

IN STYLE




Recycling Plastics engineer Uwe Ruster sees to it that plastic waste is utilized as premium components (recyclate) in the ADAM, among others.

PAGES 12 – 14



OPEL IGNITES THE SECOND RALLY STAGE

WHAT A COMEBACK! This year Opel marked its glorious return to motor racing with no fewer than two brand cups. The Astra OPC Cup carries on the touring car tradition, while the young racecar drivers scored huge victories at the ADAC Opel Rally Cup in the small ADAM. The distinctive ADAM rally version R2 (photo) is the next rocket Opel will fire off in its motor racing endeavor. The little 190 HP bundle of power has made a proper commotion and is all set to race internationally at the beginning of next year.

 Video available at <http://bit.ly/1aVfgG2>

Content //

OPEL POST NO. 4 / December 2013



03-05 PRODUCT

THE NEW MERIVA

Quality is the name of the game at the Saragossa plant – especially with the new Meriva soon to be unveiled. The Opel Post paid a visit to our colleagues in Spain

[Read now](#)



MOTORSPORT COMEBACK

Opel is carrying on their strong touring car tradition with the 300-hp Astra OPC, while the junior drivers made a very impressive account of themselves in the ADAC Opel Rally Cup

[Read now](#)



07-09

REPORT

COMEBACK OF THE YEAR

The dethroned Heavyweight Champion Floyd Patterson stepped into the ring to face the new World Champion Ingmar Johansson



in their rematch on 20 June 1960. Patterson knocked his opponent out in the fifth round and regained the World Heavyweight Championship. This victory was the first time that the 'they never come back' rule was broken. In 2013, a motorsport heavyweight also celebrated their comeback. Opel is back on track!

Opel has returned to both rally and circuit racing! Young drivers are now sliding through the corners in hot pursuit of the Rally Cup in their ADAMs on tracks where the Ascona once won the European and World Championships. The Astra OPC is carrying on Opel's strong touring car tradition in ITC, STW, DTM, and 24-hour races in the VLN Endurance Championship at the Nürburgring. Even if our new racing cars did not immediately become world champions, we can look back on a thrilling first season of motorsport following our comeback. We are certainly enjoying the feeling of being part of the action once more and now look forward to the quiet days to come.

The Opel Post editorial office would like to wish you a merry Christmas and a happy New Year! We have sent you a present in the form of a sporty poster: the new ADAM R2 for the 2014 rally season!

Roland Koriotoh, Editor-in-Chief



12-14 INNOVATION

ENVIRONMENTAL TRENDSETTERS

Plastic bottle tops, fridge housings, and similar items are experiencing a comeback in the ADAM. A total of 175 components made from recycled plastic are being put to use in Eisenach

[Read now](#)



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Opel strengthens its position in Russia

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The Vectra A rolled off the production line 25 years ago

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The Creme 21 modern classic rally passed through

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Selected gift ideas for the whole family from the Opel Collection

CREDITS

PUBLISHER Adam Opel AG, Interne Kommunikation
65423 Rüsselsheim, Germany EDITOR-IN-CHIEF Roland Koriotoh
EDITOR Melanie Blewett, Irene Nowotny PRODUCTION Content
Strategy GmbH, Großer Hasenpfad 30, 60598 Frankfurt / Main
LITHOGRAPHY M & R Kreativ GmbH ADDRESS OF THE EDITORIAL
OFFICE Interne Kommunikation, Redaktion Opel Post, IPC D5-08,
65423 Rüsselsheim, Germany, Telephone (+49-6142) 774-057 and
750-506, Fax (+49-6142) 778-131, E-mail: opel.post@de.opel.com

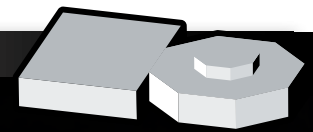
Manuel Hernández:
"I am very picky."

GREEN LIGHT FOR INNOVATION

Wir leben Autos. If anyone wants to see what that looks like, they should visit the production facility in Saragossa. The employees here are preparing for the Meriva series production launch with remarkable passion

Warts are very bad. Small dents and scratches he can deal with. But when Manuel Hernández discovers a wart, a small bubble rising up from the surface of the panel, his eyes narrow to two small slits beneath the protective glasses. "Some think that they can hide from me," he says, nodding. But not on his watch. Hernández is a quality controller at the Opel plant in Figueruelas.

In the Ebro Valley, located 30 kilometers northwest of Saragossa, employees are concentrating on the series production launch of the new Meriva. Hernández is in the green light room of the pressing plant, looking out for anything that might prevent the adhesion of the surface coatings, in other words, the paintwork. Or, as he puts it: "Anything that puts me in a bad mood." He is aided by an oily solution that makes the component gleam and the green light >



Maria Carmen Garcés Peralta behind the wheel at Quality Control



A look under the hood (left to right): Jose Gonzalez, Jose Molina, and Ernesto Sancho

Emilio Escudero (below) inspects the painted components

»We work with the mindset that every vehicle we produce is being made for one of our own employees.«

Ernesto Sancho, Launch Manager



all angles. He likes what he sees: "That is how it should look," he says proudly.

3D for the Headlights

Next stop: final assembly. "This," says electrical expert, Juan Manuel Montaray, making a sweeping gesture, "is our latest acquisition." Opel España has invested €4.2 million in the 3D laser inspection device, which makes it possible to align headlights, for example. This comes in

handy with the new compact van available with innovative LED daytime running lights, including curve and cornering lights, that have to be painstakingly aligned. Montaray says, "It is easy to use, the final results are flawless, and costly repairs or reconditioning are now a thing of the past." The attention to detail that the

The Plant in Figures

The Saragossa production facility that opened in 1982 sets new standards in terms of quality and the environment. The Meriva proved this in 2007 by achieving the lowest number of defective parts per million in the TÜV Report and the Corsa was "the most reliable car" according to the 2010 DEKRA Report. In 2008, the world's largest roof solar energy system was installed at the Spanish plant.

Total Area

3,150,000 m²

Employees

5,735, of which 5,084 work in manufacturing

(October 2013)

Vehicles

Corsa (five-door model, three-door model), Meriva. Starting in the second half of 2014, Mokka

Current Daily Volume

1,236 Corsa, 536 Meriva

Total Volume Since 1982

11.5 million vehicles and 3.5 million components

➤ that gives his workplace its name. He works on the parts until they are flawless.

The passion for building cars is palpable in every department throughout the plant. According to Launch Manager Ernesto Sancho, quality takes top priority at every manufacturing station during the ramp-up phase. "We manufacture each vehicle painstakingly – as if we were building them for ourselves," he points out.

Harmonious Transitions

The Meriva comes in new, innovative colors. They could have made life easy for the painting unit and bought ready-made bumper bars. Just the thought of this makes quality controller Emilio Escudero screw his nose up. "That does not meet our quality requirements. We produce them ourselves," he says. The aim is to achieve perfect harmony between the paint on the chassis and the plastic parts. He and his colleagues repeated the procedure as many times as they felt necessary. Two steps to the left, two to the right, a bend of the knees and then back up again. Escudero examines the transitions against the backlight from

employees exhibit in every step of the manufacturing process pays off in the end: "When the first Merivas rolled off the production line, before they were ready to be sold, I could already see that our team here in Saragossa had done it again," says Launch Manager Sancho. "Quality is hard work – and our passion." *ana* ➤



DATA, FIGURES, FACTS

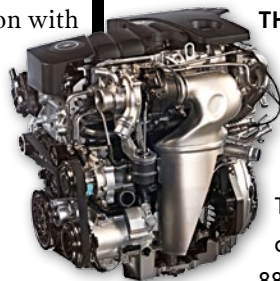
MERIVA



4,4 liters

Amount of fuel consumed by the 136 HP version of the quiet diesel per 100 kilometers

¡Arriba, Meriva! – The popular compact van, manufactured in Spain, will be rolling off the production line onto Europe's streets starting in January 2014 with a new design and new engine technology. In the future, the redesigned 1.6 CDTI will be purring under the hood. Just like the new diesel, each of the gas-powered units is also compliant with the Euro 6 emissions standard. The advanced 1.4-liter gasoline engines (120/140 HP) will be offered in combination with a new six-speed automatic; the manual five-speed and six-speed transmissions were also upgraded. The designers did an excellent job: The compact van features the chrome bar on the grille and the light design – now with LED daytime running lights and tail lights – from the Insignia.



Overview of key data

- Monocab, five-door model
- The only production car in the world to have won a prize for its overall ergonomic concept
- Four-cylinder diesel engine with exceptionally low noise development
- 6-speed automatic transmission, 5 or 6-speed manual transmission
- Production in SARAGOSSA
- Market launch: November 2013
- Starting at € 15,990

Options

- IntelliLink infotainment system with seven-inch high-resolution color monitor that integrates smartphone functions into the car
- Navigation with voice control
- FlexDoors door system with rear-hinged doors opening in the opposite direction (opens to 84 degrees)
- FlexRail center console with sliding and interchangeable elements (armrests, storage compartments)

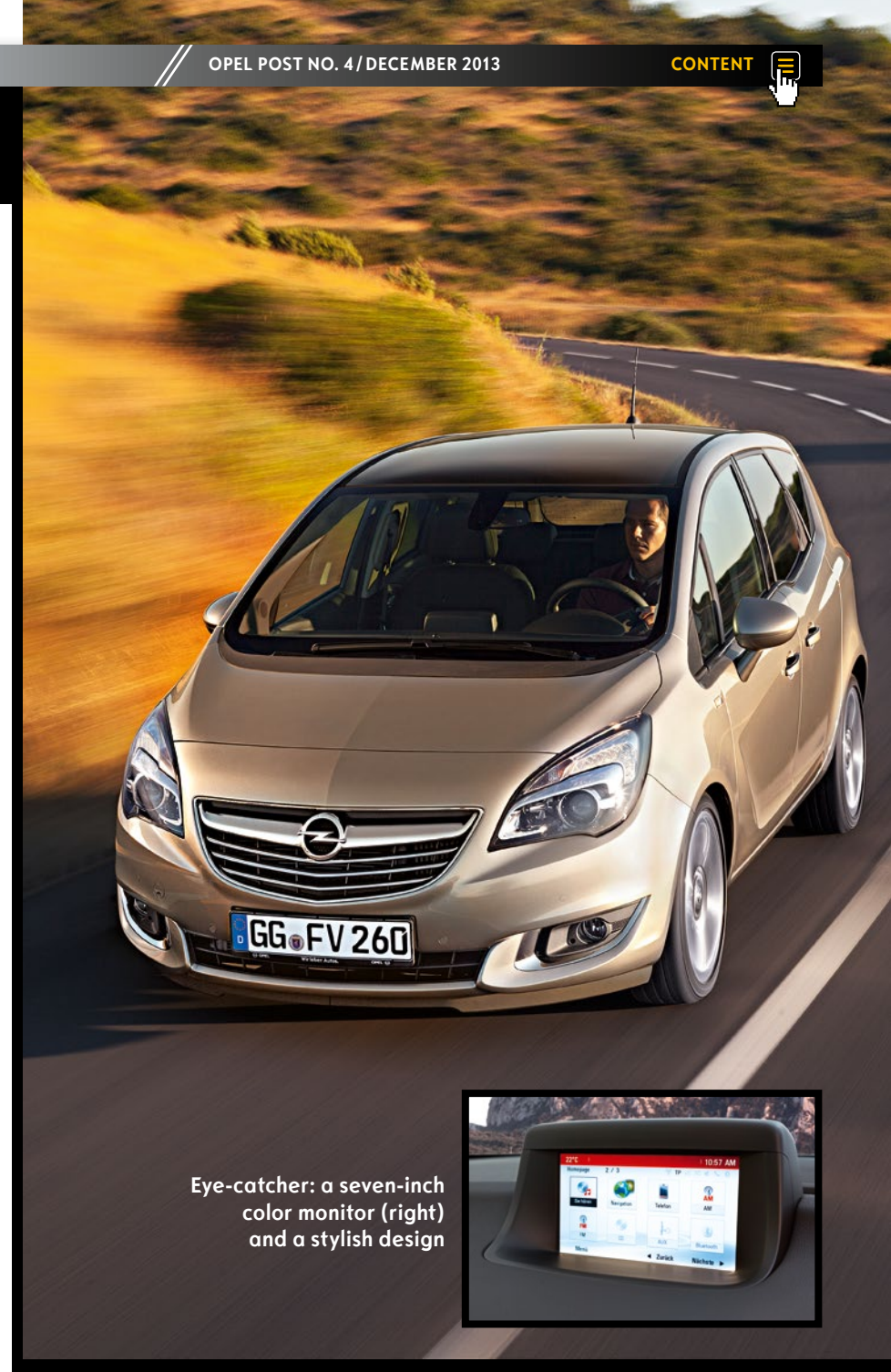
Engine options

THE WHISPER DIESEL

1.6 CDTI, four cylinder, 320 Newton meters, maximum torque at 2000 rpm

THE GAS-POWERED MODELS

Three options are available, each one displacing 1.4 liter: 74 kW / 100 HP, 88 kW / 120 HP, and 103 kW / 140 HP



Eye-catcher: a seven-inch color monitor (right) and a stylish design



News



STRONGER IN RUSSIA

The management responsibility of the GM Russia organization will move from GMIO to the European organization on 1 January. This move will also affect the Chevrolet and Cadillac brands. "I will be working closely with Alan Batey and Bob Ferguson, the respective heads of Chevrolet Global and Cadillac Global. Together we will ensure that all three of these brands achieve growth in Russia," says Chairman of the Board of Opel and President of GM Europe, Karl-Thomas Neumann. Opel Russia will be led by Andy Dunston, who previously held the position of European Sales Director. Up until now, GM International Operations, which are headquartered in Shanghai, China, was responsible for the Russian automobile market.

NEWS IN FIGURES

79,339

vehicles were sold by Opel / Vauxhall in October, marking a 2.4 percent increase over the same period last year. That also means that Opel is the only one of the top five European brands that has been able to maintain a stable year-on-year overall market share.

Küspert is the New Sales Director

CAREERS Peter Christian Küspert is the new Director of Sales and GME Vice President of Sales and Aftersales. The 52 year-old is the successor to Duncan Aldred, who was holding the position temporarily. The manager knows the industry inside-out.

Peter Christian Küspert



World First in the Monza Concept

Video: <http://bit.ly/1ciKKIW>

THEY PROJECT in 3D and deliver information custom selected by the driver. This includes vehicle data, Internet and communications options, and decorative optics. The Monza Concept's multifunctional display acts

as an interface between man and machine. Instead of individual screens, the technology presents a projection surface created by LED systems that stretches across the entire dashboard.

WORKS COUNCILS MEET

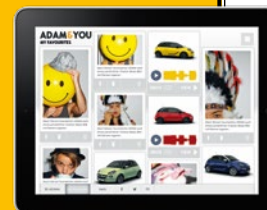


CONFERENCE The works council members from all Opel sites in Germany met in Rüsselsheim on 14 and 15 November. On the first day, talks centered on sharing information about the situation at each of the sites and working together to develop concepts for upcoming tasks. On the second day, the focus shifted to discussions with the entire Opel board of directors.

— OPEL TELEGRAM —

THE EISENACH site in Germany, previously operated as a limited liability company, was incorporated into Adam Opel AG in November. This will make internal processes and channels even shorter.

THE JURY of the Red Dot Design Award presented the ADAM & YOU app with the 'Best of the Rest' prize. The configuration app for the iPad supported ADAM's market launch in 35 different countries.



5-6 JUL.

RALLYE NIEDERSACHSEN



Fabian Kreim (right) unexpectedly secured another spot in Opel's junior rally challenge



TRACK STARS

What a comeback! Opel are celebrating a fantastic season of motorsport. Not only was the Astra OPC Cup a resounding success, but the young drivers who took part in the ADAC Opel Rally Cup rocked the tracks between the Baltic and Lower Bavaria. The Opel Post was on hand to witness the season finale



6-7 SEPT.

OSTSEE-RALLYE



3-STÄDTE-RALLYE

25-26 OCT.

5-6 APR.

RALLYE ERZGEBIRGE



A

t the very heart of Lower Bavaria, the pace of life is somewhat more leisurely in the Rott Valley Spa Triangle between the Danube, Rott, and Inn rivers in southern Germany. However, on the last weekend in October, this tranquility was given an injection of speed: the ADAC 3-Städte-Rallye and ADAC Opel Rallye Cup made pit stops in the area. Five drivers were particularly fast out of the blocks. It was the end of the season and now or never for Griebel, Fabian Kreim, Timo Broda, Dominik Dinkel, and Christian Allkofer. Working together with ADAC, Opel put the five drivers to the test in a driver evaluation. Testing focused on the drivers' fitness and technical skills as well as their performance in the car.

Griebel started the 2014 season as the clear favorite to serve as top driver in the Opel ADAM R2. He had already won the junior category of the ADAC Opel Rallye Cup and was driving for overall cup victory at the 3-Städte-Rallye. True to form, Griebel, aged 24, and co-driver Alexander Rath ➤



22-25 AUG.

RALLYE DEUTSCHLAND

Champagne shower: Michael Wenzel (l) and Markus Fahrner (r) celebrated their overall victory in standard fashion for the fans at the finish of the 3-Städte-Rallye

Thumbs up: Jörg Schrott (Opel Motorsport Director), Marijan Griebel, Fabian Kreim, and Hermann Tomczyk (ADAC Sports President)

Competition? The junior rally driver appeared relaxed and in high spirits beside the track

Best of ADAC Rallye Deutschland 2013:

▶ Video available at <http://bit.ly/1iRjq0v>

» went all out as they began the nine special stages in perfect conditions. The finale was full of drama. The experienced team of Fahrner and Wenzel were almost out of contention following a technical defect, and only had two special stages remaining in the final race of the year. Fahrner's black rally ADAM, with the starting number 36,

»We could only dream of something like that back in the day.«

Hermann Tomczyk, ADAC Sports President

probably had something else in mind, as it really took a thrashing in the final two special stages. Fahrner scored the best

time in both. That was enough to put him exactly one second ahead across eight races in the season. Even though Griebel tasted victory in the rally, Fahrner and Wenzel were the overall winners.

Griebel nevertheless had something to celebrate, since his remarkable performance meant that he had secured a spot driving the Opel factory-based car for the 2014 season. Fabian Kreim (21), who placed second in the ADAC Opel Rally Junior Cup, was the surprise selection as the second Opel factory driver for 2014. He was awarded the spot by a jury made up of the head of the ADAC Rallye School (ADAC Rallye School), Maik Steudten, Opel Motorsport engineer Dietmar Metrich, and former World Rally Champion Isolde Holderied.

The Opel ADAM R2 is not only successful on the junior circuit, and this was clear to see at the 3-Städte-Rallye. The seasoned veteran, Hermann Tomczyk (ADAC Sporting President), drove an ADAM R2 hare (or advance car) through special stages. "It is unbelievable that people can



Competitors on the track, friends in the pit area: Marijan Griebel, his co-pilot Alexander Rath, and season champions Markus Fahrner and Michael Wenzel

now get such a great car for this amazing price. We could only dream of something like that back in the day."

Griebel and Kreim will soon have the chance to prove this: they will be bringing the ADAM R2, which commands around 190 HP, onto the international stage for the 2014 season. Alongside the eight races of the ADAC Rally Masters, they will also be waving the Opel flag high in the European and World Championships. ts <

BACK ON TRACK

Three questions for ... Mario Merten
Opel Astra Cup Champion 2013

Wild ride: The Astra OPC Cup has taken place on the legendary Nürburgring-Nordschleife nine times. The Opel Post spoke to the champion driver about the thrilling finale.

OPEL POST: Congratulations, Mr. Merten. How would you describe the final race in your own words?

MERTEN: Before the race, Jannik Olivo and Elmar Jurek were only four points ahead of us in the overall standings. For a long time, it looked like they were going to hold onto this lead. Both of them had to make a pit stop with 75 minutes remaining – that was our chance!

You weren't just driving for personal glory ...

No, this victory is dedicated to my teammate Wolf Silvester, who died unexpectedly from a heart attack during race three. He was 55 years at the time.

How would you assess your first season as a driver?

The Opel touring car tradition is alive and well! The season was intense and exciting up to the very end. Plus, the fact that 18 cup Astras were in the running at the Nürburgring shows just how popular they are.





A CHILD OF THE EIGHTIES

The Vectra became the darling of the masses

The year is 1988. Michael Jackson is storming the charts with 'Dirty Diana.' Bruce Willis is coming to blows in front of millions of viewers on the big screen in 'Die Hard.' And Opel launches a new model onto the market that would go on to become a mass-market success: The Vectra, manufactured in Rüsselsheim, Antwerp, and Luton, takes the reins from the Ascona in the mid-sized segment. The new model was available as both a four-door sedan and as a five-door hatchback.

The automotive press gave it rave reviews – and so did customers. Around 2.5 million units of the first model had been sold by 1995. There was a good reason for this: Just like the Omega before it, the Vectra A scored points with its best-in-class drag coefficient and groundbreaking technology. It was available with an optional, electronically controlled four-speed automatic transmission. The Vectra provided every-

Cutting a fine figure on the track: the luxurious Vectra V6



day transportation and offered several engine options. These ranged from a 57-HP diesel and 75-HP 1.6 liter gasoline engine to a 2.5-liter V6 with 170 HP. What's more,

Up until the model change in late summer 1995, the Vectra A received over 20 national and international prizes

ARE YOU ALSO A CHILD OF THE EIGHTIES? Send us your wonderfully horrible photos of yourself posing with a Manta, Vectra, or similar model. The best photos will be published in one of the coming issues. Just send an e-mail to opel.post@opel.com



Sophie Opel passed away 100 years ago

*In remembrance of
Mother Opel*

Who knows what would have been had her father not won the lottery. Sophie Scheller married the entrepreneur Adam Opel in 1868. She lent him 10,000 German marks so that he could buy his first steam engine and begin the production of sewing machines and bicycles. After Opel's death in 1899, Sophie, along with her five sons, took over the business. She remained "Mother Opel," the soul and engine of the company, until her death on 30 October 1913. A wreath was laid at the Opel mausoleum to mark the 100th anniversary of her death.

Sons Carl, Wilhelm, Heinrich, Fritz, Ludwig (left to right)



Eyecatcher: Diplomat B with a soapbox on the roof



creme21 YOUNG AND WILD

SPEED FREAKS The Creme21 modern classic rally, which finished at the Opel test center in Dudenhofen, held plenty of surprises even for die-hard rally fans. "I thought it was great that everyone didn't take the race that seriously," says Mareen Grewen, Aftersales Team Leader in Bochum. An amateur rally driver, she applied for a starting position in the employee competition out of curiosity. And she got it. Together with her colleague Stephanie Müller, the 42-year-old in the orange 1975 Ascona sped along the course – some 1,000 kilometers long – completed some fun challenges, and partied hard in the former Opel factory building in Rüsselsheim.

»I thought it was great that everyone didn't take the race that seriously.«

Mareen Grewen, Aftersales Team Leader in Bochum



Prolog of Creme 21: Rekord, Kadett and Ascona (from left) drove some laps at the Formula 1 race track in Spa. Although the Astra OPC is far from being a classic car, for the group photo it was allowed to join the others on the track

By no means aloof Behind the scenes at the Klopp shoot

Jürgen Klopp, Karl-Thomas Neumann, and Tina Müller, Chief Marketing Officer



Video unter <http://bit.ly/Hf6wxx>

HE WAS made for the role, with his friendly smile, three-day beard, and affable chatter. That's how Borussia Dortmund coach Jürgen Klopp appeared in the new Insignia commercial. His fans can now see how relaxed and cheerful he really is behind the camera in the 'making of' video on YouTube. Klopp had a good time with CEO Karl-Thomas Neumann, joked around with the crew, and flirted with the models. The commercial was filmed in the Warner Studios in Bottrop-Kirchhellen, where the props team spent several days constructing an entire airplane cabin for Opel.

PHOTOS: OPEL, PRIVATE

HEY MR. DJ TURN THE MUSIC ON ...



COMPLIMENT There is no higher praise than when the best DJ in the world says that a certain car has a good sound. Robbert van de Corput was recently ranked as the best DJ in dance music monthly DJ Mag's top 100 list. Now the Dutchman is lending his name to a limited edition of the ADAM. Why? Because he loves the ADAM sound as much as we do.



Video available at <http://bit.ly/1cBv3vg>

Successful ADAM brand messenger: Dutch DJ Hardwell

The water deflector, presented by Uwe Ruster, is a recyclate component



PARTS WITH PAST LIVES

Saving raw materials, reducing waste, and protecting the environment. This is not just a pipe dream, it is being put into practice: High-quality components can be created from recycled plastics – as the experts at ADAM have already discovered

Uwe Ruster belongs to just a handful of people at Opel who get extremely excited about plastic bottle tops. Either that, or the housing of refrigerators and washing machines. Ruster's interest is purely professional, he is a plastics engineer. The 50-years-old is overseeing a recycling program in which new, high-quality vehicle components are created from recycled plastic. These might be inlet manifolds, air filters, or gear shift housings. The parts are known as recyclate. "It all begins with black pellets," says

Ruster. "These are used by supply firms to create the components in a plastic injection molding process based on a prototype we helped develop."

The EU End of Vehicle Life (ELV) Directive has defined automobile manufacturers' policy on recycling since 2000. It states that 85 percent of every new vehicle must be recyclable, with this set to rise to 95 percent of the vehicle's overall weight in 2015. This should not provide the plastic expert with any headaches. "We have been developing intelligent recycling ideas for close >

➤ to 25 years. It is not for nothing that Opel is a pan-industry trailblazer," he says.

Closed material cycles make these high recycling rates possible. The steel for the chassis accounts for the lion's share – but that in itself is not enough. This is why the technicians at Opel have also been thinking about plastic since 1990. The directive in its current form also specifies that "we need to increase the proportion of materials that are made from recycled scrap." This means adding components made from recycled material to the production process. And this is exactly where plastic bottle tops and the like come into play. "We are trying to employ plastic components with past lives – recyclate – wherever it makes technical sense," says Ruster.

»We employ components with past lives – recyclate – wherever it makes technical sense.«

Uwe Ruster, Plastics Engineer

One of these parts is leaning against the wall of Ruster's office at ITEZ in Rüsselsheim. It is a water deflector, one of more than 170 recyclate components that are built into the ADAM. The material was developed and manufactured specifically for the city speedster. "The water deflector, ➤

What is Recyclate?

Recyclate refers to plastics that are either partially or entirely produced out of recycled materials, i. e., made from scrap. As part of the process, the individual components are shredded, cleaned, and separated into the smallest material components. Processed once more, they are then put to use in a variety of combinations and qualities in models such as the ADAM.

The recyclate components found in the ADAM are dyed yellow. Here is a selection of parts subject to the toughest conditions.

INLET MANIFOLD

Extremely durable, holds up under temperatures ranging from -40°C up to $+200^{\circ}\text{C}$ during exhaust gas recirculation

WATER DEFLECTOR

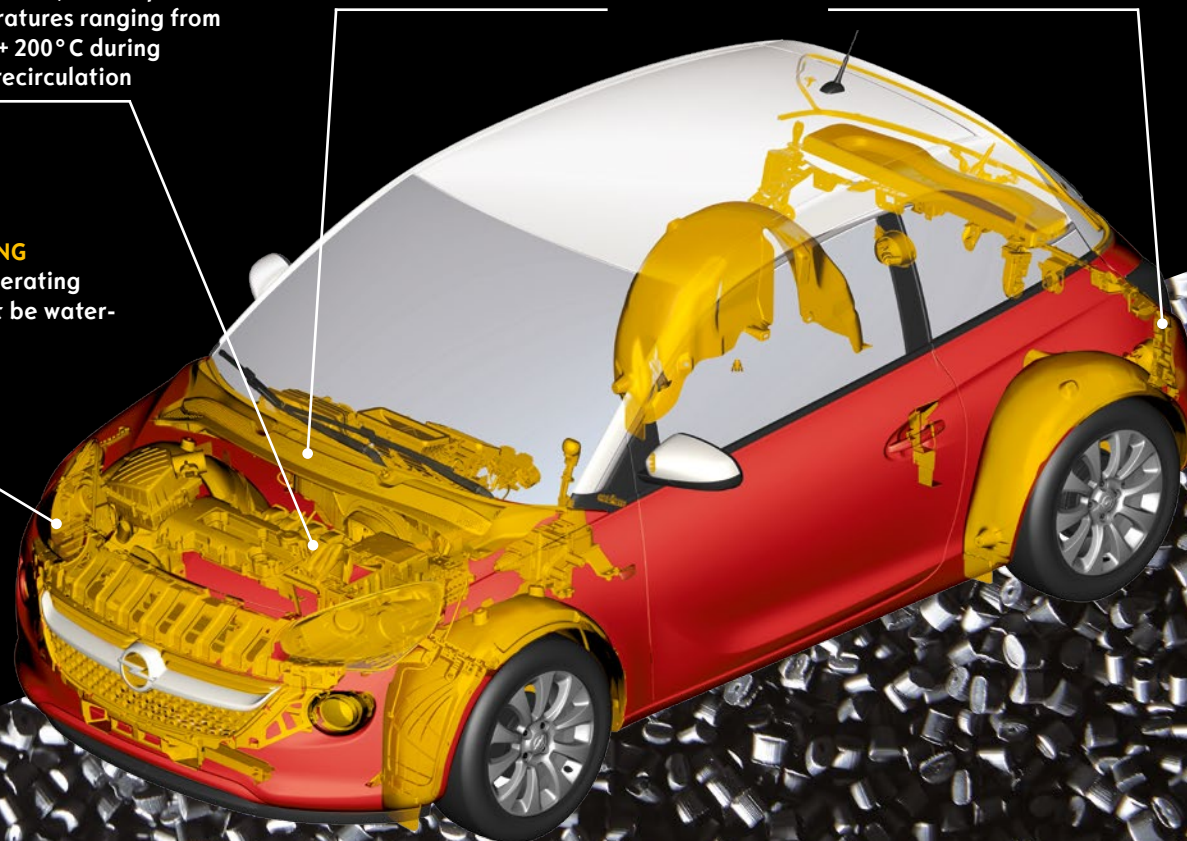
UV-resistant, impervious to extremes of temperature, highly elastic, acts as seal to keep out odors

BUMPER MOUNT

Weather-proof, capable of withstanding heavy vibrations and even in some cases collisions

HEADLIGHT HOUSING

Exposed to high operating temperatures, must be water- and dust-proof





Opel is an Environmental Trendsetter

Opel has been building components from recycled materials since 1990. Four approved types of recyclate were first put to use in the Calibra (photo); today, that number is 200 across the entire range of models. Opel is able to use a total of 45,000 metric tons of recyclate in its new vehicles every year. This is why the brand is such a trailblazer in the automobile industry.

➤ located below the windshield, features a complex geometry and has to meet the heaviest demands,” begins Ruster. The component does much more than just keep the smells out. It is also exposed to mechanical strain, changes in temperature, and UV rays, while remaining strong and sturdy after decades in service.

Then there is also the factor that makes recyclate Ruster’s favorite material: the quality. The experts at Opel tend to use

non-mixed and ultra pure material, since “recyclate has to meet the same standards as new material.” Ruster believes that “components that are intelligently developed from recyclates may in some cases even be superior to new plastic products.” They are less prone to warp and expand or contract, and they certainly score points when it comes to manufacturing: The pressures and temperatures required for processing pellets made from recycled materials are lower and this saves energy. CO₂ emissions are 30 percent lower than when using new materials.

What Does the Final Assembly Unit Think?

Although the plastics technicians have nothing but good things to say about recyclate, what do the employees who actually work with the material have to say? Eisenach plant, final assembly, work station 68: Maik Wittig installs the water deflector on the ADAM. As he puts it, “The part is very easy to install due to its high degree of consistency.”

There is now nothing stopping Ruster in his quest to further increase the proportion of the vehicle by weight that is made from recyclate. The technician has one final request to make of his colleagues: “Please separate your waste properly. Why? Because an Opel component can be made from any plastic bottle top.” woy <

Eisenach plant, final assembly, work station 68: Employee Maik Wittig installs the recyclate water deflector specially designed for the ADAM





FOR JUNIOR
Make way for Little ADAM. Perfect for young drivers – in the distinctive Opel style. **Little ADAM**, item no. 10346, € 74.99



UNDER THE CHRISTMAS TREE

Selected gifts for the whole family at www.opel-collection.de

FOR GRANDMA
An elegant accessory from the Cascada collection, "Sky" summer scarf, item no. 10255, € 11.00



FOR BROTHER
Zooming around the Christmas tree: the remote-controlled Ampera toy car, item no. 10132, € 39.90



FOR DAD
Get the sporty look: **OPC Chronograph**, item no. 10042, € 149.00



FOR MOM
Just don the **ADAM Bluetooth headset**, put on your favorite music, and let the Christmas stress melt away. Item no. 10060, € 44.50



FOR SISTER
Need to track down that cute guy? Jot down his license plate number in the **ADAM notebook in red**, item no. 10333, € 8.50



CHRISTMAS TALES



Bianka Bartakovics,
Cost Analyst
in Szentgotthárd

»I love our Hungarian Christmas fondant, which is used to decorate the trees. They are intensely sweet fruit jelly candies covered in chocolate that come in fancy, shiny wrappers.«

Test Driver Wanted!



15 MINUTES in a new Opel model, yours to take alone on the road for a test drive – and during working hours, no less. How does that work? It's all possible thanks to the test driving program for employees, set up initially in Rüsselsheim with the new Insignia and in Turin with the Zafira

Tourer. All you have to do to take an express test drive is sign the standard liability waiver and exchange your employee ID for the car keys. As of now, the program is regularly available at all European locations.



Employees in Rüsselsheim testing the new Insignia (left to right): Gregor Dillmann and Helmut Müller with the hatchback version, Alex Lindenmann with the Country Tourer, and Ali Dogan with the OPC



Andrés Guillén,
production
employee at the
Saragossa plant

»On the first day of Christmas, it is the custom here in Spain among friends and family to try to pull the wool over each other's eyes with made-up stories. It has become something of a national sport to see who fools the most people. Even the newspapers join in.«