



AUSTIN
TYPE SYMBOLS
AND
DATING FEATURES

PRIVATE CARS

1923—1961

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**COMMERCIAL
VEHICLES**

1931—1961

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THE AUSTIN MOTOR CO. LTD.
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Introduction

The primary object of this booklet is to assist the Distributor, Dealer and Individual Owner in establishing the true type identity and year of manufacture of any particular Austin/B.M.C. car or commercial vehicle whether the occasion be the purchasing of a second hand model or the ordering of spare parts.

Although "Parts List" publication numbers are given, for models prior to 1945 it is regretted that these publications are not now available.

Model and Date of Manufacture	Chassis No. from	Engine Details	Distinguishing Features
SEVENS Seven Tourer, Saloon (narrow doors) Saloon (wide doors), A1, A2, A3, etc. 1923 to 1929.	101	4 Cyl. S.V. Bore 2.2", Stroke 3", Cap. 747.5 cc. RAC rating 7.8 h.p.	Magneto ignition until A7.1280, subsequent change to coil ignition.
Seven Tourer and Two-seater Saloon (short scuttle), B, B1, B2 1930.	96,000	Ditto	Coil Ignition
Seven Tourer, Two-seater and Saloon, B2, B3, B4. 1931.	120,000	Ditto	
Seven Tourer, Two-seater and Saloon, B4, B5, B6. 1932 Jan.	144,000		
Seven Tourer, Two-seater and Saloon, B6. 2938 1932 Oct.	159,534		
Seven Tourer, Two-seater and Saloon, B6, B7, B8. 1933 April.	168,000	Ditto	Rear Tank. 4-speed gearbox. Starter on offside. Induction and Exhaust in one casting. Petrol pump feed. Electric gauge. Wider brake drums. Engine moved forward. Synchromesh between 3rd and 4th speeds.
Seven Tourer, Two-seater and Saloon, B8, B9. 1933 Aug.	176,700		
Seven Tourer, and Saloon, B9. 1933 Sept.	179,368	Ditto	Wider brake drums, synchromesh gearbox.
Seven Two-seater, B9.C. 1933 Nov.	180,000	Ditto	Ditto
Seven Saloon (low frame) ARQ. Seven Cabriolet (low frame) AC. Seven Tourer (high frame) AAK. Seven Two-seater (high frame) APD. 1934 July.	198,596	Ditto	Low frame models have sloping radiator cowls. Synchromesh 2nd, 3rd and 4th. Radiator filler cap under bonnet. "OPAL" battery under bonnet.
Seven Saloon (low frame) ARQ. Seven Cabriolet (low frame) AC. Seven Tourer (low frame) AAL. Seven Two-seater (low frame) APE. 1936 July.	247,765	Ditto	Three-bearing Crankshaft.
Seven Saloon ARR. Seven Cabriolet ACA. Seven Tourer AAL. Seven Two-seater APE. 1936 Sept.	249,701	Ditto	Semi-Girling brakes front and rear.
Seven Saloon ARR. 1937 Dec.	281,472	Ditto	Rear axle ratio 8.41 in place of 8.42. Speedo altered for 4.00 tyres only.
Model and Date of Manufacture	Chassis No. from	Engine Details	Distinguishing Features
SEVENS—continued Seven Saloon ARR. Seven Cabriolet AC. Seven Tourer AAL. Seven Two-seater APE. 1938 June.	286,462	4 Cyl. S.V. Bore 2.2" Stroke 3" Cap. 747.5 cc. RAC rating 7.8 h.p.	Radiator cowl to suit new bonnet hinge. NOT INTERCHANGEABLE.
Seven Saloon ARR. Seven Cabriolet AC. Seven Tourer AAL. Seven Two-seater APE. 1938 July.	286,571	Ditto	Full Girling brakes. Concealed bonnet hinges.
1939 Ceased Production.			
BIG SEVEN Four-door Six-light Saloon CRV 1937	1	4 Cyl. S.V. Bore 2.235". Stroke 3.5". Cap. 900 cc. RAC rating 7.99 h.p.	No running boards.
Two-door Four-light ("Forlite") Saloon GRW. Jan. 1938	6,672	Ditto	

Model and Date of Manufacture	Chassis No. from	Engine Details	Distinguishing Features
BIG SEVEN—continued. Four-door Saloon CRV. Two-door Saloon CRW. 1938 June.	12,563	Ditto	Radiator cowl to suit altered bonnet hinge. Radiator relief valve fitted. NOT INTERCHANGEABLE.
Four-door Saloon CRV. Two-door Saloon CRW. 1938 July.	13,064 13,078	Ditto	Rear mudguards altered to suit fitting of running boards.
1939 Ceased Production.			
EIGHT Four-door Saloon AR. Two-door Saloon ARA. Two-, Four-seater AP. 1939 Feb.	1	Ditto	Introduced with louvred horizontal radiator grille. Projecting luggage boot.
Four-door Saloon AR. Two-door Saloon ARA. Two-, Four-seater AP. 1941 June.	46,660	4 Cyl. S.V. Bore 2.235" Stroke 3.5" Cap. 900 cc. RAC rating 7.99 h.p.	Third motion shaft flange separate instead of integral with shaft. Gearbox INTERCHANGEABLE as whole unit.
Four-door Saloon ASI. 1945 July.	47,601	Ditto	
1947 Ceased Production.			
TEN GC Saloon Tourer and Two-seater GT. 1932.	101	4 Cyl. SV., Bore 2.4995" Stroke 3.5", Cap. 1125.5 cc. RAC rating 9.99 h.p.	Straight frame.
Saloon GRA. Tourer or Two-seater GT. 1933.	21,231	Ditto	Cross-braced frame. 3rd and 4th synchronisor. Shorter prop. shaft. Electric petrol gauge. Wider body.
Saloon GRA. Tourer or Two-seater GT. 1934 July.	42,701	Ditto	Needle bearing type prop. shaft. Flanges affected. Trafficator switch on steering column.
Lichfield Saloon GRB. Open Road Tourer GQA. Cabriolet GCB. Two-seater GPA. 1934 July.	43,501	Ditto	Sloping radiator cowling. 2nd, 3rd and 4th speed synchromesh gearbox. INTERCHANGEABLE as a whole unit.
Lichfield Saloon GRB. Open Road Tourer GQA. Cabriolet GCB. Two-seater GPA. 1934 Aug.	45,809	Ditto	Bowden cable front brakes. Axle assembly NOT INTERCHANGEABLE. Radiator filler cap same as oil filler, positive pole earthing.
Tourer GQB (in place of GQA). 1935 Feb.		Ditto	

Model and Date of Manufacture	Chassis No. from	Engine Details	Distinguishing Features
TEN—continued. Sherbourne Saloon GRK (in place of Lichfield GRB). 1935 Dec.	82,000 approx.	Ditto	Sloping rear panel.
Cambridge Saloon GRL (in place of GRK). 1936 July.	97,001	Ditto	Girling brakes on GRL. (August: Track rod in front of axle.)
Cabriolet GCE. Conway 1936 Oct.	103,314	Ditto	Girling brakes on GCE cabriolet.
Open Road Tourer GQB. 1936 Dec.	110,000	Ditto	Girling brakes on GQB Tourer.
Cambridge Saloon GRL. Tourer GQB. 1938 April.	148,972	Ditto	Aluminium cylinder head. Unequally sizes valves. Engine INTERCHANGEABLE. Pistol grip handbrake.
Saloon GRQ. Tourer GQC. 1939 May.	177,363	4 Cyl. S.V. Bore 2.4995" Stroke 3.5", Cap. 1125.5 cc., RAC rating 9.99 h.p.	Horizontal radiator grille.
Saloon GRQ. 1941.	192,101	Ditto	Third motion shaft flange separate instead of integral with shaft. Gearbox INTERCHANGEABLE as whole unit.
Saloon GSI. 1944.	225,718	Ditto	
Saloon GSI. 1945 July.	226,074	Ditto	Rear axle ratio 7.38 in place of 8.43. Speedo not affected. Gears INTERCHANGEABLE. Cam gear steering.
Saloon GSI. 1945 Sept.	230,056	Ditto	Stephenson type lifting jacks provided.
Oct., 1947 ceased production at	282,764		

Model and Date of Manufacture	Chassis No. from	Engine Details	Distinguishing Features
TWENTY —continued Limousine DJN. Landaulet DLN. 1935 May.		Ditto	Sloping radiator cowling.
Limousine DJN. Limousine DJN. 1935 Aug.	6,027 6,172	Ditto	Girling brakes, hydraulic lifting jacks. Positive in place of negative earthing.
Landaulet DLN. 1936 March.	6,336	Ditto	Exhaust manifold with down pipe in central position.
Landaulet DL. 1937 Nov.	7,044	Ditto	Road springs with positive lubrication.
1939 Ceased production except for Ambulance.			
TWENTY-EIGHT Limousine DJP. 1938 April.	7,130	6 Cyl. S.V. Bore 3.400", Stroke 4.5". Cap. 4016 cc. RAC rating 27.75 h.p.	
Limousine DJP. 1939 Jan.	7,268	6 Cyl. S.V. Bore 3.400", Stroke 4.5". Cap. 4016 cc. RAC rating 27.75 h.p.	Thompson type steering cross rod.
1939 Ceased production.			
LIGHT TWELVE Saloon HC. Tourer HT. Two-seater HP. 1932.	1	4 Cyl. S.V. Bore 2.73", Stroke 4". Cap. 1535 cc. RAC rating 11.9 h.p.	Straight frame. 4-speed crash gearbox.
Saloon HC. Tourer HT. Two-seater HP. 1933 July.	6,200	Ditto	Cross-braced frame.
Saloon HC. Tourer HT. Two-seater HP. 1933 Aug.	6,560	Ditto	3rd and 4th speed synchromesh gearbox, shorter propeller shaft.
Model and Date of Manufacture	Chassis No. from	Engine Details	Distinguishing Features
LIGHT TWELVE —continued Ascot Saloon HC only. 1933 Dec.		Ditto	Dropped frame, altered gearbox casing.
Ascot Saloon HBX only. 1934 Aug.		Ditto	2nd, 3rd and 4th speed synchromesh gearbox. Altered radiator cowling.
Ascot Saoon HBX only. 1934 Sept.	14,613	Ditto	Needle bearing type propeller shaft, flanges affected. Thermostat cooling system.
Ascot Saloon HBX only. 1934 Oct.	15,178	Ditto	Bowden cable operated front brake.
Ascot Saloon HBX. Tourer HQ. Two-seater HP. 1935 June.	21,607	Ditto	Hour-glass type steering INTERCHANGE- ABLE if bracket is included. (July : Zenith carburetter, A.C. fuel pump)
Tourer HQA. Two-seater HPA. 1935 June.		Ditto	Dropped frame, sloping radiator cowl.
Ascot Saloon HBX. 1935 Nov.	26,529	Ditto	
Tourer HQA. 1936 Feb.		Ditto	Positive earthing system. Batteries re- versed in position.
Two-seater HPA. 1936 April.		Ditto	
New Ascot Saloon HR. Cabriolet HCA. 1936 Aug.	34,635	4 Cyl. S.V. Bore 2.73" Stroke 4". Cap. 1535 cc RAC rating 11.9 h.p.	Girling brakes, axles NOT INTER- CHANGEABLE. Propeller shaft longer. Forward engine mounting.
Tourer HQA. Two-seater HPA. 1936 Aug.	39,868	Ditto	
Saloon HRA. 1938 Aug.	61,434	Ditto	Radiator cowl to suit longer bonnet. Piston type shock absorbers. Pistol grip hand brake. Aluminium cylinder head.
Saloon HRA. 1938 Sept.	64,411	Ditto	Steering gear and rods altered.
Saloon HRB. 1939 Aug.	74,158	Ditto	New model. Main assemblies NOT INTERCHANGEABLE.
Saloon HSI 1945 March.	76,301	Ditto	Post-war models, shorter wheelbase.
1947 Ceased Production at	85,032		
HEAVY TWELVE Saloon 6TC. Tourer 6TT. 1930 May.	64,320	4 Cyl. S.V. Bore 2 1/2" Stroke 4 1/2", Cap. 1861 cc RAC rating 12.8 h.p.	Magneto ignition.

Model and Date of Manufacture	Chassis No. from	Engine Details	Distinguishing Features
HEAVY TWELVE—continued. Saloon 6TC. Tourer 6TT. 1932 May.	71,001	Ditto	Hardy Spicer propeller shaft.
Saloon 6TC. Tourer 6TT. 1932 Sept.	71,814	Ditto	Luvax shock absorbers
Saloon 6TC. Tourer 6TT.	72,351	Ditto	Twin top gearbox
Carlton Saloon (L.W.B.) BRN. Westminster Saloon (S.W.B.) BWN. Berkeley Saloon (S.W.B.) BRT. 1933 Sept.	74,372	Ditto	Cross-braced frame. Engine rubber mounted. Synchromesh gearbox, 3rd and 4th speeds.
Carlton Saloon (L.W.B.) BRN. Westminster Saloon (S.W.B.) BWN. Berkeley Saloon (S.W.B.) BRT. 1934.	77,012	Ditto	2nd speed synchromesh.
Carlton Saloon (L.W.B.) BRN. Westminster Saloon (S.W.B.) BWN. Berkeley Saloon (S.W.B.) BRT. 1934.	77,350	Ditto	Needle bearing type propeller shaft.
Carlton Saloon (L.W.B.) BRN. Westminster Saloon (S.W.B.) BWN. Berkeley Saloon (S.W.B.) BRT. 1934.	77,623	4 Cyl. S.V. Bore 2 1/8". Stroke 4 1/2". Cap. 1861 cc. RAC rating 12.8 h.p.	Cable operated front brakes.
York Saloon (L.W.B.) BRP. Hereford Saloon (S.W.B.) BRU. Westminster Saloon (S.W.B.) BWQ. Chalfont Saloon (L.W.B.) BTH (with division). 1934.	77,817	Ditto	Sloping radiator cowl. Trafficator switch on steering wheel. V type carburetter Coil type ignition.
York Saloon (L.W.B.) BRP. Hertford Saloon (S.W.B.) BRU Westminster Saloon (S.W.B.) BWQ. Chalfont Saloon (L.W.B.) BTH. 1935 June.	79,243	Ditto	Marles Weller steering.

Model and Date of Manufacture	Chassis No. from	Engine Details	Distinguishing Features
TWELVE-SIX Saloon FC. Tourer FT. Two-seater FP. 1931	I	6 Cyl. S.V. Bore 2.41". Stroke 3.335". Cap. 1496 cc. RAC rating 13.9 h.p.	Straight frame. 3-speed gearbox.
Saloon FC. Tourer FT. Two-seater FP. 1932 Nov..	11,626	Ditto	4-speed gearbox. Hardy Spicer propeller shaft. (May : Thermostat cooling.)
Saloon FC. Tourer FT. Two-seater FP. 1933.	17,680	Ditto	Cross-braced frame. 3rd and 4th speed synchromesh. Shorter propeller shaft. Rubber engine mounting.
Ascot Saloon FC only. 1933.		Ditto	Dropped frame. Altered gearbox casing.
Ascot Saloon FBX. 1934 Aug.	21,706	Ditto	2nd, 3rd and 4th speed synchromesh gears. Sloping radiator cowling.
Ascot Saloon FBX. 1934 Sept.	21,917	Ditto	Needle bearing type propeller shaft flanges affected.
Ascot Saloon FBX. 1934 Oct.	22,240	Ditto	Bowden cable operated front brake.
Ascot Saloon FBX. 1935 June.	25,683	Ditto	Hourglass type steering. INTER-CHANGEABLE if bracket is included.
Ascot Saloon FBX. 1935 Nov.		Ditto	Positive earthing system. Batteries reversed in position.
FOURTEEN Saloon FBX. Tourer FQA. Two-seater FPA. 1934 Oct.	22,240	6 Cyl. S.V. Bore 2.58". Stroke 3.335". Cap. 1711 cc. RAC rating 15.9 h.p.	Bowden cable operated front brake.
Saloon FBX. Tourer FQA. Two-seater FPA. 1935 June.	25,683	Ditto	Hourglass type steering. INTER-CHANGEABLE if bracket is included.
Saloon FBX. Tourer FQA. Two-seater FPA. 1935 Nov.	27,538	Ditto	Positive earthing system. Batteries reversed in position.

Model and Date of Manufacture	Chassis No. from	Engine Details	Distinguishing Features
FOURTEEN—continued Goodwood Saloon FR. 1936 Aug.	29,535	Ditto	Girling brakes. Longer propeller shaft.
Tourer FQA. Two-seater FPA. 1937 Jan.	33,073	Ditto	
Goodwood Saloon FR. 1937 Sept.	37,627	Ditto	Aluminium cylinder head unequally sized valves. Engine INTERCHANGEABLE as a whole unit.
Saloon FRA. 1938 Aug.	39,592	Ditto	Piston type shock absorbers. Pistol grip handbrake. Positive lubrication for road springs.
Saloon FRA. 1938 Oct.	40,442	Ditto	Steering gear and rods of new pattern. Axle and steering must be in agreement.
1939 Ceased Production.			
SIXTEEN			
Saloon 6TC 1930 Jan.	14,000	6 Cyl. S.V. Bore 2.58". Stroke 4.375". Cap. 2249 cc. RAC rating 15.9 h.p.	Autovac feed.
Saloon 6TC. 1931 Nov.	25,995	Ditto	Twin top gearbox. Hardy Spicer propeller shaft.
Saloon 6TC. 1931 Dec.	26,620	Ditto	Jockey pulley adjustable for camshaft chain. Petrol pump feed.
Carlton Saloon (L.W.B.) ERN. Berkeley Saloon (S.W.B.) ERT. Westminster Saloon (S.W.B.) EWN. 1933 Sept.	31,914	Ditto	Cross-braced frame. Rubber engine mounting. 3rd and 4th speed synchro.
Carlton Saloon (L.W.B.) ERN. Berkeley Saloon (S.W.B.) ERT. Westminster Saloon (S.W.B.) EWN. 1934 June.	35,780	Ditto	Combined cylinder and crankcase.
York Saloon (L.W.B.) ERP Hertford Saloon (S.W.B.) ERU Westminster Saloon (S.W.B.) EWQ. 1934 Aug.	36,745	6 Cyl. S.V. Bore 2.58". Stroke 4.375". Cap. 2249 cc. RAC rating 15.9 h.p.	2nd speed synchromesh. Sloping radiator cowl.
York Saloon (L.W.B.) ERP. 1934 Sept.	37,180	Ditto	Needle bearing propeller shaft flanges affected.
Hertford Saloon (S.W.B.) ERU 1934 Sept.	37,663	Ditto	Ditto
York Saloon (L.W.B.) ERP. Hertford Saloon (S.W.B.) ERU. Westminster Saloon (S.W.B.) EWQ. 1934.	37,652	Ditto	Bowden cable operated front brakes.
EIGHTEEN			
York Saloon (L.W.B.) ERP. Hertford Saloon (S.W.B.) ERU. Westminster Saloon (S.W.B.) EWQ. 1934.		6 Cyl. S.V. Bore 2.73". Stroke 4.375". Cap. 2510 cc RAC rating 17.9 h.p.	Combined cylinder and crankcase.
York Saloon (L.W.B.) ERP. Hertford Saloon (S.W.B.) ERU Westminster Saloon (S.W.B.) EWQ. 1934 Aug.	36,745	Ditto	2nd speed synchromesh. Sloping radiator cowl.
York Saloon (L.W.B.) ERP. 1934 Sept.	37,180	Ditto	Needle bearing propeller shaft, flanges affected.
Hertford Saloon (S.W.B.) ERU. 1934.	37,663	Ditto	Ditto
York Saloon (L.W.B.) ERP. Hertford Saloon (S.W.B.) ERV. Chalfont Saloon (L.W.B.) ETH (with partition). 1934.	37,652	Ditto	Bowden cable operated front brake.
York Saloon (L.W.B.) ERP. Hertford Saloon (S.W.B.) ERV. Chalfont Saloon (L.W.B.) ETH (with partition). 1935 July.	41,856	Ditto	Girling brakes.
York Saloon (L.W.B.) ERP. Hertford Saloon (S.W.B.) ERV. Chalfont Saloon (L.W.B.) ETH (with partition). 1935.	43,962	Ditto	Positive earthing system. Batteries reversed in position.
Hertford Saloon (S.W.B.) ERW. York Saloon (L.W.B.) ERY. Chalfont Saloon (L.W.B.) ETJ (with partition). 1936 April.		6 Cyl. S.V. Bore 2.73". Stroke 4.375". Cap. 2510 cc. RAC rating 17.9 h.p.	
Saloon (L.W.B.) ERY. Saloon (L.W.B.) ERZ. Saloon (L.W.B.) ETK (with partition) 1937 Aug.	51,320	Ditto	Three point rubber engine mounting. Two-piece propeller shaft. Steering rod mounted forward of axle. Larger road springs.
Saloon (S.W.B.) ERY. Saloon (L.W.B.) ERZ. Saloon (L.W.B.) ETK (with partition) 1938 Dec.	54,321	Ditto	Marles roller steering. Thompson steering rods.

EIGHTEEN—continued
1939 Ceased Production.

A40 Devon Saloon (Four-door) GS2. Dorset Saloon (Two-door) G2, S2. 1947 Oct.	286,001	4 Cyl. O.H.V. Bore 2.578". Stroke 3.5". Cap. 1200 cc. Max. b.h.p. 40. RAC rating 10.6 h.p. Zenith down-draught carb.	Girling hydro-mechanical brakes (2 LS front). Independent front suspension. 2nd, 3rd and 4th speed synchromesh gearbox.
Countryman GP2. 1948 Sept.	294,001	Ditto	Lower rear axle ratio than Dorset and Devon Saloons.
Mark II GS2A. 1949 May.		Ditto	Single bench type front seat.
Devon GS2. 1950 Jan.	451,041	Ditto	Sliding shoe brakes. Front door ventilating louvres.

Model and Date of Manufacture	Chassis No. from	Engine Details	Distinguishing Features
A70 Hampshire Four-door Saloon BS2. 1948 July.	36,642	4 Cyl. O.H.V. Bore 3.125". Stroke 4.375". Cap. 2199 cc. RAC rating 15.63 h.p. Max. b.h.p. 68.	Girling hydraulic 2LS front brakes, mechanical rear brakes. Independent front suspensions. Steering column gear change.
Hampshire Countryman BW3. 1949 Nov.	36,642	Ditto	Girling 2LS hydraulic front brakes, mechanical rear brakes. Independent front suspension. Steering column gear change.
Hereford Four-door Saloon BS3. 1950 Dec.	89,001	Ditto	Girling full hydraulic brakes. Handbrake mechanically operated on rear wheels. Side lights mounted on top of wings.
Hereford Countryman BW4. 1951 May.	89,072	Ditto	Ditto
Two-door D.H. Coupe BD3. 1951 Dec	97,945	4 Cyl. O.H.V. Bore 3.125". Stroke 4.375". Cap. 2199 cc. RAC rating 15.63 h.p. Max. b.h.p. 68.	Ditto
BD3 discontinued, August, 1952.			
HIRE CAR FLI. 1949 March	28,501	Ditto b.h.p. 67	Four Smiths hydraulic jacks. Girling mechanical front and rear brakes. Worm and wheel axle (turning circle 35').
HIRE CAR FLID. 1955 July	161,331	2.2 Litre B.M.C. Diesel Engine 4-cylinder. Bore 3.25 ins. Stroke 4" 55 b.h.p. at 3,500 r.p.m. Compression ratio of 20 : 1. (Optional engine)	Ditto

Model and Date of Manufacture	Chassis No. from	Engine Details	Distinguishing Features
A90 Two-door Convertible BD2. 1949 Feb.	35,504	4 Cyl. O.H.V. Bore 3.4375". Stroke 4.375". Cap. 2660 cc. RAC rating 18.9 h.p.	Girling hydraulic 2LS front brakes, mechanical rear brakes. Steering column gear change. Twin S.U. carburettors
Two-door Saloon BE2. 1950 Jan.	51,194	Ditto	Ditto
Convertible discontinued 1951 Jan			
Saloon discontinued 1952 Sept.			
A90 Six Westminster BS4. Four door 1954 Oct		6 Cyl. O.H.V. Bore 3.125" Stroke 3.5". Cap. 2639 cc. BHP 85 RAC rating 23 h.p.	Hydraulic clutch operation. Pendant pedal mounting.
A105 Saloon BS5. 1956 May		Max. b.h.p. at r.p.m. : 102 at 4,600. Twin S.U. Carburettors.	Overdrive, dual tone, fog lights, wing mirrors, stainless steel wheel discs fitted as standard.
A95 Saloon BS6. 1956 Oct.	27,893	6 Cyl. O.H.V. Bore 3.125" Stroke 3.5". Cap. 2639 cc. Zenith carburettors. Max. b.h.p. at r.p.m. : 92 at 4,500.	Redesigned bonnet, radiator grille and boot. Colour/chrome strip on side of body. Optional overdrive or automatic gearbox.
A95 Countryman BW6. 1956 Oct.	28,142	Ditto	Ditto
A105 Saloon BS7 1956 Oct.	28,373	B.h.p. at r.p.m. : 102 at 4,600. Twin S.U. carburettors.	Fog lights and dual tone as standard. Automatic gearbox as optional extra.
Saloon BS8. 1958 April.	60,092	Ditto	Interior trim and upholstery by Vanden Plas. Fascia and window frames finished in polished walnut. Automatic gearbox as optional extra.

Model and Date of Manufacture	Chassis No. from	Engine Details	Distinguishing Features
A125 Sheerline Four-door Four-light Saloon DS1. 1947 March.	I	6 Cyl. O.H.V. Bore 3.4375". Stroke 4.375". Cap. 3993 cc. RAC rating 28.8 h.p.	Built-in radio and heating. Steering column gear change. Lockheed full hydraulic brakes. Smiths power operated hydraulic jacks. Two spot lights.
Sheerline Limousine DMI. 1949 Sept.	2,509	Ditto	Four-door Six-light saloon with glass partition between front and rear compartments. Two-piece propeller shaft.
A135 Princess I Saloon DS2. 1948 Feb.	I	As A125 with 3 S.U. carburetters.	Aluminium body panels with steel bonnet and valance panels. Body by Vanden Plas. Enclosed rear wheels.
Princess II Saloon DS3. 1950 Oct.	5,400	As previous Princess, but with single Stromberg carburetter.	Ditto
Princess III Saloon DS5 1953 Oct.	10,360	Ditto	Redesigned front end. Automatic gearbox optional. Short wheel base.
Princess III L.W.B. Saloon D.56. 1953 Oct.	10,273	Ditto	As DM4 without the partition.
Princess I Touring Limousine DM2. 1948 Oct.		As A125 with 3 S.U. carburetters.	As Princess Saloon, but with partition between driving and rear compartment.
Model and Date of Manufacture	Chassis No. from	Engine Details	Distinguishing Features
Princess II Touring Limousine DM3. 1950 Oct.	5,400		Re-designed rear doors. Larger rear windows. Fog lamps on front fender.
Princess III Limousine LWB. 1952 DM4.	10,273	As A125 with Stromberg carburetter or three S.U. carburetters.	Body by Vanden Plas. Six-light body with enclosed rear wheels.
Princess III Touring Limousine DM5 1953 Oct.	10,311	Ditto	Redesigned front end. Optional automatic gearbox.
PRINCESS IV Saloon DS7. 1956 Oct.	12,986	Ditto, with twin S.U. carbs. Max. b.h.p. at r.p.m.: 150 at 4,100.	Redesigned body with bonnet and radiator grille in one unit. Power assisted steering, and servo assisted brakes. Automatic gearbox fitted as standard.
Touring Limousine DM7. 1956 Oct.	13,020	Ditto	As Princess IV, but with partition between driving and rear compartment.
A30 Seven Saloon AS3. 1952.	101	4 Cyl. O.H.V. Bore 2.28" Stroke 3" Cap. 800 cc. Max. b.h.p. 28. RAC rating 8.3. Zenith down draught carburetter.	No separate chassis. Front brakes hydraulic. Rear mechanically operated by remote hydraulic cylinder.
Seven Saloon AS4. Oct., 1953	25,631	Ditto	Redesigned fascia, instruments grouped together in central panel.
Seven Saloon A2S4. Sept., 1953.	25,261	Ditto	Two-door body. Front passenger seat folds flat and forward for access to rear seats.
Countryman AP4. 1954	827	Ditto	Wood and Steel construction.
A35 Saloon AS5. 1956 Oct.	112	4 Cyl. O.H.V. Bore 2.47" Stroke 3". Cap. 948 cc. Max. b.h.p.—High compression 34 at 4,750 r.p.m. Low compression 32 at 4,600 r.p.m. Zenith down-draught carburetter. RAC rating 10.1 h.p.	Remote control floor gear change. Wrap round rear window. Flashing light direction indicators. Tubeless tyres fitted as standard.
Saloon AS2S 1956 Oct.	103	Ditto	Two-door body, front seats tip forward to allow access to rear seats.
Countryman AP5 1956 Nov.	827	Ditto	Ditto
AUSTIN HEALEY SPRITE AN5 1958 March.	501	4 Cyl. O.H.V. Bore 2.47" Stroke 3" Cap. 948 cc. Max. b.h.p. 42.5 at 5,000 r.p.m. Twin S.U. Carburetters.	Two-door, two-seater sports car. All steel body. Complete bonnet assembly hinged at rear edge.
AUSTIN/HEALEY BNI 1953 May.	138,031	4 Cyl. O.H.V. Bore 3.43". Stroke 4.37" Cap. 162.2 cu. ins. B.h.p. 90. RAC rating 18.9 h.p. Twin S.U. carbs.	110 m.p.h. two-seater sports. Overdrive central gear change. 3-speed box. Hypoid axle from car No. 221536.
BN2 1955 Sept.	10,032	Ditto	4-speed box. Rear axle ration 4.10 to 1. Large brakes 11" by 2½".
Austin-Healey '100 Six' BN4. 1956 Sept.	22,598	6 Cyl. O.H.V. Bore 3.125". Stroke 3.5". Cap. 161.1 cu. ins. B.h.p. at r.p.m.: 102 at 4,600. Twin S.U. carbs.	Two extra occasional seats in the rear. Additional air intake on the bonnet.

Austin Commercial vehicles 1931-1961

Model and Date of Manufacture	Chassis No. from	Engine Details	Distinguishing Features
7 H.P. 1933 Sept. Van B9C.	180,000	4 Cyl. S.V. Bore 2.2". Stroke 3". Cap. 747.5 cc. RAC rating 7.8 h.p.	Wide brake drums. Synchromesh gearbox.
1934 July. Van AVH.	198,596	Ditto	High frame.
1936 July. Van AVJ.	247,765	Ditto	High frame, three bearing crankshaft.
1936 Sept. Van AVJ.	249,701	Ditto	High frame, semi-Girling brakes front and rear.
1937 July. Van AVK.			Low frame.
1937 Dec. Van AVK.	281,472	Ditto	Rear axle ration 8/41 in place of 8/42.
1938 June. Van AVK.	286,462	Ditto	Radiator cowl altered to suit new bonnet hinges. NOT INTERCHANGEABLE.
1938 July. Van AVK.	286,571	Ditto	Full Girling brakes rear axle.
1939 Ceased production			
8 H.P. 1939 Feb. Van AV.	1	4 Cyl. S.V. Bore 2.235". Stroke 3.5". Cap. 900 cc. RAC rating 7.99 h.p.	
1941 June Van AV.	46,660	Ditto	3rd motion shaft flange separate instead of integral with gearbox. INTERCHANGEABLE as whole unit.
1945 July. Van AVI.	47,604	Ditto	
1948 Ceased production.			
Model and Date of Manufacture	Chassis No. from	Engine Details	Distinguishing Features
10 H.P. 1932. Van GV.	—	4 Cyl. S.V. Bore 2.4995". Stroke 3.5". Cap. 1125.5 cc. RAC rating 9.99 h.p.	Straight frame.
1933. Van GV.	21,231	4 Cyl. S.V. Bore 2.4995". Stroke 3.5". Cap. 1125.5 cc. RAC rating 9.99 h.p.	Cross-braced frame. 3rd and 4th synchromesh, shorter prop. shaft
1934 July. Van GV.	42,701	Ditto	Needle bearing type propeller shaft, flanges affected.
1934 July. Van GV.	43,501	Ditto	Sloping radiator cowl. 2nd, 3rd and 4th synchromesh gearbox. INTERCHANGEABLE as whole unit.
1936 Oct. Van GV.	104,276	Ditto	Girling brakes.
1937 July. Van GVA.	130,174	Ditto	Van on saloon type low frame.
1938 April Van GVA.	148,972	Ditto	Aluminium head, unequally sized valves. ENGINE INTERCHANGEABLE as whole unit.
1939 May. Van GVE.	177,363	Ditto	Horizontal radiator.
1941 Sept. Van GVE.	192,101	Ditto	3rd motion shaft flange separate instead of integral with shaft. Gearbox INTERCHANGEABLE as whole unit.
1945. Van GVI.	226,805	4 Cyl. S.V. Bore 2.62". Stroke 3.5". Cap. 1237 cc.	
1947 Oct. Ceased production.			
LIGHT 12—continued. 1936 Aug. Van HVB.	39,868	Ditto	Girling brakes, axle NOT INTERCHANGEABLE, propeller shaft longer.
1937 Sept. Van HVB.	53,514	Ditto	Dropped frame.
1938 Aug Van HVB.	63,008	Ditto	Radiator cowl to suit longer bonnet. Piston type shock absorbers. Pistol grip handbrake. Aluminium cylinder head.
1938 Sept. Van HVB.	64,411	Ditto	Steering gear and rods altered.
HEAVY 12 1931. Van FV.	1	6 Cyl. S.V. Bore 2.41". Stroke 3.335". Cap. 1496 cc. RAC rating 13.9 h.p.	Straight frame. 3-speed gearbox.
1932 Nov. Van FV.	11,626	Ditto	4-sf gearbox. Hardy Spicer prop. shaft.
1933. Van FV.	17,580	6 Cyl. S.V. Bore 2.41". Stroke 3.335". Cap. 1496 cc. RAC rating 13.9 h.p.	Cross-braced frame. 3rd and 4th speed synchromesh. Shorter propeller shaft. Rubber engine mounting.
1934 Oct. Van FV.	22,240	Above engine or : 6 Cyl. Bore 2.58". Stroke 3.335". Cap. 1711 cc. RAC rating 15.9 h.p.	Bowden cable operated front brake.
1935 June. Van FV.	25,683	Ditto	Hourglass type steering. INTERCHANGEABLE if bracket is included.
1935 Nov. Van FV.	27,538	Ditto	Positive earthing system. Batteries reversed in position.

LIGHT 12 1932. Van HV.	I	4 Cyl. S.V. Bore 2.75". Stroke 4". Cap. 1535 cc. RAC rating 11.9 h.p.	Straight frame.
1933 July. Van HV.	6,200	Ditto	Cross-braced frame
1933 Aug. Van HV.	10,754	Ditto	3rd and 4th speed synchromesh gearbox, shorter propeller shaft.
1934 Oct. Van HV.	15,315	Ditto	Bowden cable operated front brake.
1934 Oct. Van HV.	15,470	Ditto	Needle bearing propeller shaft.
1934 Oct. Van HV.	16,258	Ditto	2nd and 3rd and top speed synchromesh gearbox.
1935 June. Van HV. Truck HVV.	21,607	Ditto	Hourglass type steering. INTERCHANGE- ABLE if bracket is included.
1935 Nov. Van HV.	26,770	Ditto	Positive earthing system. Batteries reversed in position.
2-TON 1939-1945. K2/LV, K2/SL, K2/SS, K2/SV, K2/VG, K2/VH, K2/VJ, K2/VK, K2/VV, K2/VW, K2/VX, K2/YP, K2/YS, K2/W.	to 90,500	6 Cyl. O.H.V. Bore 3.35". Stroke 4". Cap. 3,459 cc. RAC rating 26.8 h.p. Max. b.h.p. 67.5	Including military vehicles.
1946-1948. K2/LV, K2/SL, K2/VS, K2/VV, K2/VW, K2/YS.	90,501 to 127,195	Ditto	
SERIES I. 1948-1949. K2/LV, K2/SL, K2/VV, K2/VW.	127,177 to 155,000	6 Cyl. O.H.V. Bore 3.4375". Stroke 4.375". Cap. 3,993 cc. RAC rating 28.3 h.p.	
2-TON—continued SERIES II. 1949 K2/C/WA, K2/DD, K2/PC, K2/WA	155,001	Ditto	Re-designed cab, with flush fitting "PRE- FOCUS" Lucas headlamps.
5-TON L.W.B. L.W.B. 1942-1945. K4/DA, K4/LV, K4/SL, K4/SS, K4/SV, K4/VA, K4/VT, K4/VU.	to 90,000	6 Cyl. O.H.V. Bore 3.35". Stroke 4". Cap. 3,459 cc. RAC rating 26.8 h.p.	
1946-1948. K4/LV, K4/SL, K4/SS, K4/SV, K4/VA, K4/VT, K4/VU.	90,000 to 130,000	Ditto	
SERIES I. 1948-1949. K4/DC, K4/LV, K4/SL, K4/SL, K4/SS, K4/SV.	130,001 to 155,000	6 Cyl. O.H.V. Bore 3.4375". Stroke 4.375". Cap. 3,993 cc. RAC rating 28.3 h.p.	
SERIES II. 1949 on K4/C/WA, K4/DE, K4/PD, K4/WA, K4/WA/S.	155,001	Ditto	Re-designed cab with flush fitting "PRE- FOCUS" Lucas headlamps
ALTERNATIVE FOR 5 TON L.W.B. and S.W.B. SERIES I. 1949.	140,701 to 150,918	Perkins P6 Diesel. 6 Cyl. O.H.V. Bore 88.9mm. Stroke 127mm. Cap. 4730 cc. b.h.p. 83 at 2,400 r.p.m.	
SERIES II. 1950.	155,001	Ditto	
COACH 1947 June. Chassis K4/CXB.	109,701	6 Cyl. O.H.V. Bore 3.35". Stroke 4". Cap. 3,459 cc. RAC rating 26.8 h.p., b.h.p. 67.5.	Semi-forward control.

Model and Date of Manufacture	Chassis No. from	Engine Details	Distinguishing Features
COACH—continued SERIES I. 1948 Sept. Chassis K4/CXB.	130,651	6 Cyl. O.H.V. Bore 3.4375" Stroke 4.375". Cap. 3993 cc. RAC rating 28.3 h.p.	Semi-forward control.
1948 Nov. Chassis K4/CXD.	133,327	Perkins P6 Diesel. Bore 88.9 mm. Stroke 127 mm. 6 Cyl. O.H.V. Cap. 4730 cc., b.h.p. 83 at 2400 r.p.m.	Full forward control.
SERIES II. 1950 March. Chassis K4/CXD.	157,601	6 Cyl. O.H.V. Bore 3.4375". Stroke 4.375". Cap. 3993 cc. RAC rating 28.3 h.p.	Ditto
1950 March. Chassis K4/CXD.	157,625	Perkins P6 Diesel. Bore 88.9 mm. Stroke 127 mm. 6 Cyl. O.H.V. Cap. 4730 cc., b.h.p. 83 at 2400 r.p.m.	Ditto
SERIES III. 3-TON TRUCK Normal Control. 1955 Feb. 3K.DF.D3 /, 3K.DF.DL3 / 3K.PF.D3 /, 3K.PF.DL3 / 3K.WE.D3 /, 3K.WE.DL3 / 3K.CWE.D3 /, 3K.CWE.DL3 /	004	4 Cyl. O.H.V. Bore 3.740". Stroke 4.724". Cap. 2,400 cc. 58 b.h.p. at 2,400 r.p.m.	3.4 Litre B.M.C. Diesel engine (normal control).
3-TON TRUCK Normal Control. 1955 March. 3K.DF.3 /, 3K.DF.L3 / 3K.PF.3 /, 3K.PF.L3 / 3K.WE.3 /, 3K.WE.L3 / 3K.CWE.3 /, 3K.CWE.L3 /	030	6 Cyl. O.H.V. Bore 3.4375". Stroke 4.375". Cap. 3,900 cc. 68 b.h.p. at 2,700 r.p.m.	4 Litre Petrol engine (normal control).
3-TON TRUCK Forward Control. 1955 Feb. 3K.DG.D3 /, 3K.DG.DL3 /, 3K.PG.D3 /, 3K.PG.DL3 /, 3K.FE.D3 /, 3K.FE.DL3 /, 3K.CFE.D3 /, 3K.CFE.DL3 /	002	4 Cyl. O.H.V. Bore 3.740". Stroke 4.724". Cap. 3,400 cc. 58 b.h.p. at 2,400 r.p.m.	Forward control 3.4 Litre B.M.C. Diesel engine.
3-TON TRUCK Forward Control. 1955 Feb. 3K.DG.3 /, 3K.DG.L3 / 3K.PG.3 /, 3K.PG.L3 / 3K.FE.3 /, 3K.FE.L3 / 3K.CFE.3 /, 3K.CFE.L3 /	007	6 Cyl. O.H.V. Bore 3.4375". Stroke 4.375". Cap. 3,900 cc. 68 b.h.p. at 2,700 r.p.m.	Forward control 4 Litre Petrol engine.

Model and Date of Manufacture	Chassis No. from	Engine Details	Distinguishing Features
4-TON TRUCK Normal Control. 4K.DH.D3 / 4K.DH.DL3 / 4K.PH.D3 / 4K.PH.DL3 / 4K.WE.D3 / 4K.WE.DL3 / 4K.CWE.D3 / 4K.CWE.DL3 / 1955 Dec.	19,327	4 Cyl. O.H.V. Bore 3.740". Stroke 4.724". Cap. 2,400 cc. 58 b.h.p. at 2,400 r.p.m.	3.4 Litre Diesel B.M.C. engine.
4-TON TRUCK Forward Control. 4K.DJ.D3 / 4K.DJ.DL3 / 4K.PJ.D3 / 4K.PJ.DL3 / 4K.FE.D3 / 4K.FE.DL3 / 4K.CFE.D3 / 4K.CFE.DL3 / 1956 Feb.	23,237	Ditto	Ditto
5-TON TRUCK Normal Control. Long Wheelbase. 1955 Feb. 5K.DH.3 /, 5K.DH.L3 / 5K.PH.3 /, 5K.PH.L3 / 5K.WE.3 /, 5K.WE.L3 / 5K.CWE.3 /, 5K.CWE.L3 / 5K.TAS.3 /, 5K.TALS.3 / 5K.WES.3 /, 5K.WES.L3 /	012	6 Cyl. O.H.V. Bore 3.4375". Stroke 4.375". Cap. 3,900 cc. 87 b.h.p. at 3,000 r.p.m. (High power engine 6.4 : 1 compression ratio.)	4 Litre Petrol engine (high power)
5-TON TRUCK Normal Control. Short Wheelbase. 1955 June. 5K.WE.S3 / 5K.WE.SL3 /	4,452	6 Cyl. O.H.V. Bore 3.4375". Stroke 4.375". Cap. 3,900 cc. 87 b.h.p. at 3,000 r.p.m. (High power engine 6.4 : 1 compression ratio.)	4 Litre Petrol engine (high power).
5-TON TRUCK Normal Control. Long Wheelbase. 1955 Feb. 5K.DH.D3 /, 5K.DH.DL3 / 5K.PH.D3 /, 5K.PH.DL3 / 5K.WE.D3 /, 5K.WE.DL3 / 5K.CWE.D3 /, 5K.CWE.DL3 / 5K.TAS.D3 /, 5K.TALS.D3 / 5K.WED.S3 /, 5K.WED.SL3 /	001	6 Cyl. O.H.V. Bore 3.740". Stroke 4.724". Cap. 4,103 cc., 90 b.h.p. at 2,400 r.p.m.	5.1 Litre B.M.C. Diesel engine.

Model and Date of Manufacture	Chassis No. from	Engine Details	Distinguishing Features
5-TON TRUCK Normal Control. Short Wheelbase. 1955 May. 5K.WE.D3 / 5K.WE.DL3 /	1,017	6 Cyl. O.H.V. Bore 3.740". Stroke 4.724". Cap. 4,103 cc., 90 b.h.p. at 2,400 r.p.m.	5.1 Litre B.M.C. Diesel engine.
5-TON TRUCK Forward Control. Long Wheelbase. 1955 Feb. 5K.DJ.3 /, 5K.DJ.L3 /, 5K.PJ.3 /, 5K.PJ.L3 /, 5K.FE.3 /, 5K.FE.L3 /, 5K.CFE.3 /, 5K.CFE.L3 /	003	6 Cyl. O.H.V. Bore 3.4375". Stroke 4.375". Cap. 3,900 cc., 87 b.h.p. at 3,000 r.p.m. (High power engine 6.4 : 1 compression ratio.)	4 Litre Petrol engine (high power).
5-TON TRUCK Forward Control. Long Wheelbase. 1955 April. 5K.DH.D3 /, 5K.DH.DL3 /, 5K.PH.D3 /, 5K.PH.DL3 /, 5K.WE.D3 /, 5K.WE.DL3 /, 5K.CWE.D3 /, 5K.CWE.DL3 /	378	6 Cyl. O.H.V. Bore 3.740". Stroke 4.724". Cap. 5,103 cc., 90 b.h.p. at 2,400 r.p.m.	5.1 Litre B.M.C. Diesel engine.
5-TON TIPPER Normal Control. Short Wheelbase. 5K.TAS.3 / 5K.TAL.S3 / 1955 Sept.	11,152	6 Cyl. O.H.V. Bore 3.4375". Stroke 4.375". Cap. 3,900 cc. 68 b.h.p. at 2,700 r.p.m.	4 litre petrol engine
5-TON TIPPER Normal Control. Short Wheelbase. 5K.TAS.D3 / 5K.TAL.SD3 / 1955 Sept.	11,160	4 Cyl. O.H.V. Bore 3.74" Stroke 4.724". Cap. 2,400 cc. 58 b.h.p. at 2,400 r.p.m.	3.4 litre B.M.C. diesel.
PRIME MOVER Normal Control. Short Wheelbase. 5K.WE.DT3 / 5K.WE.DTL3 / 1955 Sept.	11,378	6 Cyl. O.H.V. Bore 3.740" Stroke 4.724". Cap. 4,103 cc. 90 b.h.p. at 2,400 r.p.m.	5.1 litre B.M.C. diesel.
PRIME MOVER Forward Control. Short Wheelbase. 5K.FE.DT3 / 5K.FE.DTL3 / 1955 Sept.	10,294	Ditto	Ditto
PRIME MOVER Normal Control. Short Wheelbase. 5K.WE.T3 / 5K.WE.TL3 / 1955 Sept.	11,332	6 Cyl. O.H.V. Bore 3.3375" Stroke 4.375". Cap. 3,900 cc. 68 b.h.p. at 2,700 r.p.m.	4 Litre Petrol engine.

Model and Date of Manufacture	Chassis No. from	Engine Details	Distinguishing Features
PRIME MOVER Forward Control. Short Wheelbase. 5K.FE.T3 / 5K.FE.TL3 / 1956 Jan.	17,273	Ditto	Ditto
7-TON TRUCK Forward Control. Long Wheelbase. 7K.DK.D3 /, 7K.DK.DL3 /, 7K.PK.D3 /, 7K.PK.DL3 /, 7K.FE.D3 /, 7K.FE.DL3 /, 7K.CFE.D3 /, 7K.CFE.DL3 /, 1955 May.	2,838	6 Cyl. O.H.V. Bore 3.740". Stroke 4.724". Cap. 5,103 cc. 90 b.h.p. at 2,400 r.p.m.	5.1 Litre B.M.C. Diesel.
7-TON TRUCK Forward Control. Short Wheelbase. 7K.DK.D3 /, 7K.DK.DL3 /, 7K.PK.D3 /, 7K.PK.DL3 /, 7K.FE.D3 /, 7K.FE.DL3 /, 7K.CFE.D3 /, 7K.CFE.DL3 /, 1956 Aug.	34,000	Ditto	Ditto
A30 1954. AV4 A30 Van.		4 Cyl. O.H.V Bore 2.28". Stroke 3". Cap. 803 cc. B.H.P 28 RAC rating 8.3 h.p.	No separate chassis. Hydraulical/mechanically operated brakes. Steel construction.
A35 AV5 Van. 1956 Nov.	204	4 Cyl. O.H.V. Bore 2.47". Stroke 3". Cap. 948 cc. Max. b.h.p. High compression 34 at 4,750 r.p.m. Low compression 32 at 4,600 r.p.m. Zenith down-draught carb. RAC rating 10.2 h.p.	Steel construction. No separate chassis.
A40 1948 March Van GV2.	294,001	4 Cyl. O.H.V. Bore 2.578". Stroke 3.5". Cap. 1200 cc. RAC rating 10.6 h.p.	IFS Girling hydraulic front brakes.
1948 Sept. Pick-up GQU2.	286,001	Ditto	Ditto
1951 June. Van GV3.	583,748	Ditto	Redesigned body.
1951 June. Pick-up GQU3.		Ditto	Ditto

Model and Date of Manufacture	Chassis No. from	Engine Details	Distinguishing Features
A40—continued.			
1951 Aug. Van GV4.	609,133	Ditto	Full hydraulic brakes. Steering column gear change. Re-styled facia.
1951 Sept. Pick-up GQU4.	609,302	Ditto	Ditto
1951 Pick-up chassis and cab GQ4.		Ditto	
1951 Pick-up scuttle GQR4.		4 Cyl. O.H.V. Bore 2.578". Stroke 3.5". Cap. 1200 cc. RAC rating 10.6 h.p.	
GV5 Van. 1954 Sept.		4 Cyl. O.H.V. Bore 2.578". Stroke 3.5". Cap. 1200 cc. RAC rating 10.6 h.p. B.H.P. 42.	I.F.S. hydraulical mechanically operated brakes.
GQU5 Pick-up. 1954 Sept.		Ditto	Ditto
GQ5 Pick-up chassis and cab. 1954 Sept.		Ditto	
GVR5 Chassis and Scuttle. 1954, Sept.		Ditto	

Model and Date of Manufacture	Chassis No. from	Engine Details	Distinguishing Features
A70			
1949 Sept. Pick-up BQU2 (Hampshire type).	47,101	4 Cyl. O.H.V. Bore 3.125". Stroke 4.375". Cap. 2199 cc. RAC rating 15.63 h.p. Max. b.h.p. 68.	Girling hydraulic front brakes, 2LS : mechanical rear brakes. Steering column gear change.
1951 June. Pick-up BK3 (Hereford type).	89,575	Ditto	Full hydraulic brakes (Girling). Re-styled bodywork.
1951 Pick-up chassis and cab BQ3		Ditto	
1951 Pick-up scuttle BQR3.		Ditto	
'152' Omnivan. :2 1956 April.	1,005	4 Cyl. O.H.V. Bore 2.875". Stroke 3.5". Cap. 1,489 cc. Max. b.h.p. at r.p.m. : 42 at 4,000. RAC rating 13.7 h.p. Engine stamped 'J2'	200 cu. ft. load space. Steel construction. Column gear change.
'152' Omnitruck. 1956 Aug.	1,953	Ditto	Pressed steel construction.
'152' Omnicoach. 1956 July.	1,573	Ditto	10-seater including driver.
'152' Omnicoach. 1956 July.	1,573	Ditto	13-seater including driver.
Taxi FX3	15,430	4 Cyl. O.H.V. Bore 3.125". Stroke 4.375". Cap. 2,199 cc. RAC rating 15.99 h.p. Max. b.h.p. 52.	Smith hydraulic jacks. Girling Mechanical front and rear brakes. Worm and wheel axle. Wide steering lock turning circle 25 ft.
1948 July FX3D	160,221	2.2 litre B.M.C. diesel engine. 4 Cyl. Bore 3.25". Stroke 4". Max. b.h.p. at r.p.m. : 55 at 3,500. Compression ratio 20 : 1. Optional engine.	Ditto
1955 July. A125 Ambulance DA1	4,935	6 Cyl. O.H.V. Bore 3.437". Stroke 4.375". Cap. 3,993 cc. RAC rating 28.8 h.p.	Sheerline front end.
1950 Sept. A135 Ambulance DA2. 1955 Dec.	1,281	As above with Stromberg carb. or triple S.U.s	Princess III front end. Automatic transmission as extra.
A125 Hearse DH1 1950.	4,771	6 Cyl. O.H.V. Bore 3.437". Stroke 4.375". Cap. 3,993 c. RAC rating 28.8 h.p.	Sheerline front end.
A135 Hearse DH2 1955 June.	1,259	As above with Stromberg or triple S.U. carb.	Princess III front end with automatic transmission as an optional extra.

Model and Date of Manufacture	Chassis No. from	Engine Details	Distinguishing Features
5 CWT. 4 x 4 Champ. 1952		4 Cyl. O.H.V. Bore 3.4375". Stroke 4.375". Cap. 2,660cc. Max. b.h.p. 75. Solex carburetter.	All steel body with cut-away sides. Independent suspension on all four wheels. Five-speed synchromesh gearbox.
4 x 4 GIPSY (Petrol engine). 1957 Sept.	005	4 Cyl. O.H.V. Bore 3.125". Stroke 4.375". Cap. 2,199 c.c. Max. b.h.p. 62 at 4,100 r.p.m.	All-steel body. Four-speed gearbox. Independent suspension on all four wheels by trailing arms mounted on "Flexitor" suspension units.
4 x 4 GIPSY (Diesel engine). 1958 Mar.	432	2.2 litre M.B.C. diesel engine. Bore 3.25". Stroke 4". Max. b.h.p. 55 at 3,500 r.p.m.	Ditto
25 CWT. 1947 Feb. Chassis/cabK8/VD.	3	4 Cyl. O.H.V. Bore 3.125". Stroke 4.375". Cap. 2,199 cc. RAC rating 15.68 h.p.	Short wheelbase, forward control. Detachable front cross-member to facilitate easy removal of engine. Girling hydraulic brakes.
1947 March. Ambulance body K/8AA.	6	Ditto	Ditto
1947 July. Scuttle K8/CVC.	101	Ditto	Ditto
1947 July. Open Back/Cab K8/VC.	73	Ditto	Ditto
1½-TON 4 x 4 1952.		6 Cyl. O.H.V. Bore 3.4375". Stroke 4.375". Cap. 3,995 cc. Max. b.h.p. 90 Zenith down-draught carburetter.	Auxiliary gearbox mounted centrally. Large single wheels with cross country treads

Model and Date of Manufacture	Chassis No. from	Engine Details	Distinguishing Features
1 TON —continued Van LDO1A.	3,201	2.2 Litre B.M.C. Diesel Engine 4-cylinder. Bore 3.25 ins. Stroke 4" 55 b.h.p. at 3,500 r.p.m. (Optional engine).	Forward control hydraulic brakes. Eody capacity of 235 cu. ft.
1½ TON Van LD2A.		4 Cyl. O.H.V. Bore 3.125". Stroke 4.375". Cap. 2,199cc. B H.P. 46. RAC rating 15.6 h.p.	Body capacity of 275 cu. ft.
Van LDO2A.	3,718	2.2 Litre B.M.C. Diesel Engine 4-cylinder. Bore 3.25 ins. Stroke 4" Compression ratio of 20:1. 55 b.h.p. at 3,500 r.p.m. (Optional engine)	Body capacity of 275 cu. ft.
* 301' LC5A Normal Control. 1½-Ton Truck. Chassis with Scuttle. Chassis with cab. Truck. 1956 July	44,274	4 Cyl. O.H.V. Bore 3.12". Stroke 4.36". Cap. 2,199 cc. 46 b.h.p. at 3,250 r.p.m. Solex carb. Engine marked "J2".	Petrol Engine. Single Rear wheels.
* 301' LC05A Normal Control. 1½-Ton Truck. Chassis with scuttle. Chassis with cab. Truck. 1956 July.	43,225	4 Cyl. O.H.V. Bore 3.74". Stroke 4.72". Cap. 3.4 Litre. 52 b.h.p. at 2,500 r.p.m. Engine marked "J2".	Diesel Engine. Single rear wheels.
* 301' LC5TA Normal Control 2-Ton Truck. Chassis with scuttle. Chassis with cab. Truck. 1956 Nov.	44,922	Ditto	Deisel engine. Twin rear wheels.
* 301' LC05TA Normal Control. 2-Ton Truck. Chassis with scuttle. Chassis with cab. Truck. 1956 Nov.	44,604	4 Cyl. O.H.V. Bore 3.12". Stroke 4.36". Cap 2,199 cc. 46 b.h.p. at 3,250 r.p.m. Solex carb. Engine marked "J2".	Petrol engine. Twin rear wheels.
* 301' LCFOA. Forward Control 2-ton Van. Chassis. Chassis with front end. Complete van. 1957 May.	46,979	3.4 litre B.M.C. diesel engine. Bore 3.740". Stroke 4.724". Cap. 3,400 c.c. 52 b.h.p. at 2,500 r.p.m.	Body capacity 350 cu. ft.