

Where do I find the chassis number on my MGB ?

This is the question I get from new owners quite often. The answer is not as simple as it may seem. If your car is from the UK or is a US spec car the chassis number is not actually stamped on the body until the late rubber nose cars. Earlier non Australian assembled cars had the number on a plate in the engine bay or on the LH B pillar below the lock.

For the purpose of this article we will confine ourselves to Australian assembled vehicles from 1963 to 1972.

OK ,where is it stamped ? The elusive number we are looking for is stamped on the horizontal surface of the firewall on the LHS (passengers) under the bonnet. The area where the master cylinders would be if the car was LHD. Some of you will have a brake booster fitted in this area making it impossible to find the number. Your number will be in one of two positions, on early cars (YGHN3) you will find the number stamped directly above the cover plate covering the LHD brake pedal hole.



On later cars the number will be found stamped between the two oval rubber filler plugs that blank the LHD steering column support bolt holes in the same general area as the early cars.



You may have to do some paint scraping once you see part of a number as many numbers have been drowned in 2 pak enamel these days. Originally cars were stamped **After** they were painted.

OK ,what is stamped ? In earlier cars up to around 1970 only the actual number (car number) of the car with no prefixes is stamped. This is either a 3 or 4 figure number.



On cars that have a compliance plate fitted the entire chassis number with model prefix is stamped into the body, this started on MK2 MGB's of late 1970 prior to the introduction of what we now refer to as MGB BL's (recessed grille cars).



Once the compliance plate was introduced the traditional id plate ahead of the radiator support panel on the drivers side was discontinued as was it seems the **G** from the prefix.

Where do I find the model Prefix ? On cars prior to the ones fitted with compliance plates (late 1970) a body plate is fitted ahead of the radiator support panel on the RHF inner guard skirt. This plate shows the Car Type (prefix) , Car number (figure stamped in body) , Engine number (as stamped on block) , and Colour name .

The plate on the left below is from the first Australian Pull Door handle Mk1 B. Note plate is stamped from the front and has both the UK car number (1737) and the Australian car number 501 stamped.

Plate on right is plate fitted on most MGB Mk1 and 2 cars



From the introduction of compliance plates and the deletion of body plates the car colour is on a self adhesive sticker applied in the area the body plate was previously located. Plates can carry different brands of paint depending on colour or production date. Jet Red cars of 70-72 were finished in Spartan Paint and this seems to be the only colour supplied by this company



Compliance plates ? The fitting of compliance plates was made mandatory for all vehicles sold in Australia from late in 1970. These plates show the manufacturer ,date of plate fitting ,number of seating positions and Australian design Rules that the vehicle complied with. The plates fitted to MGB's came in two versions.

Version 1 fitted earlier in 1970 is approx 3 inches square and has the vehicle make and chassis number embossed from the rear. The compliance date is usually stamped in the top RH corner. The sample shown is unusual in not having a date stamped. Plates are located in the centre of the radiator duct panel immediately ahead of the radiator. Many are missing due to accident damage over the years.

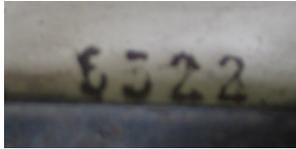


Version 2 is a smaller rectangular plate fitted in the same area as Version 1. These plates are like current compliance plates showing Manufacturer , Chassis number , Compliance date , Seating capacity and the design rules that apply to the vehicle. In the case of this vehicle ADR's 4 - Seatbelts , 5A - Seatbelt anchorages , 7 - Hydraulic brake hoses And 20 - Safety rims .

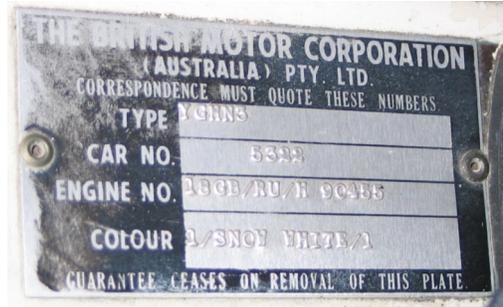


I think that covers the actual stamping of numbers and plates on Australian vehicles. For more information on Australian MGB history and numbering have a look at mgb-smadeinaustralia.org/.

Some plate and stamping examples



YGHN3 5322
Mk 1 B 5 Bearing, Overdrive, 1968



YGHN6 502
Mk 2 B 5 Bearing, Non Overdrive 1969—1970
502 is second YGHN6 car built



YHN5 2055
Mk 2 B 5 Bearing, Overdrive, 1970
First series of cars with compliance plates



YHN9 986
Mk 2 BL 5 Bearing, Overdrive, 12/1970
Last series of cars built in Australia

