

## Start of Production to September 1969

### General format:

A-A2S7L-\*\*\*A

### First position (“A” in the above example):

A = Austin (other than Cooper and S)  
C = Austin Cooper or Austin Cooper S  
K = Morris Cooper or Cooper S  
M = Morris  
R = Riley  
W = Wolseley

### Second position ( second “A” in the above example):

= A series engine. Any standard Mini engine for the period:  
848cc  
970cc Cooper S  
997cc Cooper  
998cc Cooper and non-Cooper  
1071cc Cooper S  
1275cc Cooper S

### Third position(s) (“2S” in the above example):

= Body type:  
2S = 2-door saloon/sedan. Caution: bureaucratic bungles often interpret this as 25 (twenty-five)  
B = Moke  
U = Pick-up.  
V = Van.  
W = Estate

### Fourth position (“7” in the above example):

= Series of Austin, or Morris, etc.:  
1 = Mk I Riley Elf, Wolseley Hornet, and Austin/Morris Moke  
2 = Mk II Riley Elf or Wolseley Hornet  
3 = Mk III Riley Elf or Wolseley Hornet  
4 = Mk I Morris  
6 = Mk II Morris  
7 = Mk I Austin  
B = Mk II Austin

### Fifth position (“L” in the above example):

D = De-Luxe.  
L = Left hand drive. Right hand drive was not designated  
S = Super De-Luxe

### Number positions (“\*\*\*\*” in the above example):

= The sequential build number:

The first car at Longbridge was number 101, as was the first at Cowley. From then on, each factory continued with their own number sequence regardless of the model; e.g., Saloon, Van, etc. In other words, each model did not start at 101 and maintain its own sequence. Saloons and Vans, etc., are mixed in the number sequence along with the Cooper and Cooper S models.

The number sequence was into seven digits, #####, by the end of September 1969.

**Last position (“A” in the above example):**

= Assembly plant. Officially, “Internal Use Only”

This seems to be used inconsistently on English built cars and it is understood that the car was built at the “normal” factory if the letter is left off; e.g., an Austin, Riley or Wolseley at Longbridge may or may not have an A after the sequence number.

Yes, there were Austin Minis built at the Morris plant in Cowley and Morris Minis built at the Austin plant in Longbridge.

Note that all English built Cooper and Cooper S models (Austin and Morris) as well as Riley Elf and Wolseley Hornet models were built at the Longbridge, Austin plant.

A = Longbridge

M = Cowley