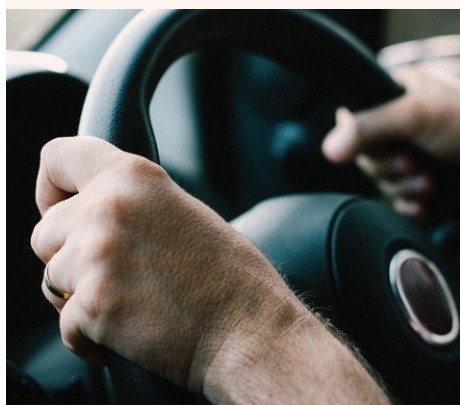


[ROADSIDE ASSIST]

TEMPTED TO SWITCH



What is auto?

HINT: IT'S MUCH MORE THAN CAR-MAKING

Bruce McIntosh
TACC State Manager



Until 2017, when people – politicians and the media, mostly – talked of the ‘automotive industry’ they usually referred to car manufacturing.

This always irritated me a bit because manufacturing was never the largest part of the automotive industry; that has always been the aftermarket: vehicle sales, service and maintenance, body repair, fuel retailing, parts and consumables retailing, tyre retailing, and specialty services like engine reconditioning and vehicle recycling.

The aftermarket sector is what remains of Australia’s automotive industry. And lucky for us, it is in very good health.

Nationally, there are more than 70,000 automotive businesses, the industry employs 380,000 people, and this contributes \$40 billion to Australia’s economy. In Tassie, there are 1,448 auto businesses employing 7,000 people and tipping in \$630 million into the local economy.

Whichever way you look at it, auto is very important to this country, and this state. But none of this means much unless it’s important to you.

Well, the auto industry keeps you on the road and the wheels of business turning. Without it Australia would stop. Important enough?

From cradle to grave the auto industry is there: vehicle sales; servicing and repairs; batteries, windscreens, tyres, and fuel; and it’s there even when your vehicle has reached the end of its useful life and needs recycling.

TACC represents all these auto providers through its advocacy and support services, and its many initiatives to raise standards in the industry.

That means, because TACC services its members, they are in a position to better service you.

It’s how it all works and it’s TACC’s job to keep it that way.

Prepared by Tasmanian Automotive Chamber of Commerce

Presented by **Bendix**
Partnered by **DENSO**
THE GRILLE
thegrillepodcast.com.au



IAIN CURRY GETS ANSWERS

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

My 2014 Mitsubishi ASX has been excellent but I’m looking to upgrade, spending about \$30,000. I’m considering a new ASX or Haval; the Jolion or H6. I’m impressed by the H6’s size and Haval’s inclusions, so my heart is leaning towards it, but the head says Mitsubishi for resale. And should I trade in my ASX or sell privately?

Frank Collum, email

The current ASX small SUV has been with us since 2010, albeit enjoying tech, safety and styling updates along the way. Buy a new ASX and you’re getting (basically) an updated version of your current car, which you say you love. I’m all for brand loyalty when deserved, so I’d stick with the ASX, especially with its 10-year warranty. I understand your Haval leanings. If you go that route, the H6 is better than the Jolion. I found the H6 lacked a little composure in corners at times, but otherwise it’s an impressive SUV. Try a Kia Seltos S too; it’s also bigger than most SUVs and \$29,290 drive-away. Its resale performance should trump the others. Sell your ASX privately. It’s a seller’s market and it should shift in no time.

UPDATES ARE WAITING

Re: Kevin Brandie’s “Low Battery Risk” warning in his Mazda3, I work for a Mazda service department and know a software update was released a few weeks ago to fix this. His dealer may not want to do these updates as the BP Mazda3 (post-2018 cars) can have some minor electrical issues after the update. These only take about an extra ten minutes to fix on top of the update.

Dean Harris, email

Excellent to receive this in-the-field information. To other Mazda3 (and CX-30) owners with the issue, looks like it’s time to book in with your Mazda dealer.

BLIND ROBBERY?

My Mercedes-Benz dealer quoted to replace the centre console roller blind in my 2014 C-Class. It was \$600 for the part and \$275 labour. I bought a part on eBay for \$19 and with the aid of YouTube replaced it myself in less than ten minutes.

Con Meehan, email

Let’s not pretend for a minute the “eBay special” part will be of the quality of a Benz original. I’d never risk it for mechanical parts or brakes, but for

cabin bits such as a simple roller blind who can blame you? A massive saving over the quote.

ANNOYING JERK

I’ve owned my MG HS Essence for eight months. Overall I’m happy but the seven-speed dual-clutch transmission is just not stable. Gear changes can be slow and hesitant and it may jerk or thud on engaging. The power loss at a roundabout can be frightening and in cruise control the gears can constantly change. Are you aware of any fix? The dealer is noncommittal on this issue.

Lindsay Little, email

Across many car brands, dual-clutch transmissions are usually brilliant when driving with gusto but at city speeds they can be jerky, slow-responding nightmares. Sadly, most of our journeys are the latter. Having tested the MG’s gearbox I echo most of your findings. Brands sometimes introduce a software update for jerky gearboxes – Nissan did so last year for the Juke’s terrible auto. I’d speak with MG customer care to see if they’re planning anything. If so, the software will be updated at your next scheduled service under warranty. Your MG has steering wheel paddles. Take control of the gears yourself and it irons out a lot of the jerkiness.

DELIVERY DELAY

I ordered a Genesis GV70 SUV in October 2021 and am still awaiting delivery. Genesis says the order is “in production” and can’t tell me exactly when I’ll get it until it’s built and on a ship. They’re blaming microchip shortages. It was supposed to be produced in January and delivered in March or April. I can’t understand why I can’t get a set date; surely they know when a car will be complete? I don’t know if this is common, acceptable, or, as I think, grossly unfair.

Allan Spitzer, email

The reality is – and I’ve heard this across many brands – build and delivery dates can change numerous times in the space of a week. The semiconductor shortage, factory shutdowns and supply chain dramas all take their toll. Genesis says your specific request for a 2022 model (rather than a 2021) has unfortunately extended your wait due to “compounded delays”. I was told: “The order was placed with the factory in December as assurance of 2022 production. Since then we have been experiencing production constraints resulting in orders taking on average five to six months from submission to delivery.” They expect a May arrival date for your car, but confirm it’s not yet been built. Frustrating, but I think the GV70 is worth the wait.

EMPTY SPACES

A family member told me their Subaru showroom was empty of new cars. We’d heard of new car shortages but hadn’t realised it was this bad. Can you report on the current state of new car supply in NSW? They hope to buy in the next few months.

Bill Mouroukas, email

Many showrooms and forecourts are empty or near empty countrywide. That doesn’t mean new cars aren’t selling, it’s just there’s no stock on the floor. People are ordering cars, the dealer receives them a few months later and they go straight to the customer – no time gathering dust and then potentially being discounted. For popular models (and even previously unpopular ones) you must get on a waiting list. That’s the new normal for the foreseeable I’m afraid.



EV TECHNOLOGY PUZZLE

Re: John Carey’s article about the new Nissan Qashqai e-Power, is this simply the same technology used by the Holden/Chevrolet Volt from 2011? That was also a small 1.4-litre engine powering an on-board electric motor to provide propulsion. Or am I missing something?

Richard Fulwood, email

Nissan’s e-Power system powers the wheels with an electric motor, but electricity is provided by a petrol combustion engine. We call this a “series hybrid”. The Holden/Chevy Volt was a plug-in hybrid while the Nissan is not. That said, the Volt almost always operated as a series hybrid. There’s lots of science involved, but the tech between the two isn’t dissimilar. We’ve long had hybrid technology, but it’s getting ever-smarter. I reckon Nissan’s e-Power – arriving in the next-gen X-Trail and Qashqai – is pretty compelling.