

PLEASE REFER  
TO PAGE 4  
OF THIS LETTER

PS:RFS:LH:MAR.45

March 31, 1981

Mr. I. Prior,  
Vice President,  
The M.G. Car Club,  
G.p.O. Box 1989S,  
MELBOURNE VIC 3001

Dear Sir,

Re: M.G. A. Production

Thank you for your letter requesting information on MGA Production in Australia.

With the closure of the Waterloo Plant, most of service and production records were lost and most of the older production people have since retired. However, we will attempt to answer your questions in the order presented.

- (1) No total production figures are available for the years 1956 - 1962.
- (2) We will be able to provide random chassis and engine numbers for some of the models.
- (3) These vehicles were brought in C.K.D. and assembled by a contract firm 'Pressed Metal Corporation' at Enfield N.S.W., now part of Leyland Australia. The twin cam range were all C.B.U.s (completely built up).
- (4) Local sourcing of parts was confined to tyres and batteries as major items. Where pack shortages occurred in trim lines, these would also be handled locally.
- (5) Paint was supplied by local manufacturers to formulations very similar to those used in U.K. The combinations being shown on the vehicles' identification plates.
- (6) No changes were necessary to suit Australian conditions. Any inservice changes were notified by service bulletins to the Dealers from Nuffield Australia or B.M.C.

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