

## *CHANGES IN PRODUCTION*

It is most important to understand that to clearly define a different model (or series) is fraught with danger. BMC (and later BMC/L) did not have any clearly defined different models; more to the point, the vehicle was a culmination of progressive changes at discreet times, during the 19 year life of the vehicle. It appears that BMC had no clear idea at the launch of the first vehicle that it would have such an extended production life, as the vehicle was NOT called MGB Mk I but simply MGB. From that point on, the progressive changes occurred (mostly laid out in the official Parts Manual). The official launch of the Mk II in Australia (1969)(YGHN5) was made up of many new features that were also in the YGHN4 vehicles and some that had trickled on from the last few hundred YGHN3 vehicles. To state definitively that a certain part belongs to a certain model is very difficult to claim.

I have attached below, four original BMC/L documents that were issued to Service Managers at Australian Dealerships that may answer many questions (but also bring up exceptions).

Document 1. (10 July, 1963) [INTRODUCTION OF THE MGB](#)

Document 2. (17 Sep, 1965) [MODIFICATIONS TO THE MGB](#)

Document 4 (5 Nov, 1968) [INTRODUCTION OF MGB MK II](#)

Document 3 (1 Dec, 1969) [SERVICE AND PRODUCTION IMPROVEMENTS](#)





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