

Motor Industry News Leyland Australia

9th May, 1972.



LEYLAND MERGER COMPLETED

The New Zealand Motor Corporation has taken over the assets and liabilities of the British Leyland Motor Corporation in New Zealand.

The terms were a cash payment of NZ \$15.3 million and an issue of two million shares of B.L.M.C. (UK). This will increase the issued capital of N.Z.M.C. from \$13 million to \$15 million, giving British Leyland a 13.3 per cent holding.

The merger will result in the import, assembly and marketing of Austin, Morris, Jaguar, Daimler, Rover and Triumph cars, Leyland Commercials and Aveling Barford construction equipment being brought under one roof.

The New Zealand Motor Corporation will now be known as the New Zealand Leyland Motor Corporation, and becomes the largest motor group in New Zealand.

Lord Stokes, Chairman of British Leyland, and Mr. J.H. Plane, Deputy Managing Director of British Leyland and Chairman of Leyland Australia, have seats on the board of the new company.

The merger will result in better opportunities to expand the current two-way trade in Leyland products between Australia and New Zealand and give greater flexibility within the context of the New Zealand-Australia Free Trade Agreement.

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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		

LEYLAND MOTOR CORPORATION OF AUSTRALIA LTD. 893-931 STH. DOWLING ST. WATERLOO 2017 NSW PH. 663-0321

Leyland Australia currently exports about 3000 Tasman and Kimberley cars a year to New Zealand and imports 800 Rover 3500's from New Zealand under the NAFTA agreement.

Sir Walter Norwood, Chairman of the New Zealand Motor Corporation, described the merger as "a logical step in the rationalisation of activities promised in the original prospectus of N.Z.M.C., issued in 1969".

"To some extent a merger of this nature was inevitable," Sir Walter said.

"If the old situation had been allowed to continue it would have meant British Leyland and the Motor Corporation would have been increasingly in competition.

"With four assembly plants now at our disposal more rationalised production programmes for the models assembled in this country can be implemented and this demonstrates how logical the merger is."

The new company will have four factories, two in Auckland and one each in Wellington and Nelson.

The number of retail sales outlets available to the corporation has now risen from 151 to over 200 and total staff will number over 4000.

Sales of Leyland vehicles in New Zealand average 24,000 annually.