

BOWSER WOWSER



Michael Downey has been a courier for 16 years and has owned many vans from several different manufacturers in that time. Some were good, others not so much – but they were all getting too expensive.

Michael makes no bones about the fact that he bought the LDV on price, he simply didn't want to spend any more than \$30,000. Having done his research Michael knew the G10 was coming and was amongst the first to buy one in Queensland, almost 12 months and 65,000km ago.

Despite buying the G10 as a courier vehicle, Michael ordered a seven seat people mover as it offered flexibility and was such a strong package. The G10 does double duty now, parcels during the week and grandkids on weekends.

Reliability is important for any courier, but especially so when you transport important medical pathology samples. So far so good for this G10 with nothing remotely serious in the way of any problems reported.

Michael lives a fair way from Blue Ribbon Motors at Yamanto, so while he buys genuine LDV

parts from them, he gets his van serviced by a trusted local mechanic a bit closer to home.

Based on experience with other Chinese brands, this mechanic had advised very strongly against buying a Chinese van. After only a short drive he changed his tune about the LDV G10, and his positive view of the vehicle has only improved with each service since then.

So keen was Michael about his van that he contacted the factory directly to pass on how happy he was, along with a few suggestions for improvements too. Again, nothing serious but just a few constructive ideas on how a couple of minor things might be done a little better.

One of the key pieces of feedback was on fuel economy, which might be of interest to those thinking it's hard to sell petrol vans in a predominantly diesel segment. Michael only fills his van with premium 98 octane fuel, and only Shell V Power at that – but he regularly achieves better than nine litres per hundred kilometres. Over 800km per tank in an automatic courier van puts the price of diesel, particularly the extra service costs, into stark perspective.