

ZETLAND

MOVE TO ZETLAND PLANT

BMC ultimately purchased the Enfield Pressed Metal factory outright. Production of the MGB was transferred from Enfield to a dedicated facility in their Parts & Accessories Building (to be re-named 'CAB 3') at the main BMC plant in Zetland, Sydney. Jigs were commissioned from Dorman's in Victoria, so that even the 'floorpans-tunnel-sills-bulkheads' under-structure could be built up on-site in Sydney. Bodies were here far more elaborately rust proofed, going through a 'Rotodip' process, whereby the entire body-shell was immersed and rotated on a skewer in primer. Again, options were limited to simplify production. Overdrive became a standard fitting. (The pack-away style hood survived till the advent of the revised Michelotti top in 1970, at the time of the introduction of the recessed black grille 'fish mouth' model. Interior trim design, particularly the door trim styling, was now unique to Australian cars. The short-lived 'automatic' option was also offered in Australia from 1969, and though well received by the press, was, as in other countries, not especially popular and was discontinued.