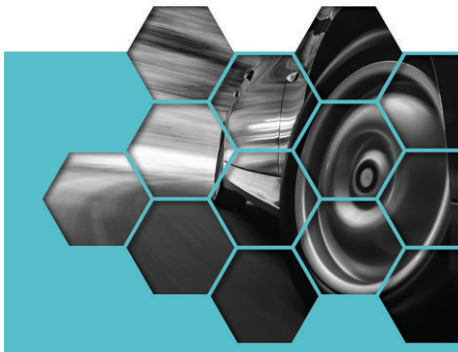


ADVERTISING FEATURE

REvolution 2022



**Election time**

KEY PRIORITIES

Geoff Gwilym VACC CEO



**M**ention the word election, and most peoples' faces glaze over. Elections can be drawn out. They are painful. And by nature, they're divisive.

But elections are also incredibly important. They are a once-in-every-three-or-four-year chance to have your say in who calls the shots.

Victorians have two elections to look forward to this year – the federal election, which looks likely for May, and the Victorian state election, possibly in October or November.

I'll be kind and let you forget the state election for now. So, let's concentrate on who will lead the country.

VACC has launched its manifesto, *REvolution: The automotive industry's policy priorities for the next Australian Government*, which calls on the next Federal Government to implement 35 recommendations that will make a real difference to 72,521 auto businesses and the 380,000 Australians working in them.

The most urgent 'call' is to address critical labour shortages across all sectors of the industry. The next Federal Government needs to:

- Boost apprentice support
- Improve the eligibility for employers to sponsor skilled migrants
- Ensure all automotive retailers are eligible for any future Federal Government subsidies related to pandemic or state of emergency relief payments
- Take a leadership role in implementing a national Zero and Low Emission Vehicle policy in collaboration with the automotive retail industry
- Increase investment and research in an industry-led and federally funded national program aimed at the proper disposal of End-of-Life Vehicles.

There's more to do, of course, but if the next Aussie government gets these policies quickly into place it will shore up a \$40 billion sector. And that's good for every Australian.

Prepared by Victorian Automotive Chamber of Commerce

Presented by **Bendix**  
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IAIN CURRY GETS ANSWERS

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

**We're matching my son's \$10,000 to buy his first new car (for safety reasons) and he's torn between the MG3 and Kia Picanto GT-Line. He'd love a manual car but the MG is auto only and \$1500 cheaper, which would cover his insurance bill. Which would you choose?**

Richard Artis, email

The MG3 has no ANCAP safety rating as it's not been tested. As a dad, that would rule it out for me despite it looking OK, having decent specification and a seven-year warranty. The Kia Picanto (pictured) has a four-star rating from its 2017 test. Not ideal, but at least its adult occupant protection score of 87 per cent was good and it's fun to drive. If safety's your priority, for \$3000 more you could drive away a VW Polo manual with five-star crash rating and 95 per cent adult occupant protection. It's a far better drive than the MG and Kia too.

**WILD BATTERY CHARGE**

**My 2012 Mercedes E350 displayed a warning: "Auxiliary battery not charging". The owner's manual said take the car to an authorised Mercedes service centre. I contacted my local dealer and was quoted \$267 plus fitting for a new battery. It's a small 12V 1.2Ah gel battery and I managed to find the same specification at Jaycar for \$19.95. I installed one under the dashboard and it works fine. How's that for a mark-up?**

Graeme Leete, email

Let's not beat around the bush, \$267 is a huge cost for a 12V battery. I've looked at the \$20 Jaycar one and although it'll do the job, it's not comparing apples with apples. A Mercedes Australia spokesman told me: "The Mercedes-Benz Genuine Parts auxiliary back-up battery is an absorbed glass mat (AGM) type. For long-term, deep cycle applications such as this, AGM batteries are more suitable and tend to offer better durability than traditional lead-acid batteries." The Jaycar one is lead-acid so probably

won't have the longevity of the Benz one, which to be fair lasted a decade. Regardless, the price difference makes your replacement appear the shrewd choice.

**WEARING THIN**

**I bought a Hyundai i30 in December 2019. After 18,000km its carpet is excessively worn directly under the brake pedal, so I showed the dealer during its last service. They sent photos to Hyundai Customer Service and I was told it was fair wear and tear and a common problem. They would not come to the party on repairs or replacement. This is my fifth new Hyundai and I said if it wasn't repaired I'd never buy another Hyundai. They've not got back to me, so they've lost me.**

John Baguley, email

A shame it has come to this, especially as the problem could be remedied with a set of i30 floor mats. A Genuine Hyundai set is only \$165. I've no idea why it's rare for new cars to be fitted with mats these days – such a small cost to avoid wearing away thin carpet. I'm not saying you're in the right – your shoes may be abrasive – but damage after 18,000km seems excessive. I'd buy the mats to cover the damage and take your future business elsewhere.

**REPEAT PROBLEM**

**My 112,000km 2017 Holden Colorado LTZ shudders when it changes between third and fourth gear. Two different mechanics told me it was the torque converter. I replaced it and it was OK for a couple of months but now it's started doing it again. Is it a common problem and what could it be if not the torque converter?**

Robert Moon, email

Colorado owners and 4WD specialists have reported the same vibrations or shuddering, especially when under load. It's a known issue and the automatic transmission's torque converter is usually the cause. As your new one was fitted only a few months ago, the part and mechanic's work should still be under warranty. You paid good money for both so ask the mechanic to offer you some options.



**HIGH PRICE RANGE**

**Our Range Rover Evoque's side mirror is damaged. The power lead is intact, as is the mirror, but broken away from its mooring on the side of the car. Range Rover quoted \$1800 to supply the part and rectify, which seems a staggering amount. Any suggestions?**

Robert Alan, email

Sadly, when buying prestige brands we can suffer prestige bills. Speak to a Land Rover/Range Rover specialist and see if they have a spare, perhaps from a wrecked model. Get a quote for them to supply and fit the replacement – it still won't be cheap but I'm sure you'll find lower quotes away from the main dealer. I'd still favour genuine parts in this instance if at all possible.

**OUTLIVE US ALL**

**Re: brake pad miracles, I replaced the rear pads on my 2011 Toyota LandCruiser V8 at 210,000km. That's not a misprint. They were still not down to the wear grooves, while the larger front pads have approximately 40 per cent left.**

Colin Clenton, email

**Re: brake pads, my 2006 Toyota Kluger has travelled 240,000km. My trusted service man each time smiles and says "they're fine" when I mention pads. How good is Toyota stuff?**

John Lind, email

Do you people only drive uphill at 5km/h? Think of the replacement parts money Toyota's missing out on by supplying such durable pads.

**PREPARE TO STOP**

**Our 2018 Subaru Forester has had a few instances of its automatic emergency braking (AEB) kicking in, either when parking or at speeds below 50km/h. I'd like to know how responsive AEB is at 100km/h if a kangaroo or emu suddenly jumped in front?**

Leith Brown, email

ANCAP tests AEB effectiveness and your Forester scored maximum points in city driving (up to 50km/h) scenarios. It also did very well braking for pedestrians and vehicles at up to 80km/h, but less well with cyclists. Your Forester's Eyesight safety functions up to 160km/h, so although ANCAP didn't test at 100km/h, your Subaru will try to mitigate the collision speed should wildlife jump in front of the cameras. Our wildlife, particularly kangaroos and their mad suicidal movements, have proved particularly difficult for crash mitigation systems to work out. I've had a cardboard box fly in front of a test car (a Lexus) at about 90km/h. I can report braking was lightning fast and very aggressive. It's incredible technology, albeit imperfect. I'm convinced it prevents far more accidents than it causes.

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