

HOUSE OF ASSEMBLY

WEDNESDAY 28TH MARCH 2012

GM HOLDEN

Mr PEDERICK (Hammond) (20:41): I rise to support the motion in support of the state and federal government support for General Motors Holden. I just want to make a few comments about the Holdens that I have owned over time. My first car was a 1975 Torana with a 1900 Opel motor.

An honourable member: Piece of shit.

Mr PEDERICK: Yes. It was not the most, should I say, reliable car for a lad's first car. I think I was 17 and the motor was starting to play up after 11 months. I do not know whether the issue was hard driving or what happened, but I was told when I inquired that the—

An honourable member: A few points and plugs.

Mr PEDERICK: —that the Opel motor needed more than a few points and a few plugs. In fact, I probably should have done something else with it but be that as it may. After that, I bought one of the icons—a HQ Kingswood. What a car—173, three on the tree. That was a great vehicle. Three years—

Mr Piccolo interjecting:

Mr PEDERICK: No, it was only a 173; that is the smallest motor you could get in the HQ.

The Hon. P.F. Conlon: Better than a 282.

Mr PEDERICK: Yes, better on fuel—absolutely.

An honourable member interjecting:

Mr PEDERICK: I don't know. It was a very reliable vehicle and I had that for three years. I had the pump up shock absorbers on the back. I must say that I think all I put in that vehicle was a water pump, so that was extremely reliable.

Members interjecting:

Mr PEDERICK: I am not going to respond to interjections, Madam Speaker! I must say, on the farm, we had a couple of Holden one tonners that were never renowned for working in sand. In fact, you had to dig a Holden one tonner out more often than

not, but it was a very reliable vehicle. As the transport minister stated, we had the 202 Holden motor in those and they were a very reliable utility for farm use.

As I was growing up, my father had a HQ Holden wagon. Now this had a 308 V8 in it and this was a motor that must have been built on a Wednesday because this car worked. It was just a pity we did not keep it in the family. This was pre-emission control and that car could accelerate to the speed limit quite respectably.

Mr Whetstone: And not beyond.

Mr PEDERICK: And not beyond, absolutely. Our family cars have included a HZ Statesman, which my brother has in a state of disrepair in Queensland. He tells me that he is going to rebuild it. The motor has been sitting out of it for about six years, so I will not hold my breath for that to happen. My father drove a VS Statesman until he gave up driving last year at the age of 91, but he still owns it. So we have done our bit in supporting the Holden cause.

What I want to talk about tonight just briefly is the inequity in industry support. I understand that the member for Chaffey talked about the agriculture sector, which gets virtually no support from government. Earlier today I talked about the United Dairy Power factories in Murray Bridge and Jervois. I have been going in to bat on behalf of United Dairy Power to see whether we can get some sort of incentive for it to buy these factories. We are trying to get some stamp duty relief and some payroll tax relief.

Tony Esposito from United Dairy Power confirmed to me today that he got a letter on Friday from minister Gago indicating that there would be no such relief. So, here we are, talking about all the jobs in the north—and that is all great, and we on this side support the support for Holden's—but what about other industry in the state? Where is the support for them? What do I say to the 120 people who have jobs at Murray Bridge and Jervois? What will I say to them if it all goes pear shaped? What will I say?—that there was just no support forthcoming.

I talked about support for other projects. I had a candid conversation with the former premier (premier Rann) before he left this place. He asked me how things were going in Murray Bridge. I said, 'Not too bad. We've got the race track proposal that's going ahead and the 3½ thousand homes in the project and that sort of thing'. Mike Rann said to me, 'Yes, we helped out a bit with the one in Gawler'. I said, 'Yes, I understand that that was about \$6 million, Mike. Murray Bridge would accept that assistance if they could get \$6 million to assist with their project'.

Mr Piccolo: In Gawler?

Mr PEDERICK: No, it is not in Gawler. It is not in a marginal seat. So, where is the equity in this state? If we are going to give assistance to one industry, what about the industries in Hammond? What about the racing industry and what about the dairy industry in this state? If those factories that United Dairy Power has now purchased fall over, it could have dire consequences for dairy farmers in this state in relation to where they deliver their milk. I will just leave that message with the house tonight.