



**WARNERS**  
GROUP PUBLICATIONS PLC  
West Street, Bourne,  
Lincolnshire PE10 9PH

#### EDITORIAL

Editor: S. Goodwin  
Tel: 01707 885439  
Fax: 01707 696034

E-mail: taxiglobeeditor@warnersgroup.co.uk

#### DISPLAY & CLASSIFIED ADVERTISING

Sarah Hubbard  
Advertising Manager

Chrissy Booty  
Advertising Sales Executive  
Tel: 01778 391158  
Fax: 01778 392079

christinab@warnersgroup.co.uk

#### PUBLISHER

Simon Moody

#### DISTRIBUTION

DND Transport Services Ltd.  
Tel 01707 272305

#### PRINTERS

Cumbrian Newsprint, Cumbria

#### PRODUCTION

Zone 1 Media LLP  
Tel: 01462 491134  
Fax: 01462 491137

E-mail: pauline@zone1media.co.uk

#### ACCOUNTS & CREDIT CONTROL

Caroline Harris  
Tel: 01778 391023

#### SUBSCRIPTIONS

To ensure you get a copy of Taxi Globe for 12 months, please send a cheque or postal order, made payable to Warners Group Publication, for £20 inclusive of VAT and post and packing in the UK to:

Taxi Globe Subscriptions,  
West Street, Bourne,  
Lincolnshire PE10 9PH

Taxi Globe has been carefully prepared, but articles are published without the responsibility on the part of the publishers or authors for loss occasioned to any person acting or refraining from action as a result of any view, information or advice included therein. The publishers accept no responsibility for the views or opinions expressed by contributors. Articles published in Taxi Globe do not necessarily reflect the opinions of the publishers, nor can the publishers or authors accept any responsibility for any claims made by the advertisers.

## DIFFICULT TIMES FOR MANGANESE BRONZE

**M**anganese Bronze, parent company of LTI Vehicles, has announced its Annual Year Results. Following on from a profit warning earlier this year, the results confirmed that the recession had seen the total revenue for 2009 was £73.1 million, down from £77.2 million in 2008. The company posted pre-tax losses of £7.3 million. The results mean more production will move to China from the Coventry manufacturing facility. Manganese is also set to change from switch from a full listing to AIM (Alternative Investment Market) as discussions are underway to place more shares with the Geely Group. Following the planned placing, Geely Companies would have a controlling stake in Manganese Bronze. Component cost reduction targets are being met for Chinese produced parts for UK production – over £1,200 per vehicle is now saved and a further £800 expected within six months. In the year to 31 December 2009, 1,724 new vehicles were sold in the UK (2008: 1,951). The TX4 fire recall was completed during the year, at a total net cost of £2,634,000 and further warranty claims for radiator problems have also had an impact.

### BODY PANELS AND CHASSIS MADE IN CHINA

Following the news that the ecoating primer coating (e-coating) supplier was to cease production in August 2010, no other viable UK supplier of this service is available and so the decision was made to cease production of TX4 bodies and chassis in Coventry in 2010. E-coated bodies and chassis will then be supplied from SLTI in Shanghai and the TX4 will be assembled in Coventry. This will result in around 60 redundancies, reducing headcount to around 300 at the factory in Coventry. This compares to a peak of around 500 employees, including temporary employees, before the recession began.

Chief Executive John Russell said: “Our UK consultation process is almost complete, which will lead to a smaller, lower-cost UK operation with a much greater level of supply from China. UK sales performance continues to be challenging as drivers’ confidence to commit themselves to the purchase of a new taxi remains weak due to uncertainty about the general state of the economy.” In September 2009, SLTI acquired 100% of Geely’s tooling company, Shanghai Maple Tooling Company Ltd. This is the company which manufactures body tools for Geely.

“We are planning transfer to the Alternative Investment Market, subject to shareholder approval, to meet UK Listing Authority requirements over control of assets and minimum free float. We are also considering a subsequent placing of new ordinary shares to the Geely Group at 70p a share, following consultation with major shareholders, to fund vehicle assembly, TXn development, and distribution activities. The planned placing will be dependent upon agreements being finalised with Geely for the distribution of the TXn in



John Russell in China in 2008

Europe and the sale of the latest Geely Emgrand saloon car, the EC718, in the UK. This vehicle will be shown in prototype form at the Beijing Motor Show in April 2010 and will be available for sale in China in mid 2012. We are nearing completion of a distribution agreement for this vehicle for the European market which is targeted to commence, with shareholder approval, with the completion of the placing of new shares to Geely. We are also close to finalising terms to sell the latest Geely saloon car, the Emgrand EC718, for the UK market from mid 2011. This represents a significant growth opportunity for Manganese Bronze Holdings PLC, the scale of which will be determined by the availability of further Geely products that meet UK customer requirements and satisfy the increasingly challenging EU regulations. Following the planned placing, Geely would have a controlling stake in Manganese Bronze. This transaction will be subject to shareholder approval and the relevant regulatory approvals,” continued John.

### TRADING ADVERSELY IMPACTED

“2009 was a difficult year for our UK taxi manufacturing operation with significant discount and sales incentives to stimulate the market combined with price pressure and restricted terms from fragile UK suppliers. Our UK consultation process is almost complete which will lead to a smaller lower cost UK operation with a much greater level of supply from China. The start of production in Shanghai was a major strategic breakthrough and some freeing of credit markets will see us make greater progress towards our international ambitions. Current trading continues to be adversely impacted by the wider economic environment. The move to AIM and the consideration of an equity placing to Geely will fully cement our relationship, would enhance the Group’s capital base, and see the potential for the Group to expand into the assembly and distribution of Geely vehicles.”