

GoAuto's latest car review

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Skoda Superb Ambition 2.0 TDI 5-dr sedan

A BIG car for a big country was the theme that once helped to sell many a large locally built car, but the large-car market has since gone into a well-documented decline. Private buyers now hesitate when considering a big-car purchase from a conventional brand, let alone from an almost unheard of European marque. How does Skoda hope to convince buyers to part with their hard earned for its new large car, the Superb? **FULL STORY: [CLICK HERE](#)**



SAE AWARD WINNERS

A SMALL Victorian-based firm that produces hi-tech metal inert gas (MIG) welding tips has beaten GM Holden's SIDI V6 engines and a new crash-test device from Autoliv Australia to win the nation's top automotive engineering award.

Announced last night at a gala event in Melbourne, the Society of Automotive Engineers – Australasia's 12th annual Gold Automotive Engineering Excellence Award was presented to Dandenong-based MIGfast, which has developed a new tip that significantly reduces the amount of wire used by automotive welding robots.

The culmination of four years of research and development and based on a CSIRO design, the MIGfast tips are claimed to weld up to 50 per cent faster, last two to three times longer, use up to 30 per cent less energy and generate about 25 per cent less carbon dioxide than traditional welding tips.

The Silver Award was shared by GM Holden, for the development of the high-performance and low-emissions SIDI (Spark Ignition Direct Injection) V6 engines introduced on the recently launched MY10 VE Commodore range, and Autoliv Australia, for the development of a new pole side-impact crash simulation sled device.

The Autoliv simulator is designed to accurately reproduce the dynamic intrusion and deformation of vehicle structure and seat components, without having to scrap an entire vehicle after each test.

"The high standard of entries ... is reflected in the fact that, for the first time, two entries were tied for the Silver Award," said judging panel chairman David Ford.

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Launch Pad

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OCTOBER:

- Chevrolet Camaro 
- Chrysler PT Cruiser special edition 
- Holden SS V special edition
- Honda Civic/Accord limited edition
- Hyundai Santa Fe redesign 
- Isuzu Ute D-Max limited edition
- Jeep Patriot facelift
- Jeep Wrangler facelift
- Kia Sorento redesign 
- Land Rover Discovery 4
- Mazda BT-50 upgrade 
- Mazda CX-7 facelift 
- Mazda CX-9 facelift
- Mercedes-Benz S-class facelift
- Mitsubishi Lancer upgrade 
- Mitsubishi Outlander facelift 
- Mitsubishi Pajero Platinum Edition
- Mitsubishi Triton facelift
- Peugeot 407 sedan facelift 
- Range Rover Sport facelift 
- Range Rover Vogue facelift 
- Skoda Octavia RS facelift 
- Skoda Octavia Scout facelift
- Toyota Yaris upgrade 
- Volkswagen Golf GTI redesign 

New model diary: [CLICK HERE](#)

COROLLA UPGRADE

TOYOTA Australia will release a facelifted and upgraded version of its five-door Corolla hatchback in December, complete with a new-look front-end and the addition of front side airbags as standard. Expected to be accompanied by price increases across the range, the same changes will apply to the Corolla sedan when the upgraded version of that model arrives here early next year.

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CADENZA NOT COMING

KIA has released images of the production version of its Commodore-sized flagship which it has dubbed Cadenza – Italian for a musical flourish – for markets outside Korea.

However, Holden and Ford Australia can rest easy – the left-hand drive sedan is not slated for Australia.

Kia Motors Australia (KMA) public relations manager Jonathan Fletcher told GoAuto this week that Kia has no plans to make a right-hand drive version of the Cadenza "at this stage".

Along with the temporary demise of the mid-sized Magentis on this market, this means KMA will have no four-door sedan bigger than its small Cerato until the next-generation Magentis arrives next year.

Kia dealers sold no Magentis cars in September, effectively signalling the end of the current model that was launched here in August 2006 as a belated replacement for the Hyundai Sonata-based Optima sedan.

KMA decided not to take the facelifted Magentis earlier this year, as its dealers were overloaded with ageing stock at that time, and instead elected to start fresh with the all-new Magentis due mid-2010.

"It made no commercial sense to launch the facelift of the old model this year and then launch the new model next year," Mr Fletcher said.

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Cadenza

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