



Switch a certain win

ON CURRENT fuel price differentials, Australian households could save about \$1500 a year by converting to LPG, the Victorian Automobile Chamber of Commerce (VACC) said this week.

“An LPG conversion costs, on average, about \$3000,” said VACC executive director David Purchase.

“With the government rebate of \$2000, the cost to motorists, on average, is just \$1000.

“Motorists doing about 20,000km a year will pay off most of the cost of the conversion with the savings in the first year alone.

“On current petrol

prices, a motorist running a car on LPG saves about 80 cents a litre.

“Assuming an average car’s fuel fill of 40 litres occurs once a week, factoring in the 10 per cent loss of economy on LPG, the annual savings are still around \$1500.”

Mr Purchase said that, with LPG, motorists could run a large family car for less than the cost of running a small car.

“Even allowing for the slightly higher fuel consumption with LPG — some cars use up to 10 per cent more LPG fuel per kilometre travelled — the savings still easily pay for the conversion,” he said.

“Most Australians keep their cars for at least five

years.

“Converting to LPG can free up about \$1500 a year, so over five years that is a whopping \$7500.”

Mr Purchase said four-wheel-drives, Falcons, Commodores and tradesmen’s or courier vehicles were the most common conversions, but most family cars can be converted by a business registered with the Automotive Alternative Fuels Registration Board (see www.lpgyourcar.com.au)

In the 12 months since the announcement of the \$2000 rebate, there have been more than 40,000 conversions in Victoria.

“These motorists are helping the environment as

well,” Mr Purchase said.

“LPG is more environmentally friendly than petrol — it burns cleaner with less harmful emissions.

“This country has abundant LPG, so motorists converting to LPG are also helping the Australian economy.

“LPG is produced here, while most of our petrol is imported.

“Australia is currently running a massive current account deficit due, in part, to escalating fuel imports.

“Petrol, light oil and diesel now account for more than half Australia’s trade deficit.”



Easy fit: LPG conversion is a huge industry nationally