

CONFUSION

Off the Mark

A lot of people get on their high horse about the incorrect use of terminology. Sometimes it actually helps in identifying variations that occur to reduce confusion.

The MGB was released in 1962 in the UK. IT WAS NOT REFERRED TO AS THE 'MK I'! In actual fact, it was referred to as the 'Series 3', tagging on to the series I and II MGA.

In 1967 in the UK (officially 1969 in Australia), a new model was released and it was officially referred to as the 'MK II'. As a point of differentiation, people and businesses referred to the earlier model as the 'MK I'. In Australia, due to the many delays that occurred, there was an overlap of parts from earlier models being fitted to newer models. Such was the case before the 'MK II' was released. Certain late 'MK I' cars were fitted with parts for the yet to be released 'MK II'. These cars were affectionately referred to as 'MK I.5's. This unofficial labelling continued with the British Leyland takeover of BMC. These MGBs were often referred to as the 'BL' series, followed by the 'facelift' series and the 'flo-thru' series. Personally, as long as the correct history is recorded, I see no problem in using these terms if it simplifies the identification.

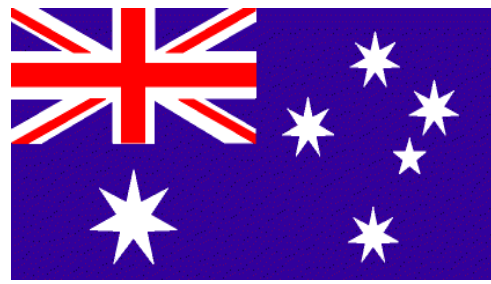
As if it was not difficult enough to substantiate some of the details about these vehicles (largely due to Leyland's decision to destroy all previous records upon taking over), press releases were also found to be unreliable. An official press release, announcing the introduction of the Mk II, surprisingly not issued until February, 1969 (despite the Mk II now having been in production for 6 months!), lists a number of 'new' features (many of which were introduced long before this date):

- reversing lights (*these were already introduced back in 1967!*)
- radial ply tyres (*there exists some doubt as to this claim*)
- stronger anti-roll bar (*there also exists doubt as to this claim. It is believed that the same 5/8" diameter unit existed throughout the production*)
- oil cooler (*the oil cooler was a standard feature for all Australian-assembled vehicles from the outset*)
- laminated windscreen (*there exists some doubt here as well*)
- headlamp flasher

This type of misinformation exacerbates the task of establishing accurate timelines.

In an attempt to make matters clearer for the reader when reading about the 'so-called' equivalent in the UK, the following diagram shows the terminology used in the UK with its equivalent used in Australia. Only those items that appear in both countries are listed:

COMPARISON – UK/AUSTRALIAN ‘TYPE’ CODES



GHN 3
18G/U/H Manual
18GA/U/H Manual
18GB/U/H Manual
18GB/RU/H Manual + overdrive

YGHN 3
18G/U/H Manual
18GA/U/H Manual
18GB/U/H Manual
18GB/RU/H Manual + overdrive



GHN 4
18GD/WE/H Manual
18GD/RWE/H Manual + overdrive
18GD/RC/H Automatic

YGHN/YHN 4, 5, 6 & 7
18GD/WE/H – YGHN/YHN 6
18GD/RWE/H – YGHN4, YGHN/YHN5
18GD/RC/H – YGHN/YHN 7



GHN 5 (Facelift)
18GG/WE/H Manual
18GG/RWE/H Manual + overdrive
18GG/RC/H Automatic

YHN 6, 9 & 10
18GG/WE/H – YHN6
18GG/RWE/H – YHN9
18GG/RC/H – YHN 10



GHN 5 (Facelift)
18V/582/H Manual + overdrive

YHN 9
18V/582/H – YHN 9



NB For the purpose of this comparison, GHD (MGBGTs) have been excluded.

