

PLEASE REFER  
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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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- (7) Again, no figures are available on the imported vehicles or personal imports.
- (8) Extras on vehicles were usually provided by the selling dealer.
- (9) To the best of our knowledge, CKD vehicles were not exported to New Zealand.

M.G.B.'s

- (1) Approximate totals are shown on the attached sheets.
- (2) From 1967 on, vehicle records went on to computer. We therefore can provide chassis and engine details on request. Initial M.G.B.'s were produced by the Pressed Metal Corporation at Enfield commencing Mk. I in 1963. With the relocation of our Parts Division to Liverpool in 1966, M.G. production was transferred to Waterloo site. The vehicles built by P.M.C. may be identified by the chassis number stamping on the main rail behind the right hand head lamp as against the Waterloo stamping on the left hand scuttle panel behind the glove box.
- (3) M.G.B.'s locally produced have a local identification coding and were C.K.D. The vehicle type being prefixed 'Y' (e.g. 'Y'GHN3-) followed by the car number (e.g. 501), both type and car number forming the chassis number. The first car in the production series being No. 501; G.T. models were all CBU. The 'L' range was only cosmetic change known as 1970 face lift.
- (4) Local components were as M.G.A.
- (5) Trim details were ex U.K. but painting of bodies was at Mini 1100, 1800 models. Rotor dip and low bake acrylic enamel process.
- (6) Compliance plates were introduced in 1970 for vehicles complying with local Design Rules.
- (7) (8) (9) - as for M.G.A.
- (10) U.K. chassis change points for spare parts are not applicable to Australian CKD vehicles, as "Parts Packs" were used producing a quantity of cars as compared with a system where vehicles are built then 'knocked down' for export. With the latter system, the chassis numbers would be in sequence. This was the case with the first batch of 'B's and to identify them, we also added the U.K. chassis number, e.g.

Y	GHN3	1736	- 505
Aust.	UK	UK	Aust.

The chassis number lists mentioned previously will take some time to prepare so you will receive them in due course.

We will also forward to you, copies of information requested from other sources and supply general information where available to us.

Trusting we have been of assistance.

Yours faithfully,

A handwritten signature in blue ink, appearing to read "R.F. Switzer". The signature is written in a cursive style with a large initial "R".

R.F. Switzer  
Technical Assistant

Encl.

COMPUTER RECORDS SUMMARY

<u>MGB</u>	<u>Mark I</u>	<u>Date of Delivery</u>	
	YGHN3 - 501 -	63	
	5559 -	8/68	5,009

MK 2 OD 1970 FL

YHN9 - 501 -	7/70	
2158 -	10/73	1658

18GD/RWE/H 10  
18V

PLEASE NOTE

THE CHASSIS NUMBER OF MY CAR IS

YHN9 - 1927

THE ENGINE NUMBER OF MY CAR IS

18V-582H-2022

THANKS.

YHN10 - 501 -	3/71	
572 -	2/72	72

18GD/RC/H-

AUTO

YHN7- 501 -	1/69	
- 656 -	11/70	156