

ADVERTISING FEATURE



JEREMY CLARKSON'S IN, ARE YOU?

Geoff Gwilym VACC CEO

Jeremy Clarkson dropped by for a chat recently. True story.

Always on the lookout for new ways to communicate, VACC has launched a podcast.

It's called THE GRILLE, and it's not just any old podcast.

We've gone all out to find the best in the business to create something special.

The professional team at LiSTNR — the name behind many of Australia's best podcasts — is handling production, while respected automotive journalist Greg Rust and well-known motoring enthusiast Shane Jacobson join me in the hosting seats.

And that's where Jeremy Clarkson comes in.

We wanted to start with a bang, so we leant on the former Top Gear host — now of The Grand Tour and Clarkson's Farm fame — and he said 'yes' to being our first guest.

We chat to Clarkson about his favourite Aussie muscle cars and his desire to squat on Mount Panorama and watch the Bathurst 1000 one day, his lament over the loss of our local car manufacturing industry, the antics he and Shane Jacobson got up to on the road and what the 'primary producer' is up to next.

It says volumes for the quality of the show that someone of Jeremy Clarkson's calibre wants to be involved. And there will be more big names to come throughout the series.

Each episode of THE GRILLE takes a deep dive into the automotive world with the latest news and views, industry chat and authoritative analysis, a notable guest interview and there will be plenty of laughs along the way.

You can listen to THE GRILLE for free right now. New episodes drop online each month.

Search THE GRILLE on your favourite podcast hosting platforms including Apple Podcasts, Spotify, LiSTNR, or at vacc.com.au and make sure you subscribe and review — I'd love to know what you think.

And if anyone asks, tell them Jeremy Clarkson sent you.

Prepared by Victorian Automotive Chamber of Commerce

The auto industry podcast backed by the best in the business

Presented by **Bendix**

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THE GRILLE

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ROADSIDE ASSIST



HATCHBACKS PLEASE

IAIN CURRY GETS ANSWERS

WRITE TO MOTORING AT
CARS@NEWS.COM.AU OR
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Just wondering if you guys write about anything other than four-wheel-drives and SUVs?

John English, email

We did a comparison test on hatchbacks a fortnight back but yes, it feels like that to us sometimes too. Like it or not, SUVs and four-wheel-drives dominate new-car sales. So far this year, more than half the new vehicles sold were SUVs, while utes made up roughly a quarter of sales. Roughly one in five were passenger cars, and if you dig deeper, a large percentage of those were fleet sales. We'll still cover sedans, wagons and hatches when they are launched, but the fact is the landscape has changed.

CHANGE OF HEART

My Volkswagen Passat is only four and a half years and 97,000km old, but in May the prop shaft failed while on a holiday trip. It has always been serviced on time at VW dealers. It was bought with a three-year warranty, although new VWs today have five-year warranties. VW Australia has offered to pay half the repairs, but that still leaves me \$1850 out of pocket and two months without a car.

Andrew Scott, email

We contacted VW Australia and they've agreed to cover all your costs as a goodwill gesture. It's great to see a manufacturer that's prepared to be flexible on warranty coverage.

FAKE NEWS

Is it correct Honda now charges to inspect your car if there's a problem under warranty? Isn't that contrary to warranty conditions?

John Hyson, email

The only way any car brand can check if a

warrantable repair's due is by inspection. If they discover a manufacturing defect there will be no charge. If the inspection shows it's not covered under warranty you can expect a bill for the inspection and fix. Honda Australia's Justin Lacy explained this is standard process across all brands and "the customer has to pay parts and hourly rate if it's a retail repair," such as accident damage or worn brake pads, for example.

KEEP IT PRIVATE

I was interested in your valuation last week of a 2014 Camry. I want to replace my 2015 Camry Atara SL - it has 87,000km, is fully serviced and in very good condition. Online car buying companies have offered \$17,000, but Redbook says it should fetch \$25-28,000 sold privately. A big difference. Where should I advertise it?

Arthur Mudie, email

Naturally, internet car buying sites aren't going to give you the best deal. They're businesses wanting to make as much money as possible, same as used car dealers. What they do offer, usually, is convenience and quick cash. If you can endure selling privately you'll make a lot more. Your car is in demand, but \$25-28,000 looks optimistic. I'd list it online for \$25,000 but be prepared to accept an offer of about \$23,000.

GREAT EXPECTATIONS

Not every second-hand car price has gone through the roof. I've tried selling my 2019 Toyota Camry SX V6 for six weeks at \$42,500 and had zero inquiries. It's immaculate and only done 21,000km. What am I doing wrong?

Terry Burman, email

Toyota stopped selling the Camry V6 earlier this year as buyers were losing interest - hybrids were what they wanted. Although we enthusiasts miss its affordable performance, it's a big ask to pay more than \$42,000 for a used Camry SX V6 when the same money buys a brand-new



TAX EVASION

I own a Toyota RAV4 hybrid and understand the Victorian government will collect 2.5c per kilometre travelled in full electric cars and 2c per kilometre in hybrids. How will they collect the tax? How will they know how many kilometres we've travelled?

Joe Sacco, email

The road-user charge is only for full electric (EV) and plug-in hybrid (PHEV) vehicles, not self-charging hybrids like your RAV4. EV and PHEV owners must send a photo of their odometer to VicRoads at the start and end of a registration period. For an EV driver travelling 15,000km a year, it means a bill of \$375. It's controversial as it is a disincentive to EV uptake, but the government promises the revenue collected will be used to invest in EV charging infrastructure.

Camry SX Hybrid - less grunt, but about twice the fuel efficiency. Sorry, but it looks like you'll have to lower your asking price.

OUT WITH THE OLD

We've been driving a Suzuki SX4 these last 13 years, liking its lightness, handling and reliability. We want a small SUV replacement with good performance and handling costing up to \$40,000. We're considering a Skoda Kamiq, VW T-Roc or used 2016 Mercedes GLA 220D. Your thoughts or other suggestions?

Len Nibaldi, email

All on your list are improvements on your SX4. I'd skip the Merc as it's out of warranty and you can get brand new non-prestige cars that are better equipped. A \$37,990 drive-away Skoda Kamiq Limited Edition is loaded, fun to drive and eclipses the VW in most areas: it'd be my pick. Sample a Mazda CX-30 G20 too - beautiful cabin and rewarding drive experience.

LEAVE IT TO THE EXPERTS

Re Ford Fairlane BA spark plugs, I have one too and was advised not to change the plugs until misfiring occurs. There are problems with changing the plugs as they can seize in the cylinder head and break. The thread in the head can damage when trying to remove them, meaning a big bill. Leave them alone until you have to do it.

Rob Casson, email

The problem is with the 5.4-litre V8 engines used in some 2002-2007 Fairlanes, Falcons, Futuras and Fairmonts. If plugs need to be changed, I'd head to a Ford specialist with the correct tool and experience to replace them without damage.

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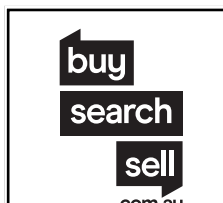
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