



Takata recall

REMAINING
MOTORISTS
RISK REGOS



Geoff Gwilym VACC CEO

If you can believe it, there are still some Australian motorists yet to check the Takata recall status of their vehicle — despite the formal recall concluding at the end of 2020. Not to mention the 32 tragic deaths worldwide and 350-plus injured so far by faulty airbags.

But it seems now that those motorists dragging their feet may have their safety taken into government hands.

The Federal Chamber of Automotive Industries has advised that state and territory governments will begin to implement registration sanctions in cases where motorists have ignored manufacturer recall communications.

Let's be honest, unless on purpose it would have been difficult to miss the alerts — with messages having been distributed far and wide in order to reach vulnerable drivers.

This move by authorities means a motorist will be unable to legally use their vehicle on public roads and could risk their insurance policy if they continue to do so.

Additionally, ownership transfers may be denied unless faulty airbags have been replaced.

Around 99.9 per cent of the 3.06 million vehicles recalled have been rectified — we are nearly there.

So, if you haven't already, check that you aren't one of the last remaining few.

As an industry, we are here to help keep motorists on the road and safe.

Part of that means spreading the word and getting those outstanding vehicles to dealerships before state and territory governments cancel or refuse to renew registrations.

Don't die wondering.

Visit: ismyairbagsafe.com.au

Prepared by Victorian Automotive Chamber of Commerce in the interest of better motoring.

Share your thoughts
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AIN CURRY GETS ANSWERS

WRITE TO MOTURING AT
CARS@NEWS.COM.AU OR
PO BOX 2808, GPO SYDNEY, 2001

Re: Mazda CX-5 fuel consumption, we bought the diesel version — smooth, quiet, responsive and refined — and we average 7.1L/100km, a lot of that in town. Go the diesel.
Mick Limbrick, email

Re: Mazda CX-5 economy, I echo Ron Fitzgerald's concerns with my 2016 CX-5 GT AWD. The computer claims 10.2L/100km but the reality's more like 12L/100km. I achieved 7.5L/100km on a long run, but nowhere near with mostly suburban driving.

Ian Preston, email
Your petrol CX-5 AWD claims 9.4L/100km city economy and 7.4L/100km as a combination of urban and country/highway driving. The test cycle is biased towards the latter, so it's a good idea to check a car's urban economy — greenvehicleguide.gov.au is a handy resource. Yours and Ron's experiences suggest Mazda's claims are optimistic.

SERVICE CORRECTION

Our MG dealer's advised we need to have our ZS serviced there for the warranty to remain valid as there are no other licensed MG service centres in Perth. Is this correct?

Kevin Waldreck, email
No. Your MG's warranty must be honoured if it's serviced by a licensed mechanic, according to the service schedule using MG-approved parts and fluids. Your MG dealer may be guilty of nothing more than not clearly explaining its "service-activated roadside assistance". When you service with MG your seven years of roadside assist rolls over for another year.

SOMETHING SPECIAL?

My 58,000km 2006 Holden VZ Commodore wagon is in perfect condition. Is it of interest to a collector now Holden has ceased

production? If so, what's its value?

Ray Aylmore, Duncraig, WA
Some rare and powerful Holdens have enjoyed a decent bump in value since Holden left but I'm afraid your VZ is still a bit too run-of-the-mill. Its low mileage is of interest, but even the very best VZ wagons aren't achieving \$10,000. That may change in future, but for now, enjoy your little piece of Australian history.

EARLY FAILURES

My 2017 Holden Captiva has 10 months left on its five-year warranty. The dealer's advised attention will be needed at its next service for a slight leak from the driveshaft seals, a creaking strut top bearing and cracking lower control arm bushes. The total cost is about \$1200, but do these items qualify for replacement under warranty?

David Inglis, email
Factory warranties don't include normal maintenance items such as filters, oils, spark plugs, brakes and tyres (unless you can prove there was a manufacturing defect) but your items are a bit different. If your service schedule says such things require replacement after a certain time/kilometres and you've not exceeded these, you've a case for free replacement. Factory warranty coverage is often ambiguous, so contact GM Holden customer care on 1800 46 465 336 and list the issues raised by the dealership. Get a case number and lobby hard for warranty fixes.

LEAVES ME COLD

My 40,000km 2014 Hyundai i30's airconditioning failed. The dealer said it needed replacing at a cost of \$2541, of which \$1000 would be covered on my extended warranty. I got a second opinion, my car was re-gassed for \$145 and all's good. Suffice to say I'm very disillusioned and the dealer has lost me as a customer.

Mary Roberts, email
You did the right thing. Always get a second opinion when you're quoted a significant repair amount. A specialist, as you found, is often the ideal place.



The MG ZS has caught my eye with its competitive pricing. Would you recommend one? I note, unlike most cars being sold in 2021, there's no auto emergency braking or lane keep assist. I think its lack of features explains the keen price.

Peter Manwaring, email
These MG ZS small SUVs cost from just \$21,990 drive-away, have a seven-year warranty, reasonable kit and decent looks. I understand the appeal. As you say, safety lets them down. The ZS is built to a budget with cheap cabin plastics and the drive experience isn't flash. As a family man I wouldn't consider one due to its safety omissions, but some buyers aren't as bothered by this. A few grand more buys a Hyundai Venue or Kia Stonic — smaller SUVs, but much better safety.

SECOND THOUGHTS

Re Shocking Bill, people must get a second opinion when faced with a dealership's massive bill. Our friends were told their four-year-old Toyota Prado needed new front bushes as they'd cracked. They went to suspension specialists and were told these hairline cracks were normal, and four years and 80,000km later they're still fine. Get a second opinion.

Peter Lion, email
Thanks for confirming my previous advice! While these stories are worrying, dealerships do not all behave like this. Some are superb and honest. The trick is finding them.

CANCEL CHRISTMAS

Re. Christmas Comes Early, Mr Lourigan did better at his Nissan dealer than my wife. With suspected leaves in her 2018 X-Trail's cabin filter, she was presented a \$150 bill for five minutes' work. We'll now service it elsewhere, and my next vehicle will not be a Nissan.

Athol McLennan, email
So frustrating. It may be a dealer's policy to charge a minimum full hourly rate, be it for 60 minutes or five minutes' work. The result if it's the latter? Your many years of future business goes elsewhere.

BAD DESIGN

I've been quoted \$650 by a "reputable" BMW mechanic to replace the oil filter housing seal on my 2005 BMW X3. It's \$65 for the part and \$600 labour as I've been told it's hard to get to. This does not seem right and I'm sick of being ripped off by mechanics.

Carmel Oheir, email
Pierz Harrex at BMW Specialist RX Automotive said that if your X3 has the six-cylinder petrol engine, to reach one of the oil filter housing bolts the exhaust manifold needs removing. Very labour intensive thanks to poor design.

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