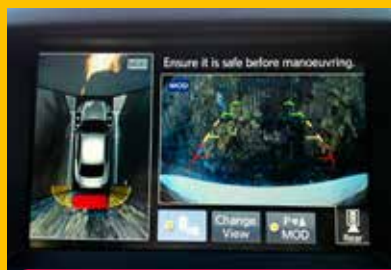


Parking: Andy's new favourite movie choice



INFINITI Q50

Qandid qamera

This month, I'll be talking about parking. When you've got the 360° overhead camera view (pictured above), then how could this possibly be dull? I really can't get enough of seeing this gadget everyday. Apart from reminding me of *Grand Theft Auto* (the original – yes, I'm old), it's also quite useful.

In fact, it's such a simple idea, you wonder why it wasn't thought of earlier. Multiple cameras positioned around your car icon give it that 360° overhead look so allowing you to just look at the screen, get your angle right and back it in. You don't even need to press the brake to stop hitting the car behind – it does it for you. Genius! Another bonus is that you can switch cameras by using the control button by the gearstick to see the front and side of the car in more detail. Perfect for when you're trying not to kerb pricey alloys. Or, you can just use your mirrors...

REPORT 4

3498cc, V6, AWD, 359bhp, 403lb ft
 41.5mpg, 159g/km CO₂
 0–62mph in 5.4secs, 155mph
 1901kg £ £41,640/£47,520

Total mileage 4910

Driver Andy Franklin

Why it's here Has Infiniti finally made a posh hybrid to rival Lexus's efforts?



AUDI RS6 AVANT

Hammertime!

REPORT 7 3993cc, V8 twin-turbo petrol, 4WD, 552bhp, 516lb ft 28.8mpg, 229g/km CO₂ 0–62mph in 3.9secs, 174mph 1935kg £ £76,875/£91,205 **Total mileage** 13,192 **Driver** Ollie Marriage **Why it's here** Is this the ultimate all-weather family supercar?

In my experience, a hammer is not a delicate tool. Highly proficient at putting dents into something, entirely useless at taking them out.

Unless it's a hammer being wielded by Martin Leach, aka Dentman. Which is a fair nickname, given he is a bit of a superhero, albeit one you can find on the internet.

There were two unsightly dents in the RS6's tailgate, put there, you might remember, by a bouncing bike rack. They were not, apparently, straightforward dents, Martin told me. They're on an upward-facing panel, so more noticeable, close to design creases, where the metal is already stressed. And, to top it all, the metal is aluminium not steel and so much harder to work – steel likes retaking its shape, aluminium doesn't.

The process is simple and yet requires a craftsman's touch. First put a blob of glue on the dent, attach a slide hammer and attempt to 'pop' it out. That, as Martin suspected, was only half successful, so the next step was to remove the inner boot trim and work the panel from underneath with shaping rods. This is patient, dexterous, strong work, the idea being to get the metal almost perfect, but overwork it a fraction so the final touch is to use a hammer on the outside to lightly tap the final flaws back into place.

Martin points out that it's not an exact science, and if I strain I can just about detect a flaw in the reflections where one of the dents was, but it's far less pronounced than the orange peel in the paintwork itself. The whole job costs £150 – that's £75 per dent.

Unfortunately, that's not the only cost the RS6 has incurred this month. It's also

IN DETAIL



Dentman uses his superpowers, while the AA opts for hydraulic lifting. Rescue eventually turned up the next morning

puncture-time. The tyre-pressure monitor flashed up a warning that the rear right was low. For once it was right and for once it was only a £10 fix. Phew. Then a week later, another. Driving out of a country park late at night, we dipped through a pothole. Warning light, hissing, etc. I was going to use the foam, but the owner's manual specifically says not to if the tyre is completely flat. So I called Audi Assist, told them the situation and said the car would probably need recovery. At that point 'procedure' intervened. The AA sent a van as their procedure dictates, and after that, Audi Assist's procedure saw them try to source a tyre and fitter. At midnight. As a result, recovery, when finally authorised, was going to be another two hours. At that point we called a taxi and abandoned the RS6 for the night. Deeply unimpressed.

GARAGE LOGBOOK RS6 AVANT

GOOD STUFF

▲ The car itself. I've forgiven the RS6 its poor steering and now enjoy it for what it is – a vastly effective and enjoyable monster of an estate

▲ Engine continues to get smoother and more efficient

BAD STUFF

▼ Speak to any tyre depot, and you seem to hear the same stories – the combination of potholes and low-profile tyres means they're seeing a rise in the number of ruptured sidewalls

MILEAGE AND MPG THIS MONTH

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