

Commission number

With the first MGBs coming off the assembly line in Australia in 1963, there were additional numbers located on the ID plates, along with the standard 'YGHN3 XXXX' format.



'8929' is the UK chassis number, whereas 'YGHN3 815' is the Australian identifier.

These numbers were UK in origin and referred to the chassis number of all MGBs produced in the UK. This practice continued into 1964 with the first (approx.) 1 000 cars. Thereafter we reverted to the standard format of 'YGHN3 XXXX' format only.



Standard format, now minus the UK chassis number

With the introduction of the MkII in Australia, an extra stamping was noted on vehicles on the inner driver's side mudguard, forward of the radiator.

"While CKD kits were issued with car numbers and engine numbers, as far as is known they had neither body nor commission numbers, for the simple reason that their bodies were not assembled prior to being shipped abroad."

(Clausager, p 124) Evidence in Australia suggests otherwise.



GN23 474

Note: This new stamping is hard to find on many Australian MGBs as it is obscured quite often by the BMC adhesive transfers (as shown below)



Adhesive transfers that often obscure commission number

This new (ADDITIONAL) stamping was the UK commission number.

“...commission numbers were only issued from the start of Mk II and MGC production in 1967” (*Clausager, p 121*) This new stamping was of the form... ‘GN 23’ with a multi-digit number below. ‘G’ standing for MG; ‘N’ standing for ‘roadster’ and the ‘23’ referring to BMC’s ADO project code number. The numbers below started from ‘101’.

“Australian cars were also identified by their Australian assembly or chassis numbers with prefixes of YGHN, these numbers having no relationship at all with the car numbers issued to the CKD kits at Abingdon.” (Clausager, p 121)

The previous quote by Clausager is not quite true. Through an analysis of a relatively small but well spread sample I have found that there is a correlation with the Australian identification system. (see ‘Good Stuff’ – Commission numbers, in www.mgbsmadeinaustralia.org).

“Many MGB’s are registered using this number as their Chassis number as it is the first number that can be found stamped in a B body”. (S. Ratcliff)

I have contacted British Heritage for further corroboration and will add their findings to this article.

For further reading on this subject (much not applicable to Australia),
Clausager goes into great depth on *pp118-124*

Thanks: *Many thanks go to Stuart Ratcliff for much of the content in this article.*

Roger Sharpe,

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