models			**248032**		

Can't find these numbers in PUB7 or PUB23

Over-estimate due to change in numbering introduced at 1/3/1974

Doesn't agree with HTGMFYC

Check change in numbering introduced at 1/3/1974

Doesn't agree with HTGMFYC

Not found in PUB1029

Source?

Includes LHD here, what about previous production? Includes 'fray-top'?

Wrongly assumes numbering started at 8001

May include Mini saloon

4742 "Export" vehicles produced? Wrong by a factor in excess of x2.

No attribution to other contributors over many years

1. HTGMFYC - MM - How to Get More From Your Car - No2 Mini Minor, A Wheels Publication, no date
2. JPS Data Base - Personal data base containing details of approximately 11000 vehicles built between 1961 and 1982
3. PUB7 - Leyland Mini & Clubman Series - Parts List
4. PUB23 - Leyland Mini & Clubman Series - Parts List

The Australian Mini & Moke 1961 to 1982

Production

Watson, in the BMC Experience about 2014, put the estimated total at no more than 1000. This seems very much different to the 4742 claimed initially by Sneddon in 2017. A red flag that should have received some attention.

'Australian Mini & Moke Production – Build Period by Model' I utilised the best-known data of the the Mini & Moke range. Following the publication pared by Tony Cobbs and others titled "XDO30 Californian Moke" which brought into question some of the data I had utilised and thus the calculated At t build numbers for the Export Moke range, sometimes referred to BMC Moke Special Export built aga during the period January 1970 and October 1973.

This model was (according to Watson) only ever called "Moke Special Export" in a workshop manual. The term "Export Moke" is also used in a Service Parts List. Both these documents were published by the Service Department. There is no mention of the word "Export" or "Special Export" in any Product Engineering document that I can find in relation to the name of this model including the technical drawings.

This paper will cover those vehicles within the Export range (otherwise known as BMC Moke Special Export) and will not cover the details of the other model, namely YJBAB8R which was under manufacture during the same period.

Prior to embarking upon a review of the data presented in my recent paper, a decision was made to assemble, in a logical format, all the available data on the subject.

A bit presumptuous to claim this paper has *all* the available data for this model.

Appears to be identical to the scans done in 2009 by someone else yet no apparent acknowledgement.

The data contained in this section has been obtained from BMC Standards pages A.25-2-50, A.25-2-50A and A.25-2-50B, copies attached as Appendices 1, 2 & 3 respectively, and JPS Data Base.

No acknowledgement for Ausmini contributors, incld others such as MP, JH and BM.

The Netherlands

- Known Production – One vehicle of this model exists in Holland; no details are known of the chassis number or engine number prefix; Dutch vehicle registration details list the vehicle having 1275cc engine.
- Possible build number – At least 1, potential number 173 assuming a total of 300

Above it is stated that the data obtained in "this section" has been obtained from the BMC Standards and the JPS database. Now we have information quoted from the "Drawing Office Documentation". Which drawing office documentation might that be?

Known Production – The Drawing Office documentation for the model listed the vehicle as left-hand drive (L) in the Chassis Number, the known examples are right-hand drive (R) suggesting a change occurred between planning and execution of the build. The details of 28 vehicles are known with a spread of chassis numbers from YJBAB12R 506 to 1323, including those which succumb to floods in Brisbane as per BMC Technical Bulletin 4/72 dated 4 April 1972, a copy is attached as Appendix 4. Of the known vehicles most are fitted with engine prefix 12O4, those fitted with other

Not attached.

Just because production data doesn't appear in the BMC Standards does not necessarily mean this information is "not known".

- Production Period – Not known as the details of this Chassis Number does not appear in the BMC Standards.
- Body Sequence/Chassis Number – 501 to, assumed
- Authorised Production Number – Not specified

This Technical Bulletin is not given in Appendix 4. Appendix 4 is a purported excerpt from the JPS database.

- Known Production – Most of the known production data relating to this model is contained in BMC Technical Bulletin 4/72 dated 4 April 1972, see Appendix 4. A copy of one compliance plate is known dated December 1970. Each vehicle was fitted with 1275cc engine with prefix 12YG/U/H

030

BLMC Moke 030C0B1M12

1973 June 1973

- Production Period – 1 January 1974 to 31 December 1974
- Body Sequence/Chassis Number – Not Specified
- Authorised Production Number – Not Specified
- Engine prefix – 1275cc
- Intended Market – Not specified
- Known Production – The specified production period is 1 January to 31 December 1974 however the known compliance plates are dated between February and October 1973. The build number sequence runs from 030C0B1M12 1255 to 1501

The "effective production period" shown in the Standard is obviously a mistake as far as YDO30 goes. The vehicle had already finished production in June 1973. The Standard does have mistakes in it. E.g. use of the code M10 for 1275 engine on page A-25-3-1

TOTAL BUILD			1300	703	1550

YDO30

1 – Cripps – "YDO13 – Californian Moke" by Tony Cripps and others. No date.

2 – *AM&M* – "Australian Mini & Moke – 1961 to 1982" by John Sneddon. 2017, Page 252.

Comments relating to Table 1.

1 A comparison of the obtained "TOTAL BUILD" numbers in the above Table1 – Ba

The way the author has said this implies that all the totals so shown have equal validity, yet it is surely obvious that the author's previous estimate of 4742 is an outlier and deserves close scrutiny. Note the level of precision – down to the last 2 vehicles!

1 A comparison of the obtained "TOTAL BUILD" numbers in the above Table1 – Base Data Summary has produced a wide and varied build count without any agreement found between each of the four data sources.

2 It has been identified for some time that a problem occurred with the contact which BLMC negotiated for the supply of vehicles to Virgin Islands. While no definite evidence is present to support this circumstance it appears that the contract was not completed in full. Cripps in his paper "YDO13 – Californian Moke" has suggested that because of this situation the total number of the two models YJBAB10L and YJBAB11L did not exceed 300 units, the number originally allocated to YJBAB10L. Thus, it would be reasonable to assume that 173 units were built with YJBAB11L Body Prefix based on the known highest build number of YJBAB10L 627.

The eye-witness account from the BMC Australia employee who attended the court case to deal with the problem from Australia's point of view surely be rated as pretty good evidence of what actually occurred.

1971 1972

concurrently over the period November 1970 to December 1971. Analysis of the available data does go some way to support this theory, a copy this data from JPS Data Base forms Appendix 4. The manufacture of the initial batch of YJBAB12 appears to have been

these

Jan 1972 saw the introduction of several new ADR and so 12R would not have complied if sold through 1972 year.

1971 1971

undertaken from November 1970 to December 1970 at which point the first of the YJBAB13 (Moke YJBAB13 670) vehicles was built, after which, over the following twelve months both models were constructed. While engine numbers are not a good guide to manufacture timing due to their non-sequential use, the data extract supports the progressive manufacture of the vehicles over this period. One anomaly though to the theory is that production of YJBAB12 continued through to December 1971 based on the obtained Compliance Plate date stamping and did not cease in December 1970 as noted. At least one left hand drive vehicle was built in this period which suggests that some of this model may have been subject to export.

1972
1971

Author assumption 1971 Factory documents show 12YG engine.

The manufacture of model YJBAB14R, undertaken in November & December 1970 with engine prefix 12YG/U/H. It would be reasonable to assume that left over engine units ordered for the previous production run filled this requirement, it is not known the engine prefix for YJBAB11L only that it is listed as 1275cc. The highest build number known, as detailed on the BMC Technical Bulletin 4/72 dated 4 April 72 is YJBAB14 626 thus the build number

Author assumption No other case can be identified

If the build numbering for the 030C0B1M12 range commenced at number 1201, which is contrary to BMC/Leyland Standards but not unknown, then the build number for this model would be 301 (030C0B1M12 1201 to 1501) and was undertaken during the calendar year of

Based on author assumptions and not documented evidence

Taking the data contained in Table 1, above "Possible Build Number from above" column it would be reasonable to propose a build number of 1550 units across the six models contained within the Export Moke range during the period January 1970 and October 1973.

Feb-72	BMC Moke Special Export Californian	YJBAB13R	758	
Dec-71	BMC Moke Special Export Californian	YJBAB12R	788	
Mar-72	BMC Moke Special Export Californian	YJBAB13R	819	
1971	BMC Moke Special Export Californian	YJBAB12R	838	
1971	BMC Moke Special Export Californian	YJBAB12R	839	1005
Mar-72	BMC Moke Special Export Californian	YJBAB13R	839	

These shown as separate vehicles in the database but not counted separately to arrive at 823 total vehicles.

Dec-72	BMC Moke Special Export Californian	YJBAB13R	1158	1204	1673
Dec-72	BMC Moke Special Export Californian	YJBAB13R	1201	1204	1705
Dec-72	BMC Moke Special Export Californian	YJBAB13R	1203	1204	1719
Dec 1972	BMC Moke Special Export Californian	YJBAB13R	1205		
Dec 1972	BMC Moke Special Export Californian	YJBAB13R	1231		
Dec 1972	BMC Moke Special Export Californian	YJBAB13R	1244	1204	1734
1971	BMC Moke Special Export Californian	YJBAB12R	1323	1205	1???
Dec-72	Known build dates from Compliance Plates				

Engine numbers are not given on Compliance Plates.
All 12R vehicle data from about serial number 800 are not taken from actual Compliance Plates, so no real apparent justification for 1971 build date unless there is some other proof available.

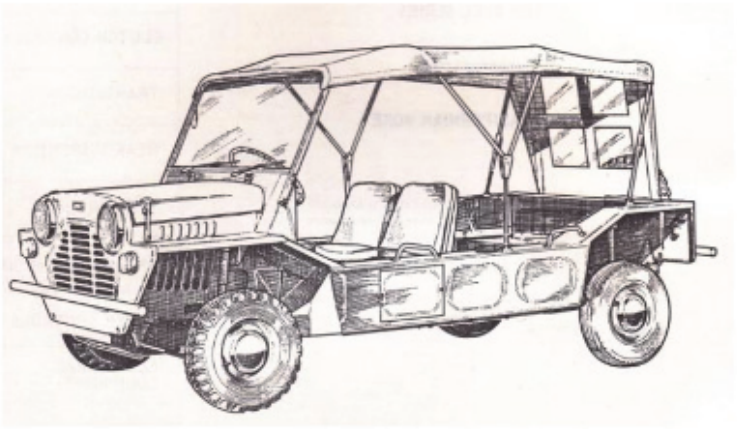
The Australian Mini & Moke 1961 to 1982

Moke Production Numbers

10 August 2022

1. Introduction

Within the various models produced by BMC, BLMC and Leyland in the Mini range in Australia throughout the production years from 1961 to 1982, the precise build numbers of some of the saloon along with most of the Van and Moke have not been detailed within factory documentation. Over the years several people have attempted to undertake estimates of these numbers with varying degrees of success.



Overall production numbers for the total model range of Saloon, Performance Saloon and Van along with a summary of the Moke range is covered in a separate paper – "Production Numbers by Model. The Export range of Moke produced between January 1970 and December 1974 is covered in a separate paper titled "Export Moke Production"

Within this paper the subject will apply to the Moke other than "Export Moke" as listed i.e.,

Morris Mini Moke –	YJBAB1R
BMC Moke –	YJBAB6R
BMC Moke -	YJBAB8R
Leyland Moke and Californian	018C0B1M10, 018F0B1M10, 018F0B1M09 & 018F0B2M09
Leyland Moke & Californian	AKPPB18Y, AKPPB28Y, AKFPB18Y, AKFPB28Y, AKFPD18Y & AKFPD28Y
Leyland Moke & Californian Facelift	AKPPB19Y, AKPPB29Y, AKFPB19Y, AKFPB29Y, AKFPD19Y & AKFPD29Y

YJBAB2R ? Indonesian Moke

LHD models?

2. Available Da

At least it can be concluded the document is dated 1978 based upon how Service Bulletins are numbered.

No. In October 1979, it was a requirement for the new numbering system to be used. It was actually introduced in production March/April 1978.

As already noted, facto … f ur … the models is no longe… …t c… Australia Service Bulletin … Technical CAB 13/78, no date, a document issued to cover the subject of … ch was due for introduction from 1 October … bers for each model of the 018 range along with the commencement number for a few the models in the AKxxB18 range.

No. commencing number for AKPPB18Y. Numbering for individual "models" was combined.

No. only the total for 018X0B1M09 is given. Moke Californian is included in this total, so it is not "each" model as such if one considered Californian to be a separate model.

While it may not be a definitive factory number, the final vehicle supplied t… contract V119493 is YJBAB8R 9646 with a delivery date of April 1973. Th…

No evidence on REMLR that the prefix was YJBAB8R. Probably 018COBM10

018COB1M10 is not a “replacement model”, but simply represents a change in vehicle identification coding which was introduced in Jan 1973. The model was still 2/YDO18 with 1098cc engine and 13” road wheels.

It might have been the last to use the old BMC coding system. It is not the last “model”.

018C0B1M10 for YJBAB8R commenced production in January 1973, th
made that production and delivery of the Army contract vehicles continu
and that it is reasonable to state that YJBAB8R 9646 is the final vehicle within this model.

First it
Factory
build in
instanc

Already have discussed YJBAB8R so this is probably “second”.

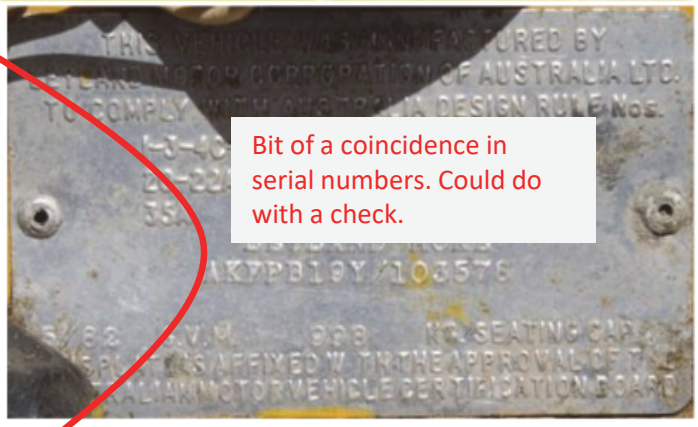
semble data for Morris Mini Mok
is not available for these two m
ole means of assessment. My Data Base has provided the information in this Morris Mini Moke being YJBAB1R 4020 and BMC Moke YJBABAB6R 2573.

In fact, factory documentation does exist for YJBAB1R and shows starting at 501 and finishing at 4041.

Pollard “Moemoke”

Finally, the last Moke manufactured is detailed as Leyland Moke Californian XNFPB19Y 103578 which carries a brass plaque to indicate it to be “Moke No. 34704, The Last Moke manufactured by Leyland Motor Corporation of Australia Limited, Enfield NSW, June 1982”. This vehicle carries a Compliance Plate stating its manufacturing date as May 82, and while credited with the last Moke built, it is

AKFPB19Y



Bit of a coincidence in serial numbers. Could do with a check.

Compliance plate date not stated here. Pollard gives this as 12/1981

he AKxxB19Y
s point from
data collected within JPS Data Base, to Leyland Moke AKPPB19Y 103644. From the two Compliance Plates i.e., AKFPB19Y 103578 and APPB19Y 103644 along with the brass plaque attached to 103578 that Moke production in some form was underway during the first half of the year 1982, thus a cessation of production could be assumed as June 1982 even if this
he date the vehicle left the
its production date. Of interest
AKFPB19Y 103587 carries a Compliance Plate dated June 1982.

It’s difficult to follow what the author is meaning, but Moke production had ceased in 1981 because Peugeot had then begun displacing Moke from the assy line.

Build Numbers

Wheels magazine shows 1592 produced for Morris Mini Moke Feb 66 – Mar 69.

Moke numbering did not start at 8001 with change to 10 digit code but carried on from the old BMC code system instead of resetting as did the saloon models with some intermix at changeover and with Army production. Cars 8532 to 9646 are 018COB1M10 not YJBAB.

					Start	Finish	Count
Apr 69 to Apr 73 (3)					501	4020	3520
					501	2573	2073
					501	9646	9146
Jan 73 to Mar 78 (4)	Leyland Moke Leyland Moke Californian	018C0B1M10, 018F0B1M10 018F0B1M09, 018F0B2M09	62	199	8001	20326	12326
Apr 78 to Oct 78 (5, 6)	Leyland Moke Leyland Moke Californian	AKPPB18Y, AKPPB28Y AKFPB18Y, AKFPB28Y AKFPD18Y, AKFPD28Y			100001	105303	1378
Nov 78 to Oct 79 (7)	Leyland Moke Leyland Moke Californian	AKPPB18Y, AKPPB28Y AKFPB18Y, AKFPB28Y AKFPD18Y, AKFPD28Y	12	218	105304	107920	2617
Nov 79 to Jan 82 (8)	Leyland Moke Leyland Moke Californian	AKPPB19Y, AKPPB29Y AKFPB19Y, AKFPB29Y AKFPD19Y, AKFPD29Y	26	140	100001	103644	3644
		TOTALS	204	170			34704

Guesswork

C13/78 has this as 100032

Pollard

Notes
1. YJBAB1R 4020 - the highest build number from JPS Data Base for this model
2. YJBAB6R 2573 - the highest build number from JPS Data Base for this model
3. YJBAB8R 9646 - the last vehicle delivered to the Army under contract V119493 in April 1973
4. 018F0B1M09 20326 - last vehicle of model as per Leyland CAR 13/78
5. XNFAD18Y 105303 - the last saloon built, Leyland Mini 1275 LS
6. The Moke figure is an estimate of production based on average of previous months activity
7. AKFPB18Y 107920 - last vehicle of model as per Leyland CAR 13/78
8. AKPPB19Y 103644 - the highest build number from JPS Data Base for this model

Ausmini register, date not confirmed

The information presented above will now provide the basis for calculating the total build number of the various Moke models manufactured in Australia, discounting the Export Moke model, a summary of the findings can be found in the table above.

Previous publications have assessed the build number around 26000 units however the above analysis take this number to 34704 units. (Note a calculated number of 1378 has been inserted for Leyland Moke/Leyland Moke AKxxB18Y and AKxxB28Y for the period April 1978 to October 1978, refer to Note 6 in Table above).

By assuming the figure 1378 is correct, the magic number of 34704 units for the total Moke production (without Export Moke) is achieved, thus the brass plaque attached to AKFPB19Y 103578 achieves its significance.

Already explained by Pollard in a more convincing manner

The Australian Mini & Moke

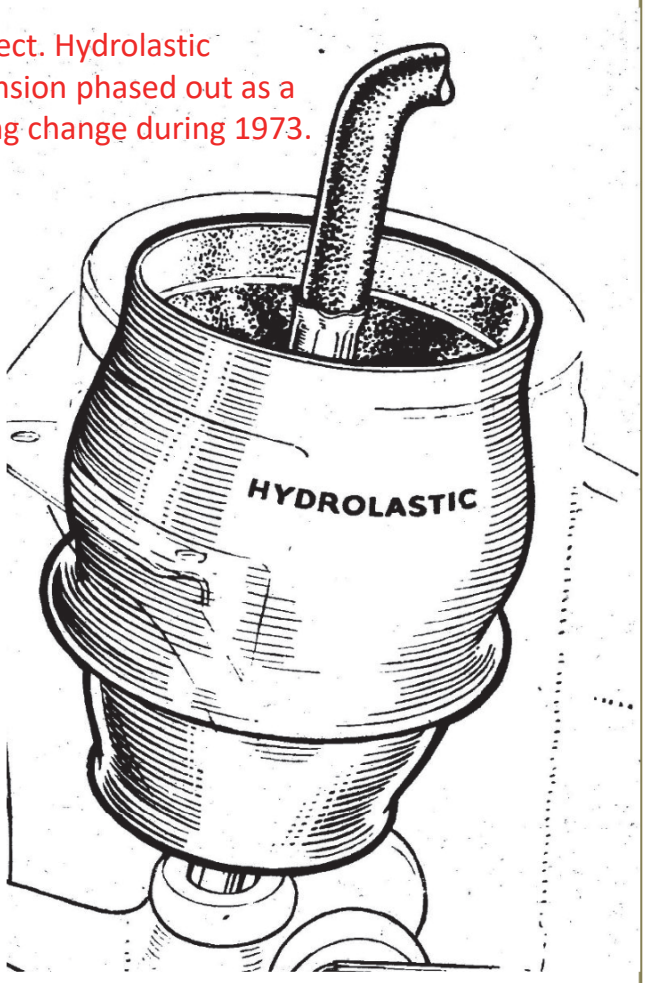
1961 to 1982

Hydrolastic Suspension Units

25 March 2023

The Hydrolastic Suspension System fitted to some of the Morris & Leyland Mini range produced in Australia from 1965 to 1975 inclusive incorporates a suspension bag at each independently sprung wheel interconnected via pipework on either side of the vehicle and pressurised to approximately 275psi (approximately 19 bar). These Units are referred to "Displacer" or "Spring Unit" within the various BMC/Leyland Parts Catalogues, or more commonly called "Hydro Bags".

Incorrect. Hydrolastic suspension phased out as a running change during 1973.



The Displacers were manufactured under licence to Moulton Developments Ltd by Dunlop, both in UK and Australia.

from

During the life of the Mini range several enhancements were incorporated within the Displacer design, mostly to improve road handling of the vehicle much of which was dictated by the requirements of the Cooper S range and the motor racing industry. The following is a summary of the changes incorporated within Australian production and is intended to address some of the incorrect information which has been recently published.

Reference?

More details, or justification for this statement?

Part No.	Suspension Rating	Colour Marking	Application	Reference
21A1477	Normal	Nil	Morris Mini Deluxe YMA2S2 501 to 16756	PUB1012/p KA2-1
21A1804 AYA4090	Normal	1 Orange	Morris Mini Deluxe YMA2S2 16757 to 37849 (end of production)	PUB1012/p KA2-1[1]
			Morris Mini K YG2S1 501 to production end of this model	PUB1038/ p H1
			Morris Mini Clubman YG2S7 501 to production end of this model[2]	PUB1052/ p H3 & K4
21A1705	Stiff	One Yellow	Morris Cooper S MkI YKG2S2 501 to 1219	PUB1012/ p KA2-1
21A1811	Stiff	Two Orange	Morris Cooper S MkI YKG2S2 1220 to 1917	PUB1012/ p KA2-1
21A1872 21A2010[3]	Hard	One Blue	Morris Cooper S MkI YKG2S2 1918 to 3716	PUB1012/ p KA2-1 PUB1056M p K9
AYG4113 21A2012	Hard	One Brown[4]	Morris Cooper S MkI YKG2S2 3717 to 5486	PUB1056M p K9
AYG4113 21A2012			Morris Cooper S MkII YG2S4 501 to 2919[5]	PUB1056M p K9
AYG7061, 21A2014(R) & AYG4113 (F)	Hard	Two Brown[6] One Brown[7]	Morris Clubman GT YG2S8 501 to 1699	PUB1052 p H3 & K4

Incorrect. PUB1012 actually states that 21A1477 was used TO 16756 and the FORMER part number was 21A1703. 21A1703 uses the same spring unit 21A1477 but has a different hose assembly.

Not end of production. 21A2008 introduced at some point.

Missing data or the same as previous line?

Incorrect. AYA4090 has single white band or no band. 21A1804 single orange band.

Author assumption, not actually stated in the reference given.

Incorrect. Single silver or single brown or single orange with brown dot. Ref says 3717 on.

Missing data or the same as previous line? Reference does not give data for MKII

Reference does not give Body No range.

21A2008?
21A1874?
21A2014? (AYG7061)

All missing from table

References

- BMC Parts List HYL3262 – The Morris Mini Series
- BMC Service Parts List PUB 1012, also referred to as HYL3698
- BMC Parts Catalogue PUB 1056M, The Mini Series
- Leyland Australia Parts Catalogue PUB 1038, Mini K
- Leyland Australia parts Catalogue PUB 1052, The Mini Clubman Series
- Australian Mini & Moke – 1961 to 1982, John Sneddon
- Original Mini Cooper & Cooper S, John Parnell
- The BMC Engineering Companion, Tony Cripps
- BMC Drawing AYA4090 – Spring Unit Assembly

Thanks for purchasing my new book!

Incorrect. Rubber grade for front suspension is HR, rubber grade for rear suspension is EHR.

Incorrect. Drawing AYA4090 lists identification as single white band, or alternatively, no band.

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[1] PUB1012 refers to P/No 21A1477 changing to 21A1804 at YMA2S2 16757. PUB1056M/p K9 refers to P/No 21A1477 changing to AYA4090, the "AYA" prefix indicates an Australian component. Both 21A1477 and AYA4090 are listed as having one orange band.

[2] Hydrolastic suspension phased out from April 1973, exact change point unknown.

Inconsistent with opening page where it states 1975

[3] PUB 1056 pK9 reference to P/No. 21A2010

[4] BMC Drawing AYA4090 – Spring Unit Assembly

[5] A specific parts book covering Morris Cooper S MkII YG2S4 is not available. An assumption has been made that the same Displacer continued from MkI to MkII. Reference should be made to the units listed for Morris Clubman GT YG2S8

[6] BMC Drawing AYA4090 – Spring Unit Assembly

[7] BMC Drawing AYA4090 – Spring Unit Assembly

Courtesy Doug Jenkins (ausmini 5/1/2017)

The Galvanised Moke Misnomer

In 1979 Leyland Australia re
models, Leyland Moke AKPI
1275 AKFPD19Y.

This statement entirely missing from the first "edition" of this article until the present reviewer made reference to the BMC Experience on an online forum.

A comment relating to the introduction of the "Facelift" Moke from The BMC Experience Issue 10, page 67 reads as

> *"... Most notable of these* (raft of improvements) *was the introduction of "galvanised" bodies. Although not strictly galvanised, and certainly not hot dipped galvanised, they were made from panels of "***ZINCMATTE®***, a cold galvanised treated steel..."*

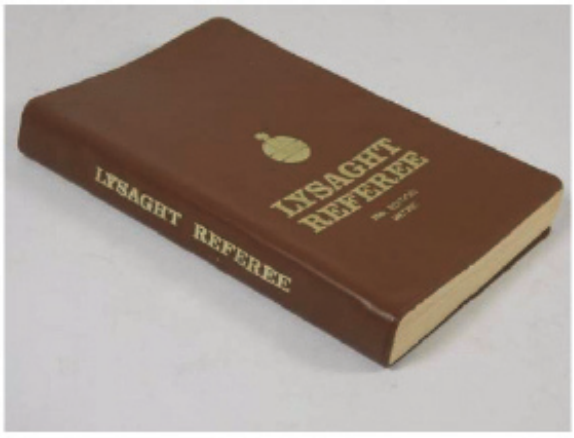
The Moke sales brochures of the day contains the statement "*body protected by new electrophoretic rust inhibiting system*" which, over time has been interpreted to be "*galvanised finish*" and taken even further to be "*hot dip galvanised*", nothing could be further from the truth.

The process of "*hot dip galvanising*" involves cleaning in a caustic solution, pickling in an acid bath followed by immersion in a ba
quenching. To obtain a "clean
molten zinc to run away from

Stated as 4500 C in the first edition of this article.

ture of 450°C with a final step of
ge holes are necessary to allow the
ed in the zinc tend to warp and buckle due to the bath temperature and inbuilt stresses incurred during the manufacturing process. The control of coating thickness is difficult, and the final finish is not conducive to high quality paint finish.

The material utilised in the manufacture of the Moke bodies is a Lysaght Australia product called "**ZINCMATTE®** GC", a product described in their booklet of the time (Lysaght Referee, 25th Edition, page 25) as:



"...a corrosion resistant flat quality with a zinc coating modified to produce a minimum spangle, extra smooth silver-grey surface. **ZINCMATTE®** *with its virtual absence of visible spangle pattern is intended for high gloss paint finishes.*

ZINCMATTE®, *.... will permit a wide range of forming and drawing operations. Typical applications – Automotive body components"*

ZINCMATTE® steel is a hot dipped zinc coated drawing steel.

Spangle is the visible aesthetic feature of crystallites on the surface of a galvanised steel sheet.

The process of manufacture of the Moke body involves cutting, forming, folding, and welding both spot and other methods. Each of these steps "cut or interfere with" the sheet coating thus reducing its ability

This information is obviously quoted from somewhere (quote marks shown) but no reference or ackknowledgement given.

to resist corrosion. Component edges are unprotected and at weld joints, the heat of welding breaks down the coating thus leaving these areas vulnerable to corrosion if left unprotected.

I read recently in a magazine that some experimentation work was undertaken by Leyland to determine the feasibility of applying a hot dipped galvanised finish to the Moke body to the point that some bodies were sent to the Lysaght factory (Now BlueScope Port Kembla) for evaluation. I contacted BlueScope but received no reply.

No reference or support for this statement.

The making of statements of "hot dipped galvanised" or even "galvanised" regarding this model of Moke is a long way from the truth. Vehicles were manufactured from an improved product to the standard bright finish body steel utilised in previous models, however vehicles constructed of Zincmatte were still susceptible to corrosion, maybe not as bad as previous models.

Since the Zincmatte product confers corrosion protection of the underlying steel utilising Galvanic action, it is entirely appropriate to call the bodies "gal" as is normally done. The conclusion drawn is entirely erroneous.

No such entity registered as a business name, yet is now listed as the publisher of Mr Sneddon's book.

John Sneddon Publishing

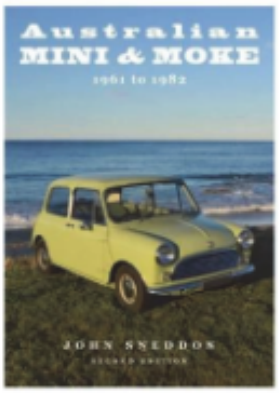
The Australian Mini & Moke 1961 to 1982

April 2023

Comment on Critical Review undertaken by Peter Davis & Tony Cripps

Introduction

In late 2017 I first encountered Peter Davis at a BMC – Leyland Heritage Group annual lunch. A copy of my book was donated to the Group for their reference at this dinner and Peter was asked by the then Group Committee to comment upon its content. In early January 2018 I visited Peter at his home for a discussion on his findings.



At this visit I was presented with two sets of documents, firstly a five-foolscap page handwritten paper of background information relating to various models manufactured during the appropriate build period and their relevant Drawing Office Reference Number, ADO & YDO classifications. Secondly an eleven-page foolscap handwritten paper covering his comments on my book.

A discussion took place in relation to the points raised in the second paper, some topics made were for comment and reference only, others were debatable depending on the individual's interpretation of available information and thirdly, those items which were considered errors. One area of debate related to the name applied to certain models with a difference being between that applied ...d by Sales, the more commonly known nar... 1098cc vs Morris Mini K. My commen...present that which the purchaser/enthu...mes as present within the marketplace wou...

Incorrect. Peter Davis only reviewed historical and nomenclature information in Mr Sneddon's book and did not address any information in the "Detailed production changes". The present reviewer has Peter's handwritten document referred to above and the total number of issues requiring attention is approximately 80.

At the conclusion of the dis...comments made within the papers pro...oming editions. The total number of true errors identified was less than twelve.

Phase 2

We now fast forward to 2021 where Tony Cripps takes it upon himself to undertake a "Critical Review" of the book and produces a fifty-seven-page document which substantially

Incorrect. Only relevant paragraphs were reproduced for the purposes of review (allowed under the Copyright Act), not "various pages".

consisted o g circular highlights around certain paragraphs along with typed comments. The document is posted upon his web page, BMC Leyland Cars in Australia along with links listed on other forums. In the first instance I objected to the posting of such pages as I believed it to be an infringement of copyright and emailed the author accordingly only to receive a reply "acknowledge receipt of your email".

I was also informed by another person involved in the various forums that he had been comment at the time went along the lines "I would not mind if to the public forum", the document being the "Critical Review". The person concerned refused to assist with this task and he is to be commended for his actions.

Hearsay with no evidence to support this ridiculous statement

A period of approximately twelve months now passes with Cripps web page, BMC Leyland Cars in Australia, for some occasions removed. In October 2022 a whole new range o starting with a 113-page update listed on 1st. Over the ensu updates were produced and listed varying in length with th consisting of 211 pages.

Incorrect. The review was initially sent to a select few experts for their appraisal. At no time did anyone "refuse" to assist with any publication of the review. The experts provided comments which have now been reproduced in the additional information provided in the review.

Analysis of The Editions

A decision was made to undertake a detailed analysis of th various reviews, the purpose of which was to establish the reliability and integrity of the presented data. The approach taken was to count each "circle" contained within Editions 1 and 22 respectively, cataloguing them into four categories, Puerile, Debatable, Needs Checking and Error, results are contained in the following table.

Component	Review 1	Review 22
Circles	163	566
Puerile[1]	102	284
Debateable[2]	13	88
Needs Checking	40	153
Error	8	35[3]

Arbitrary categories by Mr Sneddon.

Mr Sneddon's opinion only. The review comments speak for themselves.

from the data is that approximately half, i.e., 50% of the circled category and when this is combined with the "debateable" category more than 65% of the items are covered. When compared with the statements made within the Review contained on the web page BMC Leyland Cars in Australia, i.e. "*The Review identifies over 600 errors in a book of 258 pages. The concept is a good idea, but as a vehicle reference, this particular book is best avoided*", a vastly different picture is presented. Not only is there not "over 600 errors" but an error count of 35 within the total text

[1] Puerile – childish, silly, or immature

[2] Debateable includes a difference of opinion or the difference between a designation by Product Engineering and Sales. The book is intended to portray that story to which the reader can relate. An additional point of contention has been the methodology which the text of the book is ordered. At the beginning of each chapter the vehicle details are listed then as time progresses variations are added, a point completely missed by the reviewer.

[3] The total of 35 errors includes 6 typo and 2 spelling.

Faulty logic. This assumes that each red circle identifies one error. In fact many red circles identify more than one error, some over 10 in the one circle.

returns a calculated Error Rate is 0.06%, include the "Needs Checking" items and the calculated error count is 0.3% based on a total word count of 60,000.

Comment

Author opinion unsupported by any facts

It is apparent from the analysis of the presented data within the "Critical Review" that the author had a mission, whether that mission was to be constructive or destructive in their task is open for comment, I believe a destructive approach was undertaken.

The other question which needs clarification relates to the number of attempts taken by the author to achieve their final goal, i.e., assuming the 22nd Edition dated 1 April 2023 is the final edition. Further it must be asked why within the numerous editions, was it necessary to include analysis of other papers prepared by myself including one paper prepared in conjunction with others for the "Minis Down Under" celebrations last year, in with that of the book. It must also be questioned why it was necessary for the inclusion of copies of private emails that had passed between the two parties along with copies of private correspondence between solicitors within a book review.

The review took approximately one year. The large number of errors took time to identify, research and make comment upon. Since the reviewer was unpaid for this task, several editions of the review were released as time progressed for the benefit of readers. Material was progressively added to the review, not changed or edited.

Conclusions

One can only conclude the review was unde
to be promoted in this manner upon the auth
others within this forum.

I will continue to produce short papers on va
included in future editions of "Australian Mini & Moke – 1961 to 1982" should such editions eventuate.

To all my existing and future customers Thank you and enjoy the read. Your constructive comments are always welcome.

The present reviewer can find no web site, forum, or any other resource that provides customer support Mr Sneddon's book. The present edition on sale appears to be the same one reviewed by the present reviewer even though the author claims "new stock" of the book is now available (19/1/2023).

No such entity

The implication here is that the "error" so noted was due to the printer making an error, not that Mr Sneddon might have made an error. Evidently, the 600 or so errors made by Mr Sneddon had gone un-noticed by him. The so-called printing error must certainly have been significant if it triggered a 2nd edition rather than a 2nd printing.

I published my book "Australian Mini & Moke – 1961 to 1982" in 2016 with a second edition published in 2017 to address a printing error noted in the First Edition. During the research period leading up to publication, the number of journals available covering the specific subject matter of my book was very limited, in fact a search at the time revealed Nil of the e intent of my book was to identify each individual model within the Mini and between commencement of saloon production in 1961 through to cessation of Moke production in 1982 and detail the production changes that occurred.

Sloppy research.

S Following a series of abusive emails sent to the reviewer in 2021.
rticles had been er they did
n of these vehic erenced and

Where was this proclamation published?

In November 2021, some five years after publication, a self-proclaimed BMC & Leyland expert took it upon himself to produce a Critical Review, a document which initially contained 58 pages mainly consisting of scanned images from the book. To these scanned pages the author added various comments, comments at time which were quite sarcastic and even ridiculous in their intent, let alone some of the ong.

Examples? Just one example will do.

The author on several occasions, has been sl or with regards to comments he has made on various forums, at times becoming very most indignant and rude ncerned and extremely reluctant to admit error.

Total rubbish

At the time of initial publication of the review, the author attempted to coerce a colleague to undertake the release of the document to the public on his behalf, not willing to have his name associated with this document, to the credit of the person concerned, he refused.

Over the ensuing period the review expanded in length, at one point containing 212 pages. Thus far a total of thirty-one (31) separate editions have been posted with the latest edition dated 4 December 2023 containing 196 pages.

Within the 27th Edition dated 2 October interest in ownership of a copy" and dis by ripping into pieces.

Since there are some 600 errors in Mr Sneddon's book, it took some time (unpaid) to process them. The reviewer released several versions of the review so that the public would be kept informed promptly.

Several questions remain unanswered,

- If the author is "an expert" why has it taken, thus far, 31 attempts to write this review.
- Are there further editions to be published.
- As the author has stated in the 27th edition ber 2023 that he has disposed of his copy of the book, what is he using editions of the review.
- Why has the review author closed all lines of comn

Possible.

The reviewer can always borrow one if needed from someone unfortunate enough to have purchased the book.

My lawyer, Mr Hedges, is always ready to accept Mr Sneddon's communications.

toast.

1 h Like Reply

John Sneddon

Many people are under the misconception that the last of the Moke models prefix AKPPB19Y, AKFPB19Y and AKFPD19Y are galvanised bodies.

I wrote a paper on this subject a number of years ago in an attempt to clarify the position, only to have it copied by another author.

I have enclosed a copy here and trust this may address some of this misconception.

Who ? Evidence of copying?

13 m Like Reply

Write a comment...

Wayne William Askew