

## Mazengarb And All That

Barry Sainsbury was the second (and last!) manufacturer of the Aussie designed and built Mazengarb OHV conversion kit for the SMM Minor's side valve engine. He was asked back in 2003-04 to jot down a few notes on the Mazengarb head's birth and demise. Barry passed away in late September 2021 aged 93, and his son Scott came across his father's notes and has kindly forwarded them on believing they would be of interest to our club members.

Barry was involved in the grass roots of motor racing in NSW in the post WWII years. His first encounters with the racing bug were club events at the old Castlereagh air strip standing quarters. The Mount Druitt Circuit was another old 1939-45 wartime air strip which had its parameters extended into a macadam-surfaced race track on which Barry raced during the 1950s. He also raced at Mt Panorama Bathurst, the Gnool Blas Circuit at Orange, Parramatta Park, and hill climbs such as Leura Baths (now Leura Cascades) and Silverdale.

Barry's article follows:

At the last Wakefield Park race meeting in 2003, I was admiring an 8/40 Morris Special and mentioned 'Mazengarb' to the chap I was talking to and he suggested having a word with Rob Rowe who had owned one. I introduced myself, started talking about the conversion and he



The Mazengarb Head

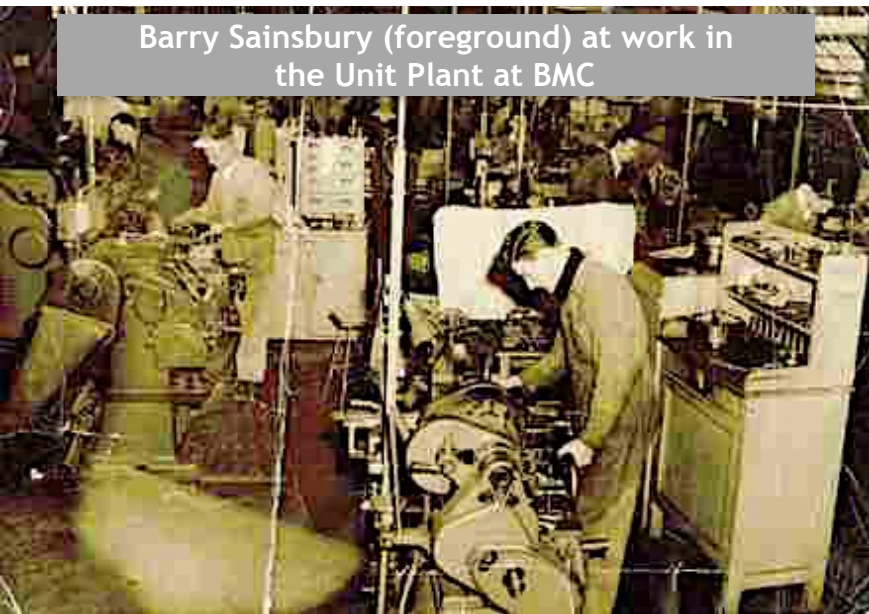
was most interested that I was the last manufacturer, as he was under the impression that it was Guy Buckingham (who founded Nota Sports and Racing Cars). Rob asked if I would jot down what has now become part of motor racing history.

Alf Mazengarb was an Auto Engineer with a background at Rolls Royce who migrated to Australia in the late 1940s with his family and established Mazengarb Engineering (later to become Gear Manufacturing Co. Pty. Ltd) in one of the old ammunition and armament buildings in St Marys Industrial Area in Sydney. He co-produced auto spares for the then popular models as imported parts were on a very restricted basis. These were distributed through 'Pelican Spares' from a small warehouse off Eddie Avenue behind Central Railway Station.

The cylinder head was developed in the factory drawing office to convert the then popular Morris Minor SV into an OHV model. The original castings and coring patterns were given and cast by Croker and Miller, an iron foundry in Mascot headed by Maurie Miller Snr. Alf designed all the jigs and fixtures on a jobbing basis at his St Marys factory.

To push these to the fore and public notice he built 2 cars for racing, one for Maurie Miller Jnr and the other for the chief draughtsman Bart Wilkinson. These made their debut at the Mt Druitt Circuit in 1952 "putting the cat amongst

Barry Sainsbury (foreground) at work in the Unit Plant at BMC







**Mazengarb Head installed on a  
SMM Morris Minor S/V engine**

the pigeons" in the Sedan and Touring Car section, having great success in these categories. Another car was built for Arthur Hayes, the then President of a very young ARDC, which at the time had its headquarters in what was then known as "The Castle", an old mansion at the Mt Druitt track.

The Mazengarb Minors made their presence felt at Mt Panorama Bathurst with Maurie Miller Jnr clocking well over 90 mph on Conrod Straight with Bart Wilkinson and Arthur Hayes well placed. Alf took the car to events in Tasmania and again fought successfully. The Orange Sporting Car Club arranged what was billed as an "International Motor Race Meeting" on the Gnoo Blas Circuit, a ring road on the outskirts of Orange, NSW. Many drivers from interstate and New Zealand were on the grid: Jack Brabham, Lex Davidson, Fred Zambucca from NZ, Ian Mountain from SA (he was killed on Mrs Mutton's Corner at the meeting), and Peter Whitehead from the UK. Alf entered 2 of his cars, one to be driven by Maurie Miller and the other by Shirley Hodder (a first time starter and later to drive successfully at Bathurst with Shirley's brother and myself driving the new OHV Morris Minors).

After this meet I purchased one of Alf's cars and became well acquainted with the man himself, so when he decided to cease manufacturing in 1956-57 I purchased the Mazengarb Head section of his business with all the bells and whistles. I formed a company, 'Conversion General and Auto Engineers P/L' with my wife Marjorie Joy. We operated from the garage at our home in Marrickville but it was obvious that the business would not sustain us with a family so I gained employment as a Production Engineer with the British Motor Corporation (BMC) at Zetland in the Unit factory, where engines, gearboxes, diffs and suspensions were built for the mainly Austin designed cars from 1958.

I sold 10 or 12 conversions, 3 if memory serves me correctly to Guy Buckingham who was then in full swing with his Nota car business in Smith Street Parramatta. Nota Streamliners (referred to as Nota Mazengarbs) raced at all the major circuits, including Warwick Farm and Catalina Park Katoomba, earning a reputation for both Nota cars and Mazengarb, but too late for the survival of my little company.

### **Barry Sainsbury**

Below: Barry's OHV racing Morris Minor (SII)  
on the Mt Druitt Circuit





**Footnote:**

'Nota Sports & Racing Cars' is still in business in Dural NSW, under the management of Chris Buckingham, Guy Buckingham's son.

**Nota 'Mazengarb' Streamliner:**  
Nota made 11 of these cars up to 1960.

**Vehicle Specs****Engine:**

Morris 8/40 S/V with Mazengarb OHV conversion twin 1 1/4 SUs

**Transmission**

4 speed Morris, John Needham enhanced

**Body Style**

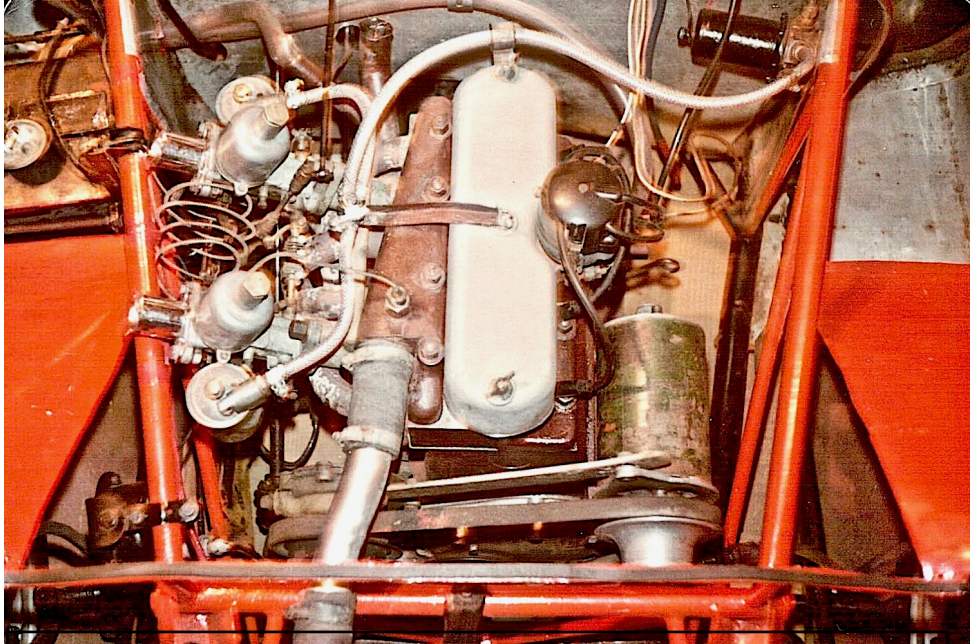
Convertible

**Colour**

Rally Red, then Amazon Green with yellow nose

**Summary of this car's history, from Tracken's Garage**

Nota Chassis no 8, the first all-enveloping alloy body. Ex Guy Buckingham's personal car this is the one and only (?) Nota Mazengarb. Full space frame with split Ford 10 front swing axle.



Mazengarb Head installed on a Morris 8/40 S/V in the Nota Mazengarb described at left. (The Morris Minor SMM S/V engine was a later version of the Morris 8/40 918cc engine)

Purchased in 1977 from Robert Rowe, car tidied up, painted Rally Red, great handling car.

On 21st August 1977 at Amaroo Park AARC meeting, won the Tom Sulman trophy race for historic cars. Also competed at Oran Park, Silverdale, Castlereagh, Winton and Adelaide International Raceway. After an accident with the 'rock' at Amaroo's Honda corner in 1980, it was repaired and painted green with yellow stripe. Sold in the 1990s to Queensland. Current whereabouts unknown.

Nota 'Mazengarb' Streamliner

