

INITIAL RESULTS OF THE
VEHICLE NUMBER SURVEY

By: Caroline Robinson 78-415
Ben Munday 79-698
John Twist 78-415

And with help from:

Jeff Allison 78-618	Robins AFB GA
J T Dorbandt 81-2237	San Marcos TX
Harold Jensen 82-3158	Derby CT
Jack Barkley 82-3169	Valparaiso IN
Bill Koechig 81-2678	Pontiac MI
Gerald Lee 81-2699	Dayton OH
John Gwynne 80-1308	Stony Brook NY
Nino Catalano 80-1375	New Fairfield CT
Tom Edwards 81-2171	Woodlyn PA
Bob Quick 81-2421	Terra Alto WV
John Miles 82-3048	Montclair CA
Chuck Genrich 76-155	Annandale VA
Jan Sander 79-939	Jeffersonville VT
Michael Hutchinson 82-3050	Rome NY
Tom&Jean Weedman 81-2477	Milwaukee WI
Fred Speacht 80-1300	Farmingdale NY
Bob Levandusky 80-1076	Delaware OH
Jon Rosenthal 80-1642	Willowdale Ont
Tony DeLellis 81-2767	S Pasadena CA
Greg Kocher 80-1779	Portland OR
John Gardner 82-3010	Santa Rosa CA
John Chatley	Troy MI
James Rainer 80-1682	N Vancouver BC
John Frost 81-2005	Kenosha WI
Jim Kern 81-2745	Manassas VA
Gerry Acquilano	Geneva NY
Ken Smith 81-2043	Semmes AL
Neil Purcell 80-1593	Evergreen CO
Susan Musa 76-135	Mesa AZ
Don Holmes 76-164	Quilcene WA
Jim Omrie 82-3084	Morris IL
Mike Debreczenyi 82-3235	Des Plaines IL
Fonty Carthel 82-2965	Plainview TX
Daniel Wagner 80-1029	Lafayette CA
Randy Balogh 80-1722	Eugene OR
David Pinkston 82-3472	Macon GA
Skip Finley 81-2538	Rockville Cen NY
Bill Busby 82-3429	Raleigh NC
Karl Agee 81-2348	Livonia MI
Larry Standifer 79-848	Eugene OR
Greg Glassner 81-1915	Olmsted Falls OH
Gary Lynn 82-2915	Long Valley NJ
Mike Zavinski 80-1773	Pineville NC
Robert Vance 81-1808	Rochester NY
David Gray	Mundelein IL
Patton McGinley 80-1254	Stone Mountain GA
Charles Manley 82-3055	San Jose CA
Mike Mostert 79-702	Andover MA
C Roy Henderson 82-3108	Union City CA
Steve Scott 80-1048	Mt Pleasant SC
Adrian Tyndale 81-2509	Wimbledon England
* and a special thanks to	
Floyd Garren 77-323	Lompoc CA

The MGB Vehicle Number

From 1963 to 1979, all the MGB VINs were prefaced with "GHN" or "GHD".

"G" designated for the MG model in the Morris Group.

"H" BMC designation for engine capacity of 1400cc to 1999cc

"N" designation for roadster OR

"D" designation for GT or Coupe.

Following the GHN prefix is a number: 3, 4, or 5. This is the model series. The series began with the MGA 1600 with GHN, then the MGA

1600 MKII with GHN2, then the MGB 1963-1967 with GHN3, then MGB 1968 and 1969 GHN4, and from 1970-1979 GHN5.

In 1980 the entire prefix was changed to GVVDJ2AG.

Following the GHN3 was the letter "L" for left hand drive. At GHN4 the letter was changed from "L" to "U" to denote "United States" export. We do, however, have one MGB/GT prefixed GHD3U, but that may be an error

Beginning in 1970, another letter was added to denote the model year. GHN5UA was the designation for 1970. Those letters follow:

A	1970
B	1971
C	1972
D	1973
E	1974
F	1975
G	1976
H	1977
J	1978
L	1979

It is understandable that "I" was omitted for fear of confusion with the number "1", but what happened to "K"?

Following this alphanumeric prefix is the serial number of the MGB. This serial number began with 101 and continued until 1980 -- to the end of production. In about 1974, the serial number at the end of the year's production was rounded up to the next hundred, thousand, and finally ten thousand so that the beginning number of any model year was easier for the parts and service personnel to remember. Therefore, subtracting the first serial number from the last gives an inflated production number.

The MGB "Consecutive Number"

This number is not mentioned in any of the factory literature we've examined to date. It is not recorded in factory records now held by BL Heritage. Yet, it seems to closely parallel the serial number. The first consecutive number we have on file is 5 for GHN3L 111. The last is 92182 for GHN3L 103672. These consecutive numbers have not appeared on the MGB/GT's we've examined, and apparently cease by the introduction of the GHN4 model.

The MGB Body Number

Remember that Abingdon was an assembly plant and that the bodies were built and welded elsewhere. Further, our field experience only covers the US MGB models. We have found that the body numbers skip fore and aft in relation to the serial number, and it appears that they may have been delivered to the factory in large lots, then built and given numbers without regard to the consecutive sequence.

The body numbers begin "MGB 101" in 1963 and begin again at "MGBU 101" for the 1968 model year. The "U" in the later number, no doubt, designates "United States."

