

MORRIS MINOR PRODUCTION NUMBERS

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1948

First saloon: SMM/501 (September 20th, 1948)

First tourer: SMM/527 (October 14th, 1948)

Chassis numbers from - to:

Right-hand-drive cars: 501 to 1208

Completely-Knocked-Down cars: 5001 to 5258

Left-hand-drive cars: 5501 to 5705

1949

Chassis numbers from - to:

RHD: 1209 to 33303

CKD: 5259 to 31052

LHD: 5706 to 12876

1950

Chassis numbers from - to:

RHD: 33304 to 79756

CKD: 31053 to 75804

LHD: 12877 to 74794

First 4-door saloon: SMM/62551 (September 5th, 1950)



1951

Chassis numbers from - to:

RHD: 79757 to 127671

CKD: 75805 to 129026

LHD: 74795 to 122944



1952

Series MM

Chassis numbers from - to:

RHD: 127672 to 175495

CKD: 129027 to 171131

LHD: 122945 to 138500

New style chassis number prefix beginning with "F" introduced April 1st, 1952 from the following chassis numbers:

RHD: 139371;

LHD: 13439;

CKD: 137729(Approx).

Series II (4-door saloon) cars from:

R&LHD: 161001 (July 10th, 1952) to 170901

CKD: 159190 (September 1952) to 178800

From now on CKD cars tend to be more mixed into the general run of chassis numbers, and are therefore no longer included with these figures.

1953

Series MM chassis numbers from - to:

From: 175496

To: 176410, last 4-door saloon, January 12th, 1953

179820, last Tourer, February 18th, 1953

179839, last 2-door saloon, February 23rd, 1953

Series II chassis numbers from - to:

From: 170902 (4-door saloon)

178659 (first 2-door saloon, February 10th, 1953)

178664 (first Convertible, February 10th, 1953)

216901 (first Traveller, September 30th, 1953)

To: 233717



1954

Chassis numbers from 233718 to 307207

1955

Chassis numbers from 307208 to 395986

1956

Series II chassis numbers from 395987 to 448714
(September 27th, 1956)

Minor 1000 chassis numbers from 448801
(September 25th, 1956) to 464994

1957

Chassis numbers from 464995 to 569666

1958

Chassis numbers from 569667 to 683432

(In January 1958, the last digit in the chassis number prefix, indicating the type of paint used, was deleted)



New style of prefix beginning with "M" was introduced from chassis number 666001 (October 29th, 1958).

1959

Chassis numbers from 683433 to 790006

1960

Chassis numbers from 790007 to 886160

Note: Chassis numbers 1000000 to 1000349 were allocated ahead of the normal sequence to the Millionth Minor and the 349 Minor Million replicas built in December 1960 (chassis number 1000000, December 22nd, 1960).

1961

Chassis numbers from 886161 to 946760

1962

948cc chassis numbers from 946761 to 990289
(September 17th, 1962)

1098cc chassis numbers from 990290
(September 17th, 1962) to 1005482

1963

Chassis numbers from 1005483 to 1051385

1964

Chassis numbers from 1051386 to 1092769

1965

Chassis numbers from 1092770 to 1131828

1966

Chassis numbers from 1131829 to 1170438

1967

Chassis numbers from 1170439 to 1208360

In the Fall of 1967, chassis numbers became suffixed with the letter M, which indicates that the cars were built in the Morris facility at Cowley.

1968

Chassis numbers from 1208361 to 1241049

1969

Chassis numbers from 1241050 to 1268275

The last Convertible was 1254328 (June 10th, 1969).

The last Cowley-built Traveller was 1257425 (July 18th, 1969).

Note: Adderley Park-constructed Travellers have their chassis numbers suffixed "F".

1970

Chassis numbers from 1268276 to 1288377 (saloons)
and to 1290812 (Travellers).

The last 4-door saloon was 1288299 (November 11th, 1970).

The last saloon shipped to Denmark was 1288317 (November 11th, 1970).

The last saloon for export was 1288325 (November 11th, 1970)

The last 2-door saloon was 1288377 (November 12th, 1970).

1971

Only Travellers remained in production, these were built at Adderley Park.

Chassis numbers from

1290813 to 1294082, the last Traveller in April of 1971



Submitted by Les Whale