

ADVERTISING FEATURE



## New EPA Act

GOOD FOR BUSINESS, GOOD FOR ALL



Geoff Gwilym VACC CEO

Changes to Victoria's environmental legislation took effect recently, with Environment Protection Authority Victoria and its inspectorate to focus on preventing harm before it happens.

Tightening EPA regulations will have a ripple effect across the automotive industry, resulting in greater business transparency and accountability.

VACC is working with the auto industry — particularly auto recyclers and wreckers — to review current processes.

Minimising harm to human health and the environment from pollution and waste is the goal.

This is a major step in the right direction towards an end-of-life vehicle scheme.

But for now, it's about supporting business owners and making sure they know their new obligations — as well as what repercussions they face for non-compliance.

VACC is communicating with its members the importance of correct waste classification, working with licensed collectors, and using EPA's new waste tracker program.

The new EPA permission system requires auto recyclers to be registered and vehicle dismantling and recycling to be undertaken at a 'lawful place'.

This will vastly increase the transparency of auto recycling operations throughout Victoria.

With time and investment and a level playing field, environmental improvement can be achieved.

The automotive industry is behind EPA efforts.

It will be a process, but businesses can comply with the law by identifying, controlling and managing their risks to the environment.

The auto industry continues to be proactive and work collaboratively with bodies like EPA.

We all have the same goal when it comes to the environment and wanting to keep people safe.

That's good for everyone.

Prepared by Victorian Automotive Chamber of Commerce

Presented by **Bendix**  
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## ON THE WAGON TRAIL

### IAIN CURRY GETS ANSWERS

WRITE TO MOTORING AT [CARS@NEWS.COM.AU](mailto:CARS@NEWS.COM.AU) OR PO BOX 2808, GPO SYDNEY, 2001

**I own a Volkswagen Tiguan and am looking at a new Passat Wagon or Arteon Shooting Brake. Would you recommend them, and why do all motoring reviewers dislike SUVs?**

Greg Purcell, email

We don't dislike SUVs, but many of us find a typically cheaper, better driving and more spacious hatchback or wagon a better fit. Many buyers love the style, high driving position and ease of entry SUVs offer, so their popularity is obvious. That new Arteon Shooting Brake looks stunning. I'd wait for one. Some dealer demonstrators will arrive this year, but latest news is customer deliveries won't begin until the second quarter of next year.

### CITY LIFE

**We want to update our 2007 Honda Jazz to a small SUV. We've narrowed choices down to a Hyundai Kona, Toyota C-HR Koba or Honda CR-V. It'll be mainly for urban driving. Which do you recommend?**

Simon Rockliff, email

I assume you mean the Honda HR-V? It's the natural competitor for the Kona and C-HR. It's a safe, familiar choice if you've enjoyed your Jazz, but the model feels dated and is set for replacement. The recently-updated Kona is a good all-rounder. I'd choose the Elite grade for its features and safety, but it isn't cheap at \$31,600 before on-roads. Look at the smaller Hyundai Venue Elite (\$26,740) as it may be large enough for your needs. The C-HR's a good choice, and the Hybrid version's a no-brainer for urban life, but the Koba is pricey at \$37,665. Have a look at our 2020 Car of the Year, the Skoda Kamiq, or the Mazda CX-30 and Kia Seltos.

### WISHFUL THINKING

**My 119,000km 2008 Hyundai Tucson has no problems, but should I have its auto gearbox**

**serviced, just in case? Is it suitable for towing a two-horse trailer?**

Ray McAllister, email

It depends when it was previously serviced. If you don't know its service history, I'd organise a major service straight away. I know this can be costly, but if you plan on keeping your Tucson a long time, prevention is always cheaper than replacing blown-up engines or gearboxes. These old Tucsons had either four-cylinder or V6 engines and the latter could tow 1500kg. The weight of a horse trailer, two horses and equipment will exceed this by a big margin I'm afraid. It's not worth the risk.

### SCHOOL SHUTTLE

**I'll soon be doing the school run for my three grandchildren. I'm looking for my forever car (I'm 61) and love the Toyota RAV4 Hybrid, but am worried it may be too large. Is there anything as good but a bit smaller you'd recommend? If not, which RAV4 Hybrid should I get?**

Maria Vukovic, email

With three kids in the rear seat — especially if there's a child seat or two involved — a medium SUV makes life a lot easier than a small SUV. The extra boot space is important for all their bags, books and sports gear, too. The RAV4 Hybrid is an excellent SUV. Explain your concern to your Toyota dealer and ask for a 24-hour loan to see if you can cope with its size. If it's a forever car, get the Cruiser grade: leather, auto tailgate and moon roof, although even the entry level GX has all the safety kit you need. Try a Kia Seltos too. It's smaller than the RAV4 but still suitable for putting three kids in the back.

### BAD ADVICE

**Your advice to Jack Muller saying he should replace the timing belt in his 2014 Mitsubishi Lancer was bemusing. The car's probably only worth \$1500, so spending \$1000 on a timing belt and water pump makes no sense. If he had an engine failure his downside is not much more than the cost of preventive maintenance.**

Peter Brown, email



## SELLER'S MARKET

**A Mazda dealer offered me \$13,500 trade-in for my 2014 Toyota Camry Altise. It's only done 39,500km, is always serviced and garaged and is in excellent condition. What could it be worth sold privately?**

Judy Edean, email

With incredibly low mileage you should list your Camry privately for about \$18,000. Used car values are through the roof and yours is very desirable: it's perfectly looked after Toyota. It should sell quickly at close to that asking price. Selling private is a bigger hassle than taking the dealer trade-in money, but the financial rewards are great.

Fair point and I wouldn't begrudge anyone taking the risk with older cars. But even if the Lancer is only worth \$1500, you can't replace it with a roadworthy, registered car for that money.

### WILD SPARK

**My Ford BA Fairlane V8 has done 150,000kms and replacement spark plugs are due. I was quoted \$125 for each plug, which I balked at. Is this the norm for long life plugs?**

Shane Roberts, email

Are they gold plated with diamond tips? Surely \$125 was for a set of eight? I'd go to an auto superstore and buy your own set of platinum and iridium plugs (they're long lasting). Changing them yourself is fiddly in that V8, but possible with the right tool. A decent mechanic could do it for an hour's labour charge.

### HARD PRESSED

**What is it with short accelerator pedals in modern cars? I'm not very tall, and with small feet the top of my big toe barely reaches the bottom of the pedal. I have to drive with my foot elevated — not comfortable or safe. The car dealer was no use, and a car modifications company gave me a quote of \$1500-2000 to replace the accelerator pedal. Are there other options short of finding another car with a bigger pedal?**

Teresa Yates, email

It's too extreme to change your car or the pedal box due to this. Mobility solutions companies offer "short stature conversions" using things such as foldaway pedal extensions and removable false floors (ideal if taller people drive your car too) that are Australian Design Rules compliant. A local company may have off-the-shelf solutions for you that will be way cheaper than custom engineering.

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