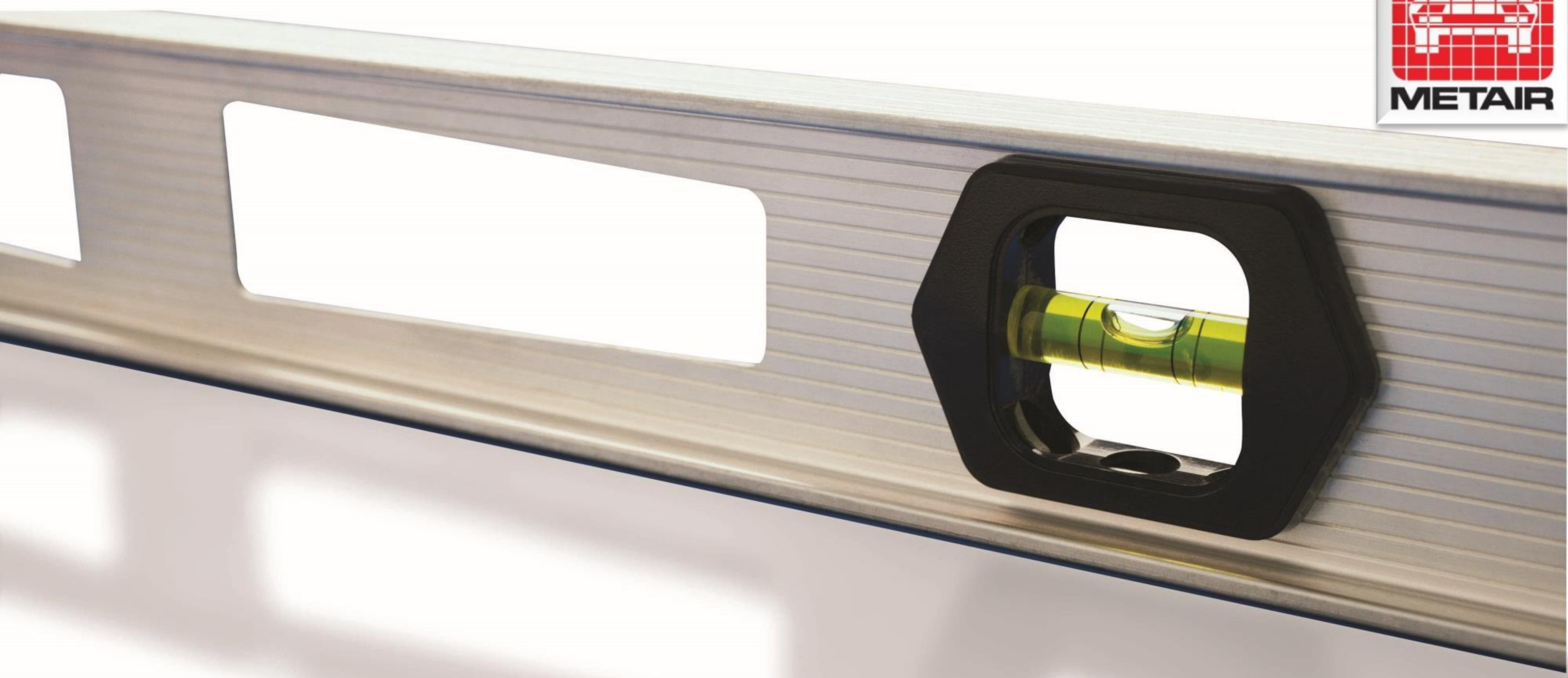


METAIR INVESTMENTS LIMITED

INTERIM RESULTS PRESENTATION
FOR THE 6-MONTHS ENDED 30 JUNE 2011

AGENDA

- Reflection, Vision, Strategy
- Financial Review
- Review of Operations
- Prospects

REFLECTION, VISION, STRATEGY

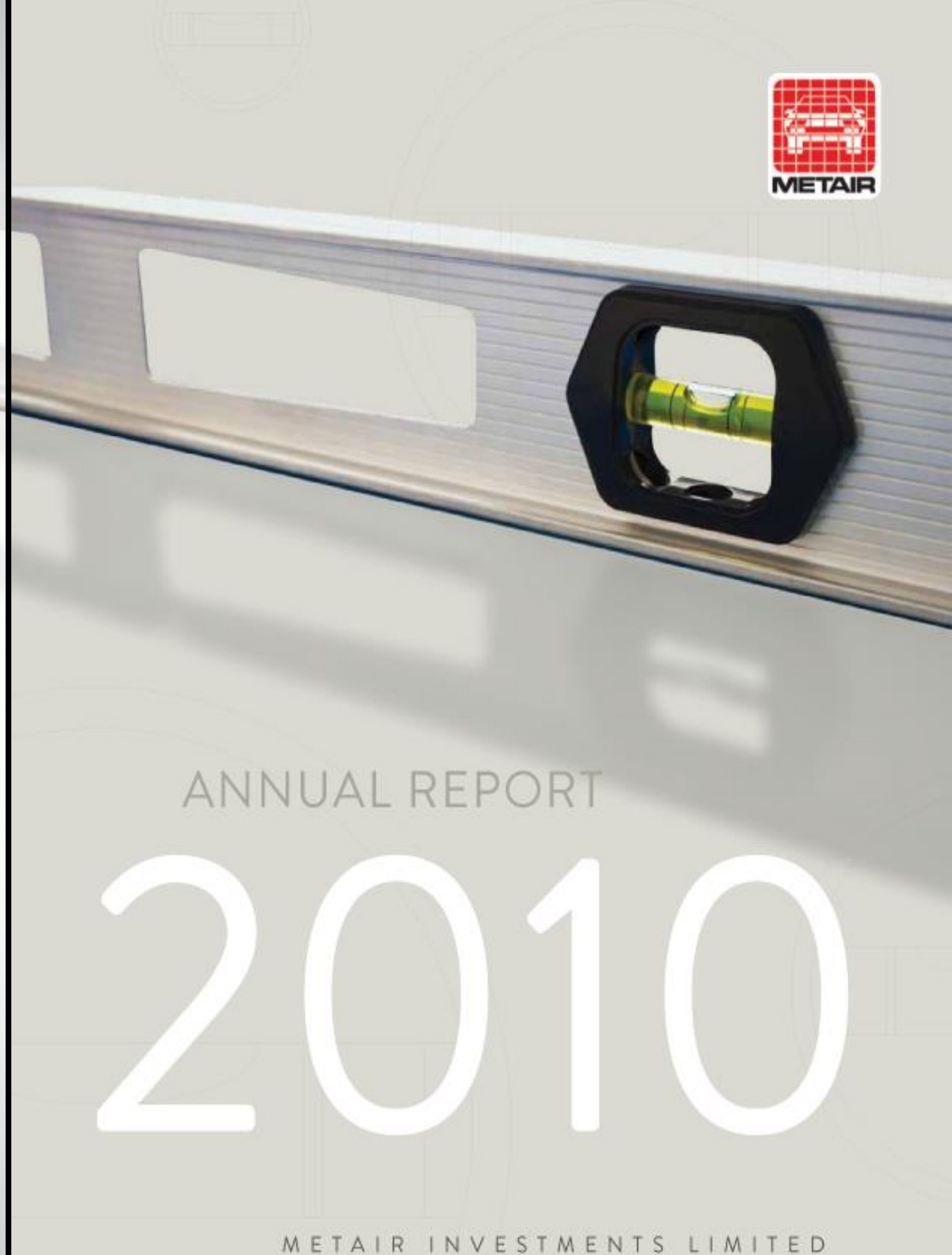
ANNUAL FINANCIAL REPORTS

Metair’s annual financial reports are always presented against the backdrop of a theme that aims to reflect the position of the company at that specific time.

2010

BALANCE

- Group finds balance after executing dramatic deep-cutting, cost-saving interventions
- Cost competitiveness requirements and shareholder expectations
- Realisation that continuous small adjustments will be required
- New group vision



MAJOR BLACK SWAN EFFECT OVER THE PAST 3 YEARS

- Rand weakened against Yen February 2008
- World economic crisis October 2008
- Iceland ash cloud February 2010
- Earthquake / Tsunami March 2011
- Fire at First National Battery April 2011
- World debt restructuring (continue for next 10 years)

RAND WEAKENED – FEBRUARY 2008

Metair formalises agreed forex policy with customers.

WORLD ECONOMIC CRISIS 2008

- South Africa's motor vehicle production second worst affected in the world with a 35% decline
- Metair executed deep cutting cost saving interventions
- Adjusted business to new level of economic activity

RISK EVOLUTION

Cost competitiveness becomes primary challenge in the group , and still remains so.

ADJUSTMENT

Metair designs a new vision and strategy

VISION

"To generate value for all our stakeholders by managing and controlling businesses that through manufacturing and/or logistical excellence, deliver quality, cost-competitive products to our customers in a sustainable manner."

STRATEGY

- Continue to target balance in the business
- Nurture Original Equipment (OE) business and expand Original Equipment Manufacturer (OEM) customer base
- Focus intently on cost
- Secure and grow aftermarket product range
- Pursue the acquisition of a complementary business to leverage off our technologies, efficiencies and product range in the aftermarket and non-automotive business

MARKET SEGMENTS IN WHICH METAIR OPERATES

- **ORIGINAL EQUIPMENT (OE)**
  - Parts sold used in the assembly of new vehicles
- **AFTERMARKET**
  - Annuity income generated from vehicles sold as they require replacement parts
- **NON-AUTOMOTIVE**
  - Sales mostly related to the telecoms, utility, mining, retail and materials/products handling sectors
- **PROPERTY**
  - The group's investment in property owned and occupied by our manufacturing and distribution companies

ICELAND ASH CLOUD

Natural disasters make their way on to Metair’s list of high risks in the group.

EARTHQUAKE & TSUNAMI IN JAPAN

At the time of bringing you the results for 2010, this natural disaster took place with the potential to have very serious effects on the stability of the supply chain and vehicle production volume.

OUTCOME OF EARTHQUAKE & TSUNAMI

Intervening factors resulted in SA being the least affected in the world, unlike the world economic crisis when we were second worst affected.

FIRE AT FIRST NATIONAL BATTERY

On 30 April we lost 50% of our formation capacity in the fire at our Benoni facility.

OUTCOME OF FIRE AT FIRST NATIONAL BATTERY

- Insurance underwriters accepted liability
- Constructive destruction
- Currently at 75% of capacity
- By end November we will be at 100% capacity

WORLD DEBT CRISIS

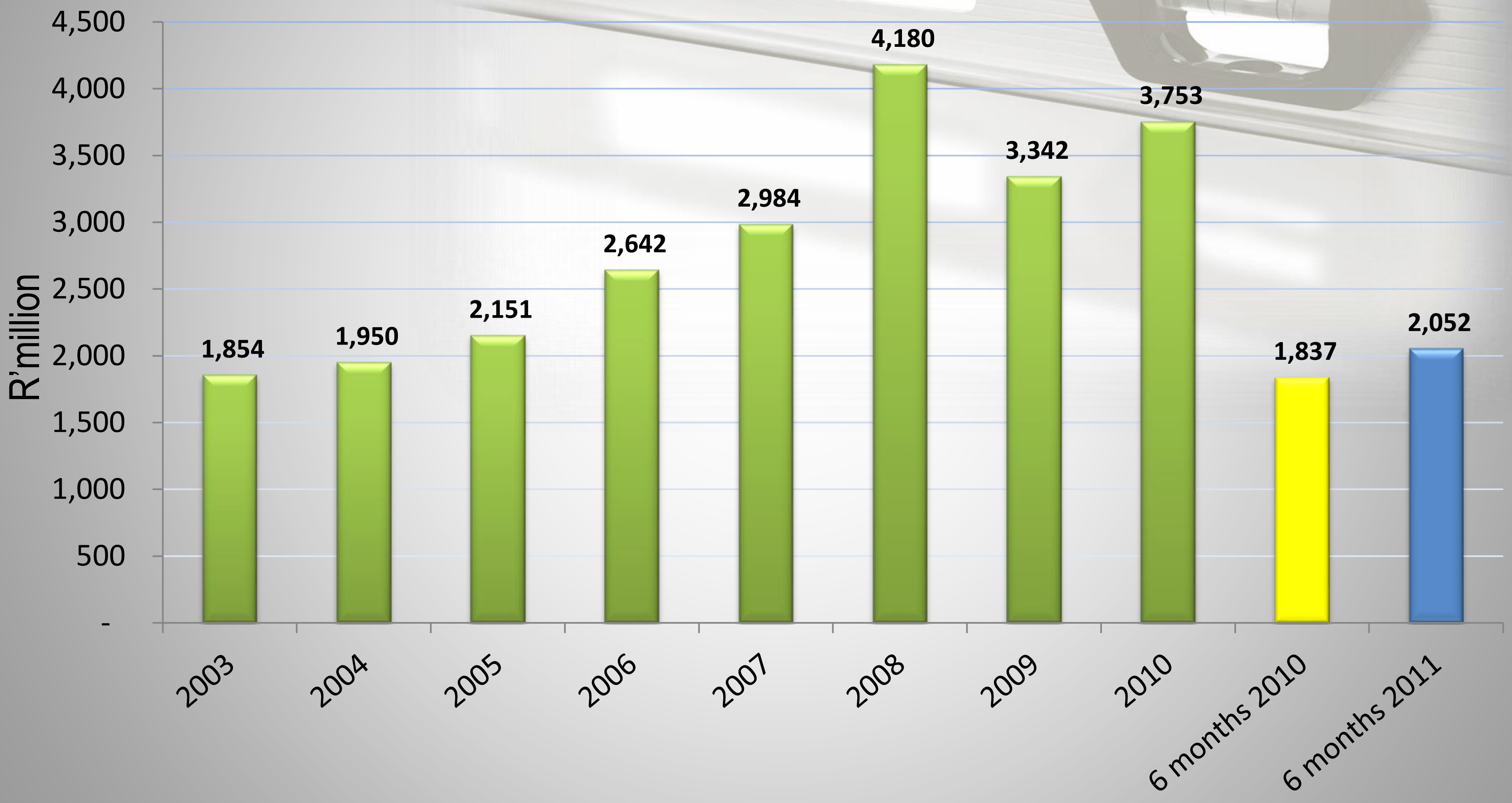
This will have an effect on where vehicles will be produced in the future, as production volume allocations are balanced in line with debt realignment decisions.

FINANCIAL REVIEW

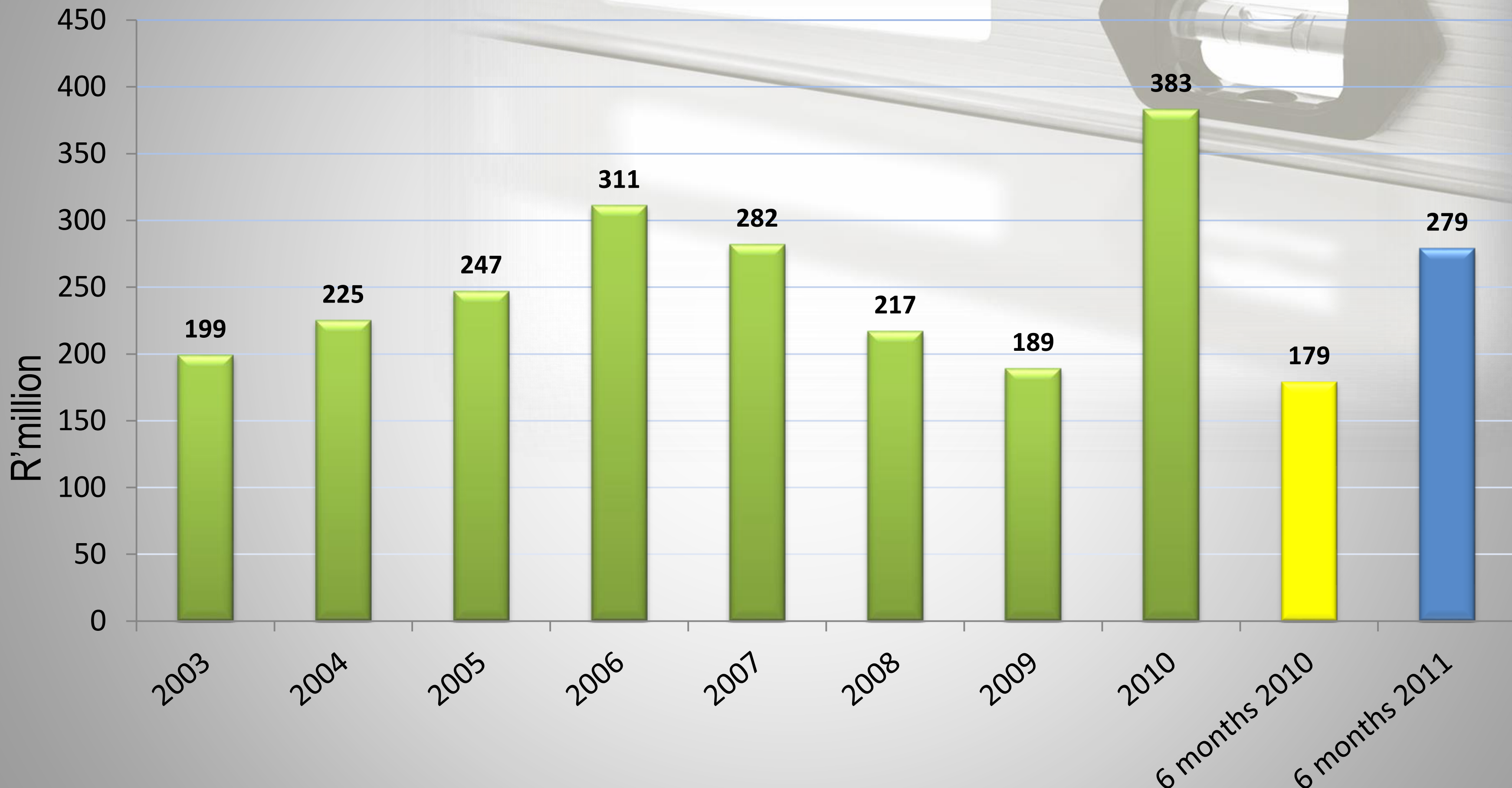
FINANCIAL HIGHLIGHTS (6 MONTHS)

	R' 000
↑ Revenue	R2 051 834
↑ EBITDA excluding fire effect	R321 657
↑ Operating Profit	R307 757
↑ Operating Profit excluding fire effect	R279 387
↑ Operating Income Margin excluding fire effect	13,6%
↑ Profit After Tax	R232 587
↑ Attributable Profit to Ordinary Shareholders	R207 985
↑ Earnings Per Share	147 cents per share
↑ Headline Earnings Per Share	128 cents per share
↑ Net Cash including borrowings	R245 283

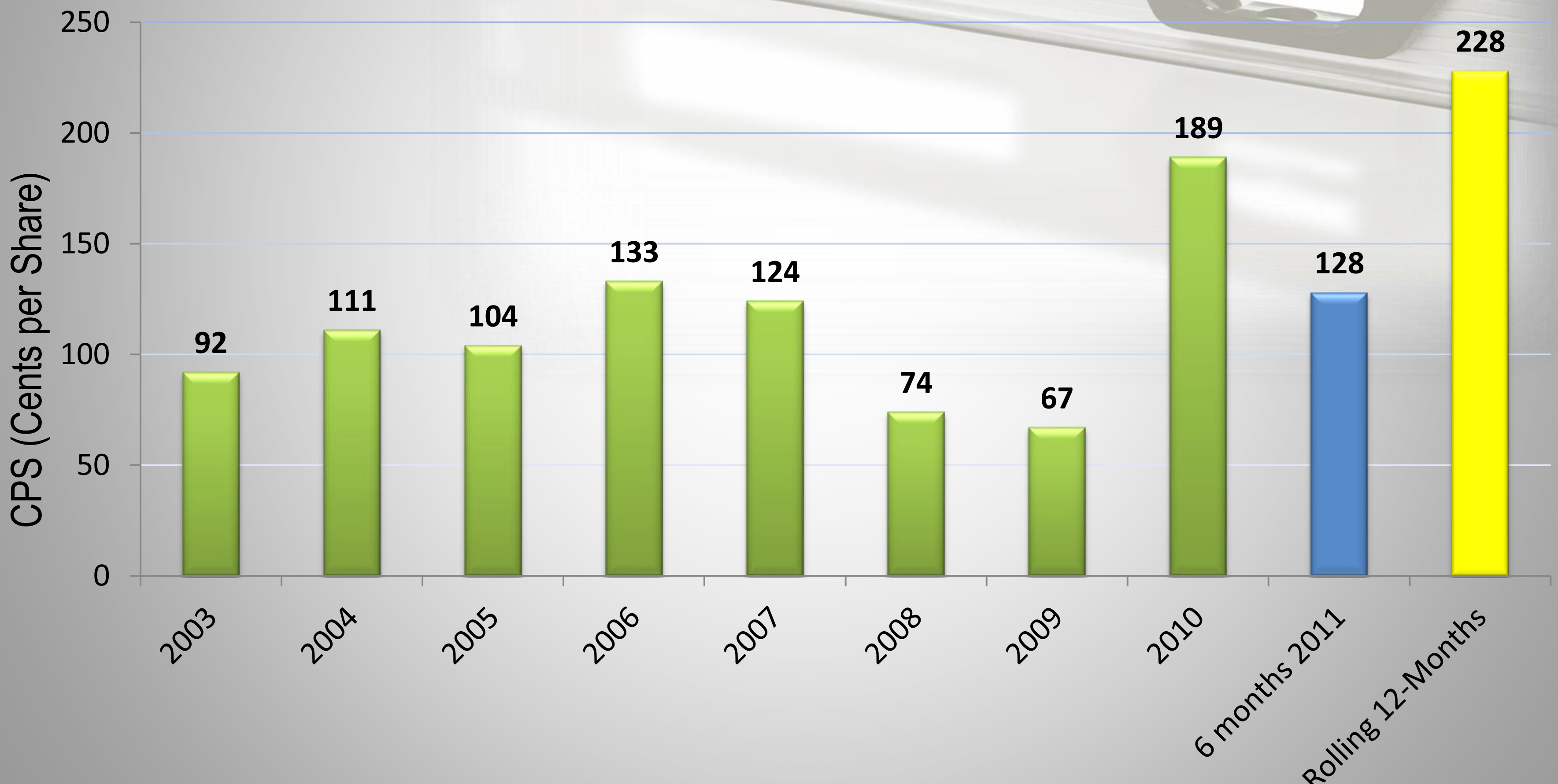
GROUP REVENUE



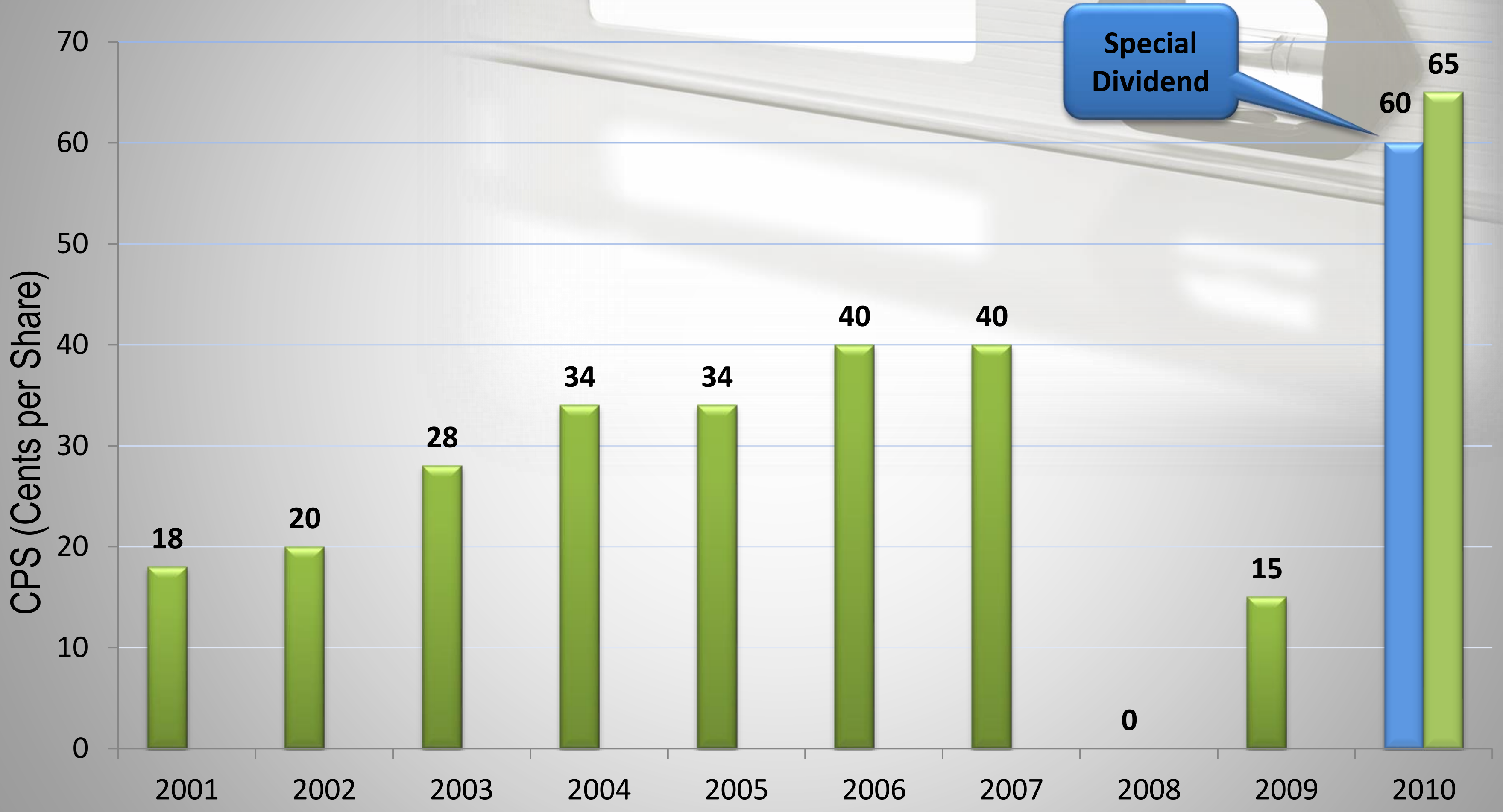
OPERATING PROFIT
(EXCLUDING IMPACT OF FIRE)



HEADLINE EARNINGS PER SHARE (HEPS)



DIVIDENDS PER SHARE



INCOME STATEMENT (6 MONTHS)

	% Change	2011 R'000	2010 R'000
Revenue	11,7	2 051 834	1 836 578
Cost of sales	8,9	(1 584 247)	(1 455 108)
Gross profit	22,6	467 587	381 470
Other operating income	0,8	39 645	25 017
Net insurance recovery	-	28 370	-
Impairment cost	-	-	(1 838)
Distribution costs	10,0	(65 247)	(59 295)
Administrative expenses	(0,7)	(159 630)	(160 704)
Other operating expenses	(46,9)	(2 968)	(5 590)
Operating profit	71,9	307 757	179 060
Interest income	(55,1)	5 436	12 097
Interest expense	(63,1)	(4 013)	(10 880)
Share of results of associates	28,4	8 735	6 801
Profit/(loss) before taxation	69,9	317 915	187 078
Taxation	58,7	(85 328)	(53 783)
Profit/(loss) for the year	**74,5**	**232 587**	**133 295**
Headline Earnings per Share	43,8	128	89

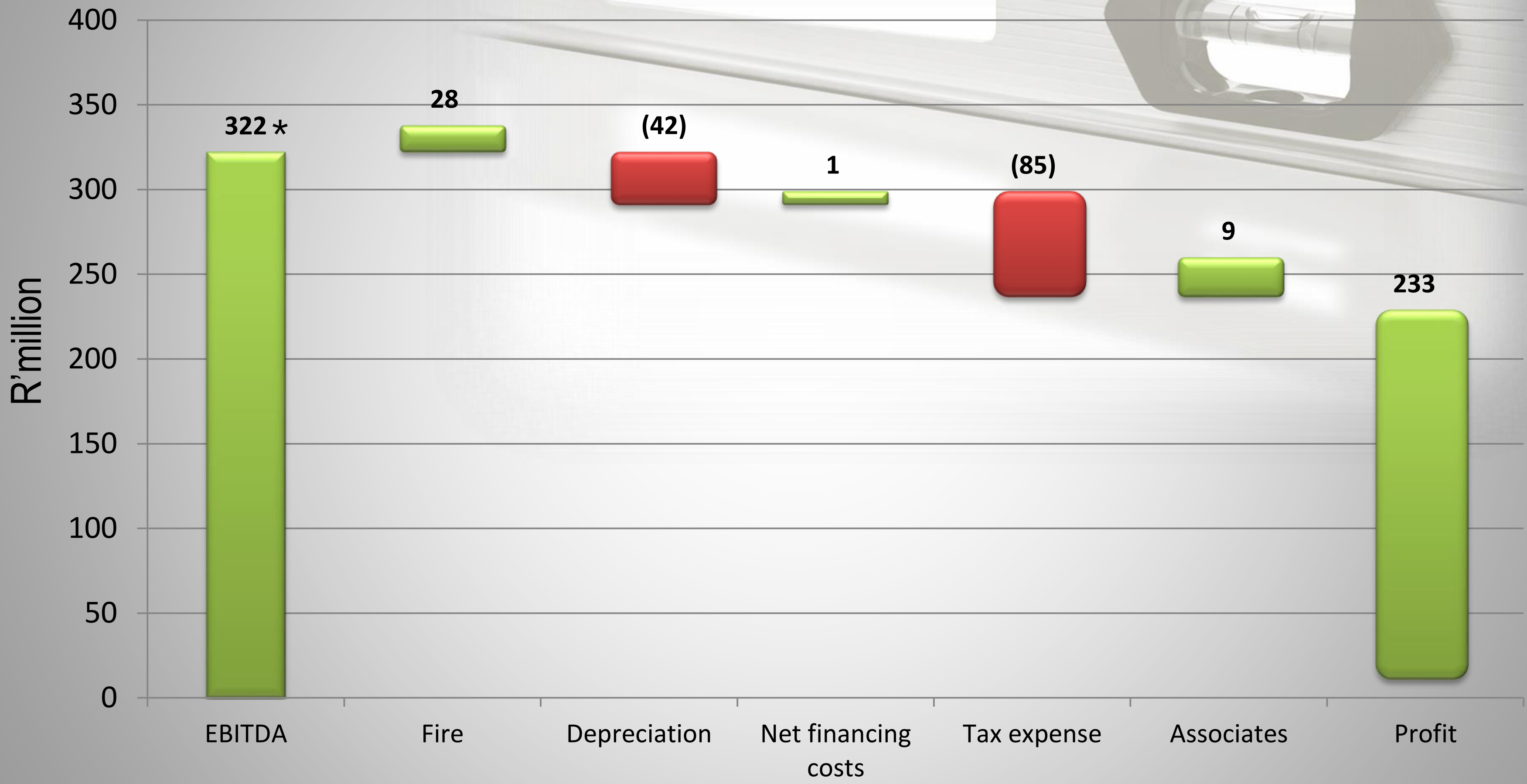
ACCOUNTING FOR FNB FIRE

- Loss of profit insurance R14,4 million
- Profit on property, plant and equipment of R28,3 million

SEGMENTAL REPORTING (6 MONTHS)

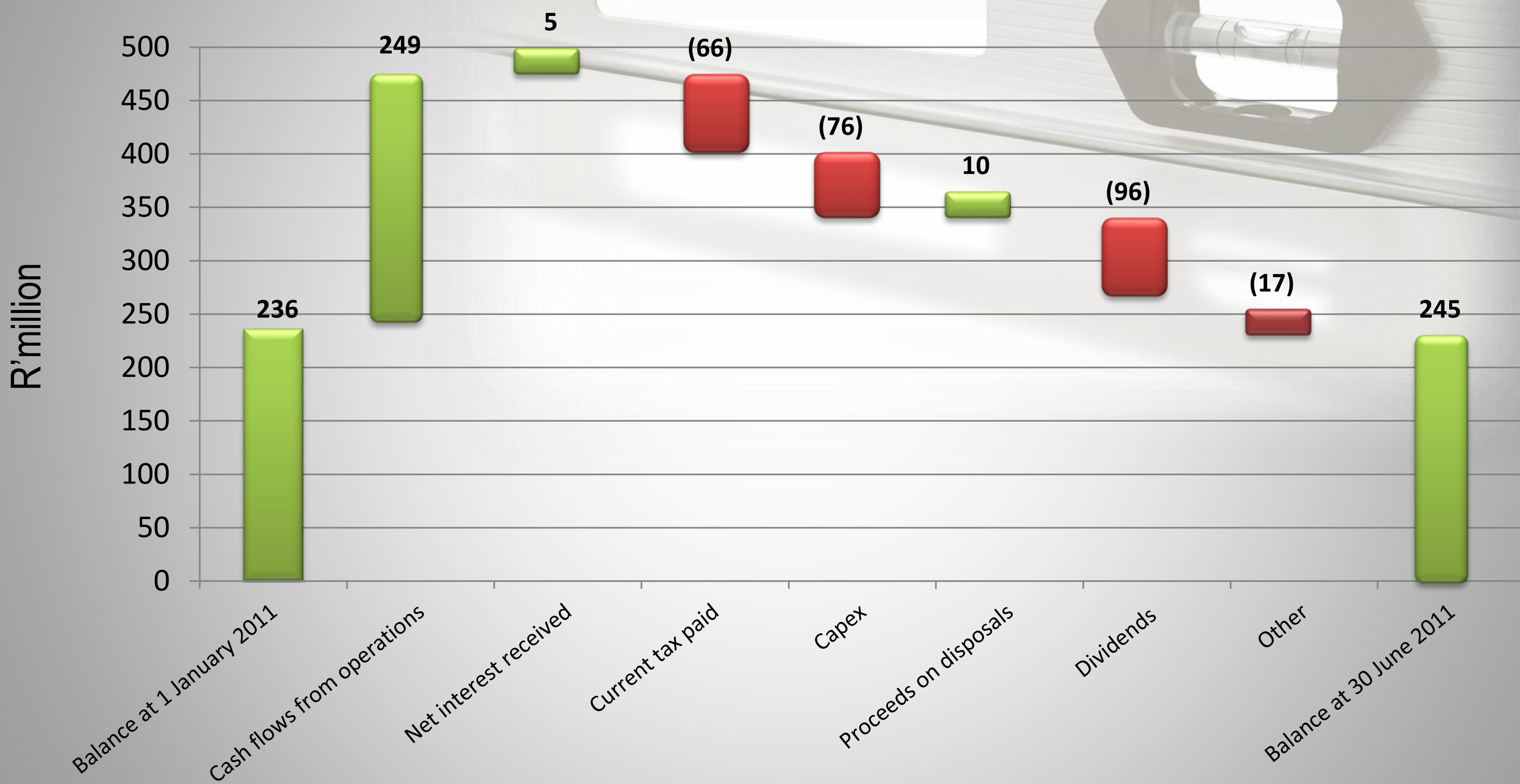
	Revenue			Profit before interest and tax		
	June	June	Dec	June	June	Dec
R'000	2011	2010	2010	2011	2010	2010
Local						
Original equipment	1,285,011	1,112,569	2,273,233	149,998	58,219	150,418
After market	433,776	436,756	895,384	91,486	82,422	159,903
Non-auto	206,134	177,027	353,710	34,993	17,893	35,972
Direct exports						
Original equipment	45,789	41,875	84,560	(3,631)	3,736	873
After market	65,622	51,962	111,223	9,727	1,164	8,770
Non-auto	15,502	16,389	35,126	431	(3,140)	(8,012)
Property rental	30,436	28,887	58,650	29,991	28,887	57,774
Reconciling items *	(30,436)	(28,887)	(58,650)	3,497	(3,320)	14,010
Total	**2,051,834**	**1,836,578**	**3,753,236**	**316,492**	**185,861**	**419,708**
Finance costs				1,423	1,217	4,838
Profit before tax				**317,915**	**187,078**	**424,546**

RECONCILIATION OF EBITDA TO PROFIT



* Excludes fire effect

MOVEMENT IN NET CASH



WORKING CAPITAL

R Million

ITEM	2011 June	2010 June	2010	2009	2008
Inventory	608	523	607	518	769
Trade & receivables	552	455	397	428	398
Trade & payables	(551)	(476)	(503)	(442)	(538)
Total	**609**	**501**	**501**	**504**	**629**

DAYS					
Inventory	54	52	59	57	67
Trade & receivables	49	45	39	47	35
Trade & payables	(49)	(47)	(49)	(48)	(47)
Total	**54**	**50**	**49**	**55**	**55**

Based on turnover

REVIEW OF OPERATIONS

VEHICLE PRODUCTION VOLUMES PER OEM

OEM	2008	2009	2010	2011 Actual (6 months)	2011 Forecast
BMW	47 830	46 602	49 243	24 509	46 922
MBSA	56 404	44 526	53 646	25 456	50 926
FMCSA	58 366	34 926	34 822	15 651	32 541
GM	52 415	26 412	27 234	15 873	30 905
NISSAN	32 535	32 700	40 184	18 248	35 447
VW SA	93 460	62 341	120 577	70 716	117 124
TOYOTA	183 394	105 928	123 197	69 803	129 821
Adjustments	2 675	723	264	465	-
TOTAL	**527 079**	**354 158**	**449 167**	**240 721**	**443 686**

ORIGINAL EQUIPMENT (OE)

Nature

- Predictable
- Lower growth
- Cash generative
- Volume sensitive
- Licensed technology

Risks / Threats

- New model sourcing
- OE volume
- Rand strength
- Low-cost manufacturing countries
- Cost competitiveness

Strengths / Opportunities

- 2 new customers
- Improved customer diversification
- Localisation
- New model sourcing
- OE volumes
- APDP programme
- NAAMSA 2011 production forecast of 530 000 vehicles
- Assurance / Accreditations

ORIGINAL EQUIPMENT (OE)

- Good volumes
- New model Ford T6 production to start in the second half 2011
- Advanced in cost competitiveness
- Require new capex

AFTERMARKET / NON-AUTOMOTIVE

Nature

- Reasonable margins
- Own technology
- Distribution and marketing important
- Good growth prospects

Risks / Threats

- Maintenance of lead balance
- Higher capex
- Rand strength

Strengths / Opportunities

- Size of vehicle parc growing
- High level of vehicle imports good for generic aftermarket products
- Green technology
- Improved activity in mining and telecommunications
- New Products:
  - Streetlight
  - Stop-start battery
  - Solar battery standby range

AFTERMARKET / NON-AUTOMOTIVE

- Improved volumes in mining, standby, telecommunication and retail
- Improved pricing for exports
- Final phase of stop start battery product approval
- Loss of aftermarket battery sales due to fire

2011 CAPITAL EXPENDITURE TO DATE

Sector R'000	Maintenance	Expansion Efficiency	Total
OE	10 092	32 091	**42 183**
Aftermarket/Non-auto	14 415	18 991	**33 406**
Total	**24 507**	**51 082**	**75 589**

2011 CAPITAL EXPENDITURE COMMITTMENTS *

Approved

Sector R'000	Maintenance	Expansion Efficiency	Total
OE	20 241	55 677	**75 918**
Aftermarket/Non-auto	11 474	42 574	**54 048**
Total	**31 715**	**98 251**	**129 966**

* Includes authorised but not contracted for and committed capex

PROSPECTS

POTENTIAL INTERVENING FACTORS

Prospects depend on:

- Rand exchange rate
- OE volumes and continued aftermarket growth
- World debt effect on global economic activity
- Delivery on new Metair vision
- Return to normality in the supply of imported components from Japan following the earthquake and tsunami

PROSPECTS

- Sustain local and export market vehicle demand
- Continued improvement in cost competiveness and manufacturing excellence
- Good historical vehicle sales have created platform for growth in aftermarket sector
- Execution of FNB recovery plan after the fire
- Launch of green technology

PROSPECTS

- Consolidating and rationalising plastics business
- Aggressively target growth in aftermarket products namely:
  - Batteries
  - Brakes
  - Filters
  - Sparkplugs
  - Air-conditioning products
- Execution of acquisition programme

THANK YOU

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DISCLAIMER

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