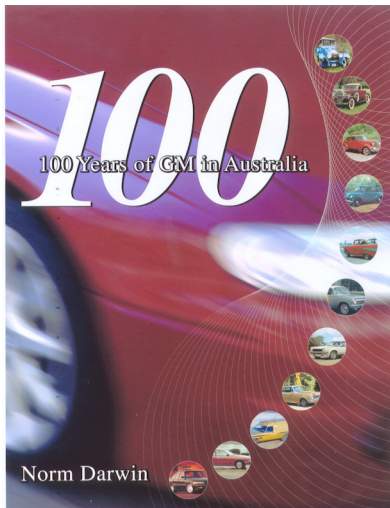


BOOK REVIEW

100 Years of GM in Australia by Norm Darwin, 364 pages, 18 pages of color, and over 1500 black and white photos, illustrations, and promotional pictures, hard cover, 8½ x 12 inches. Retail cost is \$69.95 includes packing & freight.



Books can be ordered from Norm & Heather Darwin by regular mail to Norm & Heather Darwin at: H@ND Publishing, RSD H581, Ballarat, VIC 3352 Phone 03 53 346466 or Email ndarwin@vic.chariot.net.au.

"100 Years of G.M. in Australia" by Norm Darwin deserves a standing ovation for this monumental hardbound book on the efforts of General Motors "down under." In 364 pages with profuse use of vintage black and white photos and colour pictures of surviving cars, the author conveys the automotive spirit and challenges of the 20 century in his country. In fact, there are about 1,500 pictures and many had never been in a book.

Capsule information about key dealerships, detailed information about production sites, and loads of facts about the Holden connection are included. You'll discover the high performance Torana and probably learn quite a bit about Catercar, Buick, Cadillac, Vauxhall, Scripps-Booth, Chevrolet, Oldsmobile, Pontiac, and other makes attached to the operation. There is much to read about the Commodore VB to VX, HSV VL to VX, Camira and Gemini, plus assembled models.

Up to page 230, history relates to pre-1960 efforts. For postwar historians, there is a section on 1948 - 1980 Boom to Bust followed by 1980 to 2002 called "Bust to Glory."

J. A. Holden was mainly a harness manufacturer up to 1910, then the automobile business changed his ways. I know of no better book than this to dig into that intriguing history of G.M. in Australia.
Review by Gerald Perschbacher New York (Old Car Weekly)

The first arrival of the little 1902 Oldsmobile can be considered the start of the pre General Motors presents in Australia. This book was published in early 2002, so it spans this period of 100 years. This history of GM in Australia, 1902–2002, expands and adds to Norm's earlier work, **The History of Holden Since 1917**, that was published in 1984. It is refreshing to find someone who seeks out what really happened and is willing to correct even his own earlier writings.

Norm admits his history of GM in Australia is not meant to be a definitive history of all that has happen with GM and Holden in Australia the pass 100 years, but Norm gets closer then any other historical book printed to date. Norm has been gathering "bits and pieces" for this book since he first received feedback from the veteran car enthusiast whom read his **History of Holden** book. It can be seen that Norm has done a lot of first hand new research through the various Australian Auto trade publications, such as the highly creditable **AUSTRALIAN MOTORIST**, and the big city newspapers. This book shows a good balance between the pre and post war periods, between the various brands of GM and Holden built cars, and between the persons that shaped the historical events and the cars themselves.

When there are conflicting reports from two different sources, Norm attempts to track down the truth by researching and investigating the subject. His sources are well documented by the generous footnotes listed at the end of each chapter.

HOLDEN NOW BUILDS A WORLD CAR

This wonderful book gives a detail account of the rise and struggles of GM in Australia, the plug was almost pulled back in 1986, to the regaining of market leadership and profitability during the late 90's. With the launch of the 1998 Holden VT Commodore Sedan, Holden has engineered, with desirable optional V-8 power, optional 6-speed manual gearbox, and standard IRS rear wheel drive, a no-nonsense "World Car. The latest VT/VX Holden cars are like the first 1923-4 Chevrolet "SUPERIORS," that by their rugged driving performance sold themselves in the tough international world market. The VT/VX models are now exported to the Middle East, Brazil, South Africa, and New Zealand, most with the Chevrolet nameplate attached.

There is now the reality that Holdens will be exporting Monaros (badged as Pontiac GTO) to the USA plus the prospect of Commodores with the Chevrolet badge, heavy duty, police cruisers, taxi cabs, and utes and/or as high performance sport coupes, sedans and wagons? These would be replacement niche vehicles for those markets that Chevrolet abandoned when they switched over from the rear wheel drive Impala to the downsize V6, FWD, Impala 2000. I had the opportunity to drive a brand new VT Berlina Wagon around the Sydney vicinity in September 1997 and was very impressed with this very exciting driver's package.

Well you can tell I get excited after reading this moving history book. I recommend this book to anyone interested in GM history.

It's not often I get sidetrack from pre '25 Chevrolet history or get very excited about GM's latest models, but after reading 100 Years of GM in Australia, I share Norm's hope that one day the Holden nameplate will proudly be used on its cars that are exported and sold in the USA and other countries.
Review by Ken Kaufmann California (Distributor & Generator)