



## Let's play our part

TEACH YOUNG DRIVERS ABOUT ROAD SAFETY

Geoff Gwilym VACC CEO



According to research from Monash University, a first time P-plate is 33 times more likely to have an accident than a learner driver.

That number halves six months after getting their licence.

Clearly, experience counts when young people get out on the road.

However, there are other disturbing numbers.

Some 45 per cent of all young Australian injury deaths are caused by road accidents, and almost half of all hospitalisations are drivers involved in a road traffic accident — another quarter are pedestrians.

Young drivers — aged between 17 and 25 years — represent one quarter of all Australian road deaths, yet they only represent 10 to 15 per cent of drivers.

I could go on, but I'm sure you get the picture — young drivers are at risk of serious injury or death.

As a parent — and Victorian motorist — this is simply not good enough.

We all need to play a part. Here are some things we can do:

- Set a good example when driving
- Teach your children to drive safely
- Invest in driver training courses.

There's something else you can do — give your children the safest vehicle possible to drive during their formative years.

That might mean letting them drive your car or, if you can, buy them the safest vehicle possible.

By that I mean a vehicle with a five-star ANCAP safety rating, with plenty of airbags and other safety gear that will keep them alive if they get into strife.

It's the best investment you could ever make.

Prepared by Victorian Automotive Chamber of Commerce

Presented by **Bendix**  
 Partnered by **DENSO**  
  
[thegrillepodcast.com.au](http://thegrillepodcast.com.au)



### IAIN CURRY GETS ANSWERS

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

**My 66,000km BMW X6 suffered faulty air suspension. I couldn't get an appointment at my BMW dealer to diagnose it for three weeks, then the parts needed to repair would be (maybe) delivered from Germany in another six weeks. I'll be without a vehicle for nine weeks. As it's five years old and out of warranty I'm not offered a loan vehicle. The service department is understaffed and blamed Covid and supply chains.**

**Greg Dalton, email**

We must have sympathy and patience with all businesses. Covid has caused staffing problems in all manner of workplaces and supply chain delays are very real. Even so, your frustration is understandable. I'd suggest checking with a BMW specialist to see if they have air suspension parts in stock, OEM or quality alternatives. Nine weeks is a huge amount of time to be without your car.

### REVS ME UP

**Re Daryl Rowe's Ford Everest frustrations, we love our 2020 model but my gripe is with the tachometer's miniature size and that it's not permanently on display. A digital speedo, trip and fuel information, power dispersion and vehicle angles are available at the cost of not displaying the tacho. Most of these things should be available all the time rather than having to fiddle with menus while driving.**

**Peter Ireland, email**

Sadly, I reckon most modern drivers don't care how fast their engine is spinning. Modern digital dashboards can be customised to show the information a driver deems most relevant. For many, a tacho won't be it. With most people driving 'set and forget' auto gearboxes, knowing your rpm for good economy or maximising power isn't as important as in a manual. For those preferring to see a needle flirt with a tachometer's redline rather than monitoring an 'eco gauge' it's a depressing evolution.

### SHOULDN'T BE HARD

**I own a 2019 Toyota Corolla Ascent Sport. The myToyota app says some Corollas can have Android Auto retrofitted for \$199. I've contacted Toyota and two dealerships and none can tell me if my model is suitable for the retrofit. One dealer wanted to charge me to analyse the car for suitability. I'm happy to pay a \$199 fitting fee, but not to check suitability.**

**Gavin O'Toole, email**

It's mystifying why Toyota and its dealers can't tell you this once they have your VIN. If yours is a Corolla Hatch sold between 15 August 2018 and 13 October 2019, Apple CarPlay and Android Auto can be retrofitted for \$199. Cars sold after this had it fitted as standard. If your Ascent Sport is the sedan version it can't be retrofitted as it has the older infotainment system. When the updated Corolla sedan arrived in late 2019 it finally offered CarPlay and Android.

### UNFIT FOR PURPOSE

**The speedo needle fell off our Suzuki Vitara. We had our mechanic, who we've known for years, tack it back on. He charged a small fortune for dismantling then refitting the dashboard but the speedo now reads 20km/h below the correct road speed. Should he re-do the job to correct this at no charge? And is the car currently roadworthy?**

**Sandra Wood, email**

Absolutely the mechanic should re-do the work for free. It's not really been repaired, has it? Speedo gauges are sensitive things and the needle may have been fitted incorrectly or there's been some damage somewhere. Without a correctly working speedometer your car wouldn't pass a roadworthy test, and you certainly wouldn't evade a speeding fine by claiming it was due to a faulty speedo.

### SEEING IS BELIEVING

**Re Toyota RAV4 full-size spare wheels, I bought a used RAV4 full-size 18-inch spare for \$150. It and the tools to change it easily fit in the wheel well with no impact to boot floor height. Maybe floor height is lost with the larger 19-inch wheel.**

**Jim Gannon, email**



### WAY TOO TACKY

**I've owned my 2013 Jaguar XF Premium Luxury since new, it's travelled only 36,000km and spends 98 per cent of its time in a garage. Last year I noticed buttons for the air conditioning, windows and on the steering wheel had become sticky to the touch. The dealer recommended a cleaning product containing acetone which would have removed the stickiness but also the button paint. Any suggestions? I consider 'stick-on' button covers a poor quality solution.**

**Rod McCauley, Surfers Paradise, QLD**

I've also experienced stickiness on my 1989 Peugeot's rubberised control stalks and on the boot opening pad of my 2001 BMW. Both feel tacky and leave a black residue on the fingers. Queensland heat and humidity don't help. Car care experts Bowden's Own told me the rubberised/satin feel surface on buttons perishes and if you remove it with a cleaner, exposing the plastic beneath, it can look worse. They recommended its Orange Agent cleaner, but the button paint is likely to come off. Suggestions from Jaguar owners include Goo Gone, WD40, makeup remover wipes or a solution of olive oil with a dash of dishwashing detergent, applied with cloths and a plastic scraper. Also check YouTube for some excellent how-to guides, some being Jaguar XF sticky buttons specific.

**Re Toyota RAV4 full-size spare wheels, Mazda CX-5 owners may like to know I replaced the space-saver with one in my 2016 model. I bought a full-size spare and tyre from a wreckers and installed it using a long-threaded bolt of suitable diameter. Apart from raising the floor level slightly no problems have arisen.**

**Max Page, email**

There you go. If manufacturers won't provide us with full-size spares, the great Australian DIY-ers will find a way. Great work.

### NEW MATS PLEASE

**Re dash mats for a Haval H6, if Haval won't sell you one try [fitmycar.com.au](http://fitmycar.com.au). I bought one from them for my Kia Cerato and it fitted perfectly.**

**Doug Kennon, email**

**Re legality of dashboard mats, both Kia and Hyundai offer OEM ones. I had dealers fit them to my Kia Cerato and Hyundai Palisade last year.**

**Vin Pavincich, email**

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