

# PRESSED METAL CORPORATION (PMC)

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Aerial view (photo: MGA Guru)

The Mk I MGB (YGHN3), like the MGA before it, was assembled by 'Pressed Metal Corporation' at their factory in Enfield, Sydney. Pressed Metal Corporation was a sizeable venture, situated on a 22 acre site in Cosgrove Road, Enfield. A company that was established in the late 1930s, it was a joint venture by Larke Hoskins (the Austin agent for NSW) and Larke, Neave and Carter (the NSW Chrysler distributor).

By the time BMC Australia was formed in 1954, PMC had already been assembling Austin vehicles. At this early stage, BMC Australia did not have the capacity to take on the assembly of the MGA (1957-1962). By necessity, they took out a sub-contract assembly contract with PMC. The MGB came along in April, 1963 and, as capacity constraints at Zetland had not improved, the assembly of the MGB Mk I was carried out at Enfield.

The arrangement that was struck with BMC (Australia) was for the engines to be 'hot-run' tested at Zetland then crated up for transport to Enfield. Similarly, suspensions were assembled and

painted at Zetland, then transferred to PMC. There was a constant evolution of 'local supply' components, to take advantage of governmental tariff reliefs.

Possibly, as a testament to the relatively few Mk I vehicles still around, the rust-proofing of these vehicles was fairly basic. As opposed to the 'roto-dip' process employed by Zetland, PMC vehicles were simply 'slipper-dipped'. However, it is said that PMC were particularly proud of their baked enamel finish.

The last 200 or so Mk I vehicles assembled in late 1967 and early 1968 are a cause for real confusion amongst historians. Due to the delay in the start of the Mk II at the Zetland site and the possible offloading of old stock by the UK parent (the Mk II had been in production almost a year before in the UK), many of the kits had a mish-mash of components to make identification near impossible. These cars were affectionately called Mk 1.5s.



(photo: MGA Guru)