



Technology is the answer

SUPPORTING LOCAL MAKES SENSE



Geoff Gwilym VACC CEO

The federal government recently announced a \$1 billion technology fund as part of its mission to develop new low emissions technology.

The Low Emissions Technology Commercialisation Fund is part of the government's overall plan to achieve net zero emissions by 2050.

This fund will help bolster the automotive industry as we transition to a lower emissions future, in particular, by supporting new, innovative automotive businesses to find technological solutions to lower the country's emissions.

In announcing the plan, Prime Minister Scott Morrison said Australia could become a world leader in creating affordable and scalable low-emissions technology and the fund would back Australian early-stage companies, making venture capital investments, rather than offering grants or loans.

The fund will help Australians grow their businesses and it will throw support behind our innovators. Both aspects are key ingredients for a thriving economy.

With a combination of \$500 million of new capital for the Clean Energy Finance Corporation and \$500 million from the private sector, the government is set to introduce legislation to establish the fund in this term of parliament.

Mr Morrison assured Australians his government's plan to reach net zero by 2050 was focused on technology, not taxes.

The Prime Minister's pledge is in line with the government's electric vehicle stance thus far — insisting motorists have freedom of choice regarding uptake — and ruling out the banning of petrol and diesel cars or using big subsidies to encourage them to make the switch.

Prepared by Victorian Automotive Chamber of Commerce

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[ROADSIDE ASSIST] STICKER SHOCK FOR HONDA FANS



IAIN CURRY GETS ANSWERS

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

A Honda Civic for \$47,000! This reminds me how good and fit-for-purpose early generation Civics were. They were benchmark cars in their day. And this from the company that has introduced fixed-price, non-negotiable sales. I don't understand it.

Chris Nixon, email
 Honda's new Civic is initially being offered in a single high-specification VTI LX grade at \$47,200 drive-away with no haggling permitted. That's more than \$16,000 above the current Civic's cheapest drive-away price. Not offering more affordable options alienates a large chunk of the small-car buying market. The bulk of today's Honda sales are SUVs, but the brand shifted more than 7000 Civics last year. In 2022 it'll struggle to sell one-tenth that number due to its price being close to an entry-level BMW 1 Series or Mercedes A-Class. The new model looks good and is well equipped, but that price will truly test the Honda faithful.

BIG FAN OF THIS

Re: hot parked cars, my wife also has a black BMW and I solved the problem for \$15. I bought a detachable solar window fan from eBay which I thought was a cheap gimmick but its effectiveness exceeded expectations. It clips on a window's top edge, operates directly from sunlight and sucks out hot air. Our car's at least 10C cooler inside on hot days and you're not hit with the smell of hot vinyl when opening the door.
 Lang Kidby, email

It looks a clever bit of kit, if a little flimsy. For that price it's worth a shot, especially as your feedback is so positive.

LANDCRUISER LOVER

Re: David McCowen's Keep on Trucking article, he's clearly not a ute owner. To put an LDV T60 in the same category as a Toyota LandCruiser 70 Series is, quite frankly, inconceivable. How can a Mazda BT-50 be in your top five but not the 70 Series? This article was ill-conceived and written without knowledge, which is surprising as Motoring is usually a good read.

Glenn Gardiner, email
 You're right about one thing: the only way David would own a ute is for towing his beloved race car. But David has tested every one of these utes and they are some of the best pick-ups available. The LDV and Toyota were not in direct competition as their buyer types are very different. But David says: "Both are worth considering for people in need of new wheels: the Toyota for its rugged dependability and the LDV for its strong motor and bargain \$40,000 price." The 70 Series didn't make the top five due to its high price (more than \$80,000), ancient underpinnings and minimal safety kit. But rest assured, for some buyers it's the only show in town.

SIZE MATTERS

My tyre shop quoted me \$170 each for front tyres and \$420 each for rears on my BMW 5 Series. The wheels are both 17-inches, but the rears are slightly wider. Even so, to cost more than twice as much for a similar amount of rubber seems ludicrous. My quote was for high quality Michelin tyres, but Dunlops and Goodyears are also roughly double the price



A HARSH CRITIC

After you suggested I sample an Audi Q5, BMW X3, Volvo XC60 and Genesis GV70 before buying a prestige SUV, I preferred the Genesis, put down a deposit and mine is earmarked for January 2022 production. I've just read Jeremy Clarkson's article on the larger Genesis GV80 and he's given it a real drubbing. I know mine's a different model, but it's from the same stable. What do you think?

Allan Spencer, email
 Clarkson's an exceptional writer and not shy of an opinion. I've read his GV80 review and it's entertaining and clever rather than balanced. He doesn't mention the big Genesis' many strong points (comfort, road presence, quality, free servicing), although I agree with him about the seven seater's overly-wallowy ride. It's subjective though, as are all motoring journalist reviews. We give our (usually) informed opinions, but they're just that. Opinions. You've done the right thing and tested the GV70 yourself. Thirst aside it's a quality offering, and rides better than the GV80 Clarkson so slated.

for the 255/40 rear size over the 235/45 fronts. What's going on?

Matt Northcote-Smith, email
 That's a painful price hike. A tyre industry source said: "Price positioning takes into account multiple facets such as tyre size, load/speed index and original equipment (OE) marking to reference a few." My mechanic source said: "255/40 is not a common tyre size. Not many brands make it so there's less competition and they can price it higher. Common size tyres, like 235/45, are always going to be cheaper." Economies of scale also mean that rarer size is pricier. Sticking with original tyre specifications is best practice, but your tyre shop should be able to fit a more common (less expensive) size in some cases.

GETTING GLASSED

Re: convex side mirrors, I got rid of them on my 2014 Holden Trax after a close call on the freeway. I'm changing to standard glass for my new Mitsubishi ASX too. You say you get used to convex mirrors and the brain adjusts. But how long does this take and after how many near misses?

Keith Walker, email
 Re: convex mirrors, I'm with your other readers and don't like them at all. I don't think you get used to them; the issue is compounded when you have different cars in the household with different side mirror types. To avoid blind spots with normal mirrors simply lean forward before changing lanes.
 Doug Brockfield, email
 I'm starting to feel like a lone wolf in favouring convex mirrors. Any support out there?

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