

# SERIES

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All Australian-assembled MGB's Vehicle Identification Numbers start with the unique 'Y', denoting that the vehicle was assembled in Australia, either by PMC at their Enfield plant or at the BMC plant at Zetland/Waterloo (eg YGHN3 501). This system started on the wrong footing by naming the first series 'YGHN3'. This series was already being used for the last of the MGAs. So, from the outset, we were out of sync with ourselves and the UK. This was further compounded by designations that bore little resemblance to what was happening in the UK, hence a primary cause for some of the confusion to follow. The following are the designations assigned in Australia:

## YGHN3

- All Mk 1s with or without overdrive were listed as YGHN3
- Approximately the first 975 MGBs assembled in Australia carried the UK chassis number AS WELL AS the Australian suffix.
- Engines used on this series were:
  - 18G/U/H (from April, 1963)
  - 18GA/U/H (from approx. June, 1964)
  - 18GB/U/H (from approx. February, 1965)
  - 18GB/RU/H (from approx. December, 1967)
- Only the last 200 or so Mk 1 vehicles (assembled in late 1967 and early 1968) had overdrive, as it was not available on Australian MGBs until then.

## YGHN4

- In December, 1967 (in the UK) the Mk 2 was introduced. This car's prefix became GHN4. The introduction in Australia did not occur until August, 1968.
- This was definitely the first of the Mk 2 cars (NOT Mk 1 with overdrive).
- The engine used was the 18GD (pre-engaged starter, negative earth but still PCV, 4 synchro gearbox, wide transmission tunnel, reversing lights, Salisbury diff but still Mk1 seats. Door trim was like the YGHN5.
- The series number was continued until around January/February, 1969, with the introduction of the YGHN5 series.
- Engines used on this series were:
  - 18GD/RWE/H (from approx. August, 1968)

## YGHN5

- This series was released approximately August, 1968.

- All cars bear the "MK II" chrome badge on the rear, left hand side, below the boot. This badge was unique to Australia.

- Engines used on this series were:

18GD/RWE/H (from approx. October, 1968)

18GG/RWE/H (from approx. August, 1969)

*NB: during this series the 'G' (representing- MG) was dropped (coinciding with the Leyland takeover), now being known as 'YHN5'*

## **YGHN6**

- During 1969 and 1970, some 260 YHN6 designated vehicles were assembled without overdrive.

- Engines used on this series were:

18GD/WE/H (from approx. January, 1969)

18GG/WE/H (from approx. December, 1969)

*NB: during this series the 'G' (representing – MG) was dropped (coinciding with the Leyland takeover), now being known as 'YHN6'*

## **YGHN7**

- Engines used on this series were:

18GD/RC/H (from approx. January, 1969)

18GG/RC/H (from approx. April, 1969)

*NB: during this series the 'G' (representing – MG) was dropped (coinciding with the Leyland takeover), now being known as 'YHN7'*

**NB: no YGHN8 or YHN8 was ever allocated**

## **YHN9**

- Engines used on this series were:

18GG/RWE/H (from approx. July, 1970)

18V582H (from approx. February, 1972)

## **YHN10**

- Engines used on this series were:

18GG/RC/H (from approx. March, 1971)