



# **4WD & AWD SUV**

## **2016 COTY AWARDS**



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BUSINESS  
DIRECTORY**

**OVER 60  
VEHICLES IN  
13 CATEGORIES  
FOR 2016**

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AWD SUV'S FOR TOWING  
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**OZROAMER 2016  
AWARDS SPECIAL  
EDITION E-MAGAZINE**

**WE REVIEW THE  
WINNERS INSIDE**

**OZROAMER 2016 AWARDS**

**PRICE \$5.50**

# EDITORS COMMENTS & CONTENTS

The first car I can remember was a Ford Zephyr wagon. We drove from Sydney to Canowindra as we moved to live there. Being the youngest in the family my memory is sketchy but I do remember sitting on a child seat that was somehow strapped to the rear bench. I can also remember at other times standing up in the rear looking over the front bench seat of the HD Holden totally excited about where we were going for holidays.

We took a driving holiday every year, waking early in the morning and packing sandwiches and a thermos for lunch. In those days there was no road side food stops. Other times we would often drive to a halfway point and meet relatives, have a picnic and then drive home. From that age I remember being totally excited about driving somewhere.

I can also remember the first car I ever drove was an old WW11 Jeep, in left hand drive on the farm in Canowindra, I was about 10 or 11 years old. I had been driving for about 4 days when we had to move some trucks and harvesters from one farm to another, so being the country, there I was driving a Willys truck, that I could barely see over the dashboard, along the road about 10 miles to the home farm. There was a series of vehicles on the farm that I drove over the next few years, a Ford Anglia, Willys Truck, International Truck, tractors, harvesters etc. That Jeep is still on the farm, definitely showing the ravages of time and neglect.

As a teenager I was obsessed with cars. I could tell you what car and even model it was from simply the headlights or tail lights. I could quote the stats of every sports car that existed, I collected magazines, read every article, went to every motor show and shared a passion for cars with my dad. Also as a teenager most Sundays I would wash the family car and when no one was looking take off for a drive around the local streets. I would get into trouble every time, and yet still do it almost every week. The day I got my L plates I nagged my three sisters, father and mother endlessly to take me for a drive every day. The day I got my P Plates was the most exciting day I can remember to that point. I was off never to be seen again.

I have owned a multitude of cars ranging from VW Beetles, run of the mill Holden's, sports cars, prestige cars and a bundle of 4WD's. We had a Subaru Legacy AWD that went places it shouldn't have gone. With this job I have driven hundreds of cars. Throughout all this I have had almost no interest in what makes a car work. Yes I understand it and have stripped engines, renovated cars etc. but the key to me is what cars can do for me. The purpose they exist for and the passion they evoke.

The reason for this diatribe is just that. My passion revolves around the sense of freedom that a car can provide. The anticipation of a road trip, an outback adventure, a weekend drive, daily driving in something that isn't mundane or simply the excitement of driving down an unexplored track. There is nothing I love better than throwing the swag on the 4WD and heading out. Over the years my passion has evolved to mainly 4WD SUV's. I have been famously known for taking the 4WD Ute for a drive when there has been a fancy sports car in the driveway as well. I have owned 4WD's, accessorised them, run driver training, tag along tours and basically explored as much of Australia to date as I could, with much more to come.

The people that work with OzRoamer, freelance for OzRoamer and are associated with us are all about as passionate as I am and it is with this passion that we produce the 2016 COTY e-magazine for your enjoyment.

This year there are as usual a number of different categories, as our belief is, how can you compare a \$35,000 AWD SUV to a \$120,000 4WD that have totally different purposes. There will definitely be some choices here that you won't agree with, you will reckon we are nuts and that is the beauty of our choices. They are our opinions as to what we believe are the winners in each category. In many categories the differences between the winner and second etc can be so minute that it may warrant joint winners, however we have decided to bite the bullet and have only one winner in each category.

I hope you enjoy this magazine, as our main reason for producing it is for you. Our COTY Award Special Edition magazine is more important than ever in helping you, the buyer, make educated buying decisions and find a car that fits your unique specifications. Thanks for your support. ☺



Rob Fraser

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# VISTA RV

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# 2016 COTY AWARDS

In December there seems to be a buzz around the Car Of The Year Awards (COTY), like Christmas carols in shopping malls, the announcement of annual awards from the motoring magazines and websites also gets earlier each year. In an effort to beat each other we may end up with the situation where the Cars of the Year will be announced in June. I suppose that mixes well with Christmas in July.

However it has always struck us here at OzRoamer as just a little strange that COTY winners should be announced before the year is actually finished. This year we actually have a winner that was launched in December. So as we always seem to do things just a little differently here at OzRoamer to give our readers maximum information and benefit, our awards for 2016 are announced in this issue. This way we can actually assess all relevant vehicles for our awards.

The criteria for our awards is simple:

- The vehicle must be currently available for sale to the general public;
- The vehicle must meet the criteria for its category;
- Final contenders are selected by the panel;
- Each vehicle is subjectively and objectively measured against its competitors in the category
- The vehicle with the most points wins;
- That the judging criteria reflects real life situations because you our readers buy these vehicles for use in similar situations;
- That the awards assist our readers make educated buying decisions; and
- Advertising dollars and marketing hype doesn't sway the eventual winners or even the contenders.

Pricing comes from the industry website redbook.com.au with a Sydney 2000 postcode as the standard. If it is unavailable we used the manufacturers' website pricing. The categories, we think, reflect real world buying decisions. If you feel we have left a worthwhile contender out please let us know for next year.

So to the categories and contenders! This year there are 13 categories and over 60 contenders for various awards.

## OzRoamer 2016 SUV under \$45,000 Award

- Fiat 500X Cross Plus AT AWD
- Honda HRV VTI-L ADAS AWD
- Jeep Renegade Trailhawk 4WD
- Mazda CZ3 Akari AT AWD
- Subaru Forester 2.5i-L AWD

## OzRoamer 2016 AWD SUV \$45,000 - \$60,000 Award

- Honda CRV VTI-L
- Hyundai Tuscon Highlander 2.0R CRDi
- Kia Sportage Platinum 2.0R CRDi
- Jeep Cherokee Limited 2.0L I-4 Td
- Mazda CX5 GT 2.2 DTD
- Subaru Outback 2.0D Premium

## OzRoamer 2016 AWD SUV \$60,000 - \$80,000 Award

- Audi Q3 2.0 TDi Sp Quattro
- BMW X3 xDrive 20d
- Lexus NX 200t Sport Luxury
- Mercedes Benz GLC 250d 4MATIC
- VW Touareg 150TDi Element

## OzRoamer 2016 AWD SUV \$80,000 - \$100,000 Award

- Audi Q5 3.0 TDi Sp Quattro
- BMW X4 xDrive 35d
- Infiniti QX70 S Premium
- Lexus RX 350 Luxury
- Mercedes Benz GLE 250d 4MATIC





#### OzRoamer 2016 Dual Cab Ute Award

- Ford Ranger XLT
- Holden Colorado LTZ
- Isuzu D Max LST
- Mitsubishi Triton Exceed
- Mazda BT50 XTR
- Toyota Hilux SR5 DiD

#### OzRoamer 2016 4WD \$50,000 - \$80,000 Award

- Jeep Wrangler Unlimited Rubicon
- Jeep Cherokee Trailhawk
- Mitsubishi Pajero Sport GLX
- Jeep Grand Cherokee Laredo
- Toyota Landcruiser Prado GX Auto
- Toyota LC70 GXL Wagon V8 Diesel

#### OzRoamer 2016 7 Seat 4WD \$45,000- \$60,000 Award

- Toyota Fortuner GXL
- Holden Trailblazer LTZ
- Isuzu MU-X LST
- Mitsubishi Pajero Sport Exceed

#### OzRoamer 2016 7 Seat 4WD \$60,000 - \$80,000 Award

- Toyota Fortuner Crusade
- Toyota Prado GXL Turbo Diesel
- Mitsubishi Pajero Exceed DiD
- Ford Everest Trend

#### OzRoamer 2016 4WD \$80,000 - \$100,000 Award

- Ford Everest Titanium
- Jeep Grand Cherokee Overland
- Toyota Landcruiser 200 V8 GXL
- Toyota Prado Kakadu DiD

#### OzRoamer 2016 7 Seat AWD SUV \$45,000 - \$60,000 Award

- Hyundai Santa Fe Elite 2.2R CRDi
- Kia Sorento SLi 2.2 DT
- Mazda CX-9 Touring
- Toyota Kluger GX V6

#### OzRoamer 2016 7 Seat AWD SUV \$60,000 - \$80,000 Award

- Hyundai Santa Fe Highlander
- Kia Sorento Platinum
- Mazda CX-9 Azami
- Toyota Kluger Grande V6

#### OzRoamer Prestige SUV over \$100,000 Award

- Audi Q7 Tdi Quattro
- Ford F250 ( From Harrison F Trucks)
- Lexus LX 570
- Mercedes Benz GLS 350d
- Porsche Cayenne S



#### OzRoamer 2016 Sports SUV Award

- Audi SQ7 V8 TDi
- BMW X5 M50d
- Jeep Grand Cherokee SRT
- Mercedes Benz GLC 43 AMG 4MATIC
- Porsche Macan Turbo
- Volkswagen Touareg V8 TDi R Line

To find out the winners simply read the following pages and maybe there are a few surprises there. The results are sure to prompt a lot of emails like last year as we have alternate views on vehicles and aren't influenced by pressure from manufacturers, advertising dollars or reputations. Our view is that the reader should be able to rely on these awards to assist with buying decisions.





The small sized SUV market segment has seen prodigious growth over the last few years and has most manufacturers represented. Most of the offerings in this segment are AWD SUV's with Jeep about the only manufacturer offering a genuine 4WD option.

So we have selected what we believe to be the best offerings in the sub \$45,000 segment and come up with 5 alternatives. These represent a good cross mixture of design philosophy, market appeal and capability. Some of these choices are sure to prompt discussion as to their inclusion but as we have always said opinions are everywhere and none are usually right.

The Fiat 500X Lounge is an interesting choice being uber trendy with its style and street appeal obvious but backs it up with surprising driveability. The Honda HRV resurrects an older model version from the late 80's i think. Honda was ahead of its time with the original HRV but here they are again with their modern version.

The Mazda CX3 follows on from the outstanding success of the CX5 with its middle of the road, do nothing wrong approach. The Subaru Forester has been around for a long time, has been very successful and keeps getting better. The surprise inclusion is the Jeep Renegade Trailhawk. The normal Renegade is a little bland but the Trailhawk changes the Renegades personality totally.

So there you are, 5 selected options, only one winner.





# OzRoamer 2016 SUV under \$45,000 Award





by Rob Fraser



There is a distinct lack of smaller 4WD vehicles on the market. There are a few that pretend to have 4WD credentials but few that have actual ability. Enter the Jeep Renegade Trailhawk that we are testing. Launched in October 2015 the all new Renegade has combined fresh and innovative design with true off road ability.

This is an urban sized robust looking small 4WD that is equally at home around inner-city streets as it is on the Birdsville track. It does have the look of a stylish box on wheels with little overhang front and rear, high roof line, 17 inch wheel tyre combinations, unusual X rear lights, an open feel with the My Sky open-air roof system and Jeep Active Drive Low 4x4 system and the traditional 7 slot Jeep grill. It looks quite the trendy little urban warrior on the outside but step inside the range topping Trailhawk and you are in for a surprise. The high design lends itself to an open airy feel with plenty of head room. Unusually on recent vehicles the 'A' pillars are reasonably thin and at the angle they are don't restrict visibility much. All around the visibility is excellent with no real blind spots, and the rear view camera and blind spot alerts on the large external mirrors assist greatly.



The front leather seats are very comfortable with multiple electronic adjustments and for extra comfort are heated as well. I found myself having more than enough room and with the height and reach adjustable steering wheel found the perfect 'for me' driving position. This was a bonus in a car this size. The rear seats are reasonably comfortable with plenty of head room. However the seat squab is short, there is precious little knee room and are better suited to two occupants. However this is similar to other cars this size.



by Anthony Hood

The Renegade is designed with an efficient and flexible interior package that includes a removable, reversible and height-adjustable cargo floor panel and fold-forward front-passenger seat. The dash and door trims are a premium feel soft and to make sure all of the needed passenger gear fits, the Renegade is designed with an efficient and flexible interior package that includes a removable, reversible and height-adjustable cargo floor panel and fold-forward front-passenger seat.

The heated thick rimmed leather steering wheel felt great in the hands, had all the controls one has come to expect on it, with the traditional Jeep feel. The indicator and washer stalks are easily visible. The 7 inch fully customisable dash has two large dials on the outside with a multi adjustable display in-between that allows quite a lot of information for the driver without feeling cluttered. Again a big design tick here.

The centre console and stack again shows clever design. It all seems to flow and provides ease of use. The stack is highlighted by an in-vehicle hands-free communication, entertainment and navigation Uconnect system that includes a 6.5-inch touchscreen, Bluetooth connectivity, USB port and auxiliary audio jack. The Trailhawk comes with the awesome Beats 9 speaker audio system. The Jeep Active Drive Low 4x4 system on the Renegade Trailhawk helps it earn a Trail Rated badge - emblematic of its ability to perform under almost any conditions and features both a single speed power transfer unit and disconnecting rear axle. Seamlessly switching between two-wheel and four-wheel drive the rear axle disconnect reduces energy loss; improving fuel efficiency when 4x4 isn't needed and enhancing handling and traction when it is. Enhancing its 4WD credentials the Renegade Trailhawk has a 20:1 crawl ratio and Jeep Selec-Terrain system.

The Renegade is the first small SUV to feature a disconnecting rear axle and power take-off unit (PTU) – all to provide the Jeep Renegade Trailhawk with enhanced fuel economy. The system instantly engages when 4x4 traction is needed. The Renegade Trailhawk is also the first Jeep to integrate Koni's frequency selective damping (FSD) front and rear strut system.

Built on an all-new platform, and the first to feature Jeep's "small-wide 4x4 architecture", the Renegade combines best-in-class off-road capability with world-class on-road driving dynamics. It does display some torque driving characteristics under normal driving conditions and acceleration, but in general it handles pretty good on road. As a side issue the very first vehicle I ever drove was a left hand drive WW11 Willys Jeep and I have had a strong affiliation for Jeeps ever since. Jeep Active Drive Low includes the Jeep Selec-Terrain system, providing five modes (Auto, Snow, Sand, Mud and Rock mode) for the best four-wheel-drive performance on- or off-road and in any weather condition.



# JEEP RENEGADE TRAILHAWK

**\$44,016 RDAP**

by Rob Fraser

Model	Renegade Trailhawk
Model Price	\$44,016 RDAP
Engine	2.4 L Tigershark
Drivetrain	9 Sp AT 4WD
Power	129 kW @ 6400 rpm
Torque	230 Nm @ 4400 rpm
Safety	TBA ANCAP
CO2	175 g/km
Economy ADR	7.5 L/100 km
Servicing	Capped Price
Tow Rating	907 kg
Tow Ball Rating	90 kg
Warranty	3 Yrs / 100,000 km 3 Yrs Roadside Assist



The full package delivering off-road capability that allows the Trail Hawk Trail Rated 4X4 capability also includes in addition to the above: Increased ride height 30mm (1.2 inches) to a total of 211mm, Skid plates, and rear red tow hook, Fascia design delivers 30.5-degree approach, 25.7-degree breakover and 34.3-degree departure angles, 17-inch all-terrain tyres, Fully independent suspension that allows up to 205mm (8.1 inches) of wheel articulation (rear) and 170mm at the front, Hill-descent Control, Up to 480mm (19 inches) of water fording

The Trailhawk is powered by the 2.4-litre Tigershark engine delivering 129kW of power and 230Nm of torque. This mates to a clever and technologically advanced nine-speed transmission that is smooth and improves fuel economy. The economy for a petrol isn't bad and it makes the most of the available power. Safety and security are a key feature of the Jeep Renegade, with more than 60 available safety and security features – including the availability of Forward Collision Warning-Plus and LaneSense Departure Warning-Plus. In addition, engineers added both active and passive safety and security features, including available Blind-spot Monitoring with Rear Cross Path detection and a standard equipment list which includes a ParkView reverse parking camera complete with dynamic grid lines; electronic stability control (ESC) with electronic roll mitigation and seven air bags. The LaneSense Departure Warning Plus system at times is intrusive trying to overtake the steering. I have mixed feelings about such safety features. They have benefits but also override good driving techniques.

The Jeep Renegade Trailhawk is a mixture. It certainly provides a compact proper 4WD vehicle that has legendary Jeep capabilities, it is stylish and fits its urban warrior positioning perfectly, and it is packed with standard features. It unfortunately is pretty useless for towing anything more than small trailers and if it had a small powerful diesel motor it would be unbeatable in its class. Overall I really enjoyed the Trailhawk, more than I expected, I found myself looking forward to driving it and it was great in and around the inner-city. A worthy winner of this years award for SUV's under \$45,000



### What's Good:

- Styling - Urban Chic
- Real 4WD ability
- Packed with features

### What's Not:

- No diesel option
- Storing My Sky roof
- Torque steer

**Overall OzRoamer Rating: 80/100**

Behind the Wheel	9	Practicality	8
Comfort	9	Fit for Purpose	9
Equipment	10	Towing Ability	4
Performance	8	Off Road Ability	7
Ride & Handling	8	Value for Money	8





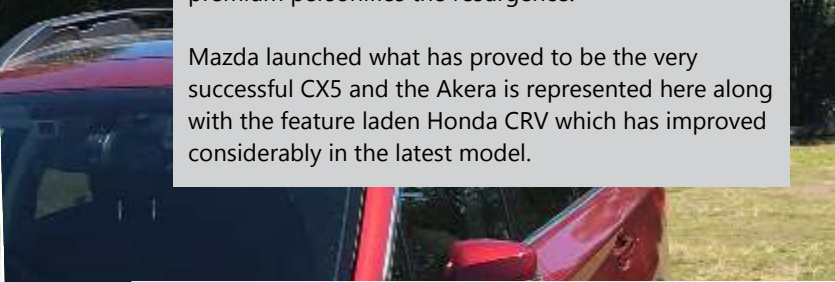
The \$45,000 - \$60,000 AWD SUV market segment is probably one of the fastest growing and competitive segments with excellent vehicles offered from any number of manufacturers.

We have selected what we believe represents the best of the vehicles on offer for this years award. The winner may surprise readers.

The selected vehicles include two very strong competitors in the Kia Sportage Platinum ( a previous winner in this segment) and the all new Hyundai Tucson, which has the looks and style to lead the segment.

Another previous winner in the Jeep Cherokee Limited is in the mix with impressive credentials. Along side this we have included the Subaru Outback for the first time. Subaru lost their way fro a few years but are back stronger than ever now and the Outback diesel premium personifies the resurgence.

Mazda launched what has proved to be the very successful CX5 and the Akera is represented here along with the feature laden Honda CRV which has improved considerably in the latest model.





# OzRoamer 2016 AWD SUV \$45,000 - \$60,000 Award





by Rob Fraser



The fastest growing segment of the new vehicle market is without doubt the AWD SUV segment with almost all manufacturers having something to offer. However back in the late 70's there was only one, the manufacturer that started it all - Subaru. At the time Subaru was the only manufacturer that had a 4WD vehicle for the mass market.

A good mate of mine and myself at university in 1980 had a Subaru Leone 4WD wagon and we took that poor wagon places it was never really designed to go. However it went and never missed a beat, it was light, practical and a true 4WD. In later years I owned a couple of Subaru Liberty wagons, an RS and one with airbag suspension and again it went many places that it probably wasn't designed for. All this history goes to show the innovation that Subaru has brought to the industry over the years. They lost their way for a while but they are well and truly back now.



In late 2014 Subaru launched its fifth generation All-Wheel Drive Outback Sports Utility Vehicle (SUV). Back to their roots the new Outback is full of new technology, combined with sophisticated design and premium soft-touch interior trim that sets it apart from most of the SUV pack. The vehicle tested here is the 2.0L diesel premium. Importantly the external design is in line with the DNA development expected however internally the designers have excelled themselves. The previous model looked like it had a Samurai warrior mask for a centre stack and just wasn't quite there. The new interior is sophisticated, elegant, soft touch, user friendly and leaves a whole different luxurious impression for the occupants. Wider opening doors and higher seats allow easier access.

by Rob Fraser

The driver's seat is really comfortable, plenty of seat travel good lumbar support and simple to arrange that perfect driving position. The leather steering wheel is height and reach adjustable, smaller and with a whole new design that is streets ahead of the previous model. Even with the sunroof there is plenty of head room for taller drivers. As a side note though the horn is anaemic as I unfortunately had the need to use it. The driver's foot rest for the left foot is perfectly positioned though.

The dash in front of the driver is the familiar two dial style with a practical and informative dual multi function display in-between. The centre stack as mentioned has been redesigned and looks subtle and stylish. It contains a new feature-packed infotainment system introducing a wide array of new functions, plus speech recognition and again easy to use.

Rear seats are comfortable, more for two than three, but there is adequate head, shoulder, knee and leg room for passengers. Storage front and back is plentiful with door bottle holders, cup holders centre console and a handy spot below the centre stack that holds wallet, phones keys etc. The automatic boot lid is a nice touch and the boot space with fold down seats provides a relatively large and versatile cargo space. Adjustable roof rails are another clever idea as is the rear door-space step that makes roof loading and unloading of the integrated crossbars easier.

Safety has always been a feature of Subaru with their model range having 5 stars for a number of years now but the latest Outback has taken safety to another level. Every new Outback is also equipped with the award-winning EyeSight® driver assist system, which can help reduce fatigue, avoid accidents or reduce impact. In practice the Outback has a myriad of electronic safety features that beep and ding at you when you wander over lane lines, when a car or object is too close in front, adaptive cruise control etc. VDC constantly monitors vehicle movement. It flexibly controls the Antilock Brake System (ABS), Traction Control System (TCS, engine and brake LSD control), and VDC (engine and brake control for side slip prevention). VDC is also tuned for towing with the genuine Subaru towbar. ATV is introduced to improve cornering performance and vehicle steering response. While cornering, brake is applied to inside wheels, while distributing less torque to them; but more torque to outside wheels.

Subaru's active torque split Symmetrical All Wheel drive system has been perfected over a number of years now and works a treat. It provides active safety and a degree of off road capability and is enhanced with the X-Mode feature that enhances driver safety and confidence on steep hills off-road, where the optimum ride height of 213 mm is also a significant advantage. On road the combination of its Boxer engine, low centre of gravity and AWD powertrain creates stability and on-road handling that is amongst the best for this class of vehicle.





by Rob Fraser

<b>Model</b>	Outback Premium
<b>Model Price</b>	\$50,525 RDAP
<b>Engine</b>	2.0 L Diesel
<b>Drivetrain</b>	7 Sp CVT AWD
<b>Power</b>	110 kW @ 3600 rpm
<b>Torque</b>	350 Nm @ 1600 rpm
<b>Safety</b>	5 Star ANCAP
<b>CO2</b>	165 g/km
<b>Economy ADR</b>	6.3 L/100 km
<b>Servicing</b>	fixed price
<b>Tow Rating</b>	Max 1700 kg
<b>Tow Ball Rating</b>	170 kg
<b>Warranty</b>	3 Yrs / Unlimited km 1 Yrs Roadside Assist



The diesel is a 2.0-litre turbocharged horizontally opposed Boxer engine produces maximum power output of 110 kW@3600 rpm and maximum torque of 350 Nm@1600-2800 rpm. This is a little underpowered compared to for example the Sorento or Santa Fe but the delivery is smooth and provides enough real world power. This drives through a 7 speed Lineartronic™ CVT. Fuel economy is excellent.

Towing isn't a really strong point but more than adequate compared to others in the segment, with a limit of 1700 kg and 170 kg tow ball weight for the 2.0 L Diesel premium. This is however enough for a small camper trailer, a seadoo or bike trailer etc which suits the adventurous lifestyle aspirations of buyers.

Every new Subaru is eligible for the Capped Price Servicing program, which applies throughout the vehicle's lifetime – not just the three-year warranty period. It includes all items required as part of the standard scheduled service, as set out in the Maintenance Schedule of Subaru's Warranty and Service Handbooks. These include labour, genuine parts, factory specified oils and fluids, and even the environmental levy and supplies charge, which includes items such as oil and waste recycling. The New Outback is a significant improvement over the previous model in style and sophistication. The Outback is one of those vehicles that grows on you the more you drive it, where its subtle features both safety and luxury reveal themselves as you live with the vehicle longer. That is the essence of great design. On road and off road the ride and handling and quietness is amongst the best in class.

The Subaru Outback is again back to the best it can be and should definitely be near the top of your list for a AWD SUV wagon that has the level of luxury and sophistication of many European vehicles costing many thousands more. It is so comfortable and enjoyable to drive and . It is a worthy winner of this segment award.



### What's Good:

- Build quality / Style
- Value for money
- Safety features

### What's Not:

- Front seats a little short
- Prefer more power
- Rear seat room

**Overall OzRoamer Rating: 83/100**

Behind the Wheel	9	Practicality	9
Comfort	9	Fit for Purpose	9
Equipment	10	Towing Ability	7
Performance	7	Off Road Ability	6
Ride & Handling	8	Value for Money	9





When you start paying somewhere between \$60,000 and \$80,000 for an AWD SUV you have a right to expect something pretty good. Like all SUV segments these days this is a very competitive segment and some of the best have been picked here for the COTY.

As you would expect both Audi and BMW are represented with the Q3 TDi and the X3 xDrive 2.0d . Both with excellent credentials and leading the segment.

Mercedes Benz chimes in with the styled GLC 250d. In recent years MB has discovered the power of the SUV and has inundated the market with variants.

Rounding out the numbers are what some may be surprised about, the VW Touareg 150 TDi and the Lexus NX200t Sport Luxury. Both deserving of being in the final cut.

Like a few of our categories, the winner may surprise you





# OzRoamer 2016 AWD SUV \$60,000 - \$80,000 Award



by Chloe Fraser



In the Australian automotive industry, affordable luxury has become synonymous with Lexus – a favourite thanks to its reliability, attention to detail, sophisticated design and innovation. In a first for Lexus, the highly anticipated NX range has received a turbocharged petrol engine – the result of nine years of in-house innovative development.

The NX 200t (t is for turbocharged) comes in an extensive 4 spec range, however, here at OzRoamer we like the best of the best, so I am glad we got to test the top of the range AWD Sports Luxury. As the name suggests, Lexus has created an effortless blend of sporty performance and design with luxurious features. At \$79,461 RDAP it's not spare change. So what are you getting for your money? With not much change from \$80,000, I'm sure you have a shopping list of features you want – so let's see how many items the NX200t Sports Luxury ticks.



**Good Looks and Presence:** First impressions count. It's an age old saying that still rings true, even in the motor vehicle market. Lexus certainly has packed a punch in the NX 200t managing to balance on that fine line between aggressive sports styling and fluidic curvaceous lines.

The design is rather rear-heavy and runs the risk of seeming dis-proportioned; however it is perfectly balanced by the unmistakably angular Lexus grille and enveloping light placement.

A Luxurious Cabin is something Lexus does well and the NX 200t Sports Luxury is no exception. The interior is unmistakably Lexus, with an emphasis on material quality and comfort for all occupants.



by Chloe Fraser

There is leather abound with a choice of six – yes that's right six – colour combinations, my favourite being black and garnet. There are heating and cooling controls for the seats and lumbar support for the driver, a beautiful moon roof and complete keyless entry with push button start. Rear occupants also benefit from the Lexus Luxury treatment with unique wireless charging trays – something that has to be experienced to truly appreciate. It is the little things that combine to make luxury.

A major factor to also consider is the infotainment system. Lexus has changed to a touchpad control system – a mistake in my opinion – however it is something that comes down to personal preference. The overall layout of the dials, knobs and buttons is extremely functional and intuitive providing access to a comprehensive satellite navigation system, reverse camera and an audio system that boasts Bluetooth connectivity, 2 USB ports and a 14 speaker Mark Levinson system delivering top quality sound.

When one thinks luxury, one also thinks effortless and ease of use. Lexus has employed the latest technology to ensure that the NX200t Sports Luxury operates as efficiently as possible. There are the little things – such as the side mirrors dipping when reversing to provide a better view and power rear folding seats that can be controlled from the front, rear seats or the boot. Then there are the headline items such as colour heads-up display, adaptive cruise control with pre-collision warning, blind spot monitoring, lane departure warning and LED headlights with auto high beam. A personal favourite is the 360 degree top-down camera view that gives you a complete overview of your surrounding area. Safety clearly has been a number one priority when developing the NX200t Sports Luxury and it's been rewarded with a 5 star ANCAP rating.

A Responsive, Efficient and Smooth Ride - Tick! Tick! Tick! The NX200t is powered by a Lexus-first 2.0L turbocharged petrol engine that produces 175kW of power @ 4,800rpm and an impressive 350Nm of torque @ 1,650rpm. This translates to a smooth delivery of power right from the word go and if you're prepared to guzzle a bit more fuel, its size no longer becomes a factor when overtaking. Paired with a 6 speed automatic transmission, which is not as impressive as the innovative engine but certainly does the job, the Sports Luxury had a real world fuel consumption of just over 10L/100km. An impressive figure considering its performance capabilities and can be partly attributed to the fuel-saving stop-start technology. The ADR figure is about 7.9 l/100km.

As I always say it comes down to fit for use and 95% of the time the NX200t will be coasting along the black top and will provide effortless urban comfort as the suspension and wide tyres absorb any small bumps and lumps. The 'Sport' title may be a little over-rated when it comes to handling, but then again, who is really going to be thrashing this vehicle around tight bends? The fact that maximum torque comes in at 1600 rpm makes the NX200t very smooth and tractable to drive. It promotes easy driving style while maintaining economy. It also means the 200t is ready to take off from almost any speed without heavy downshifting.





# LEXUS NX 200T SPORT LUXURY

**\$79,461 RDAP**

by Chloe Fraser

Model	NX200T Sport Luxury
Model Price	\$79,461 RDAP
Engine	2.0 L4 Cyl Turbo
Drivetrain	6 Sp AT AWD
Power	175 kW @ 5600 rpm
Torque	350 Nm @ 1600 rpm
Safety	5 STAR ANCAP
CO2	184 g/km
Economy ADR	7.5 L/100 km
Servicing	Capped Price
Tow Rating	1000 kg
Tow Ball Rating	100 kg
Warranty	4 Yrs / 100,000 km 4 Yrs Roadside Assist



Also to be fair this vehicle may see some gravel on the driveway in the country estate but as far as off road use goes that will probably be the extent of it. It may come as no surprise that towing just isn't really an option. This is an AWD SUV that has the safety of AWD as a feature rather than anything else.

As with all Lexus vehicles the reliability is first class and the Lexus NX200t Sports Luxury comes with the standard 4 year/100,000km warranty and owner benefits such as a complimentary service loan car and access to 24hr 4 year Lexus DriveCare assistance. The globally acclaimed J.D Power Dependability Study in the U.S named Lexus as the most reliable brand for 2015 – a title it's held for four consecutive years and the Australian Roy Morgan Customer Satisfaction Surveys crowned Lexus owners as the "most satisfied" in 2014. The Lexus brand has a well-earned, solid reputation that has been built on years of successful cars that listen carefully and adapt to customer's needs and wants.

While every person is looking for something different in their next vehicle, there are some things that are universal; value for money, the latest and greatest technology, comfort and reliability. It's next to impossible to ignore just how many boxes the Lexus NX 200t Sports Luxury tick and proves yet again that Lexus' dedication to getting it just right has paid off. Importantly the NX 200t goes against the normal pattern for Lexus vehicles, in that it has character and personality.

In what some may deem a surprise, considering the heavyweight competition in the category, the Lexus NX200T Sport Luxury can proudly wear the title of Car of the Year Winner for the AWD SUV \$60,000 - \$80,000 category for 2016.



### What's Good:

- Luxury features
- Ride & comfort
- Value for money

### What's Not:

- Touchpad control
- Towing and off road capability
- Not really a "Sport" SUV

**Overall OzRoamer Rating: 84/100**

Behind the Wheel	9	Practicality	8
Comfort	10	Fit for Purpose	9
Equipment	10	Towing Ability	5
Performance	8	Off Road Ability	5
Ride & Handling	8	Value for Money	9





Even though the AWD SUV segment of the market has been the major growth sector over recent years, when you are paying upwards of \$80,000 for a vehicle, there are few buyers available. These buyers are demanding in what they want and often have strong brand loyalty. So our choice of this years finalists will make most happy, maybe not our choice of winner.

The finalists include the Audi Q5 3.0 TDi Sp Quattro, BMW X4 xDrive 35d, surprisingly the Infiniti QX70 S Premium, Lexus RX 350 Luxury and rounding out the final five is the Mercedes Benz GLE 250d 4MATIC.

All of these reflect the manufacturers philosophies, often very different to each other. All vehicles are full of luxuries and safety features and employ advanced technology to achieve goals.

But there is only one winner!





**2016 AWD SUV  
\$80,000 - \$100,000  
AWARD**





by Rob Fraser



The booming mid-size premium AWD SUV segment is full of a diverse array of offerings from almost all manufacturers and honing that selection down to just a few that suit your needs is a difficult task. Launched in January 2016 the BMW X4 xDrive35d crosses over prestige and sport AWD SUV. BMW likes to be different and labels the X4 the first ever Sports Activity Coupé (SAC). Got to love the marketing people.

With signature BMW X features, unmistakable coupe character, a distinctive design and excellent dynamic ability, the BMW X4 xDrive35d introduces the powerful and economical diesel engine that generates 230kW of power and 630Nm of torque and is set to build on the success of the X6 by offering a unique vehicle in this segment.

The new BMW X4 xDrive35d is based on the technical blueprint of the BMW X3, (itself a previous winner of OzRoamer AWD SUV award) but displays a coupé style, sporting character and a generous level of standard specifications - very much its own.



Externally the new X4 styling is quite beautiful. The distinctive front face guarantees it is immediately recognisable as a member of the BMW X family. In profile, the low coupé-style roofline extending into the rear is a distinctive feature which also clearly sets the BMW X4 apart.

Internally the X4 is definitely aimed at the front occupants. A typical BMW cockpit faces the driver, where every control element is angled towards the driver for optimal ergonomics. Both front seats are exceptionally comfortable for long trips. Despite its coupé-style roofline the front seats are only marginally lower than the X3 so the occupants still get that elevated driving position and feel.



by Rob Fraser

The rear seat bench has two elegant coupé-style individual seats and although it will fit 3 at a squeeze it is better suited to two occupants. There is adequate headroom, shoulder, knee and leg room. Bear in mind that the X4 really is better suited to a couple rather than a family.

The BMW X4xDrive35d comes equipped with 40:20:40 split fold rear seats which allows for a flexible luggage compartment capacity of between 500 and 1,400 litres. A storage compartment package with a range of handy storage and luggage carrying features is also standard.

The heart of the X4xDrive35d is a 3.0 litre, six cylinder engine, with BMW TwinPower Turbo technology, adding significant output over the xDrive30d it replaces within the brand's model line-up, while retaining its miserly levels of fuel economy.

Generating 230 kW and 630 Nm of torque, increases of 40 kW and 70 Nm respectively over the outgoing xDrive30d, the BMW X4 xDrive35d charges from 0-100k m/h in 5.2 seconds, while fuel consumption measures at 6.0 L/100K. That is outstanding performance and economy. BMW X4xDrive35d is fitted with an eight-speed sports automatic transmission - and also include gear shift paddles on the steering wheel. With these figures it was a contender for the Sports SUV award as well.

Let's pause for a moment and deliberate on the engine figures. That is 230Kw of power and an enormous 630Nm of torque. The combination of those figures, transmitted through the sports 8 speed automatic transmission and driving through the awesome xDrive means that the X4 has levels of ride handling, performance and economy that is rivalled by few other vehicles. In short it is awesome to drive. The peak torque coming in at a lazy 1500 rpm means amazing tractability with an abundance of acceleration on tap at any stage.

The sports characteristics of the X4xDrive35d are far in excess of what 99.99% of drivers will ever utilise. It gives the driver a level of feel and control that probably most buyers wouldn't have experienced before.

Standard features that highlight the dynamic credentials of the BMW X4 include Performance Control and variable sports steering, both of which combine to enable a higher level of dynamic cornering and handling with maximum grip, excellent directional stability and a very high degree of steering precision as well as comfort when parking.

Sharing the same extensive list of standard equipment as the xDrive35i, the xDrive35d is equipped with an eight-speed sport automatic transmission with Steptronic, Dynamic Damper Control, 20-inch M light alloy wheels and a full suite of driver assistance features.

These include cruise control with braking function, front and rear Park Distance Control, Rear View Camera and Surround View, with 360 degree visibility, providing optimum assistance for parking and manoeuvring in confined spaces.





# BMW X4 xDrive 35d AWD SUV

**\$98,821 RDAP**

by Rob Fraser

Model	X4 xDrive35d
Model Price	\$98,821 RDAP
Engine	3.0L Straight 6
Drivetrain	8 Sp AT AWD
Power	230 kW @ 4400 rpm
Torque	630 Nm @ 1500 rpm
Safety	TBA
CO2	157 g/km
Economy ADR	6.5 L/100 km
Servicing	BSI Programme
Tow Rating	2000 kg
Tow Ball Rating	200 kg
Warranty	3 Yrs / Unlimited km 3 Yrs Roadside Assist



Receiving the M Sport package as standard, the xDrive35d is equipped with M Aerodynamics package, M leather steering wheel with gearshift paddles and upholstery in Nevada leather.

Comfort access system, including keyless vehicle access and contactless tailgate operation is also included with base specification, in addition to ConnectedDrive Freedom, which consists of ConnectedDrive Services, Remote Services, Real Time Traffic Information and Concierge Services. The entire cache of ConnectedDrive features is completed by Intelligent Emergency Call, Teleservices and Real Time Traffic Information, while DAB+ Digital Radio and Harman/ Kardon Surround Sound system, with 16 loud speakers, headline the entertainment offerings.

All new BMW X4 models' maintenance requirements are controlled by BMW's Condition Based Service (CBS) program which identifies the condition of a vehicle based on actual use, realising the full potential of a vehicle and minimising costs.

In addition, BMW service and selected maintenance costs can now be covered by a single, one-off advance payment with BMW Service Inclusive (BSI). BSI offers two packages; BMW Service Inclusive Basic provides scheduled servicing cover, while BMW Service Inclusive Plus combines scheduled servicing and selected maintenance items. Based on individual lifestyle needs, a year range and kilometre option is selected, starting from 3 years/60,000kms. The BSI plan provides a long-term solution enabling cover to be extended and transferred to future vehicles owners before expiry.

Remember that while the X4 xDrive 35d is technically an AWD SUV, it definitely isn't designed for virtually any sort of off road driving. That is probably why the award will promote a lot of argument amongst readers I am guessing. It is ideally suited to trips to the snow with icy roads, trips to the holiday house or farm and it does allow the driver to tow up to 200kg braked though and that is in keeping with its sporting activity nature. The engine won't even feel 2000kg on the back by the way.



### What's Good:

- Power & economy
- Ride & Handling
- Style

### What's Not:

- Long and expensive options list
- Visibility 'C' pillar
- Not owning one

**Overall OzRoamer Rating: 85/100**

Behind the Wheel	10	Practicality	8
Comfort	10	Fit for Purpose	9
Equipment	9	Towing Ability	7
Performance	10	Off Road Ability	5
Ride & Handling	9	Value for Money	8



The finalists in the Dual Cab Ute Award category are perhaps the equivalent of the Swiss Army Knife. They represent all things to all people. More than any other vehicle the ubiquitous Ute has conflicting demands placed upon them.

Buyers want a vehicle that can tow heavy loads, go off road, be easily accessorised with 4WD essentials, carry the family in comfort and carry everything needed for that long distance outback trip.

As such we believe that the finalists must best represent these qualities overall and be robust and reliable off road as well as comfortable on road, tow the family boat as well as carry the load.. This requirement precludes some trendy Utes but we aren't about following trends, rather we are about helping buyers make their right choice.

Our finalists, the best Utes on the market include the popular Ford Ranger XLT, the recently revamped Holden Colorado LTZ, the ever reliable and robust Isuzu D Max LST, the well balanced Mitsubishi Triton Exceed, Mazda's underrated BT50 XTR, and the legendary Toyota Hilux SR5 DiD





# OzRoamer 2016 Dual Cab Ute Award





by Rob Fraser



Launched earlier in 2015, the 5<sup>th</sup> generation Mitsubishi Triton Exceed is now a three time winner of the Dual Cab Ute Award. Again this segment is very competitive and the winner was just one point in front of three competitors. As in previous years there was strong competition from Ford Ranger, Isuzu D Max and a previous winner the Colorado LTZ. This year the combination of standard features, robust design, overall balance and excellent value for money proved to be the deciding point.

The all new Triton design looks way better in the flesh than in photos, keeping the distinctive grill and front end but the sides have a subtle high waistline and lower curve. The rear loses the slab back from the last model and gains crisp lines. The Australian influence is strong with customer feedback sessions and many kilometres of local testing showing through in the design functionality, engine's torque characteristics, high speed stability on gravel surfaces and overall towing performance and stability.

More so than almost any other vehicle, the humble Ute - an Australian invention - has to suit a multitude of purposes, from a work horse in the mines, hardworking trade or farm Ute, comfortable family 4WD to heavy duty tow vehicle the Ute, design has many divergent outcomes required.



Perhaps the hardest of these is the suspension and engine transmission combination. The characteristics that make a good riding and handling on road Ute are almost opposed to those that make a good tow vehicle and far removed from those that make a robust off road vehicle.

Some Utes get it right for on road handling but are just crap off road, like the Amarok, and some are better suited to off road work but crap on road. Some, like the Ranger, Colorado, BT 50 and D Max, achieve a good balance.

Well at the risk of starting a debate amongst the 'experts', the Triton is probably the best balanced handling Ute available on the market today, equalled now by the Colorado.



by Rob Fraser

The Triton is certainly well balanced on dirt roads, on sand and on the highway. We also had a chance to test the articulation off road and again it feels as though it equals the best in class there as well. That's a big wrap coming from me as I am often critical of the balance of Ute ride and handling.

Inside, the new model brings with it front and rear seats that have been specifically redesigned and are very comfortable and there is plenty of rear seat room (thanks to the clever 'J' design), a dash that is more upmarket, modern, stylish and easy to use and read. In fact, that is the catchphrase for the interior as a whole; easy to use and comfortable. With a height and reach adjustable small leather steering wheel and enhanced seat travel, it's easy to find that all important comfortable driving position. Like all the Utes, the Triton has moved to a more sophisticated car like interior.

The new Triton range is powered by a new 2.4-litre MIVEC turbo diesel engine. It achieves 133 kW of power at 3500 rpm and 430 Nm peak torque at 2500 rpm. While this is lower than some of its competitors, the key here is that the majority of that torque comes in at around 1500 rpm with another hit at 1750 rpm and the delivery makes for relaxed and economical driving. The Exceed comes with a new 5 speed auto. Mitsubishi could have taken the opportunity to introduce a 6 speed auto box, but the transmission works great with the low down torque delivery of the engine and fuel economy is frugal at around 7.5L/100km. However it falls further behind the competition in transmission.

Another key improvement is the throttle response - it's excellent! We tested this on a number of different surfaces such as Stockton beach, on our farm and through the fire trails through the Watagan Mountains and equally on the highway. The other related area is towing. While the 3.1T tow limit is below the headline figures spouted by its competitors, the real world situation is that it is more than adequate. This, coupled with a generous Gross Combination Mass rating of 5,885 kg and low kerb mass, provides the Triton with a practical, real world balance between towing capacity and vehicle payload.

The Australian market presents a unique challenge for engineering towing requirements due to the vast range of towing situations and load types that need to be catered for. Key attributes of new Triton have contributed to the new model's outstanding towing performance. These include engine torque delivery, auto transmission calibration and throttle response to provide strong, composed towing performance across a vast range of situations. Also complementing Triton's towing performance is the new steering system, which enables Triton to handle challenging towing manoeuvres with ease. Trailer Stability Assist has been fitted to all models as a standard safety feature. This system, in combination with the new, well-balanced suspension set up, ensures Triton delivers a stable and secure tow vehicle package that's suitable for towing a variety of loads.

Let's turn our attention to off road. The Triton has always been a great performer off road, being robust, honest and reliable. Exceed models are fitted with Mitsubishi's new generation Super Select 4WD II system, which offers four driving modes including





# MITSUBISHI TRITON EXCEED 2.4 DT

**\$53,131 RDAP**

by Rob Fraser

<b>Model</b>	Triton Exceed
<b>Model Price</b>	\$53,131 RDAP
<b>Engine</b>	2.4L DT-D 4Cyl
<b>Drivetrain</b>	4WD 5 speed Auto
<b>Power</b>	133 kW @ 3,500 rpm
<b>Torque</b>	430 Nm @ 2,500 rpm
<b>Safety</b>	5 Star ANCAP
<b>CO2 Emissions</b>	201 g/km
<b>Economy ADR</b>	7.6 L/100km
<b>Tow Capacity</b>	Max 3100 kg
<b>Tow Ball Rating</b>	310 kg
<b>Servicing</b>	TBC
<b>Warranty</b>	5 yr/ 100,000 km with 1 Yr roadside assist



Exceed models also gain an electronic rear diff lock feature as standard. The new Triton has a best in class approach angle of 30 degrees and departure angle of 22 degrees. The manoeuvrability of the Triton off road is enhanced by the tight turning circle of 11.8m and a lock to lock ratio of only 3.8 turns, making it surprisingly nimble off road and on tight trails.

Triton's new flagship model Exceed offers a full array of standard equipment. Highlights include automatic transmission with racing-style steering wheel mounted paddle shifters, electronic diff lock, One Touch start with smart key, dusk sensing headlights, rain-sensing automatic intermittent wipers, 4-way adjustable electronic driver's seat, HID headlights, LED Daylight Running Lamps, front fog lamps, side steps, sports bar, leather trim steering wheel and gear shift, dual zone air conditioning and premium audio system with 7-inch colour touch screen, CD player, SD card and satellite navigation, Bluetooth hands-free with voice control and audio streaming.

New Triton models have an official 5-star ANCAP safety rating. Triton's exceptional safety performance is underpinned by Mitsubishi's proven RISE (Reinforced Impact Safety Evolution) body technology. Passive safety features include driver and front passenger SRS airbags, side and curtain airbags and driver's knee airbag, while seat belts are fitted with pre-tensioners and force limiters. Other features include Active Stability and Traction Control or ASTC, Mitsubishi's Emergency Stop Signal function, brake override system which uses sensors to recognise when both accelerator and brake pedals are being pressed at the same time and gives priority to the brake system, and a rear view camera is a standard feature on Exceed.

We really can't say much more than we did last year. It remains our choice for the best balanced Ute on the market but like all things automotive the competition is close and closing. As mentioned, this award was extremely close with a number of vehicles one or two points behind. Any of the top 6 Utes which include Ford Ranger, Isuzu D MAX, Holden Colorado and Toyota Hilux Mazda BT-50 could be the winner with minor adjustments. That is how competitive this segment is. In fact any of those 6 Utes would make their buyer happy.



### What's Good:

- Value for Money
- Internal Comfort
- Robustness

### What's Not:

- Slightly low on power and torque
- Interior a little dark
- Prefer the 8 speed AT from Pajero Sport

**Overall OzRoamer Rating: 92/100**

Behind the Wheel	8	Practicality	10
Comfort	8	Fit for Purpose	10
Equipment	9	Towing Ability	9
Performance	9	Off Road Ability	10
Ride & Handling	9	Value for Money	10





In today's market the number of genuine 4WD wagons has diminished dramatically. Yes there are the wagon versions of the Ute based 4WD's but they are 7 seat versions and represented elsewhere. There is limited choice in the \$50,000 - \$80,000 market segment for the true 4WD enthusiast.

We have chosen some iconic vehicles such as the Toyota LC 76 Wagon GXL and the Jeep Wrangler Unlimited Rubicon. These are the last of a dying breed. On top of these there are some base spec models such as the Toyota Prado GX, Pajero Sport GLX and the Grand Cherokee Laredo. We have rounded this out with the car like Cherokee Trailhawk that is capable but as far from the Toyota LC76 as is possible and still be in the same category.

This segment more than any gave us some headaches and we relied more upon the subjective nature of decision making than other categories. We are more than happy with our decision and laud the iconic 4WD.



**2016 4WD AWARD**

**\$50,000 - \$80,000**





by Anthony Hood



In the world of 4WD Wagons Toyota LC 76 Wagon GXL reigns supreme. From the outside the LC 76 Wagon GXL looks exactly like it should for what it is designed for. A utilitarian workhorse that would last forever. It has a bold grill, snorkel, high roofline and sides. The front has single lights, lower fog lights and bold wheel arches.

Let's recap what the upgrades gave to the LC76 Wagon GXL. Safety electronics with extensive local tuning including - vehicle stability control, active traction control, hill-start assist control, brake assist, electronic brake-force distribution and Cruise control. In addition to these safety features Toyota upgraded the engine to Euro 5 compliance. This was achieved through many enhancements but featured - Piezo injectors, Diesel particulate filter (auto regen plus manual switch), improved Fuel economy by up to 1.2 litres/100km at 10.7 litres/100km, improved CO<sub>2</sub> emissions of 281 grams/km, improved by up to 32 grams/km. Other improvements include the much needed taller manual gearbox ratios in second and fifth gears, Auto-locking front hubs (with manual "lock" option), Fuse box and fused battery terminal, Front seatbelt pre-tensioners and Front-passenger seatbelt warning. Unfortunately the



LC76 didn't get all the improvements of the single cab chassis Ute which has achieved 5 Star ANCAP safety rating, but those improvements that filtered through to the Wagon are needed and appreciated. The current model LC 76 is a little behind competitors with its ANCAP rating.

Inside the LC 76 Wagon GXL is more spacious than expected. There is enough leg room for my 190cm tall frame, plenty of headroom, even with a hat on and changing gears with the height adjustable steering wheel allows more flexibility.

Rear seats are adequate again with plenty of head and shoulder room and adequate knee and leg room. The boot is cavernous and the barn rear doors allow ease of use.



by Anthony Hood

The dash looks like my old HJ 60 series Sahara Landcruiser. It is improved obviously but I swear the AC controls are straight out of the parts bin from those days. The seat is supportive but could do with some lumbar support. The steering wheel actually feels pretty good in the hands and allows good feedback. It is however totally devoid of any controls.

The dash has two larger dials, four smaller and provides a large amount of information. There is a clock on the centre stack, a Bluetooth stereo and below are the slide controls for the AC. Like my old HJ 60 Sahara there is a hand throttle/idle up button. Apart from some missing features the LC 76 reminds you that you really don't need some of the fancy things that are in vehicles as the older versions still work. The addition of electric windows is a bonus and the much needed cruise control means that I won't have to drive with a stick on the accelerator in future on long trips

However there are some things that are needed. Additional air bags that have been included in the SCC Ute and PLEASE, PLEASE electrically adjustable external rear mirrors. Let me repeat this, the external rear view mirrors are still manually adjustable. Yes you read that right. This essentially meant that almost every day I had to hop in and out multiple times to readjust the left hand side mirror because someone had bumped it in a car park or it had rattled loose. It was plain annoying and simply ridiculous. They are great mirrors when adjusted properly. One benefit of the upright vehicle style is excellent visibility all around.

During its 30-year life, the 70 Series (collectively) has been progressively upgraded with features such as direct-injection turbo-diesel technology, coil front springs and even Bluetooth® connectivity. Sat Nav still is on the wish list though. Even so, it continues with the attributes that have made it such a versatile off-road vehicle - a tough box-section chassis, simple part-time 4WD system with two-speed transfer, lockable hubs (now auto), excellent low-range gearing, long-range fuel tanks and excellent ground clearance. These features, combined with ample approach, ramp-over and departure angles, enable the 76 Series vehicles to traverse rugged roads and obstacles that are beyond the capabilities of other vehicles.

Today's LandCruiser 76 Wagon GXL models are powered by a 32-valve 4.5-litre V8 turbo-diesel engine with common-rail direct injection and an intercooler. It delivers 151kW of power at 3400rpm and peak torque of 430Nm from just 1200rpm all the way to 3200rpm – a particularly flat torque curve. This is actually one of the main features of the LC 76. The torque curve or flat line allows you to drive in fifth gear all the way from 40kmh up to 120kmh. You can idle and pull away at 40kmh without chugging or problem. The taller fifth gear doesn't seem to affect the lower responsiveness but significantly improves higher speed economy. Previously at speeds of 100kmh the LC76 was revving at around 3000rpm, with the taller gear this drops to around 2000rpm. This changes everything. It makes cruising more relaxed, especially with the new cruise control, quitter, more economical etc.





# TOYOTA LC76 WAGON GXL V8

**\$72,270 RDAP**

by Anthony Hood

Model	LC 70 Wagon GXL
Model Price	\$72,270 RDAP
Engine	4.5 L V8 Turbo
Drivetrain	5 Sp MT 4WD
Power	151 kW @ 3400 rpm
Torque	430 Nm @ 1200 rpm
Safety	TBA ANCAP
CO2	313 g/km
Economy ADR	11.9 L/100 km
Servicing	TBA Price
Tow Rating	3500 kg
Tow Ball Rating	350 kg
Warranty	3 Yrs / 100,000 km 3 Yrs Roadside Assist



The Toyota Landcruiser LC 76 Wagon GXL is a mixed bag. In many ways it is an icon from a bygone time like a 70's rock star that simply won't die. Yet it still sells in reasonable numbers today. Like its single cab Trayback cousin it has dual personalities. On road and around town it feels like a sumo wrestler trying to buy clothes at Supre'. It is big, cumbersome, has an atrocious turning circle (that I discovered at a tight inner city roundabout much to my dismay and the mirth of onlookers) and simply is out of place.

However the dual personality comes to the fore when you turn off the tar roads and head bush, either on dirt roads or on the farm. Here the LC 76 is like a male lion, king of the beasts. It is here that the LC 76 excels. The low down torque delivery combined with low gearing means that it will gently putter along where needed. It is simply superb. It is unmatched by any other 4WD currently. We have previously towed trailers both on and off road with the LC 76 and with the 3500kg tow rating and a 350kg tow ball rating it is a great tow vehicle.

The LC 70 series vehicles are extremely popular with buyers in mining, agriculture, construction, and communications support and recreation industries. They value the almost indestructible nature of the ubiquitous LC 70 series. I have friends on farms that have Landcruiser Utes that are 20 years plus old, have been belted beyond recognition in everyday use and still keep going strong.

The LC 76 Wagon GXL has a rightly deserved unrivalled reputation for class-leading mechanical reliability and serious towing, load carrying and off-road performance. It is easily upgraded with a plethora of factory or aftermarket accessories to make it even more unstoppable in the bush. As I said the LC76 Wagon GXL is a mixed bag, hopeless around tight inner city streets, not really designed for fast highway cruising but simply unmatched off road. It has many faults and I love it. There really is nothing like it left on the market today and it is only fitting that such an icon should win the COTY Award for 4WD \$50,000 - \$80,000 for 2016.



### What's Good:

- 4WD Capability
- Towing Capability
- Power and Torque

### What's Not:

- No power external mirrors
- Turning circle
- Doesn't get all the upgrades of the Ute

**Overall OzRoamer Rating: 86/100**

Behind the Wheel	7	Practicality	10
Comfort	7	Fit for Purpose	10
Equipment	7	Towing Ability	10
Performance	10	Off Road Ability	10
Ride & Handling	8	Value for Money	8



Although the sales numbers in this larger 4WD segment have been decreasing, replaced by smaller SUV's there is still a significant number of buyers still out there.

The market segment though is somewhat limited in depth. For this years contenders we have chosen the ubiquitous Landcruiser GXL, the popular Prado Kakadu, the new entrant the Ford Everest Titanium and the previous winner the Jeep Grand Cherokee Overland. Remember this was before the Grand Cherokee Trailhawk has arrived in Australia.

These represent two different philosophies, the traditional 4WD style like the Landcruiser GXL and the more car like but still robust 4WD in the Jeep Overland.





# OzRoamer 2016 4WD \$80,000 - \$100,000 Award





by Anthony Hood



It's funny how things work out. This year we believed that another vehicle surely will topple the Grand Cherokee Overland for the category winner. Perhaps if the Grand Cherokee Trailhawk had been released, but as it has turned out the Overland is again the winner. This year in a different category. The 4WD \$80,000 - \$100,000 category. This means that in the four years since it was released the Grand Cherokee Overland has won a coveted award each year. This is proof that they designed a winner first up. Now with a 5 star ANCAP safety rating, the Jeep Grand Cherokee Overland remains feature packed with the smooth V6 diesel, 8 speed auto transmission and retains the legendary off road capability, all packaged in a stylish car like body. While externally it doesn't fit the mould of a rugged 4WD, it retains legendary Jeep styling with a squat seven slot front grill along with some Overland specific body-colour design cues including the lower fascia trim on the front and rear of the vehicle.

The first thing you notice when you sit inside is the contrasting stitched-leather instrument panel and seats. The leather seats are exceptionally comfortable with 8 way electrically adjustable front seats that also have 4 way adjustable lumbar support. The three spoke, thick rimmed, heated leather wrapped steering wheel has a top wooden rim and is electronically height and reach adjustable. Your driving position is also locked into memory.



Being 6'5" tall I found that while comfortable in the drivers seat I would have appreciated a bit more slide adjustment, as the foot brake gets in the way. All seats are heated, just the thing for cold winter mornings. The front seats are ventilated for those hot summer days. The dash has two large dials and a new 7-inch user-configurable multi-view display with colour TFT liquid crystal technology. The easy-to-use instrument cluster displays the basic information a driver needs.



by Anthony Hood

The cluster can be configured 100 different ways. Navigation, speed, audio and fuel economy info, as well as useful information provided by on-board Jeep systems, such as Selec-Terrain modes, can all be displayed in the 7-inch screen. The centre stack houses a new Uconnect Infotainment System and SatNav system with a 8.4" touchscreen. The Uconnect 8.4 system is designed to facilitate a fully integrated infotainment system including GPS, voice recognition functionality and additional entertainment features all built into a single hardware platform.

Rear passengers are well catered for with adequate head, shoulder and knee room unless there is a tall driver. There is plenty of boot space and with the 60/40 rear seats folded flat there is an enormous area available.

Above your head is the CommandView dual-pane panoramic sunroof, which is comprised of two glass panels. The full-power front panel opens rearward, while the rear panel, which is fixed, allows light and open viewing for second-row passengers. The system comes complete with a full length power sun shade.

The heart of the Jeep Grand Cherokee Overland is the combination diesel engine and Quadra-Drive II 4wd system. The new 3.0-litre V6 turbo diesel engine produces 184 kW at 4,000 rpm with 570 Nm of torque at 2,000 rpm. This power is delivered through a 8 speed ZF automatic. This combination is one of the best in its class. The Quadra-Drive II four-wheel drive system features a rear Electronic Limited-slip Differential (ELSD) and the Quadra-Drive II delivers prodigious tractive capability and off-road performance. The core of the system is the central transfer case and an electronically controlled clutch pack for active torque distribution. On dry pavement and in normal tractive conditions, the central transfer case splits 48 per cent of the available torque to the front axle and 52 per cent to the rear axle. In case of slippery surfaces, the system automatically redirects engine torque between the front and rear axles based upon real-time driving conditions.

The system also uses electronic controls that multiply traction on the four wheels and help avoid losses of grip in case of sudden acceleration. The system includes 4WD High and 4WD Low ranges, with 4WD Low offering a 2.72 gear reduction ratio for extreme off-road conditions. Via the rear Electronic Limited-Slip Differential (ELSD), Quadra-Drive II instantly detects rear tyre slip and smoothly distributes torque across the axle. In some cases, the vehicle will anticipate low traction and adjust in order to proactively limit or eliminate slip. The all-new Selec-Terrain traction control system lets customers choose the setting for the optimum experience on all types of terrain. This feature electronically coordinates up to 12 different powertrain, braking and suspension systems, including throttle control, transmission shift, transfer case, ASTC and ESC. Easily up there with the best systems available anywhere.





# JEEP GRAND CHEROKEE OVERLAND V6

**\$86,735 RDAP**

by Anthony Hood

<b>Model</b>	Grand Cherokee Overland
<b>Model Price</b>	\$63,735 RDAP
<b>Engine</b>	3.0L CRD V6
<b>Drivetrain</b>	4WD 8 speed Auto
<b>Power</b>	184 Kw @ 4,000 rpm
<b>Torque</b>	570 Nm @ 2,000 rpm
<b>Safety</b>	5 Star ANCAP
<b>CO2 Emissions</b>	198 g/km
<b>Economy ADR</b>	7.5 L/100km
<b>Tow Capacity</b>	Max 3500 kg
<b>Tow Ball Rating</b>	350 kg
<b>Servicing</b>	TBC
<b>Warranty</b>	3 Yr 100,000 km Full Roadside assist



The Grand Cherokee Overland comes standard with the Quadra-Lift Air Suspension system. This is awesome both on and off road and is an essential item for towing. The Quadra-Lift Air Suspension operates automatically to institute certain ride height conditions, but can also be adjusted manually by the driver using the console controls. The Quadra-Lift system provides five height settings for optimum ride performance. Quadra-Lift air suspension adds up to 106 mm of lift supported by four-corner air springs. With the front air dam removed and Quadra-Lift air suspension fitted, the Overlander features a 35.8-degree approach angle, a 29.6-degree departure angle and a 23.5-degree rampover angle. No wonder it's great off road. The new Grand Cherokee uses an array of sophisticated systems, including Quadra-Lift air suspension, Selec-Terrain traction control and new Selec-Speed Control to achieve on and off road dynamics that have to be driven to be appreciated. Standard safety features include ESC, Electronic Roll Mitigation (ERM), ABS with off road calibration, ASTC, Brake Traction Control System (BTCS), Trailer-sway Control (TSC) and front-seat passenger seat-belt pretensioners.

The Grand Cherokee Overland offers upgraded Forward Collision Warning with Crash Mitigation, Adaptive Cruise Control, ParkView rear back up camera with dynamic grid, ParkSense park assist system and new Selec-Speed Control with Hill Ascent Control and Hill Descent Control, assisting the driver when climbing and descending steep grades. Other standard safety features include seven airbags, advanced multi-stage driver and front passenger, front seat side airbags, side curtain airbags for front and rear occupants, driver knee airbag and active head restraints that deploy in the event of a rear collision.

Towing with the powerful, torquey V6 Diesel is a breeze with 3500Kg capacity and 350Kg tow ball rating. The standard Quadra-Lift suspension only makes towing heavy items easier. In short it's great for towing just about anything and just do easy. All up the Jeep Grand Cherokee Overland V6 Diesel is a superb 4WD that is stylish, reasonable value for money and awesome off road as well as comfortable on city streets. For the fourth year in a row the Jeep Grand Cherokee is the winner for this category.



### **What's Good:**

- Drivers comfort
- Sophisticated Selec-Terrain
- Standard features

### **What's Not:**

- Feels more car like than 4WD
- Starting to show its age
- Drivers seat travel

**Overall OzRoamer Rating: 91/100**

Behind the Wheel	9	Practicality	9
Comfort	9	Fit for Purpose	9
Equipment	9	Towing Ability	10
Performance	8	Off Road Ability	10
Ride & Handling	9	Value for Money	9





One of the hottest market segments in 2016 is the 4WD Ute based wagons with entrants from Isuzu, Ford, Holden, Toyota and Mitsubishi. With all this competition, the winning margin has reduced to a single point -

The four finalists include the multiple previous winner, the excellent but aging Isuzu MU-X LST, Toyota's new entrant the Fortuner GXL, Mitsubishi's Pajero Sport Exceed and Holden's all new Trailblazer LTZ .

Thankfully this segment exists as otherwise the genuine 4WD wagons would also be non-existent. These vehicles offer a genuine alternative for the adventurous family that wishes to do more than drive on dirt roads. These will allow families to take that outback touring holiday at a reasonable price.

All four of these have different philosophies in design and intended use.





**2016 7 Seat 4WD**  
**\$45,000 - \$60,000**  
**Award**



# HOLDEN TRAILBLAZER LTZ

**\$57,591 RDAP**

by Anthony Hood



If you go back five years the only 4WD wagon on the market that was based on a Ute was the Mitsubishi Challenger. Since then the market has changed dramatically with Isuzu and Holden starting the new trend, then Toyota and Ford followed and Mitsubishi replaced the Challenger. Now there is a good choice of robust, quality 4WD wagons for buyers to choose from. It is from these that this year the new Holden Trailblazer wins the 7 Seat 4WD Award for the \$45,000 - \$60,000 category.

The Trailblazer was launched in October 2016 and follows on from the re launched Colorado earlier in the year. While it still resembles the Colorado7 the Trailblazer is dramatically improved in a number of key areas. Externally the Trailblazer is fairly stylish with exterior styling enhancements including LED tail lights, signature LED daytime running lamps combined with chrome accents, complementing a stylish front fascia and more muscular bonnet design. A clever and practical touch that simply combines form and function. It has an upright, bold design and clean lines that look good from any angle, especially with the 18 inch alloy wheels. There is also a full sized spare. The Trailblazer along with the Isuzu MU-X is the most stylish of the new breed of 4WD wagon.



Internally the Trailblazer LTZ follows on from the Colorado with upgraded design. The front leather premium heated seats are very comfortable and stylish. They have multiple electronic adjustments and along with the height and reach adjustable steering wheel, allows drivers to tailor their driving position.

The thick rimmed steering wheel feels good in the hand, has all the usual controls and provides good feedback for driving. In front of the driver is a redesigned dash with two large dials, centre MFD and dials above that. It is actually clear and easy to read providing all the information the driver needs. The redesigned dash and door trims has soft touch feel, and has a premium feel to it with subtle styling.



by Anthony Hood

One thing though is a rough edge below the ridge above the centre stack that is a little sharp. The centre stack houses a new 8 inch colour touch screen with the latest Holden MyLink infotainment system and Apple CarPlay® and Android® Auto, designed for seamless integration with the driver. This system features integrated satellite navigation and voice recognition, is pretty good and relatively easy to use.

The middle row of seats are comfortable for three people, have adequate head, shoulder and knee room. The third row of seats are bigger and better than most competitors in the segment but still only good for shorter passengers for short trips. The seats fold flat to reveal a large 1830 L boot area. When all three rows of seats are used there isn't much room behind for luggage though. This is the same for all the Ute based wagons.

Adding to interior cabin comfort, remote vehicle start allows Trailblazer to reach a comfortable cabin temperature before passengers climb in. This combines with Electronic Climate Control for passenger comfort. The remote window operation (via keyfob) is a great design feature allowing easier door closing but is prone to haphazard working which is annoying. Other comfort features include Heated and power folding exterior mirrors, Electrochromatic (light sensitive) rear view mirror and Rain sensing windscreen wipers.

Driving the Trailblazer LTZ reveals improvements to the ride and handling, quietness inside and better matching of the transmission to the engine to maximise use of all available torque. When trying to describe the driving experience on road the words – more refined - come to mind. It still isn't as good as the MU-X but much better than the Colorado7. It's like a jigsaw puzzle. There are a myriad of little things that have been improved that all add up to the smoother quieter ride and improved handling. The Trailblazer is powered by the 2.8L Duramax diesel engine which produces 147 kW of power @ 3600 rpm and a healthy 500Nm of torque at an impressive 2000 rpm. Previously the Colorado7 had similar figures but was mismatched with the transmission. Now it feels that you can access every one of those 500Nm of torque and the vehicle is better for it. This power and torque is transferred to through a dual range 4WD system and a 6 speed sports automatic transmission and a LSD. This combination works equally as well on and off road. In fact the Trailblazer has excellent off road ability. Additionally the Trailblazer provides great feedback to the driver through its electric power steering with revised steering calibration, co-developed between Holden and Brazilian engineers giving a more precise steering feel thanks to a faster steering rack ratio and less turns lock-to-lock. It actually feels quite nimble on road.

On test we drove the Trailblazer over fire trails, some heavier 4WD tracks, on sand and on the farm. It performed without missing a beat. In standard format there was reasonable articulation for the off road sections and reasonably good damping of rough road surfaces on road.





# HOLDEN TRAILBLAZER LTZ

**\$57,591 RDAP**

by Anthony Hood

<b>Model</b>	Trailblazer LTZ
<b>Model Price</b>	\$57,591 RDAP
<b>Engine</b>	2.8 L DT 4 Cyl
<b>Drivetrain</b>	6 Sp AT 4WD
<b>Power</b>	147 kW @ 3600 rpm
<b>Torque</b>	500 Nm @ 2000 rpm
<b>Safety</b>	5 Star ANCAP
<b>CO2</b>	228 g/km
<b>Economy ADR</b>	8.6 L/100 km
<b>Servicing</b>	Capped Price
<b>Tow Rating</b>	3000 kg
<b>Tow Ball Rating</b>	300 kg
<b>Warranty</b>	3 Yrs / 100,000 km 1 Yrs Roadside Assist



We also towed some trailers and the Trailblazer easily handles its 3000 kg tow limit with a 300 kg tow ball rating. It now equals the MU-X for ease of towing. Holden has a great payload calculator on its website. You really should check it out. They have been excellent in educating the drivers about the variances in what can be towed and carried etc.

Holden engineers introduced something quite clever called the Centrifugal Pendulum Absorber (CPA) torque converter. This basically in simple English counteracts and smoothes torsional vibrations in the drive line normally felt in the cabin. Combine this with all new engine mounts, all new chassis tune and you feel the quietness inside while idling and driving.

Holden has significantly upgraded the safety features of the Trailblazer LTZ with a five star ANCAP safety rating. The active and passive safety features include 7 Airbags (Driver, Pass., Fr. Seats, Curtain, and Driver's Knee), Electronic Stability Control (ESC) System, Hill Start Assist (HSA), Trailer Sway Control (TSC) and Hill Descent Control (HDC). Side Blind Zone Alert (SBZA) and Rear Cross Traffic Alert (RCTA). Further technology includes rear park assist and reversing cameras standard as well as Front Park Assist (FPA), Tyre Pressure Monitoring System (TPMS), Forward Collision Alert (FCA) Lane Departure Warning (LDW).

Impressively the Trailblazer comes with Lifetime Capped Price Service program and Australian based Customer Care. Additionally Holden has an almost complete range of accessories that compete with aftermarket products yet retain the full manufacturer's warranty that includes: Bull bars, Safari Bar, Bash Plates, Extended Rail Sports Bars, Steel Rear Step, Tubular steel Side Steps, LED driving lights, Fender Flares, Nudge Bar, Snorkel, 18in Wheels and all terrain tyres.

Holden's Trailblazer LTZ is a worthy winner of this year's award but it should be noted it was by the slimmest of margins and the segment just keeps getting better.



### **What's Good:**

- Towing Capability
- 4WD Capability and robustness
- Value for money

### **What's Not:**

- Front windows don't always close
- Small boot space when using 7 seats
- Some sharp edges on dash

**Overall OzRoamer Rating: 90/100**

Behind the Wheel	8	Practicality	10
Comfort	8	Fit for Purpose	10
Equipment	9	Towing Ability	9
Performance	9	Off Road Ability	10
Ride & Handling	8	Value for Money	9





There has been an explosion in the 7 seat genuine 4WD market segment over the last few years. Previously the domain of the Prado and Pajero with Landcruiser and Challenger thrown in. Now it seems that if a manufacturer has a Ute they are basing a 7 seater on that Ute.

The \$60,000 - \$80,000 segment is starting to get expensive and buyers want the best of both worlds. Family capability, luxury SUV like characteristics and genuine 4WD ability. This year we have a previous winner in the Toyota Fortuner Crusade along with another multiple winner in the Pajero Exceed. The Pajero is really starting to show its age but remains strongly competitive.

Along side these we have the Landcruiser Prado GXL which is probably the best value for money in the Prado range and Fords aspiring Everest Trend based on the successful Ranger Ute.

These four vehicles stand out from the competition and are the contenders .

Remember we aren't swayed by other publications or manufacturers in our decision and you may be surprised that our winner is different to other recent announcements.





**OzRoamer 2016  
7 SEAT 4WD Award  
\$60,000 - \$80,000**





by Rob Fraser



For the second year in a row the winner of the 7 Seat 4WD \$60,000 - \$80,000 is the Toyota Fortuner. A decision that is sure to be debated by fellow journalists but we believe is the best overall choice for buyers. Yet another of the Ute based wagon variants, the unfortunately named Toyota Fortuner Crusade is based on the Hilux chassis, with heavy modifications to make it more car like for family buyers with genuine 4WD credentials. The modifications sees the Fortuner ride and handle much better than the Hilux.

The development process had a strong Australian DNA with its unique body, wiring and key underpinnings having been designed or extensively developed and evaluated by local engineers. The rugged frame, high-torque engine, all-coil suspension and strong upper body have been proven in Australia under the world's toughest conditions - on tarmac and off the beaten track.

Externally, the Fortuner is actually quite a pleasant design with bold front end but a protruding grill, sweeping uplift side profile and integrated rear end. The Crusade features projector-type LED headlamps, LED daytime running lamps, LED tail lamps and side steps, alloy wheels, fog lamps, roof rails and privacy glass. The power tailgate in the Crusade can be controlled from switches on the



instrument panel, in the tailgate itself or from the smart key-fob. It has a memory function that allows owners to set the opening height, which is handy when parking under a low-hanging branch or in a garage with a low roof. The maximum height is 191cm - which enables 90 per cent of Australian men to stand under it and ensures the incorporated switch is still within reach of 90 per cent of Australian women. Internally the Fortuner raises the bar a bit for a Hilux. It exudes premium SUV ambience with elegant and flowing lines, soft touch materials on high touch areas, especially the centre console, which is flanked by vertical columns covered in soft-touch materials that also provide leg support for the driver and front passenger.



by Rob Fraser

Front leather faced seats are very comfortable and with height and reach adjustment for the leather feel steering wheel, it is easy to find a comfortable driving position even for taller drivers. The Crusade features a high-precision, full-colour 4.2-inch MID with information including trip meters, vehicle checks and data to support economical driving. Steering-wheel controls operate the MID menu.

There is seating for seven people over three rows with sports front seats that are flared at the shoulders and fitted with firm bolsters for maximum support. Features include seven-inch touch-screen display audio systems with six speakers, auxiliary/USB port, AM/FM radio and a CD player. The screen also displays the reversing camera image and provides access to Toyota Link connected mobility.

Toyota Link can provide access to Pandora Internet radio and help find fuel, a destination, weather and other assistance. Top-of-the-range Crusade has DAB+ digital radio and satellite navigation, which expands the capability of the Toyota Link system. Convenience features include Bluetooth connectivity, voice recognition, steering-wheel audio and telephone controls and power door locks, windows and mirrors.

The Crusade has climate controlled air-conditioning with separate air-flow controls for second-row passengers. Storage space is generous with a number of cup and bottle holders, compartments, trays, pockets and consoles. An air-conditioned compartment above the glovebox can be used to cool or warm items with the capacity for two 600ml bottles. Convenient shopping-bag hooks are fitted to the front seat-backs.

All models feature three 12-volt accessory sockets - under the centre cluster, in the rear of the centre console for second-row seat passengers and in the rear luggage area. Crusade also has a 100w/AC220-volt accessory socket in the centre console.

Fortuner's seven seats are arranged in a 2-3-2 configuration. The 60/40 split-fold second-row seat has a one-touch slide and tumble feature, while the 50/50 third-row seats are fold-to-the-side style that severely limits available storage space. Cargo capacity ranges from 200 litres to 1,080 litres when packed to the top of the seat backs.

The Fortuner Crusade is powered by a high-torque 2.8-litre four-cylinder common-rail direct-injection turbo-diesel engine with a choice of six-speed manual or automatic transmissions. Either transmission is good and works well with the engine. In fact, on the launch we drove a manual version over a dirt road that has been part of the World Rally Championship previously and it was a huge amount of fun. We have driven the Crusade over forest trails, sand dunes, heavy 4WD tracks, dirt roads, highways and freeways and throughout, it has impressed with its ease of driving, ride and handling, tractability and quietness. Toyota have done an excellent job of designing a vehicle for Australian conditions.





# TOYOTA FORTUNER CRUSADE

**\$67,676 RDAP**

by Rob Fraser

<b>Model</b>	Fortuner Crusade
<b>Model Price</b>	\$67,676 RDAP
<b>Engine</b>	2.8 L DiD 4 Cyl
<b>Drivetrain</b>	4WD 6 speed Auto
<b>Power</b>	130 Kw @ 3,400 rpm
<b>Torque</b>	450 Nm @ 1,600 rpm
<b>Safety</b>	5 Star ANCAP
<b>CO2 Emissions</b>	228 g/km
<b>Economy ADR</b>	8.6 L/100km
<b>Tow Capacity</b>	Max 2800 kg
<b>Tow Ball Rating</b>	280 kg
<b>Servicing</b>	TBC
<b>Warranty</b>	3 Yr 100,000 km Full Roadside assist



Maximum power is 130kW @ 3,400 rpm and peak torque is 450Nm @ 1,600 rpm for the automatic and 420Nm for the manual. Braked towing capacity is 3,000kg for the manual and 2,800kg for the auto. Tow ball rating is 10% of either weight. The key here is that while the power figure is probably a little low, the available torque at 1600 rpm is plenty. It provides an easy driving environment and towing is a breeze, especially with the trailer sway control. It also means that Fortuner is economical at around 8.6 L/100k for the auto version.

The Fortuner has strong off-road ability - as you would expect using the base Hilux 4WD transmission. This includes rear differential lock, approach angle of 30 degrees, departure angle of 25 degrees, ramp-over angle of 23.5 degrees, ground clearance of 225mm, wading depth of 700mm, Electronic transfer case dial, A-TRC (active traction control) and locally developed underbody protection. All Fortuner models have an electronically controlled transfer case for 'on-the-fly' changes from 4x2 to 4x4 high, using Toyota's unique disconnecting differential.

Safety is a key feature with a five-star ANCAP safety rating. All models are equipped with stability and active traction control, seven airbags, reversing camera, trailer sway control, hill-start assist control and rake-and-reach adjustments for the steering column. It includes three top-tether anchors and two ISOFIX child-seat mounts.

A comprehensive range of Toyota Genuine accessories is available including airbag-compatible bull bars and newly developed towbar and load distribution hitch.

This is a great alternative to either a Prado or a Kluger for families. In addition to its prodigious off-road ability, the Fortuner delivers a compliant and quiet ride, a spacious interior, convenient features and premium quality expected in a modern SUV. While new, it is a worthy winner of the OzRoamer 2015 7 Seat 4WD over \$60,000 Award.



### **What's Good:**

- Ride, handling, balance
- 4WD ability
- Rear diff lock

### **What's Not:**

- Fold up 3<sup>rd</sup> row seats - seriously?
- Tow rating
- Engine power

**Overall OzRoamer Rating: 90/100**

Behind the Wheel	9	Practicality	9
Comfort	9	Fit for Purpose	9
Equipment	9	Towing Ability	8
Performance	8	Off Road Ability	10
Ride & Handling	10	Value for Money	9





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**REPORT**



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If any market segment sits right in the middle of the surge of AWD SUV's it would be the 7 seat AWD SUV \$45,000 - \$60,000 segment.

This is where the majority of family buyers sit in price and hence the decision is paramount to them as to what they buy.

We have selected the four best for the final choice.

As always there is the Toyota Kluger GXL which almost reads buyers minds about what they want.

The new kid on the block Mazda's CX-9 with its new technology and stylish looks and all road capabilities.

Hyundai has revamped the Santa Fe Elite 2.2 CRDi and has improved on an already impressive package.

Rounding out the final four is Kia's brilliant Sorento in the SLi model variant.





**OzRoamer 2016**  
**7 Seat AWD SUV**  
**\$45,000 - 60,000 Award**





by Anthony Hood



Mazda launched its new CX-9 in mid July 2016 and the vehicle has proved to be a bit of a revelation. The CX-9 comes in four variants and the model that we are testing here is the Touring. It is expected to be the volume seller in the range. The first thing to note is that there is no diesel option, a fact that would ordinarily lower our expectations but the Mazda I ACTIV engine range is impressive enough to warrant being a contender for the COTY.

Externally the CX-9 could be described as a good looking car. The designers have really excelled. The front grill design gives the vehicle a bold imposing stature with flowing lines to the rear. It displays a curved style but retains plenty of interior space. The high roofline allows large window sizing and the rear allows great visibility. External features include 18 inch alloy wheels, LED headlamps, bold grill and front fog lights. Let's just say it looks imposing and pretty dam good.



Step inside and the story keeps getting better. This is the second from the bottom spec model but it has the same sense of space, comfort and stylish ambience. The leather driver's seat is comfortable with 6 way electric adjustment for the driver, including great lumbar support. They are also heated for those cold winter mornings. In front of the driver is a small thick rimmed leather steering wheel that frames a three dial dash. The centre dial is the speedo and the outside contain ancillary information. The instruments are clear and easy to read. One good feature is that the indicator stalks are visible over the steering wheel spokes, always helpful. My rather lanky 195cm frame can get comfortable with enough seat slide and height and reach adjustable steering wheel.



by Anthony Hood

The middle row passenger seats again are fairly comfortable with adequate head, shoulder knee and leg room, better suited for two but comfortable for three. The third row seats are amongst the best in the market segment with enough leg room for tall passengers but the head room is tight. There are air-conditioning controls for the middle row of seats and USB ports but strangely there isn't any vents for the third row of seats.

The centre stack houses the 8 inch touch screen display or the satellite navigation etc. in a backdrop of soft touch dashboard. Again ease of use and clarity are two immediate impressions. The whole centre console is well laid out and easy to use but the centre storage bin is small. Other than that storage is generally adequate with cup holders everywhere and bottle holders in the doors.

With the rear seats folded the boot area is cavernous and you can appreciate how spacious the CX-9 actually is. Like most of the vehicles in this class there is little room behind the third row seats when they are in use. The rear seats fold in split configuration and fold nearly flat. You could sleep in there.

Little features that make everyday use more comfortable include rear view mirror with auto dimming function, auto on/off headlights, rain sensing wipers, slide forward rear seats, simple lever controls for folding seats and wide opening doors etc. The central story of the all new CX-9 is the an all-new 2.5 litre direct-injection turbo charged petrol engine, with both i-stop and i-ELOOP technology, that produces 170kW of power at 5,000rpm and 420Nm of torque at a low 2,000rpm,. This power and torque drives all four wheels using the i-ACTIV AWD all-wheel drive system through a 6 speed automatic transmission. Economy is heavy compared to a diesel. The ADR economy is stated at 8.8 l /100k however we experienced somewhere nearer 13.5l/100km around town, albeit with some enthusiastic driving and that dropped to closer to 11.5l/100 on the freeway. The good thing is that the engine will happily run on standard unleaded (91 RON) or with E10.

This engine transmission combination are well suited and the torque coming in at the relatively low 2000rpm means that the driving style is smooth, relaxed and almost diesel like, but with acceleration when needed. The SKYACTIV-G 2.5T technology removes almost any sign of turbo lag providing linear acceleration. There is plenty of mid rage grunt and extra passengers has little effect on the performance. As good as it is though I still am wanting a diesel option. The stop start can be a little slow to kick off and can provide some 'interesting' moments at roundabouts etc. The automatic transmission is mated brilliantly to the engine and if you switch to 'sport' mode the driving becomes an engaging experience. It's better than most SUV's in the class. Mazda continues its tradition of providing direct steering feel and rewarding driving experience.





by Anthony Hood

<b>Model</b>	Mazda CX-9 Touring
<b>Model Price</b>	\$57,124 RDAP
<b>Engine</b>	2.5L 4 Cyl I-ACTIV
<b>Drivetrain</b>	AWD 6 speed Auto
<b>Power</b>	170 Kw @ 6,000 rpm
<b>Torque</b>	420 Nm @ 2000 rpm
<b>Safety</b>	5 Star ANCAP
<b>CO2 Emissions</b>	206 g/km
<b>Economy ADR</b>	8.8 L/100km
<b>Tow Capacity</b>	2000 kg
<b>Tow Ball Rating</b>	100 kg
<b>Servicing</b>	Fixed price
<b>Warranty</b>	3 yr/Unlimited km full roadside assist



The suspension can be a little harsh though and can be upset by mid corner bumps etc. The front end seems to understeer when pushed more than some of its competitors and running on the blacktop the ride can feel a little flat. As this is an all road vehicle the ride and handling on dirt roads and corrugations is smooth. Mazda's i-ACTIV AWD system is integral to the CX-9's impressive handling while enhancing safety and provides all road capabilities, including forest trails and snow conditions, for the adventurous family. It is also quiet on all surfaces. Overall it aims towards a sporty ride rather than a soft ride. It will please almost all the drivers that sit behind the wheel. One thing that was disappointing though, for an AWD SUV that aims at the adventurous family lifestyle is the poor towing capability. Yes it will tow 2000kg but is let down by the low 100kg tow ball rating.

Safety is a key feature with the CX-9 achieving a 5 Star ANCAP safety rating. The key here is that all the safety features are standard and went a long way to the eventual winning of the award. Features of the standard i-ACTIVSENSE safety technologies include: reverse camera with rear parking sensors, Smart City Brake Support (Forward/Reverse), Advanced Blind Spot Monitoring and LED headlamps, front fog-lamps, Advanced Blind Spot Monitoring (ABSM), Rear Cross Traffic Alert (RCTA) and Smart City Brake Support [Forward/Reverse] (SCBS F/R), six airbags (dual front, front side and full-length curtain). Mazda's i-ACTIVSENSE advanced safety technologies are designed to help drivers recognise potential hazards, avoid collisions and minimise the severity of accidents when they are unavoidable.

Overall the all new Mazda CX-9 provides prospective buyers a choice in the segment that is arguably the best looking vehicle, full of standard features, has a five star ANCAP safety rating, and provides an engaging driving experience and full of advanced technology. Mazda's new CX9 is a revelation in design implementation. It is a deserving winner of the OzRoamer 2016 AWD SUV \$45,000 - \$60,000 Award.



#### What's Good:

- Engine Transmission combination
- Stylish Looks
- Internal space

#### What's Not:

- Harsh front end
- Bit heavy on fuel
- No third row vents

#### Overall OzRoamer Rating: 82/100

Behind the Wheel	9	Practicality	9
Comfort	9	Fit for Purpose	9
Equipment	8	Towing Ability	6
Performance	8	Off Road Ability	6
Ride & Handling	9	Value for Money	9



At the middle to upper end of the 7 seat AWD SUV market is the \$60,000 - \$80,000 segment. This is for the families that want more luxury and features in their vehicles. Ironically the final four contenders are the up market versions of the lower category.

Mazda's new CX-9 Azami, the top of the range. Kia Sorento Platinum 2.2 CRDi, Hyundai Santa Fe Highlander and Toyota Kluger Grande.

All full of features, luxuries and aimed at the well healed families that need 7 seats and have adventurous aspirations.





**OzRoamer 2016**  
**7 Seat AWD SUV**  
**\$60,000 - \$80,000 Award**





by Anthony Hood



It has been a big year for the Kia Sorento Platinum - not only did it undergo a total redesign which was launched in June 2015, but the price movements meant that this previous category winner now sits in a new category. It's a bit of an unfair advantage though as the value proposition meant that the Kia Sorento Platinum was almost a shoe in for the winner of the 2015 OzRoamer 7 Seat AWD SUV over \$60,000. It has previously been a two time winner in the under \$60,000 category as well.

With the availability of a new platform in the Kia assembly shed, they've taken the opportunity to redesign the third generation Sorento. About the only carry over from the previous model is the tweaked 2.2L diesel and transmission. The body has been redesigned with more aggressive and defined lines as well as generous new proportions. The body is 95mm longer, 45mm lower and 5mm wider with an 80mm longer wheel base. Even with the lower body height, the seating has been redesigned to provide more head room in the front and second rows. This is more than evident by the fact that I didn't need to put the driver's seat all the way back to be able to get a comfortable position (all 6'5" of me).

On the inside, the redesign has continued with a smooth flowing package that is easy on the eye and easy to use. The dash has been laid out with distinct and easy to see clusters that don't overwhelm you with complicated buttons or gadgets. The steering wheel on the Platinum is a good looking affair with the trim broken up with a feature piece and all steering wheels come with controls to activate your most used functions. All variants come with dual zone A/C as well as second and third row cooling.



The Platinum comes with heated steering wheel, dual zone A/C as well as front and second row seat heating and front seat cooling. The Platinum driver's seat is electrically adjustable 10 ways and the front passenger seat 8 ways. It's almost impossible not to be comfortable.



by Anthony Hood

Other key features include auto sensing smart tailgates which open with a proximity sensor and a panoramic sun roof. Auto headlights with LED parkers, daylight running lights and led rear lights are standard and the Platinum has HID auto levelling adaptive (cornering) headlights.

An interesting factor about the entertainment system is the fact that there is no CD player available. While some may lament this, it is the way of the future and it has full compatibility with media devices via USB and 3mm jack. However the stereo isn't video capable. The Platinum is the pick of bunch with its premium sound system (10 speaker Infinity) and obviously SatNav.

Seating for the rear passengers is comfortable with adequate headroom, legroom and shoulder room. I have had 6 teenagers in the car with minimal whinging. Boot space in the new Sorento is among the 'best-in-class' as cargo capacity is huge. Load it up and drive and it will transport in economical comfort. Storage is a feature with twin cup-holders, deep centre console, large glovebox, an illuminated lower tray in the centre console and four door pockets. The second row seat also features a folding centre armrest with twin cup-holders.

Safety has had a major haul over and the Sorento achieves a 5 star ANCAP rating. All models have front side and curtain airbags, 7 seat seatbelt warning lights. The Platinum also picks up some other features including blind spot and lane change assist, lane departure warning as well as rear cross traffic warning for reversing out of places and to top it off smart cruise control. All models have front and rear sensors, reversing camera and tyre pressure monitoring system. The rear view camera provides an excellent view behind the car for hooking up trailers.

There is also a comprehensive suite of active safety technologies including Vehicle Stability Management (VSM), Electronic Stability Control (ESC), Traction Control System (TCS), Anti-skid Braking System (ABS) with Electronic Brakeforce Distribution (EBD) and Brake Assist System (BAS), Hill-start Assist Control (HAC) and Downhill Brake Control (DBC).

One major improvement with the Sorento is the suspension package which was exclusively designed in Australia for Australian conditions and this was evident on the test. The Kia handles well on road taking the twisty hills around Port Douglas and Cairns in its stride and comfortably cruising along at high speeds. The short stint along some gravel and dirt was promising, with the bumps and corrugations being soaked up with minimal intrusion into the cabin and the Sorento has always been a good performer on sand.





by Anthony Hood

<b>Model</b>	Sorento Platinum
<b>Model Price</b>	\$61,576 RDAP
<b>Engine</b>	2.2 L 'R' 4 Cyl
<b>Drivetrain</b>	AWD 6 speed Auto
<b>Power</b>	147 Kw @ 3800 rpm
<b>Torque</b>	441 Nm @ 1750 rpm
<b>Safety</b>	5 Star ANCAP
<b>CO2 Emissions</b>	192 g/km
<b>Economy ADR</b>	7.3 L/100km
<b>Tow Capacity</b>	2000 kg
<b>Tow Ball Rating</b>	100 kg
<b>Servicing</b>	7 Years Capped
<b>Warranty</b>	7 yr/Unlimited km full roadside assist



The sports mode for the transmission actually made a noticeable difference to the way the gearbox performed compared to some. Another improvement is with the NVH levels as the engine and road noise was hardly audible especially in the Platinum. Towing has been bumped up to 2 tonne with a 100kg ball weight which will require some thought to loading your trailer. The 2.2L diesel produces 147kW @3,800 rpm and 441Nm @ 1,750 rpm and is mated to the excellent 6 speed automatic transmission. This combination has proved to be responsive, robust and frugal. In short, it is spot on.

The AWD is a single ratio (high range) 4WD system with a default status that delivers 100% of engine torque to the front wheels during normal driving. For improved traction while driving in rain, snow, mud, unpaved roads and off-road – the driver can manually select 'Lock Mode'. This mode splits the torque 50/50 between the front and rear axles for better stability up to a speed of 30 km/h. The combination of powerful diesel motor, 6 speed automatic transmission, new suspension and speed-sensitive hydraulically power-assisted rack-and-pinion steering gives the Sorento impressive handling.

We have previously towed (with the Kia's heavy duty tow kit) horse floats, car trailers, camper trailers, ditch diggers, quad bikes and seadoos with the Sorento and never once did it grumble. It's off road ability is surprising if you take account of its overhangs and acknowledge its limitations, it will provide heaps of off road fun for the family. On dirt trails it performs better than you would expect for an AWD SUV and on sand it is simply awesome if you take care of the overhangs. You must remember to turn off the traction control though. We have driven the Sorento plenty of times on the dunes of Stockton beach and through the fire trails of the Watagan mountains and within its limitations, have never had a problem.

The design is reasonably stylish and comfortable, with seats seven, jam-packed with features, fantastic value and comes with Kia's 7-year warranty, capped price servicing and road side assistance. Combine that with the awesome motor transmission combination, it should be at the top of buyer's lists for an honest and practical family AWD SUV. The Sorento is the winner of the 2015 OzRoamer 7 Seat AWD SUV over \$60,000. It has previously won in 2012 and 2014 in another category as well.



### What's Good:

- Engine Transmission combination
- Seven seat practicality
- Value for money

### What's Not:

- AWD not 4WD
- Price increase
- Low tow ball rating

**Overall OzRoamer Rating: 90/100**

Behind the Wheel	10	Practicality	10
Comfort	9	Fit for Purpose	10
Equipment	10	Towing Ability	5
Performance	10	Off Road Ability	7
Ride & Handling	9	Value for Money	10





# CAMPER TRAILER BUYERS GUIDE



**OZROAMER  
DIRECTORY**

**TOWING GUIDE**

**HOW TO CHOOSE A  
TOW VEHICLE**

**AUSTRALIAN MADE VS IMPORTED  
FACTS AND MYTHS**

**4WD VS AWD  
FOR TOWING**

**ALL NEW COMPACT  
HYBRID CAMPERS**

**POWER VS TORQUE  
FOR TOWING**

**A-Z OF BUYING A  
CAMPER TRAILER**

**WE RATE OVER 150 4WD & AWD  
SUV'S FOR OFF ROAD AND  
TOWING ABILITY**



So here we are at the top end of the awards. The Prestige SUV over \$100,000 award is full of vehicles that just make you smile when you drive them .

Starting the process is a previous winner the awesome Ford F250 Platinum. Here is a vehicle that is unique in Australia. Audi's brilliant Q7 3.0 L TDi QUATTRO brings 7 seats, brilliant handling and luxury to the finalists.

The Lexus LX 570 with its robust 4WD ability and loaded with features sits in the final five and contrasts with the sophisticated Mercedes Benz GLS 350d that on paper is similar but different in reality.

Rounding out the final five is the brilliant Porsche Cayenne S.

Five different vehicles in design, functionality, application, and pricing. The ultimate decision is up the what the buyer is looking for but for us there can only be one winner even though we would be happy with any of them.





**OzRoamer 2016  
Prestige SUV  
over \$100,000 Award**





by Rob Fraser



It has been quite some time since we tested the Audi Q7, almost 2 years in fact and while the previous model was good it had some limitations that took a little of the shine off what was otherwise an appealing vehicle.

The new generation Audi Q7 3.0L TDi QUATTRO AWD SUV we recently tested is an excellent vehicle with few if any faults. It sets the benchmark for luxury 7 seat family SUV driving. For those in a hurry that is all you need to read.

The first thing you notice when you approach is that for a big car it looks compact. The overall length is 5.05m, which is longer than a Toyota 200 Landcruiser. Yet for all this size it has a svelte appearance more fitting a luxury wagon than an AWD SUV. That is one of the features of the Q7. It is more than it seems. However the new Q7 is less also, 240kg less to be precise. Like all of us, less

weight usually means being more nimble, use less fuel and handle better.



Style can be a matter of personal taste. To me the Q7 exterior simply looks good and is very appealing. The Mercedes Benz GL is like the ugly sister in comparison.

At this level you expect a quality luxurious interior, but the essence of true luxury is integration. Integration means that the whole interior not only flows, it works seamlessly and has subtlety. Some vehicles in this class seem to have a love affair with buttons or switches, others seem to like minimalism, to the detriment of functionality. The Audi Q7 strikes almost a perfect balance between form and function.



by Rob Fraser

The drivers' alignment to the steering wheel and dash can be adjusted for all drivers to find the perfect position. Our reviewers range from 195cm tall to 170cm tall, slim to larger than the average bear and all commented on just how comfortable they were. The large and clear virtual digital dash can be changed to suit personal preferences and is amongst the best in class. I believe that while being able to adjust the dash layout, most drivers will find what they like and leave it.

Again the more than it seems feature of Audi comes through. The dashboard, centre console layout seems simple, almost bland, but after a little while you realise how easy and integrated it all is to use.

Sitting on top of the centre dashboard is the MMI navigation plus with MMI touch. This is displayed on an 8.3-inch extending screen that is sharp, brilliant and rich in contrast. The optional head-up display (HUD) directly within the driver's field of vision means that you don't have to take your eyes off the road.

The controls are intuitive to use with the intelligent new MMI control concept: fewer buttons yet more functions, including vehicle settings, navigation, telephone, media and the optional Audi connect. A larger touchpad creates a better user-experience. I found it very sensitive though, but once you grasp it the simple functionality wins you over. There is a lack of centre console storage though.

Front seats for driver and passenger are excellent, rear seats great for two passengers but can accommodate three in comfort with adequate head, knee and leg room. The third row of seats while reasonable for teenagers do feel a slightly restricted in head room and leg room, unlike the Mercedes Benz GL which has the best in class. There is however adequate luggage space with all seats in use. One clever feature is the flexibility in luggage configuration with individual folding seats that fold flat.

There are far too many standard and optional features and packages to list here when you are looking at the Q7 and to be honest its best to look at the Audi site for a list of them. Suffice to say the Q7 has an incredible long list of standard safety, luxury and comfort features with an even longer and expensive options list.

Safety is obviously 5 star ANCAP and the Q7 is class leading in passive and active safety features. However I found that sometimes the vehicle was overriding normal driving ability. For instance the lane assistance system was more sensitive than I believe is warranted, turning the steering wheel against my input. It's not dangerous, just a little annoying at times. I would have all the safety features and put up with the car thinking it's a better driver than me though. It probably is!





# AUDI Q7 3.0L TDI QUATTRO

**\$115,437 RDAP**

by Rob Fraser

Model	Q7 3.0 L QUATTRO
Model Price	\$115,437 RDAP
Engine	3.0 L V6 TDi
Drivetrain	8 speed AT
Power	200 Kw @ 4250 rpm
Torque	600 Nm @ 1500 rpm
Safety	5 Star ANCAP
CO2 Emissions	153 g/km
Economy ADR	5.9 L/100 km
Tow Capacity	3500 kg
Tow Ball Rating	350 kg
Servicing	Service plan
Warranty	3 yr/Unlimited km full roadside assist



The Q7 is powered by a 3.0L TDI engine that produces 200kW @ 4250rpm of power and 600Nm @ 1500-3000rpm of torque. This translates to the road through the QUATTRO AWD drivetrain and 8 speed auto transmission. The Q7 can reach a top speed of 234 km/h and accelerates from 0 to 100 km/h in 6.5 seconds. It does all this while drinking fuel at a miserly 6.5l/100km on our test. These figures were around town and some freeway driving.

These are the raw figures. The real world driving experience though is even better. The abundance of torque at low revs makes for smooth, powerful and extremely relaxed driving experience. Combine this with the adaptive air suspension and you have a big AWD SUV that handles and drives like a luxury sedan. You simply forget you are driving a 5.0m long AWD SUV.

In short I loved driving in the Q7. I had the opportunity to test it over normal road surfaces and some dirt roads. Its ride, handling dynamics and comfort are class leading. Let's face it not many (if any) Q7's will ever see any real off road driving, however I would be more than happy to take one to Birdsville for the annual races. That would be a drive along some of Australia's iconic roads to an iconic Australian experience in luxury and comfort. I got side-tracked apologies.

The overall appeal of a powerful yet economical diesel engine mated to an 8 speed transmission driving all four wheels through Audi's outstanding QUATTRO system that has dynamic handling yet smooth ride, is equally at home at the Opera and at Birdsville, accommodating its occupants in luxury and comfort for around \$120,000 is exceptionally strong. This might sound strange but it actually represents reasonably good value. If I was looking for a luxury 7 seat AWD SUV the Audi Q7 3.0L TDi QUATTRO would be at the top of the list.



### What's Good:

- Power and economy
- Ride and Handling
- Space and practicality

### What's Not:

- Centre Console lack of storage
- Long and expensive options list
- Not owning one

**Overall OzRoamer Rating: 90/100**

Behind the Wheel	10	Practicality	9
Comfort	10	Fit for Purpose	9
Equipment	9	Towing Ability	10
Performance	9	Off Road Ability	6
Ride & Handling	9	Value for Money	9





The Prestige Sports SUV segment is rarified territory with vehicles at the pinnacle of technology, design and performance. They however remain relatively attainable as well.

Selecting finalists ironically was a very hard task. However we came up with the short list. This included a variation of a previous winner the prodigiously beefy Jeep Grand Cherokee SRT Night. Big thumping V8 Awesome!

Of course the Porsche Macan Turbo is in there with its fast acceleration and stunning handling. Alongside this is the BMW X5 M50d again with its amazing V8 diesel engine, prodigious torque and handling.

A newly launched Audi SQ7 with its seven seats, V8 diesel engine, huge torque and abundant technology was a late entrant.

Mercedes Benz GLC 43AMG with its distinctive style and stunning performance is included and a surprise entrant the VW Touareg V8 TDi R Line rounds out the line up.

These vehicles all are well in excess of \$100,000, all have amazing technology associated with them, some have different design philosophies such as the brutish SRT compared to the subtle Porsche Macan Turbo.

It made for an interesting time and to be honest it really wasn't that hard work.





# OzRoamer 2016 Prestige Sports SUV Award





by Rob Fraser



The SQ7, while based on the brilliant Q7 brings to the market some awesome new technology, interior and exterior changes and a design that looks smaller than it is. The design embraces what appears to be flavour of the month in an almost coupe style but manages that sleek form and low drag coefficient in a practical body shape.

Externally, SQ7 specific details include a choice of 12 paint finishes, a singleframe grill, the air inlets with their dual slats, the upper section of the exterior mirror housings and elements of the door trim gleam in an aluminium look. The roof edge spoiler is wider and more distinctive than that of the Q7. A diffuser insert with an aluminium clasp encloses the four rectangular exhaust tailpipes. SQ7 TDI and V8T emblems adorn the front, the fenders and the rear. LED headlights and dynamic rear turn signals are standard. Optionally available is Matrix LED technology that include intelligent cornering lights. While it is over 5m long it has a squat appearance being 1.97m wide and only 1.74m tall. Surprisingly for a large vehicle its drag coefficient is just 0.34 and the

centre of gravity is low. This factor also sharpens the sporty character.



Step inside the SQ7 and the immediate ambience is luxury and space. The standard sports seats for front occupants are comfortable and supportive over long periods in them. The optional sports seats plus for the front driver and passenger are some of the best I have sat in.

There is electric adjustment for everything from the usual height and tilt, to lumbar support and shoulder and base wings that adjust to provide a perfect fit for any driver. The customised contour seats with seat ventilation and optional massage function offer even more comfort.



**by Anthony Hood**

The three spoke flat bottomed steering wheel feels superb in your hands and provides precise feedback from the road. Unusually the adjustment for height and reach isn't electric. In front of the driver is the Audi virtual cockpit with 12.3-inch display that presents its information in brilliant, high-resolution graphics. It displays a special screen when the car is started and a special S design when driving. These elements also appear on the 8.3 inch monitor of the MMI navigation plus with MMI all-in-touch. The driver uses the multifunction steering wheel to choose the view in the virtual cockpit. Audi supplements this with a head-up display. It projects important information, such as speed and navigation data onto the windshield in the driver's direct field of vision.

Audi is taking a new approach to controls with the optional MMI navigation plus with MMI all-in-touch. The driver can enter characters on the large touchpad or perform multi-finger gestures to zoom in on the map, for example. The system provides acoustic and haptic feedback after each command. The MMI logic with its flat hierarchies and free text search is oriented on modern smartphones. The natural voice control system understands a large number of expressions from everyday speech.

The middle row seats are comfortable enough for my large frame to sit in. Better suited to two but accommodating three, there is plenty of head, shoulder and leg room. The third row seats while having comfortable seat squab and backrest are limited in foot and leg room. They are suited to pre-teen occupants mainly.

The three-piece backrests in the second row can be folded down separately, and the third row can be lowered electronically into the floor of the SQ7 TDI to provide a long flat load area. The rear can also be lowered to assist with loading parcels. With a full load of passengers, the seven-seater model has a luggage capacity of 235 litres. With the third row folded down, this becomes 705 litres with a maximum of 1890 litres. A power tailgate is standard.

The SQ7 TDI ups the ante with elegant interior details. A red ring surrounds the start-stop button, and the pedals are plated with stainless steel. The centre tunnel console, the standard sport leather steering wheel, the key and the illuminated door sill trims bear SQ7 logos. The interior lighting shines in LED technology. There is a standard ambient lighting package, which can be adjusted over a range of 32 colours. Besides the three colour profiles familiar from the Q7, the SQ7 TDI also offers the Sport light profile in red/white.

Black is the dominant colour in the interior. The two-piece inlays combine brushed aluminium with chrome paint finish, slate grey. Carbon Atlas, piano finish and other materials are available from Audi Sport GmbH. The sport seats come standard in Valcona leather. The sport seats plus come factory fitted with the high-grade leather upholstery, including a diamond pattern.





**by Anthony Hood**

As this is a family car after all, keeping the troops entertained and connected is important and Audi doesn't disappoint. The top infotainment system uses the second-generation modular infotainment platform. Its central computer comprises two main units – the radio car control unit and the MMX board (MMX = Multi-Media eXtension). The MMX board integrates – along with the working and flash memory – a super-fast processor that processes all online, media, voice control, navigation and telephone features. The board is a plug-in module. Audi can keep it at the state of the art during the development process and thus bring innovations in consumer electronics into the car at an early stage. A Wi-Fi hotspot enables the passengers to surf with up to eight mobile devices. The standard Audi connect package brings numerous online services on board, including navigation with Google Earth and Google Street View, and it can also serve as a Wi-Fi hotspot.

The Audi smartphone interface brings Apple Car Play and Android Auto into the car. If the customer connects an iOS or Android smartphone to the USB port (iOS from 7.1, Android from 5.0 Lollipop), the smartphone's contents such as navigation, phone, music and select third party apps are offered in a separate MMI menu. They can be accessed conveniently by MMI or voice control. Two Audi tablets (optional and expensive) that can be fastened to the backs of the front seats provide entertainment for the rear passengers. Networked with the MMI navigation plus with MMI all-in-touch, they serve as Rear Seat Entertainment. At the end of the trip, the passengers can unclip the tablets and continue to use them outside the car. The sound systems on board provide an extraordinary sound experience. The standard sound system is the innovative Bose sound system with 3D sound. It includes 19 speakers, two of which are integrated into the A-pillars to depict the spatial dimension of height. To be honest this system is more than enough. For those who simply must have better there is the \$11,340 optional Bang & Olufsen Advanced Sound System.

So what is the Audi SQ7 like to drive? Let's see, we have a 5+m long 2270kg seven seat vehicle that feels like it is a metre shorter and some 500kg lighter. It provides a smooth and powerful 4.0l V8 TDi producing a healthy 320 kW of power and a massive 900 Nm of torque from a low 1000rpm through to 3,250rpm, driving through a slick 8 speed tiptronic transmission and delivers all that power and torque to the road through Audi's brilliant Quattro permanent AWD system. An rpm-adaptive torsion damper balances out undesired engine vibrations to enable efficient driving at particularly low engine speeds.

It has some pretty cool engine management technology with sequential charging with two turbochargers, combined with an electric powered compressor for strong boost at low engine speeds with a 48 volt electrical subsystem to supply the electric powered compressor that regenerates power from harnessing energy from the vehicle itself. It will rocket from 0 to 100km/h in 4.9 seconds, delivering instantaneous effortless acceleration from standstill through to well in excess of 200km/h with a top speed of 250km/h (electronically governed). – The official combined consumption is just 7.2 litres per 100km and I can confirm that although on the launch the SQ7 was driven rather "enthusiastically" it sipped fuel at a measly 9.1 litres per 100km.



by Anthony Hood



The SQ7 TDI rolls standard on 20-inch wheels with size 285/45 tyres. Alternatives range up to 22-inch tyres from the Audi sport line from Audi Sport GmbH. The brakes are big and powerful. Mounted on the front axle are internally ventilated, lightweight discs measuring 400 millimetres in diameter. They are gripped by black (optionally red), six-piston calipers with S logos. A brake system with particularly lightweight and abrasion-resistant carbon fibre-ceramic discs are also available.

The SQ7 will also tow 3500kg with a 350kg tow ball rating and has all road and some modest off road capability. With height adjustable suspension the SQ7 has up to 300mm of ground clearance and a fording depth of up to 600mm. The modest approach and departure angles and road performance tyres are the main limiting factors. However towing your boat trailer or seadoos along the forest trails or on the beach will pose no problem. The SQ7 caters for the active lifestyle aspired to by many.



In standard format the ride and handling of the SQ7 is superb. The chassis adheres to the principle of strict lightweight construction. Its five-link suspensions front and rear are made largely of aluminium. Electromechanical power steering, the Audi drive select dynamic handling system and the adaptive air suspension with S-specific tuning are standard. As an option, Audi will equip the SQ7 TDI with a driving dynamics package comprising three technology modules: the sport differential, all-wheel steering and electromechanical active roll stabilisation. You don't need it to enjoy the SQ7, it just takes the experience to another level. It provided an engaging driving experience that brought smiles to our faces.



# AUDI SQ7 V8 TDI

**\$166,834 RDAP**

by Rob Fraser

Model	Audi SQ7 V8 TDi
Model Price	\$166,834 RDAP
Engine	4.0 L V8 TDi
Drivetrain	8 Sp AT QUATTRO
Power	320 kW @ 5000 rpm
Torque	900 Nm @ 1000 rpm
Safety	5 STAR ANCAP
CO2	190 g/km
Economy ADR	7.2 L/100 km
Servicing	Service Plan
Tow Rating	3500 kg
Tow Ball Rating	350 kg
Warranty	3 Yrs / Unlimited km 3 Yrs Roadside Assist



Somehow through this awesome technology, Audi have managed to almost defy the laws of physics. The effect is taut, sporty handling: The car leans less in bends, and the tendency to understeer is further reduced. This enables higher lateral acceleration and thus faster cornering. The front and rear stabiliser can be adjusted independently of each other. This active distribution of power between the front and rear axles significantly enhances steering precision and the agility of the automobile.

The SQ7 balances the conflicting requirements of smooth and luxurious ride, and race track handling like very few cars. While scooting along some delicious windy alpine mountain roads the SQ7 remained composed at all times. Mid corner bumps were like a mosquito biting an elephant. It may be biting but you hardly feel it. Throughout the drive the word 'balance' kept coming to mind. It is a pleasantly balanced vehicle. If somehow you manage to make the SQ7 lose composure you had better be by yourself on a closed section of road, because you would have to be driving in a ridiculous manner to achieve that. This is a vehicle that behaves in a manner that belies its size and weight and through clever non-intrusive technology allows you to always be in control

Important safety features include the park assist, cross traffic assist rear, exit warning system, collision avoidance assist and turn assist as well as the Audi pre sense systems. In a critical situation, the system warns the driver and initiates full braking, if necessary. Additional assistance systems round out the range. These include night vision assistant, Audi active lane assist, Audi side assist and the 360 degree cameras

There are few cars that I get really excited about, or have a grin that won't go away when I drive it. I have to admit I am looking forward to spending a longer time in the SQ7 in future road tests. It really was that much FUN! I have been trying to think of another car that provides the same degree of luxury, performance, handling, practicality and composure. To be honest I am struggling to come up with a direct comparison. It is in a league of its own. Starting from around \$155,000 MLP the SQ7 could well be the ultimate family sports SUV and therefore the winner of this years Prestige Sports SUV Award



### What's Good:

- Awesome performance
- Ride and dynamic handling
- Technology and safety

### What's Not:

- Poor small storage areas
- manual steering wheel adjustment
- Not owning one

**Overall OzRoamer Rating: 90/100**

Behind the Wheel	9	Practicality	8
Comfort	10	Fit for Purpose	9
Equipment	10	Towing Ability	10
Performance	10	Off Road Ability	6
Ride & Handling	10	Value for Money	8



# OZROAMER 4WD & AWD SUV BUYERS GUIDE

VEHICLE	ENGINE	GEARBOX	POWER kW @ rpm	TORQUE Nm @ rpm	FUEL	ECONOMY	TOWING CAPACITY	TOW BALL RATING	TOWING RATING /10	OFF ROAD RATING /10	OVERALL RATING /20
<b>Audi Q3 Quattro AWD</b>			<b>ANCAP 5 Star</b>			<b>Warranty 3 Years / Unlimited Kilometres / 3 Years Roadside Assist</b>					
Q3 TDi	2.0L TDi	7 Sp S tronic	130 kW @ 4200 rpm	380 Nm @ 1750 rpm	Diesel	5.9 L/100 KM	2000 Kg	80 Kg	5	5	10
Q3 TFSI	2.0L TFSI	7 Sp S tronic	155 kW @ 5000 rpm	300 Nm @ 1800 rpm	Petrol	7.7 L/100 KM	2000 Kg	80 Kg	5	5	10
RSQ3 TFSI	2.5L TFSI	7 Sp S tronic	228 kW @ 5200 rpm	420 Nm @ 1500 rpm	Petrol	8.8 L/100 KM	1900 Kg	80 Kg	5	5	10
<b>Audi Q5 Quattro AWD</b>			<b>ANCAP 5 Star</b>			<b>Warranty 3 Years / Unlimited Kilometres / 3 Years Roadside Assist</b>					
Q5 TDi	2.0L TDi	7 Sp S tronic	130 kW @ 4200 rpm	380 Nm @ 1750 rpm	Diesel	6.1 L/100 KM	2400 Kg	200 Kg	7	5	12
Q5 TFSI	2.0L TFSI	7 Sp S tronic	165 kW @ 4500 rpm	350 Nm @ 1500 rpm	Petrol	7.9 L/100 KM	2400 Kg	200 Kg	7	5	12
Q5 TDi	3.0L V6 TDi	7 Sp S tronic	180 kW @ 4000 rpm	580 Nm @ 1750 rpm	Diesel	6.4 L/100 KM	2400 Kg	200 Kg	7	5	12
Q5 TFSI	3.0L V6 TFSI	7 Sp S tronic	200 kW @ 4780 rpm	400 Nm @ 2150 rpm	Petrol	8.5 L/100 KM	2400 Kg	200 Kg	7	5	12
SQ5 TDi	3.0L V6 TDi	7 Sp S tronic	230 kW @ 3900 rpm	650 Nm @ 1450 rpm	Diesel	6.8 L/100 KM	2000 Kg	100 Kg	5	5	10
<b>Audi Q7 Quattro AWD</b>			<b>ANCAP 5 Star</b>			<b>Warranty 3 Years / Unlimited Kilometres / 3 Years Roadside Assist</b>					
Q7 TDi	3.0L V6 TDi	8 Sp T tronic	200 kW @ 3200 rpm	600 Nm @ 1500 rpm	Diesel	5.9 L/100 KM	3500 Kg	350 Kg	10	5	15
SQ7 TDi	4.0L V8 TDi	8 Sp T tronic	320 kW @ 3750 rpm	900 Nm @ 1000 rpm	Diesel	7.2 L/100 KM	3500 Kg	350 Kg	10	5	15
<b>BMW X1 xDrive AWD</b>			<b>ANCAP 5 Star</b>			<b>Warranty 3 Years / Unlimited Kilometres / 3 Years Roadside Assist</b>					
X1 xDrive 2.5i	2.0L 4 Cyl	8 Sp AT	170 kW @ 5000 rpm	350 Nm @ 1250 rpm	Petrol	6.6 L/100 KM	2000 Kg	80 Kg	5	6	11
X1 xDrive 2.0d	2.0L 4 Cyl	8 Sp AT	140 kW @ 4000 rpm	400 Nm @ 1750 rpm	Diesel	4.9 L/100 KM	2000 Kg	80 Kg	5	6	11
<b>BMW X3 xDrive AWD</b>			<b>ANCAP 5 Star</b>			<b>Warranty 3 Years / Unlimited Kilometres / 3 Years Roadside Assist</b>					
X3 xDrive 20i	2.0L 4 Cyl	8 Sp AT	135 kW @ 5000 rpm	270 Nm @ 1250 rpm	Petrol	7.2 L/100 KM	2000 Kg	100 Kg	5	6	11
X3 xDrive 20d	2.0L 4 Cyl	8 Sp AT	140 kW @ 4000 rpm	400 Nm @ 1750 rpm	Diesel	5.2 L/100 KM	2000 Kg	100 Kg	5	6	11
X3 xDrive 28i	2.0L 4 Cyl	8 Sp AT	180 kW @ 5000 rpm	350 Nm @ 1250 rpm	Petrol	7.3 L/100 KM	2000 Kg	100 Kg	5	6	11
X3 xDrive 30d	3.0L 6 Cyl	8 Sp AT	190 kW @ 4000 rpm	560 Nm @ 1500 rpm	Diesel	5.9 L/100 KM	2000 Kg	100 Kg	5	6	11
<b>BMW X4 xDrive AWD</b>			<b>ANCAP 5 Star</b>			<b>Warranty 3 Years / Unlimited Kilometres / 3 Years Roadside Assist</b>					
X4 xDrive 20i	2.0L 4 Cyl	8 Sp AT	135 kW @ 5000 rpm	270 Nm @ 1250 rpm	Petrol	7.2 L/100 KM	2000 Kg	100 Kg	5	6	11
X4 xDrive 35i	3.0L 6 Cyl	8 Sp AT	225 kW @ 5800 rpm	400 Nm @ 1200 rpm	Petrol	8.3 L/100 KM	2000 Kg	100 Kg	5	6	11
X4 xDrive 20d	2.0L 4 Cyl	8 Sp AT	140 kW @ 4000 rpm	400 Nm @ 1750 rpm	Diesel	5.2 L/100 KM	2000 Kg	100 Kg	5	6	11
X4 xDrive 35d	3.0L 6 Cyl	8 Sp AT	230 kW @ 4400 rpm	630 Nm @ 1500 rpm	Diesel	6.0 L/100 KM	2000 Kg	100 Kg	5	6	11
<b>BMW X5 xDrive AWD</b>			<b>ANCAP 5 Star</b>			<b>Warranty 3 Years / Unlimited Kilometres / 3 Years Roadside Assist</b>					
X5 xDrive 35i	3.0L 6 Cyl	8 Sp AT	225 kW @ 5800 rpm	400 Nm @ 1200 rpm	Petrol	8.5 L/100 KM	2700 Kg	270 Kg	7	6	13
X5 xDrive 50i	4.4L V8	8 Sp AT	330 kW @ 5500 rpm	650 Nm @ 2000 rpm	Petrol	9.7 L/100 KM	2700 Kg	270 Kg	7	6	13
X5 xDrive 25d	2.0L 4 Cyl	8 Sp AT	147 kW @ 4400 rpm	500 Nm @ 1500 rpm	Diesel	5.6 L/100 KM	2700 Kg	270 Kg	7	6	13
X5 xDrive 30d	3.0L 6 Cyl	8 Sp AT	190 kW @ 4000 rpm	560 Nm @ 1500 rpm	Diesel	5.9 L/100 KM	2700 Kg	270 Kg	7	6	13
X5 xDrive 40d	3.0L 6 Cyl	8 Sp AT	230 kW @ 4400 rpm	630 Nm @ 1500 rpm	Diesel	6.0 L/100 KM	2700 Kg	270 Kg	7	6	13
X5 M50d	3.0L 6 Cyl	8 Sp AT	280 kW @ 4000 rpm	740 Nm @ 2000 rpm	Diesel	6.6 L/100 KM	2700 Kg	270 Kg	7	6	13
<b>BMW X6 xDrive AWD</b>			<b>ANCAP 5 Star</b>			<b>Warranty 3 Years / Unlimited Kilometres / 3 Years Roadside Assist</b>					
X6 xDrive 35i	3.0L 6 Cyl	8 Sp AT	225 kW @ 5800 rpm	400 Nm @ 1200 rpm	Petrol	8.5 L/100 KM	2700 Kg	270 Kg	7	6	13
X6 xDrive 50i	4.4L V8	8 Sp AT	330 kW @ 5500 rpm	650 Nm @ 2000 rpm	Petrol	9.7 L/100 KM	2700 Kg	270 Kg	7	6	13
X6 xDrive 30d	3.0L 6 Cyl	8 Sp AT	190 kW @ 4000 rpm	560 Nm @ 1500 rpm	Diesel	5.9 L/100 KM	2700 Kg	270 Kg	7	6	13
X6 xDrive 40d	3.0L 6 Cyl	8 Sp AT	230 kW @ 4400 rpm	630 Nm @ 1500 rpm	Diesel	6.0 L/100 KM	2700 Kg	270 Kg	7	6	13
X6 M50d	3.0L 6 Cyl	8 Sp AT	280 kW @ 4000 rpm	740 Nm @ 2000 rpm	Diesel	6.6 L/100 KM	2700 Kg	270 Kg	7	6	13
<b>CITROËN C4 AIRCROSS AWD</b>			<b>ANCAP 5 Star</b>			<b>Warranty 3 Years / 100,000 Kilometres / 3 Years Roadside Assist</b>					
Aircross 4x4	2.0L 4 Cyl	6 Sp CVT	110 kW @ 6000 rpm	199 Nm @ 4200 rpm	Petrol	8.1 L/100 KM	1300 Kg	65 Kg	3	4	7
<b>Ford Kuga AWD</b>			<b>ANCAP 5 Star</b>			<b>Warranty 3 Years / 100,000 Kilometres / 1 Years Roadside Assist</b>					
Ambiente TF	1.5L 4 Cyl	6 Sp AT	134 kW @ 6000 rpm	240 Nm @ 1600 rpm	Petrol	7.4 L/100 KM	1500 Kg	100 Kg	4	4	8
Trend TF	2.0L 4 Cyl	6 Sp AT	178 kW @ 5500 rpm	345 Nm @ 2000 rpm	Petrol	8.8 L/100 KM	1500 Kg	100 Kg	4	4	8
Titanium TF	2.0L 4 Cyl	6 Sp AT	132 kW @ 3500 rpm	400 Nm @ 2000 rpm	Diesel	5.1 L/100 KM	1500 Kg	100 Kg	4	4	8
<b>Ford Territory AWD</b>			<b>ANCAP 5 Star</b>			<b>Warranty 3 Years / 100,000 Kilometres / 1 Years Roadside Assist</b>					
Titanium SZ	4.0L 6 Cyl	6 Sp AT	195 kW @ 6000 rpm	391 Nm @ 3250 rpm	Petrol	10.5 L/100 KM	2300 Kg	230 Kg	6	6	12
Titanium SZ	2.7 L 4 Cyl	6 Sp AT	140 kW @ 4000 rpm	440 Nm @ 1900 rpm	Diesel	9.0 L/100 KM	2300 Kg	230 Kg	6	6	12



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VEHICLE	ENGINE	GEARBOX	POWER kW @ rpm	TORQUE Nm @ rpm	FUEL	ECONOMY	TOWING CAPACITY	TOW BALL RATING	TOWING RATING /10	OFF ROAD RATING /10	OVERALL RATING /20	
Ford Everest 4WD Dual Range			ANCAP 5 Star				Warranty 3 Years / 100,000 Kilometres / 1 Years Roadside Assist					
Titanium	3.2L 5 Cyl	6 Sp AT	143 kW @ 3000 rpm	470 Nm @ 1750 rpm	Diesel	8.5L/100 KM	3000 Kg	300 Kg	9	9	18	
Ford Ranger 4WD Dual Range			ANCAP 5 Star				Warranty 3 Years / 100,000 Kilometres / 1 Years Roadside Assist					
Ranger XLS	2.2L 5 Cyl	6 Sp AT	118 kW @ 3200 rpm	385 Nm @ 1600 rpm	Diesel	8.1 L/100 KM	3500 Kg	350 Kg	10	10	20	
Ranger XLT	3.2L 5 Cyl	6 Sp AT	147 kW @ 3000 rpm	470 Nm @ 1750 rpm	Diesel	8.5 L/100 KM	3500 Kg	350 Kg	10	10	20	
Ford F 250 4WD Dual Range			ANCAP TBA				Warranty 4 Years / 130,000 Kilometres / 3 Years Roadside Assist					
F250 Platinum	6.7L V8	6 Sp AT	302 kW @ 2800 rpm	1085Nm @ 1600 rpm	Diesel	12.0 L/100 KM	3500 Kg	350 Kg	10	9	19	
Foton Tunland 4WD Dual Range			ANCAP TBA				Warranty 3 Years / 100,000 Kilometres / 3 Years Roadside Assist					
Dual Cab Ute	2.8L TDi	5 Sp MT	120 kW @ 3600 rpm	360 Nm @ 1800 rpm	Diesel	7.5 L/100 KM	2500 Kg	250 Kg	6	6	12	
Great Wall 4WD Dual Range			ANCAP 2 Star				Warranty 3 Years / 100,000 Kilometres / 3 Years Roadside Assist					
X200	2.0L 4 Cyl	5 Sp AT	105 kW @ 4000 rpm	310 Nm @ 1800 rpm	Diesel	9.2 L/100 KM	1700 Kg	170 Kg	5	5	10	
V240	2.4L 4 Cyl	5 Sp AT	100 kW @ 5250 rpm	200 Nm @ 2500 rpm	Petrol	10.7 L/100 KM	1700 Kg	170 Kg	5	5	10	
Haval H8 AWD H9 4WD			ANCAP TBA				Warranty 4 Years / 130,000 Kilometres / 3 Years Roadside Assist					
Haval H2	1.5L 4 Cyl	5 Sp MT	110 kW @ 5600 rpm	210 Nm @ 2200 rpm	Petrol	8.2 L/100 KM	1200 Kg	TBA Kg	TBA	5	TBA	
Haval H8	2.0L 4 Cyl	6 Sp AT	160 kW @ 5500 rpm	324 Nm @ 2000 rpm	Petrol	12.7 L/100 KM	TBA	TBA Kg	TBA	7	TBA	
Haval H9	2.0L 4 Cyl	6 Sp AT	160 kW @ 5500 rpm	324 Nm @ 2000 rpm	Petrol	12.1 L/100 KM	2500 Kg	TBA Kg	TBA	7	TBA	
Holden Captiva AWD			ANCAP 5 Star				Warranty 3 Years / 100,000 Kilometres / 1 Years Roadside Assist					
Captiva LT	2.2L TDI	6 Sp AT	135 kW @ 3800 rpm	400 Nm @ 1750 rpm	Diesel	8.5 L/100 KM	2000 Kg	200 Kg	6	6	12	
Captiva LT	3.0L V6	6 Sp AT	190 kW @ 6900 rpm	288 Nm @ 5800 rpm	Petrol	10.7 L/100 KM	2000 Kg	200 Kg	6	6	12	
Holden Colorado Ute 4WD Dual Range			ANCAP 5 Star				Warranty 3 Years / 100,000 Kilometres / 1 Years Roadside Assist					
Colorado LTZ	2.8L TDI	6 Sp AT	147 kW @ 3600 rpm	500 Nm @ 2000 rpm	Diesel	9.1 L/100 KM	3500 Kg	350 Kg	10	10	20	
Colorado LT	2.8L TDI	6 Sp MT	147 kW @ 3600 rpm	440 Nm @ 2000 rpm	Diesel	8.4 L/100 KM	3500 Kg	350 Kg	10	10	20	
Holden Colorado7 4WD Dual Range			ANCAP 5 Star				Warranty 3 Years / 100,000 Kilometres / 1 Years Roadside Assist					
Colorado 7 LT	2.8L TDI	6 Sp AT	147 kW @ 3600 rpm	500 Nm @ 2000 rpm	Diesel	9.1 L/100 KM	3000 Kg	300 Kg	9	10	19	
Honda CRV AWD			ANCAP 5 Star				Warranty 3 Years / 100,000 Kilometres / 1 Years Roadside Assist					
CRV Di-L	2.2L 4 Cyl	5 Sp AT	110 kW @ 4000 rpm	350 Nm @ 2000 rpm	Diesel	5.9 L/100 KM	2000 Kg	100 Kg	5	6	11	
CR-V VTi-L	2.4L 4 Cyl	5 Sp AT	140 kW @ 7000 rpm	222 Nm @ 4400 rpm	Petrol	8.7 L/100 KM	1500 Kg	100 Kg	4	6	10	
Hyundai Tuscon AWD			ANCAP 5 Star				Warranty 5 Years / Unlimited Kilometres / 10 Years Roadside Assist					
Highlander	1.6L T-DGi	7 Sp DCT	130 kW @ 5500 rpm	265 Nm @ 1500 rpm	Petrol	7.7 L/100 KM	1600 Kg	140 Kg	5	6	11	
Highlander	2.0R CDi	6 Sp AT	136 kW @ 4000 rpm	400 Nm @ 1750 rpm	Diesel	6.4 L/100 KM	1600 Kg	140 Kg	5	6	11	
Hyundai Santa FE AWD			ANCAP 5 Star				Warranty 5 Years / Unlimited Kilometres / 10 Years Roadside Assist					
Highlander	2.4L GDi	6 Sp MT	141 kW @ 6300 rpm	242 Nm @ 4200 rpm	Petrol	9.7 L/100 KM	2500 Kg	100 Kg	5	7	12	
Highlander	2.2R CDi	6 Sp AT	145 kW @ 3800 rpm	436 Nm @ 1800 rpm	Diesel	7.3 L/100 KM	2000 Kg	100 Kg	5	7	12	
Infiniti QX 70 Series AWD			ANCAP TBA				Warranty 4 Years / 100,000 Kilometres / 4 Years Roadside Assist					
QX 70 FX 30d	3.0L V6	7 Sp AT	175 kW @ 3750 rpm	550 Nm @ 1750 rpm	Diesel	9.0 L/100 KM	2200 Kg	200 Kg	5	5	11	
QX 70 FX 37	3.6L V6	7 Sp AT	235 kW @ 7000 rpm	360 Nm @ 5200 rpm	Petrol	12.1 L/100 KM	2000 Kg	200 Kg	5	5	11	
QX 70 FX 50S	5.0L V8	7 Sp AT	287 kW @ 6500 rpm	500 Nm @ 4400 rpm	Petrol	13.1 L/100 KM	2200 Kg	200 Kg	5	5	11	
Infiniti QX 80 Series 4WD Dual Range			ANCAP TBA				Warranty 4 Years / 100,000 Kilometres / 4 Years Roadside Assist					
QX 80 S	5.5L V8	7 Sp AT	298 kW @ 5800 rpm	560 Nm @ 4000 rpm	Petrol	14.8L/100 KM	3500 Kg	350 Kg	10	5	15	
Isuzu D Max & MU-X 4WD Dual Range			ANCAP 5 Star				Warranty 5 Years / 130,000 Kilometres / 5 Years Roadside Assist					
D MAX LST	3.0L TDi	5 Sp AT	130 kW @ 3600 rpm	380 Nm @ 1900 rpm	Diesel	8.2 L/100 KM	3500 Kg	350 Kg	10	10	20	
MU-X LST	3.0L TDi	5 Sp AT	130 kW @ 3600 rpm	380 Nm @ 1900 rpm	Diesel	8.2 L/100 KM	3000 Kg	300 Kg	9	10	19	
Jeep Patriot AWD			ANCAP 5 Star				Warranty 3 Years / 100,000 Kilometres / 3 Years Roadside Assist					
Limited	2.4L 4 Cyl	6 Sp AT	125 kW @ 6000 rpm	220 Nm @ 4500 rpm	Petrol	8.9 L/100 KM	900 Kg	90 Kg	3	5	7	
Jeep Compass AWD			ANCAP 5 Star				Warranty 3 Years / 100,000 Kilometres / 3 Years Roadside Assist					
Limited	2.4L 4 Cyl	6 Sp AT	125 kW @ 6000 rpm	220 Nm @ 4500 rpm	Petrol	8.9 L/100 KM	900 Kg	90 Kg	3	5	7	
Jeep Renegade AWD			ANCAP 5 Star				Warranty 3 Years / 100,000 Kilometres / 3 Years Roadside Assist					
Trailhawk	2.4L 4 Cyl	9 Sp AT	129 kW @ 6400 rpm	230 Nm @ 4400 rpm	Petrol	7.5 L/100 KM	900 Kg	90 Kg	3	7	10	



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Jeep Wrangler 4WD Dual Range			ANCAP 4 Star			Warranty 3 Years / 100,000 Kilometres / 3 Years Roadside Assist					
Sport 2 Door	3.6L V6	5 Sp AT	209 kW @ 6350 rpm	347 Nm @ 4300 rpm	Petrol	11.9 L/100 KM	1000 Kg	100 Kg	4	9	13
Sport 4 Door	2.8L 4 Cyl	5 Sp AT	147 kW @ 3600 rpm	460 Nm @ 1600 rpm	Diesel	8.8L/100 KM	2300 Kg	230 Kg	6	9	15
Unlimited 4 Dr	3.6L V6	5 Sp AT	209 kW @ 6350 rpm	347 Nm @ 4300 rpm	Petrol	11.9 L/100 KM	2000 Kg	200 Kg	6	9	15
Rubicon	3.6L V6	5 Sp AT	209 kW @ 6350 rpm	347 Nm @ 4300 rpm	Petrol	11.9 L/100 KM	2000 Kg	200 Kg	6	10	16
Jeep Cherokee AWD			ANCAP 5 Star			Warranty 3 Years / 100,000 Kilometres / 3 Years Roadside Assist					
Limited	2.0 L I-4DT	9 Sp AT	125 kW @ 4000 rpm	350 Nm @ 1750 rpm	Diesel	5.8 L/100 KM	2393 Kg	220 Kg	6	9	15
Limited	6.7L V8	9 Sp AT	200 kW @ 6500 rpm	316 Nm @ 4400 rpm	Petrol	10.0 L/100 KM	2200 Kg	220 Kg	6	9	15
Jeep Cherokee Trailhawk 4WD Dual Range			ANCAP 5 Star			Warranty 3 Years / 100,000 Kilometres / 3 Years Roadside Assist					
Trailhawk	3.2L V6	9 Sp AT	200 kW @ 6500 rpm	316 Nm @ 4400 rpm	Petrol	10.0 L/100 KM	2200 Kg	220 Kg	6	10	16
Jeep Grand Cherokee 4WD Dual Range			ANCAP 5 Star			Warranty 3 Years / 100,000 Kilometres / 3 Years Roadside Assist					
Laredo	3.6L V6	8 Sp AT	210 kW @ 6350 rpm	347 Nm @ 4300 rpm	Petrol	10.1 L/100 KM	3500 Kg	350 Kg	10	10	20
Overland	5.7 L V8	8 Sp AT	259 kW @ 5200 rpm	520 Nm @ 4200 rpm	Petrol	13.0 L/100 KM	3500 Kg	350 Kg	10	10	20
Summit	3.0 L V6	8 Sp AT	184 kW @ 4000 rpm	570 Nm @ 2000 rpm	Diesel	7.5 L/100 KM	3500 Kg	350 Kg	10	10	20
SRT	6.4 L V8	8 Sp AT	344 kW @ 6250 rpm	624 Nm @ 4100 rpm	Petrol	14.0 L/100 KM	2950 Kg	290 Kg	7	7	14
Kia Sportage AWD			ANCAP 5 Star			Warranty 7 Years / Unlimited Kilometres / 7 Years Roadside Assist					
Sportage SLi	2.4L GDI	6 Sp AT	135 kW @ 6000 rpm	237 Nm @ 4000 rpm	Petrol	8.5 L/100 KM	1500 Kg	100 Kg	5	7	11
Platinum	2.0L CDI	6 Sp AT	136 kW @ 4000 rpm	400 Nm @ 1750 rpm	Diesel	6.8 L/100 KM	1900 Kg	100 Kg	5	7	11
Kia Sorento AWD			ANCAP 5 Star			Warranty 7 Years / Unlimited Kilometres / 7 Years Roadside Assist					
Platinum	2.2L CDI	6 Sp AT	147 kW @ 3800 rpm	441 Nm @ 1750 rpm	Diesel	7.8 L/100 KM	2000 Kg	100 Kg	5	7	11
Land Rover 4WD Dual Range			ANCAP TBA			Warranty 3 Years / 100,000 Kilometres / 3 Years Roadside Assist					
Defender	2.2L DT	6 Sp MT	90 kW @ 3500 rpm	360 Nm @ 2000 rpm	Diesel	11.1 L/100 KM	3500 Kg	350 Kg	7	9	16
Discovery Sp	2.0L Si4	9 Sp AT	177 kW @ 5500 rpm	340 Nm @ 3200 rpm	Petrol	8.4 L/100 KM	2000 Kg	200 Kg	6	6	12
Discovery 4	3.0L SDV6	8 Sp AT	183 kW @ 4000 rpm	600 Nm @ 2000 rpm	Diesel	8.8 L/100 KM	3500 Kg	3500 Kg	10	7	17
Lexus NX AWD			ANCAP 5 Star			Warranty 4 Years / 100,000 Kilometres / 4 Years Roadside Assist					
NX 200T	2.0L 4 Cyl	6 Sp AT	175 kW @ 5600 rpm	350 Nm @ 1600 rpm	Petrol	8.1 L/100 KM	1000	100 Kg	5	5	10
Lexus RX AWD			ANCAP 5 Star			Warranty 4 Years / 100,000 Kilometres / 4 Years Roadside Assist					
RX 200T	2.0L 4 Cyl	6 Sp AT	175 kW @ 5600 rpm	350 Nm @ 1600 rpm	Petrol	8.1 L/100 KM	1000	100 Kg	5	5	10
RX 350	3.5L V6	8 Sp AT	221 kW @ 6300 rpm	370 Nm @ 4000 rpm	Petrol	9.6 L/100 KM	1500	100 Kg	5	5	10
Lexus LX570 4WD Dual Range			ANCAP 5 Star			Warranty 4 Years / 100,000 Kilometres / 4 Years Roadside Assist					
Lx 570	5.7L V8	8 Sp AT	270 kW @ 5600 rpm	530 Nm @ 3299 rpm	Petrol	14.4 L/100 KM	3500 Kg	3500 Kg	10	10	20
Mahindra AWD			ANCAP 4 Star			Warranty 3 Years / 100,000 Kilometres / 3 Years Roadside Assist					
XUV 500	2.2L 4 DT	6 Sp MT	103 kW @ 3750 rpm	330 Nm @ 1600 rpm	Diesel	7.6 L/100 KM	2500 Kg	TBA Kg	TBA	6	TBA
Mahindra 4WD Dual Range			ANCAP 5 Star			Warranty 3 Years / 100,000 Kilometres / 3 Years Roadside Assist					
Pickup	2.2L 4 DT	5 Sp MT	88 kW @ 4000 rpm	280 Nm @ 1800 rpm	Diesel	8.4 L/100 KM	2500 Kg	250 Kg	5	6	11
Pickup	2.2L 4 DT	5 Sp MT	88 kW @ 4000 rpm	280 Nm @ 1800 rpm	Diesel	8.4 L/100 KM	1800 Kg	180 Kg	5	6	11
Mazda CX3 AWD			ANCAP 5 Star			Warranty 3 Years / Unlimited Kilometres / 3 Years Roadside Assist					
Touring	2.0L SVT	6 Sp AT	109 kW @ 6000 rpm	192 Nm @ 2800 rpm	Petrol	6.3 L/100 KM	1200 Kg	100 Kg	4	5	9
Akari	1.5L 4 DT	6 Sp AT	77 kW @ 4000 rpm	270 Nm @ 1600 rpm	Diesel	5.1 L/100 KM	800 Kg	100 Kg	4	5	9
Mazda CX5 AWD			ANCAP 5 Star			Warranty 3 Years / Unlimited Kilometres / 3 Years Roadside Assist					
Maxx Sport	2.5L SVT	6 Sp AT	138 kW @ 5700 rpm	367 Nm @ 4250 rpm	Petrol	7.4 L/100 KM	1800 Kg	150 Kg	5	6	11
Grand Touring	2.2L 4 DT	6 Sp AT	129 kW @ 4500 rpm	420 Nm @ 2000 rpm	Diesel	5.7 L/100 KM	1800 Kg	150 Kg	5	6	11
Mazda CX9 AWD			ANCAP 5 Star			Warranty 3 Years / Unlimited Kilometres / 3 Years Roadside Assist					
Grand Touring	3.7 L V6	6 Sp AT	204 kW @ 6250 rpm	420 Nm @ 2000 rpm	Petrol	11.2 L/100 KM	2000 Kg	150 Kg	5	5	10
Mazda BT-50 4WD Dual Range			ANCAP 5 Star			Warranty 3 Years / Unlimited Kilometres / 3 Years Roadside Assist					
GT	3.2L 5 Cyl	6 Sp AT	147 kW @ 3000 rpm	470 Nm @ 1750 rpm	Diesel	9.2 L/100 KM	3500 Kg	350 Kg	10	10	20



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Mercedes Benz GLA AWD			ANCAP TBA				Warranty 3 Years / Unlimited Kilometres / 3 Years Roadside Assist					
AMG GLA 45	2.0LT 4 Cyl	7 Sp 4MATIC	280 kW @ 6000 rpm	475 Nm @ 2200 rpm	Petrol	7.5 L/100 KM	TBA Kg	TBA Kg	TBA	4	TBA	
GLA 250	2.0LT 4 Cyl	7 Sp 4MATIC	155 kW @ 5500 rpm	350 Nm @ 1200 rpm	Petrol	7.0 L/100 KM	1800 Kg	100 Kg	5	5	10	
Mercedes Benz GLC AWD			ANCAP 5 Star				Warranty 3 Years / Unlimited Kilometres / 3 Years Roadside Assist					
GLC 220d	2.2LT 4 Cyl	9G-TRONIC	125 kW @ 3000 rpm	400 Nm @ 1400 rpm	Diesel	5.6 L/100 KM	TBA Kg	TBA Kg	TBA	5	TBA	
GLC 250d	2.2LT 4 Cyl	9G-TRONIC	150 kW @ 3800 rpm	500 Nm @ 1600 rpm	Diesel	5.6 L/100 KM	TBA Kg	TBA Kg	TBA	5	TBA	
GLC 250	2.0LT 4 Cyl	9G-TRONIC	155 kW @ 4000 rpm	350 Nm @ 1250 rpm	Petrol	7.2 L/100 KM	TBA Kg	TBA Kg	TBA	5	TBA	
Mercedes Benz GLE AWD			ANCAP TBA				Warranty 3 Years / Unlimited Kilometres / 3 Years Roadside Assist					
GLE 250d	2.2LT 4 Cyl	9G-TRONIC	150 kW @ 3800 rpm	500 Nm @ 1600 rpm	Diesel	6.0 L/100 KM	3265 Kg	320 Kg	7	6	13	
GLE 350d	3.0L V6	9G-TRONIC	190 kW @ 3400 rpm	620 Nm @ 1600 rpm	Diesel	6.6 L/100 KM	3265 Kg	320 Kg	7	6	13	
GLE 400	3.0L V6	7G-TRONIC	245 kW @ 5250 rpm	480 Nm @ 1600 rpm	Petrol	9.3 L/100 KM	3265 Kg	320 Kg	7	6	13	
GLE 500	4.6 L V8	7G-TRONIC	320 kW @ 5250 rpm	700 Nm @ 1800 rpm	Petrol	11.0 L/100 KM	3265 Kg	320 Kg	7	6	13	
AMG GLE 63	5.5 L V8	7G-TRONIC	430 kW @ 5500 rpm	760 Nm @ 1750 rpm	Petrol	11.8 L/100 KM	3265 Kg	320 Kg	7	6	13	
Mercedes Benz GL AWD			ANCAP TBA				Warranty 3 Years / Unlimited Kilometres / 3 Years Roadside Assist					
GL 350 Blue	3.0L V6	7G-TRONIC	190 kW @ 3600 rpm	620 Nm @ 1600 rpm	Diesel	7.7 L/100 KM	3500 Kg	350 Kg	10	8	18	
GL 500	4.6 L V8	7G-TRONIC	320 kW @ 5250 rpm	700 Nm @ 1800 rpm	Petrol	11.0 L/100 KM	3500 Kg	350 Kg	10	8	18	
AMG GL 63	5.5 L V8	7G-TRONIC	410 kW @ 5250 rpm	760 Nm @ 2000 rpm	Petrol	12.3 L/100 KM	3500 Kg	350 Kg	10	7	17	
Mercedes Benz G 4WD Dual Range			ANCAP TBA				Warranty 3 Years / Unlimited Kilometres / 3 Years Roadside Assist					
G 350 Blue	3.0L V6	7G-TRONIC	190 kW @ 3600 rpm	620 Nm @ 1600 rpm	Diesel	7.7 L/100 KM	3175 Kg	300 Kg	9	10	19	
AMG G 63	5.5 L V8	7G-TRONIC	420 kW @ 5500 rpm	760 Nm @ 1750 rpm	Petrol	13.8 L/100 KM	3500 Kg	350 Kg	10	10	20	
MINI Countryman ALL 4 AWD			ANCAP TBA				Warranty 3 Years / 100,000 Kilometres / 3 Years Roadside Assist					
JCW ALL 4	1.6LT 4 Cyl	6 Sp AT	160 kW @ 6000 rpm	280 Nm @ 1900 rpm	Petrol	8.3 L/100 KM	1102 Kg	165 Kg	4	5	9	
Cooper SD	2.0L DT	6 Sp AT	105 kW @ 4000 rpm	305 Nm @ 1750 rpm	Diesel	6.1 L/100 KM	1102 Kg	165 Kg	4	5	9	
Mitsubishi ASX AWD			ANCAP 5 Star				Warranty 5 Years / 100,000 Kilometres / 1 Years Roadside Assist					
ASX XLS	2.2L TDi	6 Sp AT	110 kW @ 3500 rpm	360 Nm @ 1500 rpm	Diesel	6.0 L/100 KM	1400 Kg	140 Kg	5	6	11	
Mitsubishi Outlander AWD			ANCAP 5 Star				Warranty 5 Years / 100,000 Kilometres / 1 Years Roadside Assist					
XLS	2.2L TDi	6 Sp AT	110 kW @ 3500 rpm	360 Nm @ 1500 rpm	Diesel	6.0 L/100 KM	2000 Kg	200 Kg	7	7	14	
Exceed	2.4L 4 Cyl	6 Sp CVT	124 kW @ 6000 rpm	220 Nm @ 4200 rpm	Petrol	7.2 L/100 KM	1600 Kg	160 Kg	5	7	12	
Mitsubishi Pajero Sport 4WD Dual Range			ANCAP 5 Star				Warranty 5 Years / 100,000 Kilometres / 1 Years Roadside Assist					
Exceed	2.4L 4 Cyl	8 Sp AT	133 kW @ 3500 rpm	430 Nm @ 2500 rpm	Diesel	8.0 L/100 KM	3100 Kg	310 Kg	9	10	19	
Mitsubishi Triton 4WD Dual Range			ANCAP 5 Star				Warranty 5 Years / 100,000 Kilometres / 1 Years Roadside Assist					
Exceed	2.4L 4 Cyl	6 Sp AT	133 kW @ 3500 rpm	430 Nm @ 2500 rpm	Diesel	8.0 L/100 KM	3100 Kg	310 Kg	9	10	19	
Mitsubishi Pajero 4WD Dual Range			ANCAP 5 Star				Warranty 5 Years / 100,000 Kilometres / 1 Years Roadside Assist					
Exceed	3.2L 4 Cyl	5 Sp AT	147 kW @ 3800 rpm	441 Nm @ 2000 rpm	Diesel	9.0 L/100 KM	3000 Kg	250 Kg	8	10	18	
Nissan Juke AWD			ANCAP TBA				Warranty 3 Years / 100,000 Kilometres / 3 Years Roadside Assist					
Juke TI-S	1.6L 4 Cyl	Xtronic CVT	140 kW @ 5600 rpm	240 Nm @ 1600 rpm	Petrol	6.5 L/100 KM	1150 Kg	100 Kg	4	5	9	
Nissan X-Trail AWD			ANCAP 5 Star				Warranty 3 Years / 100,000 Kilometres / 3 Years Roadside Assist					
X-Trail TL	1.6L 4 DT	6 Sp MT	96 kW @ 4000 rpm	320 Nm @ 1750 rpm	Diesel	5.3 L/100 KM	2000 Kg	200 Kg	5	5	10	
X-Trail STL	2.5L 4 Cyl	Xtronic CVT	126 kW @ 6000 rpm	226 Nm @ 4400 rpm	Petrol	8.1 L/100 KM	1500 Kg	150 Kg	4	5	9	
Nissan Murano AWD			ANCAP TBA				Warranty 3 Years / 100,000 Kilometres / 3 Years Roadside Assist					
Murano TI	3.5L SVT	6 Sp CVT	191 kW @ 6000 rpm	336 Nm @ 4400 rpm	Petrol	11.9 L/100 KM	1500 Kg	150 Kg	5	5	10	
Nissan Pathfinder AWD			ANCAP 5 Star				Warranty 3 Years / 100,000 Kilometres / 3 Years Roadside Assist					
Pathfinder TI	3.5L SVT	6 Sp CVT	190 kW @ 6400 rpm	325 Nm @ 4400 rpm	Petrol	11.9 L/100 KM	2700 Kg	200 Kg	5	5	10	
Nissan Patrol 4WD Dual Range			ANCAP 5 Star				Warranty 3 Years / 100,000 Kilometres / 3 Years Roadside Assist					
Patrol Y61 ST	3.0L TD	4 Sp AT	118 kW @ 3600 rpm	354 Nm @ 2000 rpm	Diesel	11.9 L/100 KM	2500 Kg	200 Kg	6	9	15	
Patrol TI-L	5.6 L V8	7 Sp AT	298 kW @ 5800 rpm	560 Nm @ 4000 rpm	Petrol	14.5 L/100 KM	3500 Kg	350 Kg	9	10	19	
Nissan NP Navara 4WD Dual Range			ANCAP 5 Star				Warranty 3 Years / 100,000 Kilometres / 3 Years Roadside Assist					
ST-X D23	2.3L DT	7 Sp AT	140 kW @ 3750 rpm	450 Nm @ 1500 rpm	Diesel	7.0 L/100 KM	3500 Kg	350 Kg	9	10	19	



# OZROAMER 4WD & AWD SUV BUYERS GUIDE

VEHICLE	ENGINE	GEARBOX	POWER kW @ rpm	TORQUE Nm @ rpm	FUEL	ECONOMY	TOWING CAPACITY	TOW BALL RATING	TOWING RATING /10	OFF ROAD RATING /10	OVERALL RATING /20	
<b>Peugeot 4008 AWD</b>			ANCAP TBA				Warranty 3 Years / 100,000 Kilometres / 3 Years Roadside Assist					
Active	2.0L 4 Cyl	6 SP CVT	110 kW @ 6000 rpm	197 Nm @ 4200 rpm	Petrol	7.8 L/100 KM	1050 Kg	100 Kg	4	4	8	
<b>Porsche Macan AWD</b>			ANCAP TBA				Warranty 3 Years / Unlimited Kilometres / 3 Years Roadside Assist					
Macan S	3.0L V6	7 SP DSG	190 kW @ 4250 rpm	580 Nm @ 1750 rpm	Diesel	6.1 L/100 KM	2400 Kg	240 Kg	6	6	12	
Macan GTS	3.0L V6	7 SP DSG	265 kW @ 6000 rpm	500 Nm @ 1650 rpm	Petrol	9.2 L/100 KM	2400 Kg	240 Kg	6	6	12	
Macan Turbo	3.6L V6	7 SP DSG	294 kW @ 6000 rpm	550 Nm @ 1350 rpm	Petrol	8.9 L/100 KM	2400 Kg	240 Kg	6	6	12	
<b>Porsche Cayenne 4WD Dual Range</b>			ANCAP TBA				Warranty 3 Years / Unlimited Kilometres / 3 Years Roadside Assist					
Cayenne	3.0L V6 DT	8 SP AT	193 kW @ 4000 rpm	580 Nm @ 1750 rpm	Diesel	6.8 L/100 KM	3500 Kg	350 Kg	8	8	16	
Cayenne S	4.2L V8 DT	8 SP AT	283 kW @ 3750 rpm	850 Nm @ 2000 rpm	Diesel	8.2 L/100 KM	3500 Kg	350 Kg	8	8	16	
Cayenne S	3.6L V6 TT	8 SP AT	309 kW @ 6000 rpm	550 Nm @ 1350 rpm	Petrol	9.8 L/100 KM	3500 Kg	350 Kg	8	8	16	
Cayenne Turbo S	4.8L V8 TT	8 SP AT	419 kW @ 6000 rpm	750 Nm @ 2250 rpm	Petrol	11.5 L/100 KM	3500 Kg	350 Kg	8	8	16	
<b>Range Rover Evoque AWD</b>			ANCAP TBA				Warranty 3 Years / 100,000 Kilometres / 3 Years Roadside Assist					
Evoque TD4	2.0L 4 DT	9 SP AT	132 kW @ 4000 rpm	430 Nm @ 1750 rpm	Diesel	5.1 L/100 KM	2000 Kg	200 Kg	6	6	12	
Evoque HSE	2.0L 4 Cyl	9 SP AT	177 kW @ 5500 rpm	340 Nm @ 1750 rpm	Petrol	7.8 L/100 KM	1800 Kg	180 Kg	6	6	12	
<b>Range Rover Sport 4WD Dual Range</b>			ANCAP TBA				Warranty 3 Years / 100,000 Kilometres / 3 Years Roadside Assist					
SDV6 HSE	3.0L V6 DT	8 SP AT	225 kW @ 4000 rpm	700 Nm @ 1500 rpm	Diesel	7.0 L/100 KM	3500 Kg	350 Kg	9	8	17	
SC HSE	5.0L V8 SC	8 SP AT	375 kW @ 6500 rpm	625 Nm @ 2500 rpm	Petrol	13.8 L/100 KM	3500 Kg	350 Kg	9	8	17	
<b>Range Rover 4WD Dual Range</b>			ANCAP TBA				Warranty 3 Years / 100,000 Kilometres / 3 Years Roadside Assist					
SDV6 HSE	3.0L V6 DT	8 SP AT	190 kW @ 4000 rpm	600 Nm @ 2000 rpm	Diesel	7.0 L/100 KM	3500 Kg	350 Kg	9	8	17	
Autobiography	5.0L V8 SC	8 SP AT	375 kW @ 6500 rpm	625 Nm @ 2500 rpm	Petrol	13.8 L/100 KM	3500 Kg	350 Kg	9	8	17	
<b>Skoda Octavia Scout AWD</b>			ANCAP TBA				Warranty 3 Years / Unlimited Kilometres / 3 Years Roadside Assist					
135 TDi	2.0L 4 Cyl	6 SP DSG	135 kW @ 4000 rpm	380 Nm @ 1750 rpm	Diesel	5.1 L/100 KM	1800 Kg	180 Kg	6	6	12	
<b>SSangYong Rexton AWD</b>			ANCAP TBA				Warranty 3 Years / 100,000 Kilometres / 3 Years Roadside Assist					
Rexton SX	2.0L 4 Cyl	5 SP AT	115 kW @ 4000 rpm	360 Nm @ 1500 rpm	Diesel	7.8 L/100 KM	2600 Kg	260 Kg	7	6	13	
<b>SSangYong Korando AWD</b>			ANCAP TBA				Warranty 3 Years / 100,000 Kilometres / 3 Years Roadside Assist					
Korando SX	2.0L 4 Cyl	6 SP AT	129 kW @ 4000 rpm	360 Nm @ 2500 rpm	Diesel	7.5 L/100 KM	2000 Kg	200 Kg	6	6	12	
<b>SSangYong Actyon Sport 4WD Dual Range</b>			ANCAP TBA				Warranty 3 Years / 100,000 Kilometres / 3 Years Roadside Assist					
Actyon Sp SX	2.0L 4 Cyl	5 SP AT	115 kW @ 4000 rpm	360 Nm @ 1500 rpm	Diesel	7.8 L/100 KM	2300 Kg	230 Kg	7	8	15	
<b>Subaru XV AWD</b>			ANCAP 5 Star				Warranty 3 Years / Unlimited Kilometres / 1 Years Roadside Assist					
XV 2.0i-S	2.0L VVT	6 SP CVT	110 kW @ 6200 rpm	196 Nm @ 4200 rpm	Petrol	7.0 L/100 KM	1400 Kg	140 Kg	5	6	11	
<b>Subaru Forester AWD</b>			ANCAP 5 Star				Warranty 3 Years / Unlimited Kilometres / 1 Years Roadside Assist					
Forester 2.0i-L	2.0L VVT	6 SP MT	110 kW @ 6200 rpm	196 Nm @ 4200 rpm	Petrol	7.2 L/100 KM	1500 Kg	150 Kg	5	7	12	
Forester 2.5i-L	2.0L 4 Cyl	6 SP AT	126 kW @ 5800 rpm	235 Nm @ 4100 rpm	Petrol	7.0 L/100 KM	1400 Kg	150 Kg	5	7	12	
Forester 2.0DL	2.0L DT	7 SP CVT	108 kW @ 3600 rpm	350 Nm @ 1600 rpm	Diesel	6.3 L/100 KM	1800 Kg	180 Kg	6	7	13	
Forester 2.0XT	2.0LT 4 Cyl	7 SP CVT	177 kW @ 5600 rpm	350 Nm @ 2400 rpm	Petrol	7.0 L/100 KM	1800 Kg	180 Kg	6	7	13	
<b>Subaru Outback AWD</b>			ANCAP 5 Star				Warranty 3 Years / Unlimited Kilometres / 1 Years Roadside Assist					
Outback 3.6R	2.0L VVT	6 SP CVT	191 kW @ 6000 rpm	350 Nm @ 4400 rpm	Petrol	9.9 L/100 KM	1800 Kg	180 Kg	6	7	13	
Outback 2.5i-L	2.0L 4 Cyl	6 SP CVT	126 kW @ 5800 rpm	235 Nm @ 4100 rpm	Petrol	7.0 L/100 KM	1500 Kg	150 Kg	6	7	13	
Outback 2.0DL	2.0L DT	6 SP CVT	110 kW @ 3600 rpm	350 Nm @ 1600 rpm	Diesel	6.3 L/100 KM	1700 Kg	170 Kg	6	7	13	
<b>Suzuki S Cross AWD</b>			ANCAP TBA				Warranty 3 Years / 100,000 Kilometres / 1 Years Roadside Assist					
GLX Prestige	1.6L 4 Cyl	7 SP CVT	86 kW @ 6000 rpm	156 Nm @ 4400 rpm	Petrol	6.2 L/100 KM	1200 Kg	75 Kg	3	4	7	
<b>Suzuki Vitara AWD</b>			ANCAP TBA				Warranty 3 Years / 100,000 Kilometres / 1 Years Roadside Assist					
Vitara RT-X	1.6L 4 VVT	7 SP CVT	86 kW @ 6000 rpm	156 Nm @ 4400 rpm	Petrol	6.2 L/100 KM	1200 Kg	75 Kg	3	4	7	
<b>Suzuki Grand Vitara 4WD Dual Range</b>			ANCAP TBA				Warranty 3 Years / 100,000 Kilometres / 1 Years Roadside Assist					
Sport	2.4L 4 Cyl	4 Sp AT	122 kW @ 6000 rpm	225 Nm @ 3800 rpm	Petrol	9.9 L/100 KM	1700 Kg	150 Kg	5	7	13	
<b>Suzuki Jimny Sierra 4WD Dual Range</b>			ANCAP TBA				Warranty 3 Years / 100,000 Kilometres / 1 Years Roadside Assist					
Sierra	1.3L 4 Cyl	4 Sp AT	63 kW @ 6000 rpm	110 Nm @ 4100 rpm	Petrol	7.4 L/100 KM	1300 Kg	75 Kg	3	9	12	



# OZROAMER 4WD & AWD SUV BUYERS GUIDE

VEHICLE	ENGINE	GEARBOX	POWER kW @ rpm	TORQUE Nm @ rpm	FUEL	ECONOMY	TOWING CAPACITY	TOW BALL RATING	TOWING RATING /10	OFF ROAD RATING /10	OVERALL RATING /20
<b>Toyota RAV 4 AWD</b>			<b>ANCAP 5 Star</b>			<b>Warranty 3 Years / 100,000 Kilometres / 3 Years Roadside Assist</b>					
Cruiser	2.5L 4 Cyl	6 SP AT	132 kW @ 6000 rpm	233 Nm @ 4100 rpm	Petrol	8.5 L/100 KM	1500 Kg	150 Kg	5	5	10
Cruiser	2.2L 4 Cyl	6 SP AT	110 kW @ 3600 rpm	340 Nm @ 2000 rpm	Diesel	6.7 L/100 KM	1200 Kg	120 Kg	4	5	9
<b>Toyota FJ Cruiser 4WD Dual Range</b>			<b>ANCAP 5 Star</b>			<b>Warranty 3 Years / 100,000 Kilometres / 3 Years Roadside Assist</b>					
FJ Cruiser	4.0L V6	5 SP AT	200 kW @ 5600 rpm	380 Nm @ 4400 rpm	Petrol	11.4 L/100 KM	2250 Kg	225 Kg	6	10	16
<b>Toyota Kluger AWD</b>			<b>ANCAP 5 Star</b>			<b>Warranty 3 Years / 100,000 Kilometres / 3 Years Roadside Assist</b>					
Grande	3.5L V6	6 SP AT	201 kW @ 6200 rpm	337 Nm @ 4700 rpm	Petrol	10.6 L/100 KM	2000 Kg	200 Kg	6	5	11
<b>Toyota Fortuner 4WD Dual Range</b>			<b>ANCAP 5 Star</b>			<b>Warranty 3 Years / 100,000 Kilometres / 3 Years Roadside Assist</b>					
Crusade	2.8L 4 DiD	6 SP AT	130 kW @ 3400 rpm	450 Nm @ 1600 rpm	Diesel	8.6 L/100 KM	2800 Kg	280 Kg	8	10	18
<b>Toyota Prado 4WD Dual Range</b>			<b>ANCAP 5 Star</b>			<b>Warranty 3 Years / 100,000 Kilometres / 3 Years Roadside Assist</b>					
Prado VX	2.8L 4 DiD	6 SP AT	130 kW @ 3400 rpm	450 Nm @ 1600 rpm	Diesel	8.6 L/100 KM	2500 Kg	250 Kg	8	10	18
Kakadu	4.0L V6	6 SP AT	207 kW @ 5600 rpm	381 Nm @ 4400 rpm	Diesel	11.6 L/100 KM	2500 Kg	250 Kg	8	10	18
<b>Toyota Landcruiser 200 4WD Dual Range</b>			<b>ANCAP 5 Star</b>			<b>Warranty 3 Years / 100,000 Kilometres / 3 Years Roadside Assist</b>					
VX	4.6L V8	6 SP AT	227 kW @ 5500 rpm	439 Nm @ 3400 rpm	Petrol	13.4 L/100 KM	3500 Kg	350 Kg	10	10	20
Sahara	4.5L V8 DTT	6 SP AT	200 kW @ 3600 rpm	650 Nm @ 1600 rpm	Diesel	9.5 L/100 KM	3500 Kg	350 Kg	10	10	20
<b>Toyota Landcruiser 70 4WD Dual Range</b>			<b>ANCAP TBA</b>			<b>Warranty 3 Years / 100,000 Kilometres / 3 Years Roadside Assist</b>					
Troopcarrier	4.5L V8 DT	5 SP MT	151 kW @ 3400 rpm	430 Nm @ 1200 rpm	Diesel	11.9 L/100 KM	3500 Kg	350 Kg	10	10	20
<b>Toyota Hilux 4WD Dual Range</b>			<b>ANCAP 5 Star</b>			<b>Warranty 3 Years / 100,000 Kilometres / 3 Years Roadside Assist</b>					
Crusade	2.4L 4 DT	6 SP MT	110 kW @ 3400 rpm	400 Nm @ 1600 rpm	Diesel	7.3 L/100 KM	3200 Kg	320 Kg	9	10	19
Crusade	2.8L 4 DT	6 SP AT	130 kW @ 3400 rpm	450 Nm @ 1600 rpm	Diesel	8.6 L/100 KM	3200 Kg	320 Kg	9	10	19
<b>Volkswagen Tiguan AWD</b>			<b>ANCAP TBA</b>			<b>Warranty 3 Years / Unlimited Kilometres / 3 Years Roadside Assist</b>					
130 TDi	2.0L 4 Cyl	7 SP DSG	130 kW @ 4200 rpm	380 Nm @ 1750 rpm	Diesel	6.2 L/100 KM	2000 Kg	100 Kg	5	6	11
132 Tsi	2.0L 4 Cyl	6 SP DSG	132 kW @ 4300 rpm	280 Nm @ 1700 rpm	Petrol	8.8 L/100 KM	2000 Kg	100 Kg	5	6	11
<b>Volkswagen Toureg 4WD Dual Range</b>			<b>ANCAP TBA</b>			<b>Warranty 3 Years / Unlimited Kilometres / 3 Years Roadside Assist</b>					
150 TDi	3.0L V6	8 SP AT	150 kW @ 4000 rpm	450 Nm @ 1250 rpm	Diesel	7.2 L/100 KM	3500 Kg	350 Kg	8	7	15
V8 TDi	4.2L V8	8 SP AT	250 kW @ 4000 rpm	800 Nm @ 1750 rpm	Diesel	9.2 L/100 KM	3500 Kg	350 Kg	8	7	15
<b>Volkswagen Amarok 4WD Dual Range</b>			<b>ANCAP 5 Star</b>			<b>Warranty 3 Years / Unlimited Kilometres / 3 Years Roadside Assist</b>					
TDi 420	2.0L 4 DTT	8 SP AT	132 kW @ 4000 rpm	420 Nm @ 1750 rpm	Diesel	8.3 L/100 KM	3000 Kg	300 Kg	7	8	15
<b>Volvo XC 60 AWD</b>			<b>ANCAP 5 Star</b>			<b>Warranty 3 Years / Unlimited Kilometres / 3 Years Roadside Assist</b>					
D5 Luxury	2.4L DTT	6 SP AT	162 kW @ 4000 rpm	440 Nm @ 1500 rpm	Diesel	6.2 L/100 KM	2000 Kg	200 Kg	5	6	11
T5 Luxury	2.0L VVT	8 SP AT	180 kW @ 5500 rpm	350 Nm @ 1500 rpm	Petrol	7.0 L/100 KM	1600 Kg	160 Kg	5	6	11
<b>Volvo XC 70 AWD</b>			<b>ANCAP 5 Star</b>			<b>Warranty 3 Years / Unlimited Kilometres / 3 Years Roadside Assist</b>					
D5 Luxury	2.4L DTT	6 SP AT	162 kW @ 4000 rpm	440 Nm @ 1500 rpm	Diesel	6.2 L/100 KM	2100 Kg	210 Kg	5	6	11
T6 Luxury	3.0L 6 Cyl	6 SP AT	224 kW @ 5600 rpm	440 Nm @ 2100 rpm	Petrol	10.2 L/100 KM	2000 Kg	200 Kg	5	6	11
<b>Volvo XC 90 AWD</b>			<b>ANCAP 5 Star</b>			<b>Warranty 3 Years / Unlimited Kilometres / 3 Years Roadside Assist</b>					
D5 Inscription	2.0L DT	8 SP AT	165 kW @ 4250 rpm	470 Nm @ 1750 rpm	Diesel	6.2 L/100 KM	2250 Kg	225 Kg	6	6	12
T6 Inscription	2.0L 4 Cyl	8 SP AT	235 kW @ 5700 rpm	400 Nm @ 2200 rpm	Petrol	8.5 L/100 KM	2250 Kg	225 Kg	6	6	12

## NOTES

4WD is where the vehicle has a dual range transfer case i.e. high and low range. AWD is where the vehicle had a single range

We obviously have not covered every 4WD or AWD SUV however have selected models that show the range. If the only difference between models is cosmetic we have only rated one model in the range

All information is believed to be correct at the time of production. However you should make your own enquiries and satisfy yourself of any information contained above before acting on it

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\*Some Manufacturers eg: Nissan, require you to reduce the vehicles GVM for maximum tow ball rating. Also Towing ratings account for GCM



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## Opposite Lock Narellan NSW

## Services

Chris Murphy and his boys at Opposite Lock Narellan are a specialist retailer supplying accessories to owners of four wheel drive, commercial and passenger vehicles. The Opposite Lock range of accessories is for serious off-roaders and enthusiasts, representing the highest possible quality and best value available anywhere in Australia.

Chris's product range, expert knowledge base and the first class service support he provides to clients is second to no-one. The boys at Opposite Lock Narellan have a passion for their work that comes through in everything they do. At Opposite Lock Narellan we believe in offering our customers the widest possible range of products and helping them make the best possible choice.

For instance, if you're after a bullbar we can show you steel, aluminium and poly bars. Or if you want to carry more gear you can choose between a set of roof bars, steel or aluminium racks, roof pods,

storage boxes and rack sacks or we can show you how to make the most of your interior space.

At Opposite Lock Narellan the choice is yours. Opposite Lock Narellan offers the full service, from the moment you walk into our doors, your off road experience begins, this includes taking the time to give quality advice, the right products to suite your specific requirements, superior quality fitting, full after-sales service, backed up by our nation-wide warranty. When you're headed out bush you need complete confidence in your equipment and that's exactly what you'll get from Chris at Opposite Lock Narellan. He is a 4x4 enthusiast and uses his 4x4 and his products. Every product has been thoroughly tested and proven often under extreme conditions.

When OzRoamer wanted someone to work on the Project Pajero where they were revitalising a 10 year old Pajero as an outback tourer they



trusted Chris at Opposite Lock Narellan to do the work and prepare the Pajero for its rugged outback trips ahead.

That confidence and peace of mind came through when Project Pajero completed 6,000 km of harsh outback travel without a mishap.

Give Chris a call on (02) 4648 4650, email him at [info.narellan@oppositelock.com.au](mailto:info.narellan@oppositelock.com.au) or visit [www.oppositelock.com.au](http://www.oppositelock.com.au)

## AIR-RITE

## Products

Air-Rite specialises in custom made accessories and add ons for your slide on camper or ute body. Working in mainly aluminium and stainless steel, we can custom design all sorts of solutions for your camping needs including:

- Heavy duty under body storage boxes in both aluminium and gal, powder coated or two pack finish.
- Stainless steel & poly under tray water tanks complete with 12 volt pressure pumps.
- Sliding drawers and tables (as illustrated) made to your specifications. These storage modules can be made with or without the slide out table and sized to your individual needs.
- Rear dress bars complete with LED tail light upgrades (as illustrated). Many traybacks are left with the OEM rear bumper fitted, making the rear of the vehicle look a little unfinished and sometimes compromising the operation of

the reversing sensors. Our aluminium dress bars will finish the back end of your trayback and restore the correct function of your reversing sensors.

- Head board spoilers.
- Supply and installation of LED reversing and work lights.
- Supply and installation of camping fridge slides & drop slides.

If you are looking for something a little different, visit us in Nambour or call our Workshop Foreman Paul to discuss what we can do for you.

[www.air-rite.com.au](http://www.air-rite.com.au) Ph: (07) 5441 2866



## AUTOFRIDGE portable fridge



## Products

AUTOFRIDGE Australia Pty Ltd is an Australian owned company that is now in its 24th year. The AUTOFRIDGE project began in 1986 after a prototype portable fridge was built to test out the eutectic refrigeration principle that had been used in the marine industry for many years. The first AUTOFRIDGE portable eutectic refrigerators for 4WD applications were produced in 1987 and the product quickly gained acceptance due to its exceptional efficiency and high quality.

Today, the product is still hand built with the prime objectives being efficiency, reliability and a high standard of finish. In a conventional compressor powered refrigeration system the evaporator is mounted inside the fridge cabinet and makes everything cold when the compressor is running. When the compressor turns off, the fridge warms up. The system starts up again to bring the

temperature down. This process continues constantly and is controlled by the thermostat - all very simple and in most cases reliable. Eutectic refrigeration is simply the use of a compressor-driven refrigeration system coupled to a cold storage device, i.e. eutectic tank (sometimes called 'ice bank' or 'ice wall'). The eutectic tank contains a liquid which is chilled and frozen during the refrigeration cycle. This mass of ice housed within the tank is capable of keeping the temperature of an insulated box at refrigeration temperatures for long periods of time without running the compressor. When the eutectic tank or ice bank has thawed, the refrigeration system is run again to re-establish the ice bank. In a properly designed eutectic system the refrigeration system only needs to be run once or twice daily with very long periods between each run. It is not necessary to have an auxiliary



battery just to run the EUTECTIC fridge. The advantage of the eutectic system is that the refrigeration unit does not need a power source on a continuous basis, whereas a conventional system must have power available at all times.

For enquiries, at E: [autofridge@bigpond.com](mailto:autofridge@bigpond.com)  
P: (02) 9316 9539 F: (02) 9316 9871  
[www.autofridge.com.au](http://www.autofridge.com.au)



## Hillbilly Camping Gear



Hillbilly Camping Gear provides Australian Made cooking equipment ideal to use anywhere from the backyard to the bush. Made from uncoated blue steel, all Hillbilly frypans, camp ovens cook stands and BBQs are made to last a lifetime of camping use with minimum maintenance required. Hillbilly camp ovens have earned a reputation as the best camp oven cooking system available.

The BushKing 12.5 litre is manufactured from spun blue steel, making this camp oven much tougher, harder wearing and easier to clean than cast iron alternatives.

The unique design makes the BushKing a most versatile fireside companion as camp oven, frypan and saucepan. To heat the camp oven you can choose to use campfire coals, Heatbeads, dry sticks or the purpose designed Hillbilly KingCooker gas conversion for maximum flexibility in use across environmental and weather conditions.

Take a look at the range of accessories available (including baking trivet, vegie roasting ring, pot stand, gas conversion, carrybag and cookbook) and you'll know it really is the most versatile camp oven system available. Check out our complete BushKing Kit packages. Dimensions: 12.5 litre, 415mm widest diameter - lid, Weight 4.6Kg

The Hillbilly Cookbook - featuring 200 easy recipes to try out with your Hillbilly Camping Gear is written specifically for the Aussie camper, it is a must have to make your bush cooking a gourmet experience. Hillbilly Camp Oven Carrybag Manufactured from a tough heavy weight canvas the carrybag keeps your camp oven and all its accessories together and easy to transport. Weight 0.8Kg Now there is also a broad range of Hillbilly products that will add even more pleasure to your outdoor living experience. These include



Billy cans, kettles, hot water boiler, BBQ grills, fireside spit, general camping accessories, etc.  
Contact us at: Hillbilly Camping Gear, 21A Kevin Avenue, Ferntree Gully, Vic, 3156.  
P: 0407 540 005 F: 03 8678 3931  
E: sales@campingwithhillbilly.com  
[www.campingwithhillbilly.com](http://www.campingwithhillbilly.com)

## Korr Lighting 3 Bar Camp Kit

Finally a new quality LED light ideal for camping, 4WDs, caravans, boats and more! These weatherproof lights provide more than enough light to see what you're doing at night. Installation is a breeze! This DIY kit comes with all the necessary cables, quick connectors and mounting hardware so you can install yourself in nearly all applications. Due to its aluminium casing and fully waterproof (IP68) LEDs, the Light Bar light is extremely tough. We back our product with a 2 year warranty. 30 day money back guarantee. You no longer need to pack the lantern/torch when camping.

Never have to cook before it gets dark. No hot elements from gas lamps. Leave them on all night and it will not affect your battery. A dimmer switch is supplied so you can turn down the brightness in the kids room. All lights are IP68 Rated, that means they will run under water.

They have a 50,000 hour life span. Power consumption being only a mere 0.5 amp per light bar means you could run this light off a normal car battery for 100 hours before the battery goes flat.

FEATURES: 2 year warranty / 1 year commercial, Waterproof (IP68), 12 volt, 7.2watt per 50cm bar, 120 deg beam angle, 50,000 hour life span, Little to no heat, Durable / impact resistant, Massive 450 lumens per 50cm Light bar, DIY install, no electrician required

3 BAR KIT CONTAINS: 3 x high power 50cm Light bars, 1 x dimmer switch "The dimmers are on/off switches as well", 1 x 10m quick connect cable with cigarette attachment, 1 x battery terminal clamps to cigarette adaptor, 2 x 1.2m cables with quick connects, 2 x 2.5m cable with quick connects 2 x splitter cables with quick connects, 6 x Velcro wraps for mounting, 6 x



magnets for mounting 6 x zip-ties for mounting, 1 x reusable container, 6 x mounting Clips  
Contact us on: (07) 3801 8332  
[www.korrllighting.com.au](http://www.korrllighting.com.au)

## GME TX685 & TX6150 Hand Held UHF CB radios

Introducing the new GME Water & Dust proof compact hand held UHF CB Radios. The GME TX685 & TX6150 are compact 3 and 5 watt UHF CB hand held radios. These Australian designed radios are built rugged and are the first water and dust proof radios available with a 24 hour battery life\* - ideal for the harsh Australian environment.

Tough enough to rinse under the tap after a muddy day on the farm or, if you're a little more adventurous, small enough to fit in a jacket pocket hiking or 4WD driving with your mates. These rugged radios are packed with a range of innovative software and hardware features in scanning and memory, signal processing and privacy, ensuring consistent reliable communications even in the most extreme conditions.

With a range of high quality accessories, these radios are even suitable for reliable

team communication within construction and maintenance, agriculture and primary industry, destination and event management. The Features:

- IP67 Water and Dust proof - Submersible up to 1 metre for a period of 30 minutes
- Built rugged - Solid die-cast chassis and operational between -20° to +60° degrees celsius
- Powerful 3 or 5 watt versions - combined with GMEs enhanced receive sensitivity and selectivity, intelligent power management and the helical wound antenna, these radios maximise transmit range and boost reception distance
- Intelligent Battery Management - powerful 2000mAh (TX685) and 2200mAh (TX6150) Lithium Ion battery packs and intelligent hardware and software design allows the

radios to operate for a minimum 24 hours on low power or 15 hours on high power\* - 50% longer than any other 5 watt UHF CB radio

- Privacy - 38 CTCSS, 104 DCS tones and Voice Inversion Scrambler for those users looking for greater privacy and less interruption

- Scanning - Open scan with user selectable channel memory and dual watch

- Genuine 2 year GME warranty

For more information contact GME on

[www.gme.net.au](http://www.gme.net.au)





## St John Ambulance Australia



## Products

St John Ambulance Australia is a self-funding charitable organisation active in all states and territories, dedicated to helping people in sickness, distress, suffering or danger. St John is Australia's leading provider of first aid training, first aid services at public events and supplier of first aid kits and equipment. They run the ambulance services in Western Australia and Northern Territory and provide a range of community services and youth development programs. First Aid courses include CPR, Emergency First Aid, Senior First Aid, Occupational First Aid and many more. First aid courses are available across Australia. St John sells first aid kits for workplace, first aid rooms, leisure, home, motor vehicle and other uses. They provide a restock service plus a wide range of other first aid kits for specific purposes

(e.g outdoor, 4WD) and workplaces (to meet State/Territory legislative requirements). The Road First Aid Kit contains 125 quality pieces and has been designed for the car, home or 4x4. It is definitely an essential to have in the event of an emergency as containing all the basic requirements to treat most emergencies. It is ideal for storing in the back of your truck. The St John Bites and Stings First Aid Kit has been specifically designed for the treatment of bites and stings injuries from the beach to the bush. It contains a cold pack, bandages and first aid manuals. Have you ever been to a public event and been injured or felt unwell? Chances are St John volunteers have been there to help. By donating to St John, you are helping our volunteers continue their essential work in communities in NSW and beyond. There are



many ways you can support the vital work St John provides to the community. Contact St John on [www.stjohn.org.au](http://www.stjohn.org.au)



## Biji-Barbi



## Products

An Aussie invention, the Biji-Barbi is a dished BBQ plate that has three fold up legs and a practical, long, fold-up handle. Derived from the Australian plough disc/shear, the Biji-Barbi is ideal for gas burner or open fire cooking. Designed and manufactured entirely in Australia, it mirrors the character of the nation and its early pioneers. It is with pride and a sense of history therefore that we may proclaim it thus; Biji-Barbi: Rough Enough for the Bush! Simply unpack your Biji-Barbi, snap the handle and legs in place and cook up a great meal in the bush, on your deck or at the park. Just be sure you hear the 'click' when snapping the legs and handle in place to avoid having your Biji-Barbi tip over. The Biji-Barbi can be used on either a normal wood fire or by placing a suitable gas burner beneath it. It is easily cleaned and stored and is ideal for meat, eggs, fish or vegetables, making it an ideal gift for the 4WD owner or camper. In fact

anything you can cook on the home hotplate you can cook, probably better, on the Biji-Barbi. The Biji-Barbi is available with or without a centre hole for drainage of drippings. The large Biji is 430mm or 17" in diameter while the medium Biji is 350mm (14") diameter. The covers are canvas in either grey or green and fit either sized Biji-Barbi. The Flip-Grips eliminate the need for multiple cooking utensils and are designed to 'fest' on the flip handle securely preventing them from falling on the ground. If you're heading bush, do yourself a favour and have a look at the Biji-Barbi, get the large version, don't skimp, get the canvas cover (it lasts forever) and look forward to simple bush barbecues. Quality and presentation of the essential product as well as an innovative approach to product development are the fundamental priorities of this micro business. Contact Biji-Barbi on [www.biji-barbi.com.au](http://www.biji-barbi.com.au)



## Helton Vehicle Hot water Systems



## Products

An Australian owned family business, Helton Heat Exchangers manufacture the most compact water heating units currently available. They are small in size and big on performance. Constructed from 100% copper for maximum heat transfer, durability and corrosion resistance, Helton units can be fitted to any vehicle with a water cooled engine. With their unique internal ducting, Helton units can be mounted vertically, horizontally or at any angle between. As well as shower systems and the versatile hot water unit which are designed as continuous flow models, Helton also manufacture storage units and marine units. The available range of heat exchangers make them ideal for camping. If you want to relax at the end of the day, you will have reliable hot water for showers and washing up no matter how remote your campsite is. Our units are also great for fishing trips - so you can wash off that fishy smell or rinse off equipment.

Perhaps you would prefer to take a hot shower in the privacy of your caravan or motorhome. All units can be customised to suit individual applications. The Helton camping shower units are designed to deliver water for a hot shower direct from your vehicle. No more cold showers or waiting for water to heat over the fire. Ideal for camping, fishing, traveling and the great outdoors. Heat exchangers can be supplied as a bare unit with mounting hardware and installation instructions for DIY installers or as part of an installation kit complete with mounting hardware, heater hoses and clamps, fresh water hoses and barbs, a high quality automatic 12v pressure pump, a shower rose with hand piece on/off valve and hose and everything else you will need to set up and get hot water. Helton offers you a comprehensive pre and post purchase advisory service and a 5 year



manufacturer's warranty. For more information contact Helton on: P: (07) 4627 2477 E: [mail@helton.com.au](mailto:mail@helton.com.au) [www.helton.com.au](http://www.helton.com.au)



## ClientSAT

Client SATisfaction is critical to our success and that is why it is in our name. Our name is not about the products we sell, it is about what we deliver to our clients.

We have negotiated access with nine separate service providers and carriers, including AST Australia, TR Telecom, Iridium, Inmarsat and other Australian & International carriers. We call it being supplier agnostic.

"Our decision to recommend one solution or supplier over another will be driven by need, and that is the need of our client" *Rob Martin, MD-The Client Pty Ltd.*

ClientSAT is an Authorised Australian Government Satellite Phone Subsidy Scheme Dealer.

Registration Number D01358. The Australian Government provide subsidies to assist with the purchasing of satellite phones for use in areas where normal mobile coverage is not available.

**Eligibility** - Individuals may apply for one subsidy. Small businesses, educational institutions and community groups may apply for two subsidies. Indigenous corporations, health and emergency service organisations may apply for more than two handset subsidies. Handsets must be connected to a satellite phone sim card at the time of purchase.

**Two-tiered subsidy** - The subsidy varies according to where you live and the cost of the phone you buy. Call us to see if you qualify for a 50% or 85% Government subsidy.

**Services we provide** - Satellite phones, vehicle docking stations, vehicle and marine antennas, satellite email for laptops and tablets, satellite data modems, satellite tracking, Iridium, Inmarsat, Thuraya, Pre-paid sim cards - short or long term. Monthly line rental for your existing satellite phone at great rates, standard mobile phone numbers for your phone and FREE SMS to satellite phones.

## Products



All goods will be delivered by Australian Air Express or another nominated service where a signature will be required to accept the goods. We will attempt to dispatch your goods within two working days of our receipt of all the paperwork. If goods are unavailable for delivery you will be advised of this within one business day of your order. Contact Client SAT on 1300 368 858 or at [www.clientsat.com.au](http://www.clientsat.com.au)

## MAXTRAX Recovery Gear

Brad McCarthy, author of Dirty Weekends 'The Essential 4WD Guides', devised the idea for MAXTRAX in 2001 after a particularly stressful incident on a remote north Queensland beach where despite being equipped with all of the traditional recovery equipment, he almost lost his bogged vehicle to the incoming tide.

Brad's passion for the bush, exploration and adventure sent him out, often solo throughout Queensland, to research bush tracks and locations to feature in his guide books. MAXTRAX is the Australian designed, innovative, lightweight vehicle recovery device that's engineered and rigorously tested in the world's toughest off road events and expeditions. Is cited as the SAFE, SIMPLE, QUICK and EASY method of 4WD vehicle recovery. Measuring just 115cm long x 33cm wide, each set of MAXTRAX stacks together at a height of just 8.5cm which can be stowed away

with the rest of your day tripping, camping, or picnicking gear. Each MAXTRAX weighs a light 3.6kg so it is easy to carry and manoeuvre with minimum effort under your tyres.

The large cleats on MAXTRAX sink their teeth into the tyre tread and the terrain under your 4WD vehicle to prevent it from slipping back into mud, snow, or sand. Made of UV stabilised, flexible, super tough engineering-grade reinforced nylon, MAXTRAX provides traction and a firm base to get your vehicle quickly back on track.

You can even use it upside down as a shovel to remove excess material from around your tyres. MAXTRAX takes the drama out of getting stuck and will make vehicle recovery quicker and easier than most vehicle recovery devices on the market today.

Take the easy way out! Buy MAXTRAX now! [www.maxtrax.com.au](http://www.maxtrax.com.au)

## Products



## Bridgestone Dueler D697

Bridgestone's reputation for legendary off road toughness has been forged on some of Australia's roughest terrain - so it was natural that the new Bridgestone Dueler D697 4WD tyre would have to prove its worth under the same conditions.

Bridgestone undertook two years of testing with vehicles fitted with Dueler D697 working in unforgiving conditions such as cattle stations in the Kimberley, the infamous Gibb River Road, Flinders Ranges and Simpson Desert. Not surprisingly, the Dueler D697 passed with flying colours.

"We ran more than 400,000 kilometres of testing over that two year period and we proved that the D697 offers even better resistance to stone cuts and chips than its predecessor, the D694, while retaining all of its toughness and puncture resistance qualities," said Claudio

Sodano, Bridgestone's Group Technical Field Service Manager.

"In addition, the new tyre showed significantly better wear than the competition. So, it's not only tough but it will definitely go the distance."

Since launching the D694 in 2006 sales have almost tripled, cementing Bridgestone's position as Australia's market-leader in All Terrain (A/T) tyres.

That position is set to strengthen further, with the Dueler D697 available in a huge range of sizes.

"We have released a wide range of D697 sizes specifically targeted to suit vehicles in the Australian market," Claudio said. Bridgestone's legendary Dueler All-Terrain product range is supported by over 300 Bridgestone retail outlets Australia-wide.

## Products



For more information, find your nearest Bridgestone retail outlet by calling 131 229 or by visiting [www.bridgestone.com.au](http://www.bridgestone.com.au)



## Kizlyar Knives

Kizlyar Australia officially began operating in 2005, with its main office in North Sydney. The company's original role was to establish the Kizlyar brand of Knives in Australia and also to market the product to both retail and wholesale customers. Soon after, it was realised, that Australia was a great testing ground for our products and the feedback from the Australian clientele was found invaluable. Therefore, Kizlyar Australia started to play a much more major role in research and development of new knife models and also the improvement and upgrade of existing models. Our ability to work with major players in the Hunting and Outdoor industry in Australia, quickly raised the awareness about Kizlyar brand in Australia and in the United States. By 2009, Kizlyar was holding a solid position amongst the top production handmade knives sold in Australia and our knives can now be

purchased from almost every major hunting store throughout the country. It was early in 2010, when it was decided to broaden our product range. And so today Kizlyar Australia is the official distributor of many other superior quality brands of knives, as well as well known outdoor accessory brands. Some of these brands include, Joker Knives, Kizlyar Supreme, Olamic Cutlery, Down Under Knives, 5.11 Tactical Gear and many more. If you live in Sydney, or just happen to be in town, make sure you stop by our showroom at 168 Best Rd in Seven Hills. Previously, Kizlyar was limited to online images and info as well as stockists sparsely located around Australia, giving you the chance to see a small selection of what we fully have to offer. With our showroom now up and running, we are inviting members of the public to come in and check out for themselves some of the great products we

## Products



to offer. Check out our vast range of Knives from over 20 different brands and feel free to ask one of our helpful staff if you have any questions regarding our products. Contact Kizlyar on 1300 83 99 66 or visit [www.kizlyarknifestore.com.au](http://www.kizlyarknifestore.com.au)



## Glind Hot Water

Are you traveling, camping or fishing and need a hot water solution? Fit a Glind water heater to your vehicle and have hot OR cold water whenever you want, not only this year, but for years to come.

For the last 20 years Glind has been supplying lovers of the outdoors with the one basic home comfort most loathe to leave behind - the use of refreshing pressurized hot or cold water. The great attraction of this unit is that it is so simple to use. A heat exchanger water heater is mounted permanently in the vehicles engine bay and coupled with a pressure pump, will supply good pressure and adjustable water temperature to the user. The unit will give years of quality service, and is transferable from vehicle to vehicle. The Glind water heater gains its heat by accessing the engine coolant to heat your fresh water supply inside its small heat exchanger. The coolant and fresh water travel in separate chambers inside the

heater and as long as the engine is at operating temperature and you have fresh water in your tank, hot water is as simple as turning on the tap. In the words of well known fisherman, camping expert and journalist, Wayne Kampe : "Freed from camping grounds, I can rely upon the heat exchanger and pressure pump under the car bonnet to provide an endless source of hot water for making those camping chores easy and a hot shower at day's end is something to really look forward to."

Now with the Glind automotive heat exchanger available from \$245, why should you do without one of life's great pleasures - a good hot shower. Complete DIY kits are also with different pumps to suit different applications. Parts may vary from kit to kit.

For more information Glind can be contacted on (07) 3408 6226 or visit [www.glind.com.au](http://www.glind.com.au)

## Products



## Southern Cross Canvas



Southern Cross Canvas are manufacturers of high quality Australian made canvas goods. With an extensive range of products ranging from Tents through to Swags you are bound to find a product to suit your requirements. All Southern Cross Canvas tents are manufactured from Australian made canvas which has a high tear strength and a high water head (waterproof) with a low shrinkage factor. Along with our range of Touring tents we manufacture Family Cabin tents. These style tents are timeless classic style tents, in which even to This day are popular with families. Southern Cross Canvas roof bags are manufactured based on tried and true designs used across the country. The bags are manufactured from high-quality 12oz Australian made wax-converters canvas, in which they are all manufactured at our factory in Bayswater. The bags are all double stitched and bound,

then there are 50 mm quick release buckles placed accordingly to secure to the roof rack. The bag can be opened on three sides which enable easy access to pack and unpack the bag. Southern Cross Swags are available as custom made to your specifications and from a stocked range of single and double swag configurations. With the use of only the best Australian materials, we manufacture swags to reliably withstand all weather and terrain conditions you'll encounter across the country and so make your camping experiences the relaxing pleasure they should be. The Dome Swags have long been considered the pinnacle swag out of those available on the market today. Manufactured using 10 oz Australian made Wax Converters canvas, a heavy duty PVC Vinyl floor and midge proof fly-wire. You can be rest assured that it will protect you from the elements and offer you a great

## Products



Sleep with plenty of ventilation where ever you may decide to spend the night in this vast country of ours. Available in either Single, Double or King you will be able to find a swag to suit your size requirements. For further details visit [www.southerncrosscanvas.com.au](http://www.southerncrosscanvas.com.au) or give their friendly staff a call on 03 9729 5056.



## Caribee Tundra Jumbo Sleeping Bag

## Products

Caribee has been producing top quality outdoor and travel gear for the Australian public for over 30 years. This experience has made them a leading supplier to the outdoor and travel industry, with many Aussies having owned a Caribee product sometime during their lifetime.

This makes them a household name and a common product sighting during your travels. Caribee's sleeping bags are not the most expensive on the market, but this does not mean they are inferior. The range that they offer provides a useful and concise selection for the Aussie traveller, whether heading out bush or jet setting around the globe. Select from their compact travel sleeping bags to their large jumbos there is a sleeping bag designed for everyone, even the kids. Their jumbo sleeping bags are head lined by the popular Tundra Jumbo that is available in both -5°C and -10°C.

Big, bold and brash (235 x 100cm size), the Tundra Jumbo is the ultimate king sized sleeping bag, boasting a fully sculptured one metre wide design and incorporating their effective Hot Foot Technology (HFT). Designed for cold climates, HFT lines the lower portion of this sleeping bag with thermal fleece for added warmth during cold nights and is great for keeping your feet warm.

Other design features include the handy "box foot" construction that provides additional room for your feet and greatly improves your sleeping comfort. This sleeping bag also features a draw cord hood, dual full length #8 zips that provides easy access in to and out of the bag and also allows the sleeping bag to be opened up like a doona, dual layer Tech-Loft Extreme synthetic fill, nylon shell, comfort cotton lining, a draft tube and collar to reduce heat loss and finally a handy internal security



Pocket. For further information on Caribee's extensive range of products, check out their website

[www.caribee.com](http://www.caribee.com)

## Projecta

## Products

PROJECTA – the name that represents Excellence in Battery Maintenance and Battery Power is today recognised as Australasia's leading brand of battery maintenance products with a particular emphasis on high quality practical commercial workshop equipment for heavy commercial and contracting vehicles. PROJECTA features a comprehensive range of products in eight categories including battery chargers, inverters, power management products, jump starters, booster cables battery terminals, battery maintenance products plus solar panels. Projecta products cater for ever expanding markets in the motor trade, transport, heavy construction equipment workshops, marine, mining and farming.

Two example products used on the recent OzRoamer Project Pajero are 12V 1000W Pure Sine Wave Inverter.

With a peak power output of an astonishing

2000W, the IP1000 is the ideal inverter for powering all your electrical needs that require ultra clean power. Ideal for permanent installation this sophisticated inverter is perfectly suited to caravans and trade requirements.

2000A 12V JUMPSTARTER AND POWER SUPPLY. A powerful 12V jumpstarter capable of starting large petrol and diesel engines often found in 4WD vehicles. Also offers a reliable source of portable 12V power for running camping lights and compressor fridges.

The 2011/2013 Projecta catalogue illustrates a range that is heralded as the most comprehensive of its type ever to be released in Australasia and contains one of the widest ranges of high quality battery products of any brand around the world. Eight categories of Projecta products are catalogued encompassing detailed product information, specifications,



application guides plus clearly presented features assisting users in applications such as the original equipment manufacture of caravans, campervans, recreation and special purpose vehicles.

Certified to ISO 9002 quality standard, the company is owned principally by the current management. Its slogan, More Switched On is strongly promoted to ensure PROJECTA products live up to customers' expectations of better products at great prices.

For further information on the extensive range visit [www.projecta.com.au](http://www.projecta.com.au)

For a copy of the latest PROJECTA catalogue email [info@projecta.com.au](mailto:info@projecta.com.au) or call 1800 113 443.

[www.projecta.com.au](http://www.projecta.com.au)

## Cooee water

## Products

Our goal is to provide fresh, clean and clear drinking water, through tailored water filter systems for your company, school or facility's individual needs. Proudly Australian owned and operated, we are local, providing five star quality in both the products and the service we provide. Water filtration is what we do best.

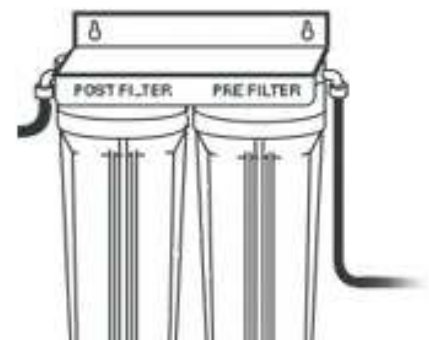
Our water filter systems connect directly to your main water supply to provide you with an endless supply of drinking water, free of chlorine, taste, odours, chemicals, heavy metals and cysts. We also offer solutions for hot, cold, and ambient temperature water filters to suit your drinking preference.

We provide and install a range of water filter systems, including stand-alone water coolers, bubblers, mains-connected water coolers and boilers, ice machines and filters. Ideal for businesses, facilities or at home, we offer

easy, affordable rental plans and professional installation on all products.

The benefits to you are: regular filter changes and sanitizing on all units, unlimited drinking water, greater hygiene on drinking systems, time saved by having instant boiling water, massive cost savings from bottled water, occupational health and safety issues fixed by no manual handlings, large variety to drinking water systems to suit all requirements. We also supply a range of in-line filters for Motorhomes, camper trailers, caravans and for all camping needs.

Contact us on [www.cooeewater.com.au](http://www.cooeewater.com.au) or call 1300 026 633.



## KORR Lighting LED Driving Lights

## Products

KORR Lighting is an industry leader in the design, manufacture and supply of LED lighting in the retail lighting industry. With over 3 decades of lighting experience, the KORR brand is Australia's market leader in LED.

KORR prides itself on delivering the highest quality LED products for the Boating, RV and Camping markets and customer service is paramount. All KORR products are designed and manufactured with the consumer in mind ensuring KORR's guarantee of quality and product guarantee.

One of the latest innovations is the 90w LED Driving light. In typical KORR fashion it is quality throughout. Made from waterproof aircraft aluminium with a shock proof casing the KORR 90 w LED driving lights have a waterproof rating of IP 68. The kit comes complete with heavy duty alloy mounting brackets and as they are 10-30v they can be mounted on 4X4s, SUVs,

Trucks, Bobcats, Camper trailers, Caravans and Agricultural machinery. They feature a Softer light to prevent glare from road signs but have enormous coverage. They are also rated to 50,000hrs usage.

Features include:

- 90w LED pair
- 8000 Lumens each
- LED Power: 90W (x2)
- Operating Voltage: 10-30V DC
- Waterproof rate: IP 68
- Vibration dampening shock absorbers
- 9pcs \*10w high intensity CREE-XML-1C/1D U3
- Current draw: 12v/7.5amp; 24v/3.75amp
- Color Temperature: 6000K
- Material: High grade aircraft aluminium
- Lens material: Polycarbonate lens
- Mounting Bracket: Stainless Steel
- Beam: Euro
- 50000 hours above life time.



- Certificates: CE RoHS IP68
- Deutsch connectors
- 2 year warranty

Contact KORR Lighting directly on [www.korrlighting.com.au](http://www.korrlighting.com.au)

## RV Towing Solutions

## Products

RV Towing Solutions are the sole importers of the Rock Tamers a fully adjustable & removable mud flap system that attaches to the standard 50mm draw bar of your vehicle. They are designed to protect caravans, camper trailers, boats, car trailers, horse floats etc. from damage caused by rocks and road debris.

The Rock Tamer comes in kit form which consists of a black powder coated forged aluminium hub and arms, stainless sleeved steel support rods, full length black rubber flaps with stainless steel trim plates. The cost of the Rock Tamer starts at \$420.00 per unit.

We have also released the Secure-A-Hitch anti rattle device. This patented device is easily fitted to all existing hollow shaft hitches with minimum fuss. We have a kit available for the solid tongue hitches as well as the complete hitch with the anti-rattle device inserted.

We are the agent for the EAZLIFT Weight Distribution Hitch and Sway Control bars. These hitches have been tested in Australia and are compliant with Australian Standards. These hitches come in 2 sizes with a range of shanks available.

We are the agent for the new McHitch Uniglide Trailer Coupling. These couplings are available for camper trailers, caravans and our outstanding value for the award winning design.

We are the agent for the Clearview Towing mirrors. The only full replacement towing mirror especially designed for towing caravans, boats and large trailers. The mirrors are available for a large range of vehicles including Toyota Landcruiser, Prado, GU Patrol, Nissan Navara/Pathfinder, Pajero etc. We developed the D.I.Y. SMART LINE, a simple do-it-yourself awning mounted clothes line for the smart caravaner. Made from marine grade stainless steel fittings and guaranteed not to rust!



This clothes line is light weight and easy to install. It can be fitted in seconds after initial 5 minute installation. The smart line is available in a wide range of sizes to suit all popular awnings and can also be made to measure for special sizes. The cost of this smart line starts at \$25.00. Contact us at [www.rvtowingsolutions.com.au](http://www.rvtowingsolutions.com.au) or call Ph: 0244 715101 Mob: 0427 868 418.

## Axis Audioxtra

## Products

Axis has expanded its range of Mobile Safety products with the introduction of its first range of plug-and-play vehicle accident recording cameras. Easy to install, configure and operate, the Axis range of DVR systems are a must for anyone as can help protect drivers from fraudulent claims and accident disputes.

Mounted on the inside of the car windscreen, the DVR systems can automatically detect any sudden changes in car movement through its G-Sensor, such as when an accident occur or when the car is parked or no driver is present, and immediately record the footage in high definition. The vehicle recorder can also loop record which continually records what is happening. This footage can then be used to provide evidence of who is at fault so that drivers can easily report incidents to police and insurance companies.

The range can also be set up to continuously capture road vision and users can playback

journeys taken. This makes the cameras ideal for recreational drivers such as 4WD enthusiasts, parents who want to monitor the safety of younger drivers or commercial fleet managers who wish to keep track of employees while on the road. The Axis range of DVR systems utilises HD Cameras, Infrared Night Vision to ensure high quality footage - even in poor light and Motion Detection which instantly triggers recording function. DVR 1092HD features: Single Camera, G-Sensor, High Resolution 1080p, 2 Inch Folding LCD, Night Vision with 8 Infrared LED, 120° Wide Angle Lens, HDMI/AV-Out Dual Video Output, Motion Detector - Cycled Recording.

DVR 2000GPS features: 5MP Single Camera, GPS Tracking, High Resolution 1080p, G-Sensor, 1.5" Inch LCD, Night Vision with Infrared LED, 132° Wide Angle Lens, HDMI/AV-Out Dual Video Output.



DVR F20S features: Dual Cameras, SOS Emergency Button, G, 720p Resolution, 2.7" Inch LCD, Night Vision with Infrared LED, 120° Wide Angle Lens, HDMI/AV Out Support, Motion Detector - Cycled Recording. Axis spans over three decades of Australian ownership & operation. AXIS is proud to continue providing intelligent technology and exciting, practical solutions for Mobile Safety. [www.audioxtra.com.au](http://www.audioxtra.com.au)



## 4x4 equip

Based in Melbourne, Australia, 4x4 Equip Pty Ltd has grown from its humble beginnings producing Axe & Shovel Holders for friends and 4x4 Club members, into a dynamic company which manufactures and supplies many unique 4x4 and camping accessories.

The combination of local design and engineering expertise and camping / 4WD driving experience ensures you end up with innovative, high quality products that are extremely functional and well suited to our harsh Australian outback conditions! The company utilises CAD and maintains a full workshop set-up to design and manufacture unique, high quality products. 4x4 Equip also retails a range of general Camping Gear and FWD Recovery Equipment. The Free Standing Light or Shower Pole and its associated accessories are a great addition to your camping gear.

The Free Standing Light or Shower Pole attaches directly to either the Ground Peg or Battery Plate giving you the flexibility to place your shower or camp light in a location that suits you, including away from your vehicle. The Wire Light Holder and the Shower Arm can be interchanged at the top of the pole as necessary giving you the option of attaching your portable shower unit one minute and lighting your camping area the next. (you can even use both on the same pole at one time if necessary).

You can also mount your Shower Pole or Light Pole directly off your vehicle or camper with the aid of either our Horizontal or Vertical Mounting Brackets. The Battery Plate can be used in conjunction with the 4x4 Equip 18Ah & 7Ah Portable Battery Packs to provide power for your light or shower too - check these products out under the Portable 12V Power section of our website.

## Products



The Clamp Wire Light Holder gives you the option of clamping your 12v light to anything rigid by the camp, on your 4WD or inside and outside your camper or caravan. So why not take a look at our products. You can buy through our Australia-wide retail network, or directly online if you can't find a retailer in your area. We look forward to hearing from you. [www.4x4equip.com.au](http://www.4x4equip.com.au)

## Ultimate Suspension

The Ultimate Suspension is not just a brand, but a statement in innovation. We have been designing, manufacturing and installing high performance suspension systems since 1975. Our products have been tried and tested in countless off road competitions, relied upon in hostile environments and trusted by recreational drivers around the world. The Ultimate Suspension manufactures fully integrated suspension systems to suit individual vehicles and applications. This ensures the suspension upgrade will achieve the desired result and is correctly suited to the vehicle. Based in Sydney, Australia, The Ultimate Suspension's dedicated team will assist you in the design and installation of a suspension system that will suit your vehicle and application. Regardless of whether you have a daily driver, weekend worrier, touring vehicle or armoured personnel carrier; The Ultimate Suspension can help. With a range of options from standard height to raised kits, comfort,

heavy duty and GVM upgrades, the Ultimate Suspension is the correct solution for your vehicle. All Ultimate Suspension products have undergone rigorous testing and are constantly being developed and improved. Onsite testing and manufacturing capabilities ensure that the Ultimate Suspension is always built to a quality standard and not a compromise. Our products are also backed by the Ultimate Warranty (2ys/ Unlimited km on Shocks and lifetime on all springs) and industry leading customer support. The entire range of Ultimate Shock absorbers are now also rebuildable which means we can service or repair shocks even outside of the warranty period. This is a cost effective solution and means the shocks are no longer a throw away item. Professional installation can be provided through our Sydney workshop or numerous recommended installers around the country. If you are not located near one of our recommended installers, Ultimate Suspension products can be supplied direct for

## Products



installation by a local mechanic. With over 35 years experience as suspension specialists, you can rely on the Ultimate Suspension. "The Ultimate Suspension system is not just about springs and shocks. It is the complete concept of safety, comfort, performance and reliability that the tailored packages provide for all of your driving requirements." - Ken O'Keefe, Bushranger Magazine 1991. [www.ultimatesuspension.com.au](http://www.ultimatesuspension.com.au)

## Workabout Australia



## Book

Workabout Australia is Australia's foremost online resource and planning tool for travelling workers, connecting travellers with casual, seasonal, part time and permanent work around Australia. Founded in 1996 Workabout Australia has built up a network of contacts for employment opportunities in all states and territories of Australia. The Workabout Australia Club has thousands of members who are already travelling or planning to set off on their trip of a life time, taking advantage of the many opportunities that are available for those who want to work. Travelling to Australia on a working holiday, or looking to relocate permanently? Our tips for travelling to Australia will help get you started. We also offer employers a fantastic, price effective alternative for advertising their positions vacant. For less than the cost of a single ad in the local paper our employers can list as many

jobs as they need to for 12 months with their vacancies "hand delivered" to thousands of Workabout Australia Club Members in our weekly email bulletin. As a member based organisation our primary aim at Workabout Australia is to provide tangible benefits and support to our members as they travel Australia, or go through the planning process preparing for their trip of a lifetime. Once a member of Workabout Australia you will begin receiving the weekly email bulletin we send every Friday morning containing details of any new positions that have become available that week. The bulletin also contains hints and tips, member's stories and updates on any new deals or discounts being offered to members. To ensure maximum benefit to our members the positions listed in the weekly email bulletin are not made available in the public area of the

website until ten days after they are listed. This means that Members have first access to all new jobs on the website and that they are sent out in our weekly bulletin before being made available to non-members. Membership of the Workabout Australia Club also entitles you access to the secure Members area of the website.



[www.workaboutaustralia.com](http://www.workaboutaustralia.com)

