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The Editor's Desk

Welcome back.

When I was just a lad I would complain about the Grey Nomads towing their van in front and holding me up on the way to the coast for a surf. "C'mon put the foot down old timer, please!"

Now when I look in the mirror, I see that Grey Nomad and I now drive much more carefully as well.

Over my 30+ years working in the auto and trade publications area I've met some great people that I now call close friends and I've also seen some amazing changes in technologies in the auto trades over that time. Technology changes which continue today.

Many of our readers have been enjoying the ride with me, but now it's time for me to dust off the Chesney caravan, check the globes, brakes and even tune-up the Lada 4x4 with new plugs and ignition leads!

So, I'm now handing over the steering wheel to a new publisher and director, Melanie Cahani and the Torque Media Group.

Melanie has a great knowledge of the auto industry. She knows what's going on in auto



trades as she has been working behind the scenes in the B2B arena for us and others, handling PR and Marketing for many of the big names in the industry.

"Tony and I have known each other for many years. He and his crew have made us feel welcome and I look forward to getting to know many of our readers as well as RTOs, TAFEs, business owners, managers and our national clients."

"These publications have been a genuine resource for workshop operators and service managers for more than 30 years and that's not something I take lightly."

Thanks again for your support over the years and if you see a Grey Nomad holding up a line of traffic, give me a wave, Tony Mc.

PS, please make a note of our new contact details below...

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Workshops Don't Need to Work Harder, They Need to Communicate Better



Independent automotive workshops are losing customers they should be keeping, not because their mechanical work is falling short, but because customers cannot always see, understand or trust the value of the work being done.

New research commissioned by the Australian Automotive Aftermarket Association (AAAA), Car Owners' Needs & Workshop Delivery Alignment 2026, has identified a significant opportunity for independent workshops to improve customer retention by focusing on communication, transparency and simple post-service follow-up.

AAAA Director of Government Relations and Advocacy, Lesley Yates, said the findings show that the opportunity for workshops is larger than it first appears.

"This research should be incredibly encouraging for workshops," Ms Yates said.



"The message is not that workshops need to rebuild their businesses, buy expensive new equipment or suddenly become something they are not. The message is that many workshops are already doing excellent work — but they need to make that quality more visible to customers.

"The gap between a highly loyal customer and one who drifts away is not usually a workmanship gap. It is a communication gap."

"The research found that 60% of Australian car owners are committed customers who always use the same workshop or mechanic, while 27% are regulars who mostly stay loyal. The remaining 13% are undecided customers who shop around or are still looking

for a preferred provider." Ms Yates said the undecided group represents a major recoverable opportunity for the independent aftermarket.

"These customers are not lost. They are looking for a reason to come back," Ms Yates said.

"What they need is a frictionless, reassuring experience. They want to understand what was done, why it mattered, what needs to happen next and whether they can trust the advice they have been given.

"That is not a technical problem. It is a customer experience problem — and it is absolutely within the control of the workshop."

The report found that trust and reputation are the dominant drivers of workshop selection, while price is less decisive than many operators believe. Seven in ten Australians say they are willing to pay more for a workshop they trust, and even undecided customers require a significant discount before seriously considering switching.

"The price premium many operators worry about is not the barrier they think it is," Ms Yates said.

"Customers do not leave simply because a cheaper option appears. They leave when trust breaks down, when communication is unclear, or when they do not feel confident about what has happened to their car."

The research also highlights a significant issue around warranty servicing. With 46% of car owners currently having a vehicle under warranty, many incorrectly believe they must return to a franchised dealership to protect that warranty.

Ms Yates said this misconception is costing independent workshops work they

are legally and commercially entitled to compete for.

"The warranty channel is being surrendered unnecessarily," Ms Yates said.

"Independent workshops need to be much more confident and proactive in explaining to customers that they can choose where their car is serviced without automatically voiding their warranty, provided the work is done properly and in accordance with the required standards."

The report identified three practical, low-cost behaviours that strongly support customer retention: clear explanations at handover about what needs attention now and what can wait; proactive updates during the service, including calls, texts, photos or videos where appropriate; and a post-service check-in within 48 hours to confirm the customer is satisfied and answer any questions.

Ms Yates said these habits are not cosmetic extras; they are commercial retention tools.

"Written quotes, proactive service updates, clear explanations and consistent follow-up are the habits that separate the workshops customers commit to from the ones they drift away from."

The research also found that while overall satisfaction with workshop service is high, the loyalty gap widens at key human touchpoints, including booking, drop-off, pickup and post-service care.

"Customers form their view of a workshop through every interaction — from the booking process and front counter experience to the quote, explanation and follow-up afterwards.

"The commercial opportunity is significant. The work is good, the skill is there, and workshops that communicate that value effectively will be better placed to retain customers long-term.

The full Car Owners' Needs & Workshop Delivery Alignment 2026 report is available exclusively to AAAA members as part of the Association's Market Intelligence Program, which delivers current research, industry trend data and practical commercial insights to help members understand the market, strengthen customer relationships and plan for future growth.

NEXEN TYRE Expands National Distribution Network with Perth Warehouse



A new WA warehouse strengthens NEXEN TYRE's national supply network and enhances service for customers across Western Australia.

NEXEN TYRE is set to open a new warehouse in Perth in 4Q 2026, further strengthening its national logistics network and reinforcing its long-term commitment to the Australian market.

The new facility follows the successful opening of the company's Brisbane warehouse in December 2025 and will become NEXEN TYRE's fourth warehouse, joining its existing network across New South Wales, Victoria and Queensland.

As demand for the NEXEN brand continues to grow across Australia, expanding the company's distribution footprint has become a key part of its long-term strategy. The addition of the Perth warehouse represents another significant investment in strengthening supply capability and providing greater support to dealers nationwide.

The Perth warehouse extends NEXEN TYRE's logistics network beyond the eastern seaboard, creating a stronger national distribution network and improving access to products for customers in Western Australia.

By positioning inventory closer to the local market, the Perth warehouse will improve product availability, reduce delivery lead times and enhance customer service for dealers and end-users throughout the state.

The facility will also strengthen supply chain efficiency, enabling NEXEN TYRE to respond more quickly to customer demand and support its growing dealer network in the region.

The investment reflects NEXEN TYRE's ongoing commitment to delivering a higher level of service while supporting continued business growth across the country.

With strategically located warehouses spanning Australia's major markets, the company is well positioned to provide more efficient and reliable supply to customers nationwide.

The Perth warehouse represents the latest step in NEXEN TYRE's ongoing investment in Australia, reinforcing its commitment to providing efficient supply and enhanced support for dealers and customers across the country.



For further information, please contact your NEXEN TYRE sales representative or call 02 9889 0150.

Goodyear Reinforces "Still. Always. Forever." Commitment

The 2026 Goodyear Autocare International Conference brought the network together on the Gold Coast with a clear and purposeful message: "Still. Always. Forever." A theme that underpinned both the direction of the business and the strength of its dealer network.

Held at The Star Gold Coast, the event attracted more than 200 delegates from the Australia and New Zealand Goodyear Autocare store network, 23 supplier partners and Goodyear team members

The conference saw over half of the Australian & New Zealand dealer network coming together for the first time, highlighting the scale of the Goodyear Autocare footprint across the region. Delegates travelled from metropolitan centres through to regional and remote locations, reflecting the diversity and reach of the network.

Central to the event was the theme "Still. Always. Forever.", which went beyond conference branding to communicate the business' direction following transformational change over recent years.

Beyond formal sessions, the event combined business insights with

networking and experiential activities, including a trade show, keynote presentations and a drive day at Norwell Motorplex.

The trade show created strong engagement, with dealers leveraging the opportunity to build relationships, explore new products and generate business opportunities.

The conference concluded with the Gala Awards Dinner, recognising top-performing dealers and celebrating excellence across the network.

National Award winners were:

- Australian National Dealer of the Year – Goodyear Autocare Tamworth
- Fleet Service Provider of the Year – Goodyear Autocare North Geelong
- Best Presented Store ANZ - Goodyear Autocare Tanunda
- Supplier of the Year -Tyremax Australia/New Zealand
- Hall of Fame Inductees – Tali Pua and Neil Ford

In addition to the national and state award winners and runners up, long-term loyalty was acknowledged with Goodyear Service



awards presented to over 20 dealers, reinforcing the heritage and commitment within the network.

Importantly, the conference demonstrated strong alignment between Goodyear, its dealers and supplier partners, reinforcing a shared focus on growth, performance and customer value.



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15,000 people can't be wrong. What the floor said.

By Melanie Cahani

Fifteen thousand people, 400-plus brands and three days that reminded Australia's tyre and workshop sector exactly where it stands. We were on the floor at the 2026 Auto Aftermarket Expo and here's what mattered for your business.

What happens on the floor of the Australian Auto Aftermarket Expo has real consequences for tyre and workshop businesses across the country. The products launched here end up on your shelves, the training shapes how technicians and fitters think, and the conversations in those aisles drive decisions that play out for years. That's exactly why we make the trip.

The 2026 edition, co-located with the Collision Repair Expo at the Melbourne Convention & Exhibition Centre from 14 to 16 May, was by any honest measure one of the largest automotive trade events this country has seen. Fifteen thousand attendees across three days. More than 400 brands on the floor. Packed aisles from open to close.

For tyre retailers and workshop owners specifically, the relevance was practical. Tyre changers and balancers, wheel alignment equipment, hoists and EV-ready servicing gear all had a strong presence on the floor. Here's what caught our attention.

What the floor was telling us

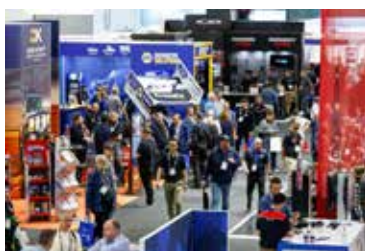
The scale was the first thing. This was not a trade show going through the motions, the investment in stand builds, live demonstrations and interactive displays was visible in every corner of the MCEC. Free training ran across all three days, and the ADAS Training Zone and Diagnostics Discovery Zone were consistently busy. The message for tyre and workshop businesses is the same one being heard across the wider trade: the vehicles demanding this capability are already on Australian roads in volume, and the complexity isn't going away.

Tyre stands that stopped people

Bridgestone brought the scale you'd expect from the market leader, with a stand built around its expanding EV-specific tyre range and a strong showing for its Bridgestone Select dealer network. For workshops navigating the shift to heavier, higher-torque EVs, the technical material on offer made a genuine case for getting across new compounds and load ratings before they land in your bay.

Nexen continues to build its presence in the Australian market and the stand reflected that ambition, with a strong focus on its SUV and touring range alongside ute and 4WD-specific patterns. For tyre retailers looking to round out a value-conscious range without compromising on performance, Nexen's expanding local support was the headline.

Kumho had one of the busier tyre stands on the floor, leaning into its growth in the SUV and performance segments. With increasing OE fitment across new vehicle releases, Kumho's replacement range is becoming a more frequent conversation at the counter, and the team on the stand were across the detail.



Recognition that meant something

The industry awards that ran alongside the show recognised people who've genuinely earned it. John Blanchard from CoolDrive received the Outstanding Service to Industry Award for more than four decades of leadership in the automotive aftermarket. Chelsea Lawson was honoured with the Women at the Wheel Award. The Hall of Fame inductees this year were Steve Broad, Shayne Quaile and Allan Gray OAM.

A room worth being in

One of the genuine highlights of the Expo for me personally was the AAAA Women networking event, a celebration of women working across the automotive trades and a room that felt noticeably different to how it might have looked five or ten years ago.

Organiser, Lesley Yates tells us that "The AAAA Women networking event at Expo was a really important milestone for us. It was the first dedicated women's event we have held as part of the Expo and the response was fantastic. The energy in the room showed there is a real appetite for practical, welcoming spaces where women across the industry can connect, support each other and see themselves as part of the future of the aftermarket. AAAA Women is about inclusion, leadership and visibility and this event was a powerful reminder of why that matters."

The bottom line

Three days, fifteen thousand people and an industry that showed up with genuine intent. The products launched here will appear on your shelves. The training delivered here will shape how the next generation of technicians and fitters approaches a job. The conversations that happened in those aisles will lead somewhere.

For tyre and workshop businesses specifically, the signal from Melbourne is the same one we keep seeing: vehicle technology is changing fast, the tyres and tools built for it are evolving with it, and the businesses that invest in capability now are the ones that won't be scrambling later.



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EV Tyres: What's Actually Inside the Rubber and What Happens When It Wears Out

Electric vehicles are no longer a curiosity in Australian workshops. They're on your ramps and the tyres they arrive on are quietly reshaping what your team needs to know about fitment, wear and end-of-life handling.

Tyre Stewardship Australia (TSA) commissioned independent research consultants Marsden Jacob Associates and Blue Environment to look specifically at what EV tyres are made of, how they wear and what their growing numbers mean for the Australian tyre industry. The report, is one of the most comprehensive Australian examinations of the subject to date and the findings deserve attention across the trade.

The market context is moving fast

Growth scenarios modelled for the study, project EV sales could represent between 36% and 60% of all new vehicle sales by 2030. Under the Central scenario, the total stock of EVs on Australian roads could reach around 2.7 million vehicles by 2030.

That translates directly to tyre volume. End-of-life EV tyres could reach between 2.2 million and 3.2 million units annually by 2034, equivalent to around 26,000 tonnes and representing approximately 12% of all end-of-life passenger and light commercial vehicle tyres by weight.

For tyre retailers and workshops, this is not a distant horizon question. It is already in your tyre bay.

What makes an EV tyre different

The report is careful to make an important point that gets lost in the marketing noise: EV marketed tyres are likely a completely contained subset within the compositional range of conventional ICE vehicle tyres and will remain so. In other words, there is no exotic new category of rubber.

The four key functional areas are lower rolling resistance to reduce energy consumption and increase range, increased abrasion resistance to compensate for the typically greater weight of EVs, lower road noise generation or noise suppression and stronger sidewalls to handle that extra weight particularly in cornering.

EVs are typically 20% to 30% heavier than equivalent petrol or diesel vehicles and reach maximum torque almost instantaneously, increasing tyre friction and contributing to elevated tyre wear. Major manufacturers including Bridgestone, Goodyear, Michelin and others have responded with product lines specifically targeting these demands.

Wear rates and what the evidence actually says

There is plenty of confident language in the market about exactly how much faster EV tyres wear than ICE equivalents. The TSA report takes a more measured position.



EVs can typically be expected to experience higher tyre wear than tyres on equivalent ICE vehicles due to greater weight and higher torque, however specific evidence to conclusively support a defined wear rate differential could not be confirmed. Research also indicates that up to 30% of tyre wear can be attributed to driver behaviour.

What is clear is that technological advancement is already working to close the gap. Electronically limited torque delivery, advances in battery energy density reducing overall vehicle weight and more abrasion-resistant compounds are all in play. The picture in five years may look quite different from today.

Standards: Australia is watching but not yet acting

At the time of writing, there are no specific standards in Australia relating to EV tyres. Australian Design Rules for passenger tyres under ADR 23/03 remain performance-based rather than prescriptive, meaning there is no requirement to fit a tyre of a particular design or composition to an EV.

The ADR landscape is actively evolving in 2026, though none of the current updates address EV tyre composition specifically. The regulatory watch point for the whole industry remains Euro 7, which for the first time will set emission limits and minimum durability requirements for tyres. Australian authorities have indicated they will consider mandating equivalent requirements locally once international standards are agreed. That signals the direction of travel for the whole industry.

The full report

The complete TSA report, is available at no cost via the Tyre Stewardship Australia website and is worth adding to your workshop reference library. It covers composition, wear analysis, end-of-life processing implications and the Australian regulatory landscape in full.

Download it at: tyrestewardship.org.au

Ten Years, Six Global Brands: RK Wholesale Tyres' Decade of Growth

Bringing over four decades of tyre industry experience, in 2015, Russel Meager, founder of RK Wholesale Tyres saw a gap in the Australian market where there was a need for a tyre wholesaler with real world expertise behind it.

In 2017, Kubilay Kilic joined him, bringing over 20 years experience in sales and procurement to the business. He's since taken on all procurement responsibilities and been a key driver of the company's growth, helping build the supply relationships that underpin the business today.

A decade on, RK Wholesale Tyres holds supply chain agreements with six globally renowned brands, Michelin, Bridgestone, Goodyear, Yokohama, Hankook and Kumho, alongside a secondary supply network with Shandong Wanda Boto. That combination gives the company reach across both premium and value tiers, a position not every wholesaler in the market can claim.

"The focus throughout has been on tailoring solutions to both purpose and budget, whether that's a retailer chasing a specific brand fit for their customer base or a workshop looking for reliable volume at the right price point."

It's an approach built on relationships as much as product, with the company crediting the backing of stakeholders, retailers, suppliers and staff for its growth to date.



"We're committed to people oriented, sustainable development that fosters mutually beneficial cooperation," the company says. "Our goal is to give customers unparalleled access to leading brands, supporting their growth and building long-term relationships across the trade."

Looking ahead, RK Wholesale Tyres says the aim is to become the preferred supplier across a broadening range of products, backed by the same combination of industry experience and brand access that's carried the business through its first ten years.



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TasTAFE Opens Automotive Facility in Cambridge

Our publication is widely read across the country at TAFE's and other RTO's so we welcome good news stories like this one from Tassie.

TasTAFE has officially opened a new Automotive Training Facility at Cambridge Industrial Park, marking a significant investment in Tasmania's automotive workforce pipeline.

The purpose-built facility was secured through a partnership between TasTAFE and the Tasmanian Automotive Chamber of Commerce, with funding support from the Tasmanian Government. The workshop is designed to replicate a professional service centre environment, featuring six hoists, tyre fitting and balancing areas and three flexible teaching spaces equipped with AV and VR technology.

TasTAFE is already delivering Certificate III in Light Vehicle Mechanical Technology at the site, with Vehicle Inspection and



Automotive Air Conditioning training to follow later this year. From 2027, the facility will expand to include Certificate III in Automotive Electrical Technology and EV and hybrid skill set training.

TasTAFE CEO Dr Norman Baker said the timing reflects real workforce pressure across the state. "Our need for skilled technicians has never been greater, supporting our freight networks, regional communities and everyday mobility," he said. "Together with industry, we are preparing the next generation of technicians to service internal combustion engines, diagnose complex electrical systems, and maintain the high-voltage EVs and PHEVs entering our market."

Tasmania's automotive sector contributes close to \$300 million annually to the state economy and employs more than 7,500 people. The state also has the oldest vehicle fleet in Australia, which Dr Baker says makes a skilled local workforce critical to keeping vehicles safe and roadworthy.

Repco Named Australia's Major Retailer of the Year



Repco has been awarded Australia's Major Retailer of the Year for 2026.

The company was presented with the coveted prize by the Australian Retail Council (ARC) at the ARC Retail Awards 26, a gala event held at the Ritz Carlton in Melbourne recently.

The ARC's Major Retailer of the Year award recognises large-scale retailers that demonstrate innovation, growth and exceptional customer service at a national level.

The ARC's 14-strong independent judging panel of retail leaders and industry experts selected Repco for the sought-after prize ahead of local hardware chain Bunnings.

Kathleen Long, General Manager of Retail at Repco, and Amy Frangos, Chief Operating Officer at GPC Asia Pacific, Repco's parent company in Australia, accepted the award.

"This award recognises the more-than 8,000 Repco team members in our 300-plus stores who make our business the trusted go-to for vehicle owners and automotive trade business across the country," said Kathleen Long.

"As well as offering the biggest in-store product ranges, our passionate people reflect the needs and interests of our customers, which underpins their exceptional customer service every day."

To secure the award, Repco had to consistently demonstrate innovation and growth, even in times of uncertainty, and had to show it had established itself as a sought-after employer and respected brand in the market that prioritised delivering a unique and exceptional customer experience at a national scale.



KUMHO



KUMHO EV



PS71EV

HP71EV

HS63EV

TA91EV

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KUMHO.COM.AU

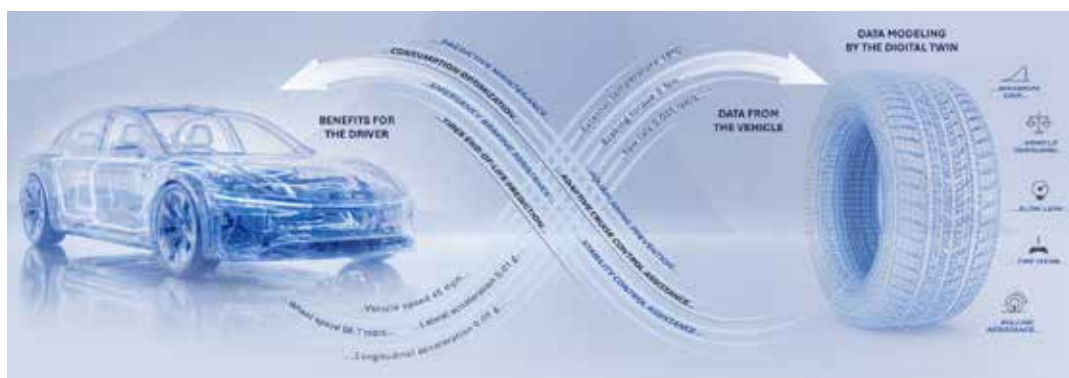
Michelin has formalised its universal tyre digital twin, a software-driven system that can predict tyre behaviour in real time without a single additional sensor fitted to the wheel.

The technology is not a concept. It is the product of more than ten years of research and development, validated across several million kilometres of testing, and is now being positioned for deployment across passenger cars, trucks and self-driving shuttles.

At its core, the digital twin is a dynamic virtual replica of a tyre. It continuously analyses pressure, wear, load, grip and driving conditions, cross-referencing that picture against existing in-vehicle data. The system then feeds directly into the vehicle's embedded systems rather than simply reporting information to a dashboard.

For workshops and tyre retailers, the practical implication is significant: this works across all tyre brands and all vehicle types, with no hardware installation required.

The safety outcomes the system targets are ones any workshop technician will recognise as priorities: predicting maximum grip, preventing aquaplaning,



reinforcing the effectiveness of ADAS systems including ABS, monitoring tyre pressure and flagging overloading before it becomes a problem. Michelin claims the system can adapt braking distances by as much as several metres.

A collaboration with Brembo has provided a tangible early proof point. Integrating Michelin's tyre condition data into Brembo's Sensify intelligent braking system demonstrated braking distance reductions of up to 4 metres and improved stability during hard braking. The partnership is one of several, with Hyundai, QNX, ETAS and Sonatus also involved across the spectrum from fundamental research through to industrial integration.

The system is also designed to extend tyre life through predictive maintenance.

keeping tyres in optimum operating condition for longer and reducing material consumption across the tyre lifecycle.

The broader commercial context for Michelin is the rapid transition toward Software Defined Vehicles. SDV architecture allows vehicle performance, features and user experience to be updated continuously over the vehicle's lifetime. Michelin is positioning its digital twin as a foundational layer within that architecture, turning the tyre into a live data source at the centre of the vehicle's intelligence rather than a passive component at the bottom of it.

For workshops currently fitting Michelin stock, the message is straightforward. The tyre is becoming software. What gets sold with it is going to change.

Kumho Tyre has won another major design award for its innovative and advanced tyre design taking out the Product Design category at the 2026 Red Dot Design Award in Germany.

The Red Dot Design Award is one of the world's most prestigious design competitions and is organised by Germany's Design Zentrum Nordrhein Westfalen and is widely regarded as one of the top three global design awards in the World, alongside Germany's iF Design Award and the United States' International Design Excellence Awards (IDEA).

The Red Dot competition recognises outstanding designs each year across three categories including Product Design, Brands and Communication Design, and Design Concept.

Kumho Tyre earned the award for its on and off-road tyre, the Road Venture RT this year and the achievement means that the company has now won a Red Dot Design Award for past seven years consecutively since 2020.

The Road Venture RT has been engineered to deliver exceptional performance across both on-road as well as challenging off-road environments, including rocky and muddy terrain.

The tyre features a robust tie-bar tread design to enhance durability and wear resistance, and in addition features a “Stone Ejector” pattern, which was inspired by the form of cracked earth and rocks, and has been incorporated into the base of the grooves to reinforce its off-road aesthetic.

A gear-shaped protective block or side biter has also been applied to the upper sidewall, which not only reinforces its rugged visual identity but also helps reduce the risk of damage from external impacts and improve driving stability.

"It is especially meaningful that Kumho Tyre's design excellence has once again been recognized at the prestigious Red Dot Design Award," said Kumho Tyre's Head of R&D Division, Young-Jin Kim.

"We will continue to develop products that achieve a balance between outstanding performance and innovative design, in line with evolving market demands," he said.

Kumho Tyre has continued to demonstrate its design competitiveness this year, securing consecutive wins at major global design awards, including the iF Design Award and the German Design Award.

The company plans to further strengthen its premium brand value by advancing innovation in both design and product development.

Keeping Engines Moving From OE to Aftermarket



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Tyres & More Takes the Conference to Fiji

The Tyres & More network held its 2026 National Conference at the Sheraton Fiji Golf and Beach Resort recently, marking two milestones at once: the group's first international conference destination and its 20th anniversary as a network.

Close to 200 attendees gathered across the four days including delegates, partners and children, with a dedicated kids' program running alongside the main conference schedule.

A supplier trade show and full conference day on Saturday covered industry trends, network direction and marketing developments, while a traditional Fijian fire performance welcome dinner and a gala dinner overlooking the ocean bookended the program.



The mood leaving Fiji reflected a network in good shape. Delegates described feeling energised about the direction of the group, the strength of supplier relationships and the growth trajectory of the business.

Major sponsors Yokohama, Burson Auto Parts, Century Batteries, Repco and Ryco were acknowledged alongside supporting sponsors Dynamic Wheel Co, Kumho Tyre, National Tyre and Wheel, Precision Automotive Equipment, Rema Tip Top, RPM AutoParts, Tyrecycle and Wheel Pros.

The Tyres & More network continues to grow nationally and is actively looking for independent tyre and automotive retailers ready to back themselves with a stronger brand, group buying power and dedicated support behind them. **If you are looking to grow your business with MORE, visit tyresandmore.com.au**

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For more info contact **Gerald Sultana:**
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KUMHO ROLLS OUT DEDICATED EV TYRE RANGE

Kumho Tyre Australia has answered the growing demand for electric vehicles with a range of tyres that have been particularly engineered to meet the special demands EVs place on their tyres.



The recent spike in oil prices has placed a new emphasis and consumer demand for EVs, and Kumho is well prepared for a greater take-up of the new technology zero emission and low emission vehicles.

The EV specific range spans six models offering EV, Hybrid and Plug-in Hybrid owners a wide array of tyre types and

sizes to meet their exact needs. Their range includes the improved highway performance HP71 EV, the performance sports PS71 EV, the versatile HS63 EV, and the touring and the comfort focused TA91 EV.

At the top of Kumho's latest EV tyre range is the new PS71 EV which brings the proven performance of the popular PS71 pattern with specialised enhancements for EV driving dynamics.

The HP71 EV builds on the proven performance of the original HP71 pattern, with an upgraded construction, reduced weight, and enhanced rolling resistance. It has been specifically engineered for EV SUVs and crossovers, with upgraded construction, reduced weight, and enhanced rolling resistance.

Kumho's Solus HS63 EV has been designed for small to medium-sized electric vehicles and offers a smooth, quiet ride with balanced all-around performance and the TA91 EV is an ideal touring and comfort tyre, engineered to provide a blend of quiet ride and comfort without sacrificing grip and responsive handling in both wet and dry conditions.

Kumho's research and development department have developed a K-Silent polyurethane foam insert available on all specific EV patterns, it allows it to absorb air vibration while driving.

As well as the EV specific patterns, Kumho Tyre also have the EV Compatible PS72 Ecsta Sport and the PA71 performance tyre.

To see the full range of Kumho's EV range, visit kumho.com.au

WORN TYRES MORE DANGEROUS THAN PHONE USE AT THE WHEEL, NEW RESEARCH FINDS

Australia's legal minimum tread depth is 1.5mm, almost identical to the UK's 1.6mm limit. So when new UK research put a number on the risk of driving on legally worn tyres, the findings land just as hard here.



The study, led by Professor Peter Wells at Cardiff University's Centre for Automotive Industry Research and commissioned by UK retailer Halfords, found that at motorway speeds a vehicle on tyres worn to the legal minimum needs around 27 extra metres to stop compared with a vehicle on tyres in good condition, roughly six car lengths. A driver using a mobile phone at the same speed adds around 15 metres to their stopping distance by comparison.

Below 40mph (around 65km/h) the two risks were roughly comparable, but above that speed worn tyres consistently added more stopping distance than phone

distraction did, a finding directly relevant to Australian highway and freeway conditions.

The research also exposed a knowledge gap that will sound familiar to any workshop: only 28% of UK drivers correctly knew their legal tread limit, and just 7% believed worn tyres could be more dangerous than phone use.

With tread depth this close to home, it's a timely reminder for Australian workshops to keep the 3mm replacement guideline front and centre in every customer conversation, well before tyres reach the legal minimum.

Nexen's 'One Tyre' Strategy

As the automotive industry shifts toward electrification, Nexen Tyre is taking a more practical approach to meet the evolving demands of modern mobility—one that directly benefits Australian workshops and mechanical repair businesses.

Rather than requiring workshops to stock separate EV-exclusive tyre ranges, Nexen Tyre has adopted its 'One Tyre' strategy. This philosophy focuses on engineering products capable of delivering strong performance across all powertrains, whether electric or internal combustion engine (ICE) vehicles. For local workshops, this means simplified inventory management and the ability to service a wider range of vehicles with confidence.

Supporting this approach is Nexen Tyre's proprietary 'EV ROOT' certification. This mark identifies products engineered to handle the higher loads, instant torque and stricter noise requirements associated with EVs, while maintaining performance in ICE applications.

A key example is the ultra-high-performance N'FERA Sport. Its performance and quality have already been proven through partnerships with premium global automakers, and it is supplied as original equipment (OE)



for world-class vehicles, including BMW's all-electric iX3.

Available as a replacement (RE) tyre in the Australian market, the N'FERA Sport delivers strong performance suited to modern mobility requirements. It features four wide drainage grooves

for wet-weather stability and asymmetric shoulder blocks for strong braking performance.

Its performance has also been independently validated, earning a 'Good' rating in 2025 summer tyre tests conducted by leading German organisations including Auto Bild and the German Automobile Association ADAC (Allgemeiner Deutscher Automobil-Club).



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Meet the New 4WD Tyre Brand Heading to Australia

A new name is set to land in Australia's enthusiast 4WD market, with PDW Group preparing to launch Tesche Tyres through its established wheel and tyre distribution network. It's a market where new tyre brands arrive often, but credibility rarely follows quickly, and PDW appears to be treating the launch as a long-term build rather than a quick import play.

PDW has been part of Australia's aftermarket wheel industry for almost two decades, evolving from Prestige Wheels and Accessories into the PDW brand now familiar across passenger, SUV and 4WD categories.

"We've always dabbled in tyres for the last 15 years," says Domenic Prinzi from PDW Group, pointing to the company's earlier work with the Altenzo brand, which built exposure through Bob Jane T-Marts partnerships and motorsport sponsorships including the Bathurst 24 Hour and the V8 Ute Racing Series. That history gives PDW a head start most newcomers don't have, an understanding that importing a tyre brand is the easy part, while building lasting trust with workshops and consumers is what actually determines whether a brand survives.

Tesche tyres are manufactured in China and Thailand, a fact Prinzi is upfront about. "It's not the country of manufacture anymore, it's the technology and QC processes," he says, reflecting a shift already well underway across the global tyre industry, where both countries now host major production for globally recognised brands, and engineering and quality control increasingly outweigh geography in determining product quality.

The brand is targeting the enthusiast end of the 4WD market specifically, rugged terrain and mud terrain buyers, rather than highway-terrain SUV drivers or fleet fitments. The initial range centres on the Ridge Blade family: XT, XT Pro, XRT and X/MT, built with 10-ply construction, 3-ply sidewalls and aggressive sidewall styling to suit current market trends. The tyres lean into hybrid RT tread patterns and stronger carcass construction, the look and capability buyers want without committing fully to the



compromises of a traditional mud-terrain tyre, while sitting below established rugged-terrain brands on price.

Early retailer response has been strong. "Once they see the tyre and the pattern, they love it," Prinzi says. One early order of 40 tyres turned into a repeat order before the first set had even been fitted to a vehicle. PDW is positioning Tesche in the mid-tier enthusiast segment rather than as a budget option, aiming at buyers who want aggressive styling and heavy-duty construction without paying premium-brand prices for a full set.

PDW is building Tesche through enthusiast collaborations and independent reviews rather than traditional catalogue marketing alone, working with off-road content creators and owners for genuine, real-world feedback. "We want honest reviews," Prinzi says, with the company specifically steering away from scripted promotional content in favour of real touring, towing and gravel-road experience from Australian conditions.

That focus on real-world performance over marketing spin may prove decisive. Touring feedback, wet-weather confidence and long-distance wear will ultimately shape whether Tesche earns genuine traction in a category where word-of-mouth carries more weight than advertising. The Ridge Blade range will be formally revealed later this year, with on-road testing across Australian conditions to follow as the brand builds out its retailer network.

Stockist enquiries are welcome, to learn more visit...
www.pdwwheels.com.au

OEM-Quality Transmission Servicing

As vehicle transmissions become increasingly sophisticated, workshops need servicing solutions they can trust. ZF's premium oil change kits are designed to deliver exactly that, providing a complete, OEM-quality solution for professional transmission servicing backed by more than 100 years of transmission engineering expertise.

Each kit contains everything required for a professional transmission oil change: genuine ZF LifeguardFluids and, depending on the application, seals, filters, oil pans, magnets, screw plugs and fastening screws. One package, no missing components, no risk of incorrect parts.

What sets ZF apart is the OE engineering behind every component. Oil pans are manufactured using original ZF tooling for precise fitment, while high-precision interference-fit bushings are machined to exacting tolerances. Sealing components use advanced AEM rubber rather than the ACM gaskets and low-



hardness O-rings common in aftermarket options, delivering superior durability and better low-temperature resistance.

Integrated filtration systems and powerful magnets within the oil pan design capture contaminants and metallic particles, protecting critical transmission components and supporting longer service life. The included ZF LifeguardFluids are developed specifically for ZF automatic and hybrid transmissions, with thermal resistance from -40°C to +150°C.

ZF recommends oil changes every 80,000 to 100,000 kilometres depending on usage, particularly for vehicles subject to towing, frequent short trips or sustained highway driving.

Kits are available for a wide range of European and Japanese vehicles including BMW, Audi, VW, Land Rover, Toyota and more. For more information visit zf.com/au



AFTERMARKET



Hassle-free transmission service with ZF Premium Oil Change Kits

These kits include OEM-engineered fluids for automatic and hybrid transmissions, along with all components required for an oil change. Depending on the transmission, they may include seals, filters, oil pans, magnets, screw plugs, and fastening screws.



Advantages

- Designed and engineered by ZF transmission specialists
- Genuine Original Equipment products
- Eliminates risk of delays or downtime from incorrect or missing parts
- Thermal resistance ranging from -40°C to +150°C
- Rigorous testing guarantees quality and performance
- Special additives provide excellent lubrication, friction control, and transmission protection

What's special about these kits?

- AEM rubber gaskets and O-rings for superior sealing and durability
- OE-tooled oil pans for precise fit and perfect mounting
- High-precision, interference-fit components ensure consistent quality
- Integrated filtration system with strong magnets captures more impurities
- Compact, stable design enhances protection of transmission components

MORE TURBO DIAGNOSTICS



By Clinton Brett

Due to demand from our readers and DIESEL HELP members, we are introducing a turbo course.

Up until now I have not delivered a specific dedicated training course focused on just turbos. After reading this article I'm sure workshops will be interested.

The focus is on alternative test methods we've been using for PWM (Pulse Width Modulation actuators) to assist taking out the guess work behind turbo diagnostics.

This article will cover only some of the many varieties of turbo systems we experience. Our ever-growing technical bulletin library includes dedicated bulletins for specific makes and models which also include the Diagnostic Trouble Code (DTC) for the actual model engine/ECU. Some of these include Ford Ranger, Mazda BT50, Landrover and Jeep.

The most common and generic fault code P2263 turbo super charger boost performance, is often considered a vague code. It can be anything from a blocked EGR cooler, stuck open EGR valve or a turbo intake pipe leaking. It can also be the turbo itself or the actuator. But after reading this article, I expect you will take a different tactic when it comes to replacing just the actuator, which appears to be common practice in our industry.

Symptoms: Intermittently the vehicle goes into limp mode, engine de-rating due to fault code- P2263-Turbocharger/supercharger boost system performance.

Failure/Issue: Turbo actuator sticking/seized, or internal turbo damage/failure. Most think it's the actuator which fails. It is, but like every diagnostic we perform with our members, we want to know and understand the root cause. There's plenty out there guessing without thorough testing and though after only replacing this actuator and not the entire turbo

assembly, the vehicle leaves your workshop without a code, it won't last. It'll either return or the owner will be pissed, and you'll never hear about it again until you read your Google reviews.



TURBO INTERNAL VGT VANES

How does an electronic component fail when it worked fine until now? We have done thorough testing to come to this conclusion- the sticking Variable Geometry Turbo (VGT) vanes has been the most common cause. Read more to find out how not to misdiagnose the true cause of most turbo fault codes.

Diagnosis and/or early detection of the fault:

Perform a visual inspection of the turbo inlet, outlet pipes and intercooler for excessive oil or air leaks. I suggest a smoke test of the turbo intake system. Remove the intake pipe at the front of the turbo and inspect the condition of the vanes.



IMPELLER DAMAGE

If the internal impeller vanes look ok, investigate failed internal vanes of the Variable Geometry Turbo (VGT). These vanes can bind against the turbo housing, often due to excessive carbon build-up caused by exhaust gases passing through the turbine housing.

Depending on driving conditions, this fault may occur more frequently. Vehicles that are used for short, stop-start trips, predominantly in city driving with extended idling, are more likely to experience reduced turbo lifespan and an increased risk of premature failure with these types of turbos. Almost like your Bunnings car. (see last issue of this mag)

Referring to the scan tool data, it is possible to observe when the fault is occurring. This is only possible on turbos adapted with an electronic position sensor which is not always an option on vacuum operated turbo actuators.

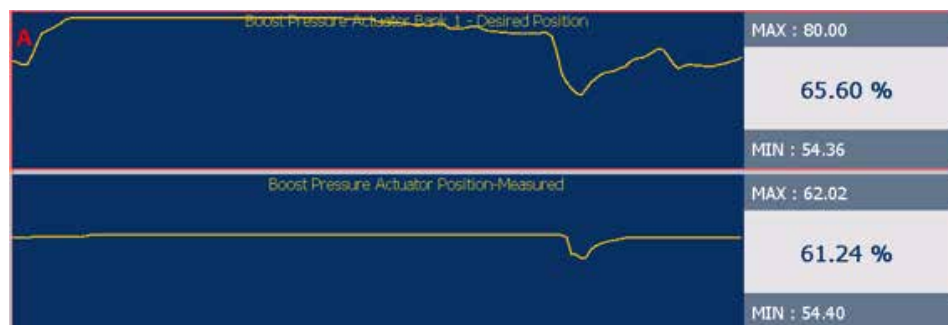
The image below is of a vacuum operated turbo actuator fitted with an electronic position sensor. Note the small vacuum feed tube is accompanied by an electronic harness.



VACUUM ACTUATOR TURBO

Check key ON engine OFF turbo actuator demand/command or desired V actual/measured position. Repeat the check again at idle and warm up the engine, driving under load and then returning to idle to recheck once the engine has become warm. Anything with a difference of more than 3.5% is enough to trigger a fault. Some OEM have greater tolerances, but this depends on the strategy level being used in the ECU.





SCAN TOOL DATA 1

Here's some examples of the scan tool data collected from cases...

This case had an average difference of 4% between desired and measured and the image below, a difference of 5%.



SCAN TOOL DATA 2

If you are still not satisfied with your findings on the scan tool, check the actuator arm for movement. When cold, remove the turbo arm away from the actuator and feel for freedom of movement. If there is any resistance when the turbo is cold, it will most likely be worse when warm. If the sticking is not present when the engine is cold, it is still vital to check when the engine is hot, as this is when the fault commonly occurs.

Turbo boost confirmation

Turbo boost data varies across a broad range of specifications. Therefore it is difficult to list all vehicles boost specs. Advise comparing boost reading on the scan tool to an analogue gauge.



MAP TESTER

(We have a handy kit that can assist testing at this point. DPF & Turbo Boost Kit)

Remember to take atmospheric pressure into account. Where applicable, deduct this from your scan tool reading.

Electronic actuators only

For final confirmation, we recommend performing current draw test. Locate the power supply for the turbo actuator and use an Amp clamp, test cold and then hot. When warm, the amperage increases, which is when failure occurs. Check and compare the power supply to the turbo actuator. If the current draw is found to be more than 2 amps, this is an indication of the turbo failure.



WORN ACTUATOR GEAR

When checking for wear in the internal gears of the electronic actuator, there should not be more than 3mm of free play. On the mechanical section, the turbine housing, the arm should be free to move when disconnected from the turbo actuator.

Vacuum actuators only

Test the vacuum supply is adequate. Approx 22 mmHg should be present at the vacuum pump and at the end of supply at each vacuum component. Test using an inline vacuum gauge between the vacuum pump outlet and the vacuum switching valve (VSV). Then move the vacuum gauge between the VSV and the turbo actuator observing for similar supply reading.

If the vacuum is low from the pump, I advise confirming the entire vacuum system is sealed. This can be done by using a MityVac or smoke tester.



VSV SWITCH SMOKE TEST

Replace leaking or failed vacuum components. If the turbo vacuum actuator has failed, this must be replaced completely with the turbo.

Solution: Replace the entire turbo assembly. In our experience, to avoid doubling your labor cost and time that will be difficult to claim back as well as your reputation, strongly advise using genuine only. Unless of course the supplier is prepared to cover your excessive time wasted trying to get to the root of the cause.

Special notes: These turbo actuators rarely fail without the cause being the internal vanes grabbing the turbo housing. When fitted with electronic actuators, when the vanes grab, the actuator current is greatly increased and often has caused the complete failure of the actuator to a point where it no longer actuates. Vacuum operated actuators can tear the internal rubber diaphragm, resulting in inability to hold vacuum.

Special note 2: A turbo replacement goes well beyond just swapping a turbo over. Most good turbo suppliers will provide a product disclosure sheet. We have created our own turbo replacement guide. TB1060 – Turbo failures all make.

The turbo replacement bulletin is listed under other replacement procedures we recommend- https://www.dieselhelp.com.au/fault_codes/replacement-procedures/

We include advising replacing injector washers, where they seal beneath the valve cover and are the main contributors to blocking oil galleries which a turbo drain and feed are popular victims. Unfortunately, most injectors are damaged as a result and this is where it becomes expensive. But this can be prevented if you are replacing these injector washers more regularly than waiting for failures. We also advise, where fitted, remove the DPF for assessment and cleaning or replacement. Oil is the major cause of failures to DPF amongst other things.

For more about the training services we offer Aussie workshops, visit www.dieselhelp.com.au

Win a VIP Trip To Gold Coast with Dayco!

Dayco will be making four trade account customers and their partners the company's VIP Guests at one of the nation's most spectacular motor racing events, the 2026 Boost Mobile Gold Coast 500 held on the streets of Surfers Paradise from October 23 to 25.

Winners will travel to the GC500, enjoy corporate hospitality at the event and take part in Supercar and Porsche Carrera Cup team pit tours at this exciting seaside event.

This competition is open to Australian trade account customers who gain an entry for the purchase of Dayco, Powerbond or Nuline engine components to the value of \$500 or more from any Dayco distributor in a single transaction from now until October 1, 2026.

Entering is simple, trade customers can scan the competition QR code, add an image of their Dayco, Powerbond or Nuline parts purchase invoice and tell Dayco in 25 words or less why they want to win a trip to the Gold Coast 500 as the VIP guests of Dayco Australia.

Alternatively, Dayco trade customers can send their proof of purchase and 25 words or less to compete in this game of skill competition to Dayco.GC500@dayco.com.

Multiple entries are permitted when they are accompanied by separate proof of purchase invoices for \$500 or more of any Dayco, Powerbond or Nuline components until the closing date of October 1, 2026.



According to Dayco Australia General Manager, Geoff Upton, "We want to give our trade customers the opportunity to win a real money can't buy motor racing event experience." He said.

"The four lucky winners and their partners will travel to one of Australia's most spectacular Supercar events and get the VIP treatment throughout. They will also meet our Dayco sponsored drivers and teams while also having a well deserved break in Surfers Paradise. Be sure to get your entries in soon!" Mr Upton added.

For more information, visit www.dayco.com.au

JAX Tyres & Auto Takes The Win!

JAX Tyres & Auto has picked up the Excellence in Repair & Service, Chain category at the 2026 Australian Auto Aftermarket Excellence Awards, recognising the national network's work across customer experience, workshop innovation and operational transparency.

Central to the win was the rollout of Digital Vehicle Inspections across the network. The system gives technicians the ability to share photo and video evidence of vehicle condition with customers in real time, with colour-coded reporting and instant SMS delivery of results. At pilot locations, the technology delivered an increase of more than 15 per cent in Average Repair Order within 90 days.

CEO Steve Grossrieder said the recognition reflected the work of franchise partners and teams across the country. "We've worked hard to create innovative and transparent automotive services and this is a strong reflection of that."

The award timing coincides with milestone anniversaries across the network. In Queensland, Sam Murdoch at JAX North Lakes has marked 10 years at the helm of his store, building a local following through routine maintenance



and more complex mechanical work, while maintaining community ties through sponsorships with the Stanley River Wolves Rugby League Club and Scarborough Bowls Club.

Also in Queensland, James Sullivan at JAX Slacks Creek is celebrating two decades in the network. Sullivan came to automotive from corporate travel management and has built a low-turnover team with strong local knowledge, recently supporting a tyre fitter through to full

trade qualifications. His observation on the shift in customer behaviour is worth noting: customers arrive better informed than ever, making the in-store experience and the trust built at the counter more important, not less.

JAX has operated since 1949 and began franchising in 1993. The network now spans more than 94 locations nationally, with 89 independently owned by franchisees and more than 1,000 employees across Australia.

NISMO Confirms Australian Expansion

Nissan Motorsports & Customizing Co and Nissan Oceania have confirmed a multi-phase plan to expand the NISMO brand's presence in Australia, delivering enhanced local access to authentic NISMO parts, accessories, heritage support, technical expertise and customer experiences.

The first local NISMO Performance Centre is targeted to open at Nissan Ferntree Gully in Victoria in the second half of 2026, with additional locations to be announced.

"NISMO represents one of the most authentic expressions of Nissan's passion for performance, innovation and customer excitement," said Ivan Espinosa, President and CEO, Nissan Motor Co., Ltd. "The expansion of the NISMO brand in markets such as Australia is an important step in bringing exciting experiences to customers who value performance and authenticity."



NMC was formed in 2022 by integrating Nissan's motorsports and customization subsidiaries, uniting the NISMO brand's performance and motorsports activities with AUTECH's customization expertise.

Hankook Named ARDC Control Tyre Supplier

Hankook Tyre Australia has been appointed Official Control Tyre supplier for the new ARDC Australian Production Car Endurance Series, under a multi-year agreement with the Australian Racing Drivers' Club.

Hankook's Ventus TD (Z221) R-Spec, a motorsport-developed semi-slick, will be supplied across all rounds, with Gary's Motorsport Tyres as official trackside supplier.

The four-round championship features eight classes across Australia's major circuits which opened at Sydney Motorsport Park in May and concludes at Mount Panorama with the Bathurst 6 Hour in 2027.

Hankook already holds the control tyre role for the Bathurst 6 Hour, extending an established endurance racing relationship. ARDC CEO Glenn Matthews said the appointment gives the championship a strong technical foundation as it moves into its new format.



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Electric Vehicle Sales Surge – But Who’s Going to Service Them?

The Victorian Automotive Chamber of Commerce (VACC) and others are warning that Australia’s rapid shift toward electric vehicles (EVs) risks outpacing both consumer understanding and industry readiness, with new research revealing emerging gaps that could impact cost, safety and access to vehicle servicing.

Recent new vehicle sales data shows EV uptake is accelerating, signalling strong momentum in the transition. However, consumer research commissioned by VACC and conducted by Kantar suggests the broader vehicle fleet — and the behaviours that support it — are still catching up.

KEY INSIGHTS

- 2 in 3 EV owners believe servicing must be done at specialist EV centres
- 1 in 3 motorists have delayed a service due to time or inconvenience

- 3 in 10 have delayed servicing to save money
- 36% are concerned about unexpected vehicle costs

VACC CEO Peter Jones said this misunderstanding has the potential to create unnecessary pressure across the service network.

“The reality is that many automotive businesses are already adapting to new technologies. But if consumers believe their options are limited, it risks creating bottlenecks, longer wait times and added pressure on the system.”

The findings come at a time when automotive businesses are being asked to invest significantly in new tooling, diagnostic equipment, safety systems and training, while continuing to service the existing fleet of petrol and diesel vehicles.



At a policy level, the VACC Blueprint outlines the need for a practical and coordinated approach to the EV transition.

The organisation has cautioned against regulatory proposals that duplicate existing systems, particularly where nationally recognised automotive qualifications already provide a strong and effective safety framework.

Right to Repair Expansion

The Victorian Automotive Chamber of Commerce (VACC) has welcomed the release of the Australian Government’s discussion paper proposing to expand the Right to Repair framework to agricultural machinery and strengthen the existing Motor Vehicle Service and Repair Information Sharing Scheme (MVIS).

VACC Chief Executive Officer Peter Jones said the discussion paper represented a meaningful commitment to building a fairer and more competitive repair market for independent businesses across Victoria, Tasmania and beyond.

“VACC has been a consistent advocate for Right to Repair, and we are pleased to see the Government progressing this reform in a substantive and considered way,” Mr Jones said.

“The motor vehicle scheme has already delivered real results — a \$2.4 billion expansion in the repair sector’s annual turnover since it commenced is not a minor achievement. It demonstrates that when independent repairers are given fair access to the information they need, they compete, grow, and deliver for consumers.

The discussion paper proposes extending the Right to Repair framework to agricultural machinery — a move VACC said reflects the same information asymmetry that has historically disadvantaged independent automotive repairers. The paper also identifies a range of targeted improvements to the



existing MVIS, including reforms to the treatment of electronic logbooks, intermediaries, scheme pricing transparency, safety information, security information access, scheme governance and enforcement.

Mr Jones said the proposed reforms around electronic logbooks and intermediaries were particularly significant for VACC members.

“The shift toward software-defined vehicles has fundamentally changed what it means to run an independent repair business,” he said. “Access to a vehicle is no longer enough — repairers need access to the data, diagnostic systems and service histories that tell them what the vehicle actually needs. Without that access, independent operators are effectively locked out of an increasing share of the work coming through their doors.”

VACC also flagged that it would use the consultation process to advocate for the future expansion of the Right to Repair framework to heavy vehicles and motorcycles — two categories currently outside the scheme’s scope but representing a significant portion of the vehicles serviced by VACC and TACC members.

“The discussion paper proposes giving the Scheme Adviser a formal role in recommending future vehicle class expansions, and we intend to make full use of that mechanism,” Mr Jones said.

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How popular 4X4 mods affect braking

Many 4x4s on our roads have been modified by owners looking to improve performance when touring, for extreme off roading or even just for aesthetics. Sometimes though, these 'upgrades' come at a cost to braking, here are three common modifications that will impact how well your vehicle stops.

Bull bars

In the case of a steel bull bar, owners could be adding 60-80kg to the very front of their vehicles, and this weight increases after fitting a winch and other accessories. The extra mass means more brake force is needed to slow down, stopping distances grow, and wear and tear on components such as brake pads and rotors increases.

Larger tyres

One of the first modifications that owners often make is fitting larger tyres to provide greater clearance and allow them to choose more aggressive tread patterns to the OEM standard. While this is good in many off-road driving conditions, larger tyres and more aggressive tread patterns, again adds weight and increase a wheel's rotational mass.

Rotational mass refers to any components that rotate with the wheel assembly: tyres, wheels and lug nuts etc. The further away the mass is from the axis of rotation, the larger the rotational mass, and the greater the force that's needed to start and stop the assembly from rotating. Impact on braking performance includes longer stopping distance and reduced durability of braking components.

Suspension lifts

Suspension lifts are a 'go to' modification that allows fitment of larger tyres without fouling on the inner wheel wells, while also providing better articulation over rough conditions. For those who regularly tow, a lift can also help maintain a level ride height and can counter the weight of accessories and payload, so the vehicle doesn't bottom out over rough terrain.

On the downside though, along with the benefits of added ride height comes a higher centre of gravity, which impacts handling including braking, the increased weight transfer to the front tyres leads to longer stopping distances and increased brake wear.



To combat these situations, Bendix says it offers a wide range of braking upgrades for most popular four-wheel-drive models, which restore and in most cases exceed OEM performance, even on vehicles that have been modified as mentioned.

Given the impact that common 4x4 modifications can have on braking and general vehicle dynamics, Bendix recommends reputable workshops undertake this work and to strongly consider braking upgrades as part of the process.

To learn more, contact your local Bendix stockist, visit www.bendix.com.au/stockists

TRW Gets Ahead of the Brake Dust Regulations

Euro 7 extends emissions rules beyond the exhaust pipe, and ZF Aftermarket is already testing to the new standard.

Most workshops are familiar with emissions talk in the context of exhaust gases. Euro 7 changes that.

For the first time, the incoming European standard extends emissions legislation to include brake dust, making the composition and particle output of brake pads and discs a compliance matter rather than just a performance one.

While Euro 7 initially applies to new vehicles sold in Europe, the flow-on effect for the aftermarket is straightforward.

When those vehicles arrive in Australian workshops needing brake work, the replacement parts fitted need to meet the same standard the original components were built to. That is the supply chain problem ZF Aftermarket is solving now, ahead of the curve.

The company has invested in a purpose-built brake particle testing dynamometer at its Friction Competence Centre in Spain. Known internally as the ZF dustIN (Dust Investigator), the equipment was designed and built in-house to validate brake pads and discs under Euro 7 conditions. ZF now operates 31 dynamometers dedicated exclusively to friction development and validation across its facilities.



The practical result for distributors and workshops is that TRW-branded brake components are being tested and validated against the incoming standard now, which means product availability should track the regulatory rollout rather than scramble to catch up with it.

Bremtec Expands Euro-Line with Ceramic+ Brake Pads

Bremtec Brakes has introduced Long-Life Ceramic+ Brake Pads, a premium braking solution engineered specifically for European vehicles.

The pads combine advanced materials and premium construction to deliver long service life, low dust output and confident stopping power across a wide range of driving conditions.

At the core of the range is an advanced Zirconium Plus coating, engineered to protect pad and rotor surfaces by minimising wear and Bremtec says extends service life by an additional 20 percent. Premium multi-layer shim technology suppresses noise and vibration, while a copper-free ceramic compound delivers strong stopping power and excellent fade resistance.



Each set includes all required fitment accessories and is available now through CoolDrive Auto Parts.

Brake Hoses: The Invisible Guardian of Vehicle Safety

As a core safety element of modern passenger vehicles, the reliability of the braking system directly determines overall driving safety.

Within this critical system, the brake hose plays an important role in hydraulic transmission, and its quality directly affects the effective delivery of braking performance.

Among the various material options available, rubber brake hoses have become a widely used solution in automotive manufacturing due to their unique material properties.

The consequences and hazards of brake hose issues:



A burst brake hose can cause the braking system to fail, leaving it unable to provide sufficient braking force and possibly severely affecting passenger safety.

Leakage in a brake hose can lead to brake fluid loss, reduced braking effectiveness, and increased stopping distances, which can significantly increase the risk of accidents.

Fine cracks in a brake hose allow moisture ingress, which lowers the boiling point of the brake fluid, leading to internal corrosion within the braking system.

Swollen brake hoses can trap hydraulic pressure, preventing the brakes from releasing correctly and potentially causing them to overheat.

Aging and cracking of the brake hose can reduce its pressure resistance, making it prone to bursting or leaking, posing a major safety hazard.

Damage such as scratches, cuts, bubbles or bulges typically occurs under harsh road conditions or due to improper handling, and these issues can affect the integrity and function of the hose.

Additionally, using brake hoses beyond their service life can result in decreased braking performance and increased safety risks.



How to maintain brake hoses:

Regular visual inspections should be carried out to check the condition of the brake hose to ensure there are no cracks, bubbles, bulges, or signs of oil leakage. If any abnormalities are detected, the hose should be replaced immediately.

It is also important to inspect the connection points between the brake hose and other braking system components to ensure there is no looseness or leaks.

Brake hoses feature a marker line running along their length and, when correctly installed, this line should remain straight and untwisted between the end fittings.

Keeping the brake hose clean by regularly removing dirt and debris helps prevent corrosion and will prolong its lifespan.

During vehicle maintenance, care should be taken to avoid rough handling of the brake hose to prevent unnecessary damage.

Rubber brake hoses should be replaced every 10 years or 150,000 kilometers, even if no visible damage is present. Steel braided hoses may have a longer replacement interval, but should still be regularly inspected and replaced according to vehicle usage and operating conditions.

Using suitable brake fluids compatible with the brake hose, such as DOT3, DOT4, and DOT5 is essential. Brake fluid should also be replaced regularly to prevent moisture absorption, which can lower the boiling point and negatively affect braking performance.

Finally, vehicles should be taken to a professional workshop for routine inspections to ensure all braking system components of the braking system, including brake hoses, remain in optimal condition.



Why Choose TRW Brake Hoses?

TRW rubber brake hoses are engineered to deliver dependable braking performance under demanding high-pressure and high-temperature operating conditions.

All metal components are galvanised for enhanced corrosion resistance, while the hose materials provide excellent resistance to thermal and chemical loads, moisture, fuel and lubricants. Superior ageing and ozone resistance also helps reduce the likelihood of brittle fractures, cracking and leakage over long-term use.

Engineered with low volumetric expansion characteristics, TRW brake hoses minimise expansion under pressure to deliver a more defined brake pedal feel and improved braking sensitivity.

Precisely centered bores also help optimise reaction speed and braking response for modern ABS and vehicle stability systems.

Their flexibility allows for easier installation in complex engine bays and chassis layouts, while improved bending capability supports modern vehicle packaging requirements by reducing the physical space needed for hose routing.

TRW's latest 9mm hose design also reduces weight by approximately 15 percent for every metre used compared to traditional 10.2mm hoses, while maintaining exceptional high-temperature and burst strength performance.

Every TRW brake hose undergoes strict pressure and durability testing before leaving the factory, helping to ensure a long service life, reliable operation and consistent braking performance in all driving conditions.

For more information, visit www.zf.com/au.

Stop Working In Your Business. Start Working On It.



By Kelly Adam.

Why systems, processes and procedures are the difference between owning a business and owning a job, and how to build them in your automotive workshop.

If you stopped working in your business tomorrow, would it still function? Would the right jobs get booked, prepared and delivered on time? Would your team know what to do, in what order and to what standard?

If the honest answer is no, then what you have is a job, not a business. The good news is the gap between the two is bridgeable, and it is built with systems.

What Is a System, Really?

At its simplest, a system is any combination of procedure, tools and energy that produces a repeatable result. The purpose of a well-designed system is leverage: taking the resources and expertise you already have and producing more or better outcomes with them. Not just volume and revenue, but the quality of the experience for your customers, your team and yourself.

A system cannot diagnose a noise, feel a brake pedal or decide whether a handbrake needs further adjustment. That is what expertise is for. The goal is to systemise up to the point where expertise takes over. The system provides the structure and the guardrails. Your team's skill fills in everything the system cannot predict.

"Systems are like medicine, they only work when used at the right time in the right dose."

The Four Ps of an Optimised System

A well-functioning system has four components, and skipping any one of them tends to undermine the whole:

Policy. The non-negotiables. We do what we say we're going to do.

Process. The big steps. A bird's-eye view of how the work moves from start to finish.

Procedure. The detail within each step. The specifics a trained person needs to execute consistently.

Props. The visual tools that support the procedure, checklists, signs, videos, forms and job cards.

Where to Start: The ACDC Model

The ACDC model offers a practical map for knowing where to begin:

Attract. How you generate new customers. Marketing, referrals, your website and online presence.

Convert. Everything between the first enquiry and the car entering the workshop. Booking, quoting, communication and drop-off procedures.

Deliver. The actual work. Job cards, service notes, quality control and parts preparation.

Collect. Getting paid and following through on commitments made during the job.

Behind the ACDC model sit your support systems, staff management, inventory, software and tools, the infrastructure that keeps the four pillars standing.

Where to Begin

Pay attention to what already has your attention. Rework, complaints, repetitive questions and team members who don't know something they should, these are not just annoyances. They are system failures pointing directly at where to start.

You probably already have systems. They are just in your head, or your head technician's head. The task is not to build from scratch, but to capture what exists, transfer it, refine it and make it consistently followable by anyone in the role.

Short videos, flowcharts, simple checklists and a living workshop manual your team reviews regularly, these are the building blocks. You are not writing a textbook. You are building a scaffold that lets your people do their best work, every single day, whether you are there or not.

For more information head to:
automotivebusinesscoach.com.au



Payday Super is here - what automotive employers should do now

By Ben Swan

MTAQ Director of Workplace Relations

If you run a workshop, payroll already feels like a weekly (or fortnightly) pit stop - pay wages, lodge Single Touch Payroll (STP), keep jobs moving, and try not to let administration work eat the day. From 1 July, 2026, one big part of that routine changes again and superannuation becomes a pay-day job, not a quarterly job.

What's changing?

Under Payday Super, you'll need to pay your employees' superannuation guarantee (SG) each time you pay wages, and the money must generally reach the employee's nominated super fund within 7 business days. This is a much tighter turnaround than the current quarterly due dates.

Just as importantly, SG will be calculated as 12 per cent of "qualifying earnings" (QE). QE is a new term that pulls together ordinary time earnings and other amounts that are currently included in salary or wages for SG purposes (including salary sacrifice amounts for super). From 1 July 2026, employers will also be reporting both QE and SG liability through STP.

Why automotive businesses should pay attention

In the automotive sector, cashflow timing matters. Many businesses are balancing weekly wages against insurer payments, fleet accounts, parts invoices and unpredictable workflow. Moving super from "four big payments a year" to "every pay run" can feel like one more squeeze, and even though the annual amount doesn't change, the timing does. Payroll processes also need to be reliable enough that super does not bounce back because a fund detail is wrong or a payment is delayed.

There is also an administration reality - when the deadline is measured in days, mistakes become urgent. The ATO has made it clear that late or missed payments can trigger the Super Guarantee Charge (SGC) and penalties, so this is one change you do not want to discover at the end of the quarter.

The Small Business Clearing House will close

If you are still using the Small Business Superannuation Clearing House (SBSCH), you will need a transition plan. The ATO says the SBSCH is already closed to new users, existing users can access it until 30 June 2026, and it will not be available after that. Waiting until June is a recipe for last-minute stress.

A practical checklist

Here are five sensible steps most automotive SMEs can take well before 1 July 2026:

1. **Talk to your payroll provider** (or bookkeeper) about Payday Super readiness - including QE calculations and STP reporting changes.



2. **Audit employee fund details** (member numbers, TFNs where relevant, fund names) to reduce failed payments and rework.
3. **Run a cashflow "stress test"**: what does super every pay cycle do to your weekly/fortnightly cash position?
4. **Update onboarding** so new starters provide choice-of-fund details early. There can be an **extended timeframe (commonly 20 business days)** for first payments in some new employee or fund-change situations, but you should still aim to process promptly.
5. **Assign ownership**: make sure whoever runs payroll understands the new "7 business day" rule and what to do if a payment is rejected.

Final word

Payday Super does not need to be painful - but it does require planning. The businesses that will feel most comfortable in July 2026 are the ones that treat this as a systems upgrade now. So tidy up your data, confirm software capability, and get ahead of cashflow timing. That way, payday stays payday - not panic day.

The information in this article is general and does not constitute legal advice. For more information, or any other workplace relations assistance, contact MTAQ on 07 3237 8777.

Penrite celebrates 100 years with Golden Era events



Penrite Oil is proud to announce its 100 Year Celebrations, marking a century of Australian-made, family-owned history, trusted performance and strong customer relationships.

To celebrate the milestone, Penrite will host a series of Golden Era Celebrations across Australia, leading into the major Golden Era Gala in Victoria. The events will be held on:

- New South Wales–24 July
- Western Australia–7 August
- South Australia–14 August

- Tasmania–28 August
- Victoria Golden Era Gala–24 September

Toby Dymond, CEO of Penrite Oil, said the celebrations are an important moment for the business, its people and its customers & partners. “Reaching 100 years is a very proud milestone for Penrite. It is a chance to honour our history, thank the people who have supported us, and celebrate the customers, staff, partners and families who have been part of our journey.

For more information see www.penriteoil.com.au

QLD Automotive Industry Awards

The Motor Trades Association of Queensland has announced that applications are now open for the highly anticipated 2026 MTA Queensland Industry Awards – the most prestigious celebration of excellence in Queensland’s automotive industry.

Recognising the outstanding businesses, innovators, community leaders, and emerging talent who are shaping the future of one of the state’s most vital industries, the 2026 Awards will be bigger and bolder than ever, with the black-tie gala held at a new premium venue of The Star Casino, Brisbane, on Saturday, 28 November 2026.

MTA Queensland CEO Rod Camm said the awards represent a defining moment on the Queensland automotive calendar.

“The MTA Queensland Industry Awards are the premier recognition event for our sector, and each year they remind us of the extraordinary depth of talent, innovation, and community spirit that exists across Queensland’s automotive industry,” Mr Camm said.

“From small family-run workshops to large multi-franchise dealerships, from apprentices just starting their journey to business leaders driving change at a national level—these awards exist to shine a light on the people and businesses who make this industry what it is. We encourage anyone who knows someone deserving of recognition to put them forward. These are stories worth telling.”

Award Categories:

The MTA Queensland Industry Awards span six prestigious categories, each designed to recognise excellence across a distinct area of the automotive sector.

The **Small Business Award for Excellence** celebrates MTA Queensland member businesses with fifteen or fewer staff that demonstrate outstanding performance across customer service, employee development, and business innovation. This award recognises the small businesses that set the standard for the industry.

The **Large Business Award for Excellence** recognises member businesses with sixteen or more staff that lead by example—demonstrating best practice across all aspects of business operations, team development, customer experience, and community contribution.



The **Innovation Award** is presented to an individual or business at the forefront of change improvement, product development, or entrepreneurial thinking, this award honours those who are actively shaping what the future of the industry looks like.

The **Community Award** recognises an individual or member business that goes above and beyond in their community—through charitable work, volunteering, fundraising, environmental initiatives, or programs that give back to the people and places around them. This award celebrates the industry’s heart.

The **Women in Industry Award** honours a female leader achieving exceptional results through their commitment to driving positive change in the automotive or mobility industry. This award recognises women who inspire the next generation, champion inclusion, and lead with integrity and vision.

The **Apprentice of the Year Award** is the most sought-after individual recognition in Queensland’s automotive training sector. Finalists are selected from the MTA Institute (RTO 31529) Apprentice of the Month recipients, with one outstanding individual ultimately named Queensland’s top automotive apprentice for 2026.

Nominations for the 2026 MTA Queensland Industry Awards are now open and close on Friday, 31 July 2026. All finalists will receive two complimentary tickets to the Industry Awards Gala, where the winners for each category are announced.

Mr Camm encouraged the industry to take the opportunity to recognise those who often go without formal acknowledgement.

“Every year, we see nominations that remind us there is no shortage of excellence in Queensland automotive. The challenge is simply making sure those stories are told. If you know a business, a leader, or an apprentice doing something remarkable—nominate them. This is their moment.”

For more information and to nominate, visit MTAQ.com.au

Australia's First Female Garage Owner Honoured

The Victorian Automotive Chamber of Commerce (VACC) has announced a \$100,000 donation to support the Alice Anderson Public Art Project, recognising one of Australia's earliest automotive trailblazers and reinforcing the industry's commitment to championing women in the automotive sector.



The contribution will support the creation of a life-sized bronze statue in Kew, celebrating Alice Anderson's legacy as Australia's first female motor garage owner and a pioneer who trained and employed women in the automotive sector at a time when opportunities were scarce.

VACC CEO Peter Jones said the donation reflects the strong alignment between the Chamber's purpose and the values embodied by Alice Anderson.

"VACC has been the voice of the automotive industry for more than a century, and Alice Anderson's story is deeply connected to that journey," Mr Jones said.

"She was not only an innovator and entrepreneur, but a champion for women in the automotive industry—creating opportunities, building skills, and challenging what was possible. That legacy continues to resonate strongly with our work today."

Founded in 1919, Anderson's all-women motor garage in Kew broke new ground, employing and training women as mechanics, chauffeurs and drivers—an extraordinary achievement that continues to inspire in what remains a male-dominated industry.

"This project is more than a statue. It is a visible and lasting reminder of the important role women have played—and will continue to play—in shaping our industry."

The project is being delivered in a partnership between The Alice Anderson Memorial Project Association and the City of Boroondara, which has committed funding toward both the statue and associated site works, reinforcing strong local government support for recognising Anderson's legacy and its place in the community.

Co-founder of The Alice Anderson Memorial Project, Samantha Lovrich, welcomed VACC's support, describing it as a pivotal moment for the initiative.

"This generous contribution from VACC is a powerful endorsement from the automotive industry itself," Ms Lovrich said.

"This project has been driven by a passionate team of volunteers all committed to ensuring Alice Anderson's legacy is celebrated by way of a statue in the place where she lived and worked. Support like this brings us significantly closer to making that vision a reality."

The Alice Anderson Memorial Project, established by three founding members and backed by a growing network of community supporters, has spent several years building momentum for the project—working to secure partnerships, raise awareness and bring the story of Alice Anderson back into the spotlight. Mayor of the City of Boroondara, Cr Wes Gault, said the project is an important cultural and community milestone.

"Alice Anderson was a true pioneer, and this statue will commemorate her life and impact here in Boroondara," Cr Gault said.

"This project not only honours a woman who led an extraordinary and inspiring life but also helps address the under-representation of women in public monuments, ensuring their contributions are visible and celebrated in our shared history."

The Alice Anderson Public Art Project aims to raise funds to deliver the statue, intended for installation in Petrie Square, Kew. The proposed location is near the site of Alice Anderson's original automotive garage in Kew and would help to inspire future generations and increase the visibility of women's achievements in Australia's history.

Heavy Vehicle Apprentice Takes Out Chisholm's Top Automotive Award



A Drouin apprentice has been named Bill Norling Outstanding Automotive Apprentice of the Year at the 12th annual Chisholm Education Awards, held on 17 June 2026.

Alesha Henare, who completed her Certificate III in Heavy Commercial Vehicle Mechanical Technology, left school in Year 9 before finding her way into a trade apprenticeship through a passion for engines. She has since qualified as a heavy diesel technician.

As the only woman in her class, Alesha navigated the challenges common in male-dominated industries and earned the respect of her peers through her work

ethic and trade knowledge. As a proud Maori woman, she is also planning to give back by mentoring at-risk youth through Operation Newstart, steering them toward trade careers.

Alesha was one of 40 students and staff recognised at the ceremony. Chisholm CEO Stephen Varty said the awards reflected what sustained effort looks like in practice. "Exceptional results come from sustained effort, focus and building your skills over time. It takes grit and that's what these awards recognise."

For the full list of winners visit chisholm.edu.au/news-and-events/events/chisholm-education-awards.

Note: Please notify our office when items are sold and to be removed from the FREE Buy & Sell. This service is free to all subscribers. Maximum 30 words please. Ad will run for 2 issues.

FOR SALE: Assorted auto elec workshop equipment including, EDEA Module and coil tester, GGT-301 Harmonic Balancer Puller, VE and Ford Alternator testers, Carbon Pile Battery Testers, Ritch Armature undercutters, Transpo Electronic Reg Tester, Fluke 98 Automotive Scopemeter, Bosch Starter Motor Torque Tester. For full list, phone Greg 0428 931 831 or email greeny3279@gmail.com

FOR SALE: Hoffman Monty 3300-24 tyre changer , Hoffman Geodyna wheel balancer, M&B wheel balancer WB255N. Full details phone Mike 0427 583563 . (AWMa25)

FOR SALE: Ravaglioli Rav 4402 4 post 4 tonne hoist hardly used. \$2500.00 ono . please call Leonard 0431 811175 . John Blair Automotive Moorabbin (AWMk25).

STAFF WANTED Auto electrical workshop based in Albany WA. Specialising in auto electrical repairs/ installs and air conditioning repairs. Cert 3 in automotive electrical technology and 3 years post trade experience required. Contact admin@albanyautolec.com.au.

FOR SALE Equipment with business or sold separately. Too much equipment to list includes car and truck Safe-T-Stop brake tester (in floor), car shocker tester (in floor), Ravaglioli 6 column mobile heavy truck hoist (5.5 tonne at each column), 3 x Molnar 2 post hoists (1 is 3 tonne, 2 are 4 tonne) and 1 x Molnar 4 post hoist (4 tonne) tyre changer, wheel balancer, John Beam wheel aligner, air conditioner service station, scan tools G-Scan, Scan Pro, Snap On and more! For full details contact Carol on 0410 410970 or carolalbisser@optusnet.com.au.(awm1024)

Wypall Wipes: A Cleaner Alternative to Shop Rags



Workshops looking to cut waste and improve clean up efficiency have a new option in Wypall wipes, now available through CoolDrive Auto Parts.

Built on Kimberly Clark Professional's manufacturing expertise, Wypall's uniform size, shape and absorbency are designed to outperform cloth rags, requiring less wiping effort while reducing workshop waste. The wipes store compactly in product boxes and roller dispensers, freeing up space typically lost to bulky rag bags.

From small spills to end of day equipment clean ups, the range is built for versatility across auto & tyre workshops and other repairer environments. **Wypall wipes are available through CoolDrive Auto Parts, 1300 879 879 or online.**

NEXEN expands footprint with OE supply to BYD



NEXEN TYRE has expanded its presence in the global EV market with the supply of original equipment (OE) tyres for two BYD electric vehicle models, the SEAL 6 and the Dolphin Surf.

The partnership marks the company's first OE supply agreement with BYD and further strengthens its position among global electric vehicle manufacturers.

The BYD SEAL 6, exported to key international markets, will be fitted with the N'FERA Sport in Australia. The ultra-high-performance summer tyre is designed for sporty driving dynamics and high-speed stability and has delivered strong results in leading European tyre tests.

The N'FERA Sport size fitted to the SEAL 6 will also be available in the Australian replacement market from Q3, extending its application beyond OE supply.

The BYD Dolphin Surf, exported to Europe, will be equipped with the N'Blue S, a high-efficiency summer tyre developed to meet increasingly strict EU emissions standards. The tyre is designed to reduce rolling resistance while maintaining strong wet braking performance and high-speed stability.

The partnership reflects NEXEN TYRE's continued expansion in the OE segment, following its entry into global OEM supply in 2012. The company now supplies major automotive manufacturers across key international markets, including premium European brands.

The latest OE supply to BYD reinforces NEXEN TYRE's growing presence in the electric vehicle segment, as automakers continue to prioritise efficiency, performance, and sustainability in new vehicle platforms.

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