

Motor Industry News Leyland Australia

November, 1972



THE 'B' LAID TO REST

The MG B is dead.

The last Australian MG B rolled off Leyland Australia's production line on Monday, November 6, at exactly 11.30 in the "mourning".

To commemorate the passing of the B, a wake was held at Leyland Australia's manufacturing plant at Waterloo, Sydney.

Mourners who attended the wake wore black armbands, funereal-type music set the mood and, of course, there was an undertaker, complete with black top hat and morning coat.

There was even a headstone - inscribed with the epitaph "MG B: Born 4th Apr. 1963, Died 6th Nov. 1972. RIP" - to mark the last MG B's final resting place.

Among the mourners who attended the wake were NSW Minister for Child Welfare and Minister of Social Welfare, Mr. J. L. Waddy, who has owned at least four MG's.

Other well-known identities present were Motoring journalist Mike Kable, who brought his immaculate red MG TC, Alec Mildren, 1960 Gold Star Champion who has owned seven MG's, Ron Ward, who sold the first MG TC in Australia, John Bruderlin, highly successful campaigner of TC's, blown and unblown in hill climbs and sprints, Alf Najar who raced a TB between 1945 and 1950, Noel Barnes (who drove from Tamworth to attend),

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CARS	AUSTIN	BUSES	COACHES	FOUR WHEEL	TRACTORS	ROAD ROLLERS
ROVER	MORRIS	LEYLAND	AB DENNING	DRIVE	LEYLAND	GRADERS
JAGUAR	MG	TRUCKS	PRESSED METAL	LANDROVER		AVELING-BARFORD
DAIMLER	TRIUMPH	LEYLAND		RANGEROVER		

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Paul Samuels, Matt Daddo, Gordon Stewart, (who ran a rear-engined MG and drove from Coffs Harbour to be at the wake) and Bruce Leer, a past racer of MG's, now in the top echelon of sports car racing with his Milanos.

Production of the MG B has been halted because of the government regulations which require progressively phasing out CKD assembly operations by 1974.

The alternative - upping local content in the car to 85 per cent - would be uneconomical for a relatively low-volume, specialist car like the MG B.

So the B has been laid to rest.

Appropriately, the last MG B - a white one, for surely it will go Up There - made a last tour of the factory, preceded by the undertaker and followed by a funeral cortege of cars, including a number of old MG's.

Of course, the MG B continues in production in Britain and, in Australia, parts will still be readily available for the cars, so the future is not so black.

The MG B is dead. But not forgotten.