

## AUSTRALIAN PARTS SUPPLIERS

Due to the popularity of the MGB, both here and overseas, it is well supported by a network of suppliers and repairers who are there to help maintain the breed.

The most common terms you will come across are: 'OEM' (Original Equipment Manufacturer) and 'NOS' (New Old Stock – these goods were made years ago but have never been used). Obviously, these are the most sought-after items and consequently fetch a higher price. Way down at the other end of the market there are items that are of a substandard quality. A rough rule of thumb:- You get what you pay for!

To understand the marketplace a little better, the following explanation was given recently by Hap Waldrop, a respected US parts supplier...

“There are not tons of manufacturers, in fact, about 2-3 different brands are the best we can hope for on some more popular parts, and many parts are only provided by one distributor.

XRN is the "mothership" for most of our parts. No, they are not a manufacturer, rather the entity that gets manufacturing production runs made. Things like Payen gaskets for example. Payen does not simply make our gasket sets, they make them when XRN makes a large order, otherwise, they may not be made at all. XRN, has some parts made that otherwise might not be made by any manufacturer (things like oil pumps for example). So it doesn't matter who you order an MGB oil pump from, it is the same exact part.

OK, now on vendors. Well, it comes down to who carries what. I buy most of my engine parts from BPNW because, in the US, no one else has as many choices as them. For example, while Moss covers MGB parts very well and has most things BPNW offers when it comes to the 1275 engine, they don't do as well, for example, I cannot get the 9.75 to 1 pistons or the larger 1.4" intake valves from Moss. Also running to the UK for more choices is not always the answer. One of the largest A series engine parts suppliers in the world, Mini Spares in Potters Bar England does not even carry some of the parts I can get from BPNW.

Moss on the other hand has more part numbers, which can be very important to folks doing restorations, and in many cases, on some of these parts they are made by only one manufacturer due to slow sales and even then it can be a small, low volume cottage industry manufacturer, even one guy making them in his shop/garage. A buddy and I made several performance parts for 1275 engines and chassis almost 20 years ago. We made like 6-8 parts, some were very high-end race parts, some were items the street owner could use. Even then we made very little money doing it; we eventually lost interest. So, most of the time to people that do this sort of thing it is more of a labor of love, than a money-making opportunity.

When we complain about some part's fit and finish not being so great, that can often be because there is very little R&D testing to none at all. A good example - 1275 new thrust washers have been too thick for 25 years. No one will listen to the end-users, so the problem never gets fixed. In other examples, some will make a part completely wrong, and I've even seen another company copy that wrong design and market it, and sell it, so now we have

more than one company offering a part that will not work (aluminum 948 flywheels come to mind).

Then there are some cars that don't have nearly as many choices as MGB owners have. MGC is a good example. With MGCs, you cannot buy a new water pump, oil pump, head studs, rod bolts, etc, etc.. You can buy a new MGC oil pump rebuilt kit for \$260.00. Compare that to MGB oil pump rebuild kit at \$26.00, and they look almost identical to the MGB, just larger in size. A Triumph Stag is a nightmare, it had a crappy Triumph designed V8. Try getting parts for that engine (most Stag owners do a Rover engine swap)..

At the end of the day, while our situation may not be perfect, it is way better off than other European cars. I tell people if this made me mad, I would stay mad all the time. I learned to make things fit, even manufacture things I need over the years, and I know as time passes it will get worse, not better.

I guess for me with the MGB, I feel thankful we have as good of parts coverage as we do. Is it perfect, not hardly, but way better than so many other classic cars.”

*Hap Waldrop, July 2021 [www.acmespeedshop.com](http://www.acmespeedshop.com)*

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*The following list has been kindly provided by Herb Adler. If you are aware of others that are not on the list, please email me and I will include them. Please note, I do not endorse any of their products or service. I merely provide you with a list of contacts.*

**NB: red text indicates never used but know of their existence**

<http://minibits.com.au> many Marques, mail order

<http://britishclassicspareparts.com.au/> Kevin, many Marques; QLD

<http://www.mgspareparts.com.au/> Also known as Heritage MGB; Sydney

<http://www.sales@sportsparts.com.au/> : The only known supplier of ‘original’ floor mats in the world.

<https://9now.nine.com.au/a-current-affair/end-of-an-era-for-sydney-classic-mg-owners-as-87yearold-shuts-up-spare-parts-shop/a723f299-acaec40e7-a673-cb7f56054c81> : Additional floor mats

[Concourse@internode.on.net](mailto:Concourse@internode.on.net) ph/fax 03 5248 4084 ring Greg for free catalogue; Geelong

[www.mgsales.com.au](http://www.mgsales.com.au) Adelaide

<https://www.ebay.com.au/str/ballingallmgspares> General spares; Heidelberg, Melbourne

<http://www.britcar.com.au/> **Recommended by panel beater; Nth Melbourne**

<http://www.sumidel.com/> SU parts and complete units; Sydney

<http://www.kas-kilmartin.com.au/> Sheet metal, world wide supplier; Ballarat

<http://www.scottsoldautorubber.com.au/> Rubber trim, mail order; Melbourne

<http://performanceignition.com.au/> Distributor reconditioning; Nunawading

[www.abingdonmotors.com.au](http://www.abingdonmotors.com.au) advertises in club mag.; Qld

[mgbuildcentre@bigpond.com](mailto:mgbuildcentre@bigpond.com) Nigel Lang, general spares; Lethbridge, via Geelong

[www.mgtrim.com.au](http://www.mgtrim.com.au) David Brett, carpets, struts; Werribee

<http://www.oldautorubber.com/> Rubber trim

<https://www.clarkrubber.com.au/> General rubber trim, pinch weld, door seals

Comments: red font, never used but know of their existence

#### SPECIALIST MECHANICS

[www.bmcperformance.com.au](http://www.bmcperformance.com.au) Ben Connelley, service, restorations, repairs; Geelong

[www.abingdonmotors.com.au](http://www.abingdonmotors.com.au) advertises in club mag.; Qld

Depending on where you are, these are the main MG workshops covering Brisbane.

Bay/South side, Greg Tunstall Mechanical Ormiston

<https://gregtunstallmechanical.com/> Middle Brisbane, Abingdon Motors Dutton Park

<https://abingdonmotors.com.au/>

North side, MG Automotive Brendale

<https://www.mgautomotive.com.au/>

Personally, I use Barry Evans at MG automotive, (great bloke), friendly and very helpful, as the closest to me (Hervey Bay)

## OVERSEAS SUPPLIERS

<https://longbridgemotorspares.co.uk/> Many marques; UK

<http://sucarb.co.uk/> SU manufacturer, lots of tech info; UK

<http://www.mossmotors.com/> Large inventory, shipping very expensive; USA

NON MG, but could be useful

<https://www.minormagic.com.au/> Morris Minor; Goulburn

Herb Adler, May 2020