

OZ ROAMER

4WD & SUV

GUIDE 2013

**TOWING
GUIDE**

**OZROAMER
BUYERS GUIDE**

**WE REVIEW OVER
50 4WD & SUV'S**

**4WD VS AWD
MYTH**

**ACCESSORISING
YOUR 4WD**

**OZROAMER
DIRECTORY**

**WE RATE OVER 150
4WD & SUV'S FOR
TOWING AND OFF
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PAJERO**

**UPCOMING
MODELS AND
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2013 | ISSUE 2

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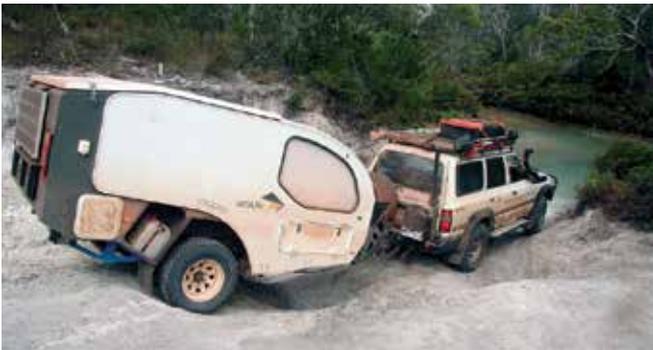
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FROM THE
EDITOR

Welcome to Issue 2 for 2013 of OzRoamer 4WD & SUV Guide. The first half of 2013 has seen some interesting additions to the 4WD AWD SUV market. The trends towards the SUV style of vehicle seems to be racing ahead with most manufacturers now in the market in some way. Although there is a growth of 2WD SUV style vehicles (much to the chagrin of a minority of the wowers and do-gooders in the city) we continue to concentrate on the 4WD or AWD SUV segment as that is what our readers want to read about.

The reasons for the popularity are as varied as the offerings in the segment. Many like the extra space and versatility of the wagon style, while others need something to tow a camper trailer or

caravan. Then there are the diehard 4WD fans that require a robust 4WD and nothing soft will do.

We have done something that no one else has done; we have rated over 150 models for their towing ability and 4WD ability. Our reviews cover the spectrum from entry level AWD SUV's through to the very expensive prestige 4WDs.

There is something for everyone to read and enjoy. Well enough of my ramblings, I hope you enjoy this issue of OzRoamer 4WD & SUV Guide. We are fairly relaxed and laid back here and would love to hear from you what you think about our magazine. After all, this entire magazine is about you. Our aim is to enhance your lifestyle. Without you reading it and getting knowledge or pleasure from it why would we bother.

Rob Fraser
Editor

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Other news

New Mercedes Benz GLA

Progressive in design, serene in day-to-day motoring and with an off-road capability: as a wanderer between automotive applications, the Mercedes-Benz GLA impressively reinterprets the compact SUV segment. It lightfootedly masters all day-to-day challenges and is also robust enough for off-road excursions.

The first Mercedes-Benz in the fast-growing compact SUV segment is highly manoeuvrable around town (length x width x height 4417 x 1804 x 1494 millimetres), lively on country and pass roads and dynamic and efficient on the motorway (Cd figure 0.29). The high-quality appointments, developed with much love for detail, and the flexible interior clearly position the GLA as a compact premium SUV.

The GLA is the first Mercedes-Benz SUV to be optionally available with the new-generation permanent all-wheel drive system 4MATIC, with fully variable torque distribution.

The new GLA rounds off the extensive SUV portfolio of Mercedes-Benz. With five model series (GLA, GLK, ML, GL and G) the company offers the widest range of any European premium manufacturer, and meets all the individual mobility wishes of its customers.

At the same time the GLA-Class is the fourth of a total of five new compact models from Mercedes-Benz. The sales figures amply demonstrate how well the new compact models are received by customers: In the first half of 2013, for example, 173,362 units of the A and B-Class and the new CLA Coupé were delivered worldwide (+58.0%). Especially gratifying is the high conquest rate of the new A-Class: around 50 percent of the buyers in Europe come from other brands.

"With the compact GLA we add a fifth attractive SUV variant to the Mercedes-Benz model portfolio in this constantly growing segment.

The GLA impresses mainly with its progressive character and agile handling," says Dr Joachim Schmidt, Executive Vice President Sales and Marketing Mercedes-Benz Cars. "So I am very confident that the GLA with its fascinating design and high everyday practicality will fill many new customers with enthusiasm for the Mercedes-Benz brand."

As a serene day-to-day companion the GLA has a flexible and variable interior. The rear seat backrests can not only be folded down completely, but are also adjustable for angle if required. The generous luggage compartment (421 – 836 litres) is well-presented and can be loaded without difficulty thanks to the low loading sill and the wide tailgate, which opens

automatically as an option.

The particularly rigid body structure provides a reliable basis for a wide range of applications. Initially the power range of the 1.6 and 2.0-litre petrol engines will extend from 115 kW (156 hp) in the GLA 200 to 155 kW (211 hp) in the GLA 250.

The two diesel engines excel with dynamic torque and outstanding efficiency: The GLA 200 CDI develops 100 kW (136 hp) and maximum torque of 300 Nm and has a displacement of 2.2 litres. It emits only 114 g CO₂ per kilometre (provisional figure). The GLA 220 CDI likewise has a displacement of 2.2 litres and develops 125 kW (170 hp) and 350 Nm.

The GLA will celebrate its world premiere at the International Motor Show (IAA) in Frankfurt (12 to 22 September 2013). Orders will be taken from the end of November, and the GLA will be in dealer showrooms in 2014.



Mitsubishi Pajero 2014 model has arrived

Mitsubishi Motors Australia Limited's (MMAL) legendary Pajero 14MY range has arrived. Delivering five-star ANCAP safety, superior style, ground covering 4WD technology, reliability and value.

MMAL's CEO Mutsuhiro Oshikiri said the Pajero has been a long-time favourite of Australian consumers with its safety features, on and off-road capabilities, luxurious specifications and value for money.

"Now with peace of mind five-star ANCAP rating, Pajero provides a tough yet luxurious four-wheel drive that suits the family's day to day needs as well as being completely equipped for the next adventure."

The 14MY Pajero range carries outstanding occupant and driver protection utilising



the latest Mitsubishi safety technology. Standard safety equipment includes Mitsubishi's RISE body protection along with front driver and passenger, side and curtain SRS airbags, seat belt reminders, ISOFIX child restraints (July onwards) and reversing camera to enhance driver visibility and awareness.

All Pajero variants are equipped with MATT (Mitsubishi All Terrain Technology) which delivers superior off-road control and outstanding on-road safety and handling with rear differential lock standard across the range. MATT incorporates a number of systems including Active Stability and Traction Control, ABS braking system with EBD and Super Select II 4WD. Super Select II 4WD lets the driver alternate between 2WD and 4WD modes at speeds of up to 100 kilometres per hour on any surface, making the switch from on-road fuel efficiency to off-road traction simple.

Additional safety features include reversing camera as standard across the range which aid the driver's visibility and awareness, Mitsubishi's LINK system which sees the GLX and GLX-R variants equipped with voice controlled Bluetooth 2.0 with steering wheel controls, mobile hands-

free and wireless audio streaming making it easier and safer to conduct business or enjoy some downtime in the Pajero. The VRX and Exceed receive the addition of the Mitsubishi Multi Communications System (MMCS incorporating 3D based satellite navigation) and rear-parking sensors.

All 14MY Pajero variants will come with keyless entry as standard and be equipped with Mitsubishi's powerful, fuel-efficient 3.2-litre Common Rail turbo diesel engine. The Common Rail turbo diesel delivers a massive 147kW of power at 3,800 rpm and 441Nm of torque at 2,000rpm while providing a smooth and fuel-efficient ride of 9.0L/100kms.

With such impressive power and torque, the Pajero's huge three-tonne towing capacity means everything from a boat or caravan to a trailer can be towed with confidence. With flexible seating for up to seven people, the Pajero is the ultimate family car and because the third row of seats can be completely removed or folded and stored under the rear floor, there's even more room to fit everything.

The 14MY Pajero line up will be available in White, Cool Silver, Graphite, Champagne, Ironbark, Warm White and pearlescent Pitch Black.

MMAL's CEO, Mitsuhiro Oshikiri said the Pajero range offers outstanding safe four-wheel drive capabilities with unbeatable comfort and style.

"There's a Pajero model to suit every lifestyle, with functionality, safety and power all wrapped up in an attractive package," Oshikiri said.

Model	Engine	Seating	5MT	5AT
GLX	3.2L CDI Turbo Diesel	Five seat	\$50,990	\$53,990
GLX-R	3.2L CDI Turbo Diesel	Seven seat	\$55,990	\$58,990
VRX	3.2L CDI Turbo Diesel	Seven seat	-	\$63,990
EXCEED	3.2L CDI Turbo Diesel	Seven seat		\$73,990

Premium paint \$495 extra. All prices listed are RRP and do not include registration, stamp duty, insurance or dealer delivery.

Wrangler Rubicon 10th Anniversary Edition

To mark the tenth anniversary of the iconic Rubicon nameplate, Jeep® has released the most capable factory-produced Wrangler model ever, the limited-production Wrangler Rubicon 10th Anniversary Edition.

Packed with equipment that off-road enthusiasts love, the Wrangler Rubicon 10th Anniversary Edition is available as both a two-door Wrangler and a four-door Wrangler Unlimited.

Just 30 examples of the limited-run Jeep Wrangler Rubicon 10th Anniversary Edition have been secured for the Australian market, with 12 two-door versions and 18 four-door versions available for local Jeep enthusiasts.

"The Jeep Wrangler Rubicon 10th Anniversary Edition is a tribute to 10 years of Wrangler Rubicon history," said Ms. Veronica Johns, President and CEO Fiat Chrysler Group Australia.

"To celebrate the anniversary, Jeep has created a stunning new example of the Wrangler, available with key standard off-road equipment seen for the first time on a production vehicle.

"The Wrangler Rubicon has been designed for the Jeep brand's most passionate enthusiasts and we expect this exclusive expression of the nameplate to be keenly sought after, as it offers an unprecedented level of capability straight from the showroom floor."

Legendary Jeep Off-Road Prowess

For more than seven decades, Jeep vehicles have defined the benchmark in rugged capability and utility. The most recognised of these vehicles has long been and still is the Jeep Wrangler, which has always provided an unmatched level of freedom resulting from the ability to traverse any trail, anywhere.

Ten years ago, for the 2003 model year, Jeep dramatically raised the bar in off-road capability with the introduction of the Wrangler Rubicon model. Named after one of the most grueling off-road trails in the world, the Rubicon models were the most extreme Wranglers ever produced.

The 2005 model year saw the introduction of the

Wrangler Rubicon Unlimited that brought more utility to the Rubicon's quickly established off-road credentials. Over the last 10 years, the Wrangler Rubicon has won numerous prestigious awards including Four Wheeler magazine's "4x4 of the Decade" honour for its unmatched level of all-around capabilities.

Fast forward to the 2013 model year, with the wildly popular Jeep Wrangler Rubicon turning 10 years young. To celebrate, Jeep has introduced a new, limited-production Wrangler Rubicon 10th Anniversary Edition that is the most capable factory-produced Jeep Wrangler ever released.

Jeep Wrangler Rubicon 10th Anniversary Edition

Based on the Rubicon model and available in two-door Wrangler or four-door Wrangler Unlimited specification, the Rubicon 10th Anniversary Edition is offered with a standard six-speed manual or optional five-speed automatic transmission mated to a Pentastar 3.6-litre V6 engine producing 209 kW of power and 347 Nm of torque.

The Jeep part-time four-wheel-drive system features front and rear Dana® 44 axles with a 4.10 axle ratio, Tru-Lok® electronic remote-locking differentials and a Rock-Trac® transfer case with a 4:1 low range, while Electronic Front Sway Bar Disconnect permits an intimidating display of articulation.

With the standard six-speed manual transmission, the Wrangler Rubicon 10th Anniversary Edition has an impressive crawl ratio of 73.1:1 that makes it a breeze to negotiate any obstacle.

The Jeep Wrangler Rubicon 10th Anniversary Edition has a number of exclusive features that make it distinctive, as well as the most off-road capable Wrangler in history. A one-half inch increase in ride height versus the standard Rubicon model provides the Goodyear Wrangler tyres with more room to claw at rugged terrain.

The tyres are mounted on 17-inch Rubicon aluminum wheels finished in satin black with polished faces and a red Jeep Wrangler 'icon' logo on the outside lip.

A dual-intake 'Power Dome' bonnet helps aid in engine cooling and lends the 10th Anniversary Edition a more menacing appearance, while Mopar rock rails give added protection from trail damage. Mopar also supplies the black fuel filler door and tail lamp guards.

'10th Anniversary' badging on the front quarter panels and a red-silhouette 'Rubicon' decal along the sides of the bonnet add the finishing touches to the exterior.

The Wrangler Rubicon 10th Anniversary Edition comes standard with a three-piece body-colour Freedom hard top, while the soft top is also included in the vehicle. Exterior paint colours for the Wrangler Rubicon 10th Anniversary Edition are White and an exclusive 10th Anniversary Edition colour called Anvil.

Special touches attributed to the interior include striking red leather seats with 'Rubicon 10th Anniversary' embroidered into the front seat backrests, which are sure to grab attention at first glance, while matching red stitching adorns the leather-wrapped steering wheel and the center console.

A unique gauge cluster features a '10th Anniversary' signature as well as a premium Electronic Vehicle Information Center (EVIC) with read-outs such as oil pressure, oil temperature and tyre pressure.

The passenger grab handle, which is bolted on and quality stamped with the 'Rubicon 10th Anniversary' name, features a 'Quick Silver' finish that is also found on the air vent rings, steering wheel spokes and interior door handles.

Final design touches include Mopar slush mats, unique axle locker and sway-bar disconnect switches, and a plaque mounted in the dash tray that features the vehicle's technical data, such as axle and sway bar types, transfer case type and crawl ratio, tyre size and location of manufacture.

Other standard features on Australian-market Rubicon 10th Anniversary Edition models include body-coloured fender flares, deep-tinted sunscreen rear and quarter glass, Uconnect media centre with 6.4-inch touchscreen and GPS navigation, front seat side airbags and a reversing camera.

Pricing

Pricing for the Wrangler Rubicon 10th Anniversary Edition is \$49,000* for the two-door Wrangler model and \$53,000* for the four-door Wrangler Unlimited model. An automatic transmission is available as a \$2,000 option on both models.

* Manufacturer's Suggested Retail Pricing (MSRP) – does not include statutory or dealer delivery charges

PROJECT Pajero



As the wise words say time has a habit of flying past and it is now a few months since our Flinders Ranges Birdsville trip with Project Pajero. It doesn't however seem that long ago though.

It's been a busy time with magazine deadlines, trade shows and car launches and while we still have our wish list we haven't crossed a lot of them off yet as the Pajero has once again sat idly by as we work.

The last trip uncovered a few things that we wanted to address going forward. The most important of these was a new suspension system. The existing set up while good is now 10 years old and like most of us a little saggy in the rear end.

This was particularly evident on the corrugations on the trip. After looking around at various aftermarket systems we decided to go with a tailored system from Ultimate Suspension. Back in 1986 we had a 60 series Sahara Landcruiser in which we installed a suspension system from Ultimate and it was fantastic.

So once again we have decided on a specifically tailored system for the Project Pajero. This involves deciding on what lift, what the vehicle is used for most and delivering the vehicle to the factory fully kitted out as it would be touring to match the weight to suspension

etc. It's a bit of extra work on our behalf over buying an off the shelf aftermarket suspension system, but the results should be chalk and cheese. We will let you know as it is being installed over the coming weeks.

We have also run some cabling down the back of the car to the auxiliary plugs and topped it off with an Anderson Plug. This is mainly to utilise the 1000W Projecta Inverter we have. We considered hard wiring it in but during normal day to day driving we have no use for it and this way we can utilise the inverter and the Anderson Plug for other applications like auxiliary power pack charging etc.

Another issue we discovered on the last trip was the poor lighting from the old headlights. The first thing and most obvious thing was to wash the polycarbonate covers. It's not until you take them off you realise just how dirty they

were. So an immediate improvement but not good enough. Next we decided on some high performance globes and another improvement but again not what we were expecting. So we looked around at driving lights.

Wanting to do something a little different we decided on some LED 'Bricks' from KORR Lighting. We already use their camping kit for strip lighting around the camp ground and they are excellent quality and robust while lighting up the night sky.

The driving lights we chose are a pair of 90W LED lights. These are a square design and rated to IP68 which means basically they are waterproof and almost indestructible. They came with their own wiring harness and DIY kit which was straight forward and easy. A couple of hours and we were ready to turn night into day.

The difference driving home that night was enormous. They provide a white light, very broad in their spread and about 500-600m in front of the car. We are heading out to the farm this weekend and will have a chance to test them on the way out and over the weekend. It will provide the opportunity to adjust the direction of the beam and establish if we need a directional HID driving light as well.

We still have a few things to prepare for our next big trip in February next year and apart from a couple of weekend trips to the farm towing some quad bikes most of our time will be spent getting the Pajero ready again.

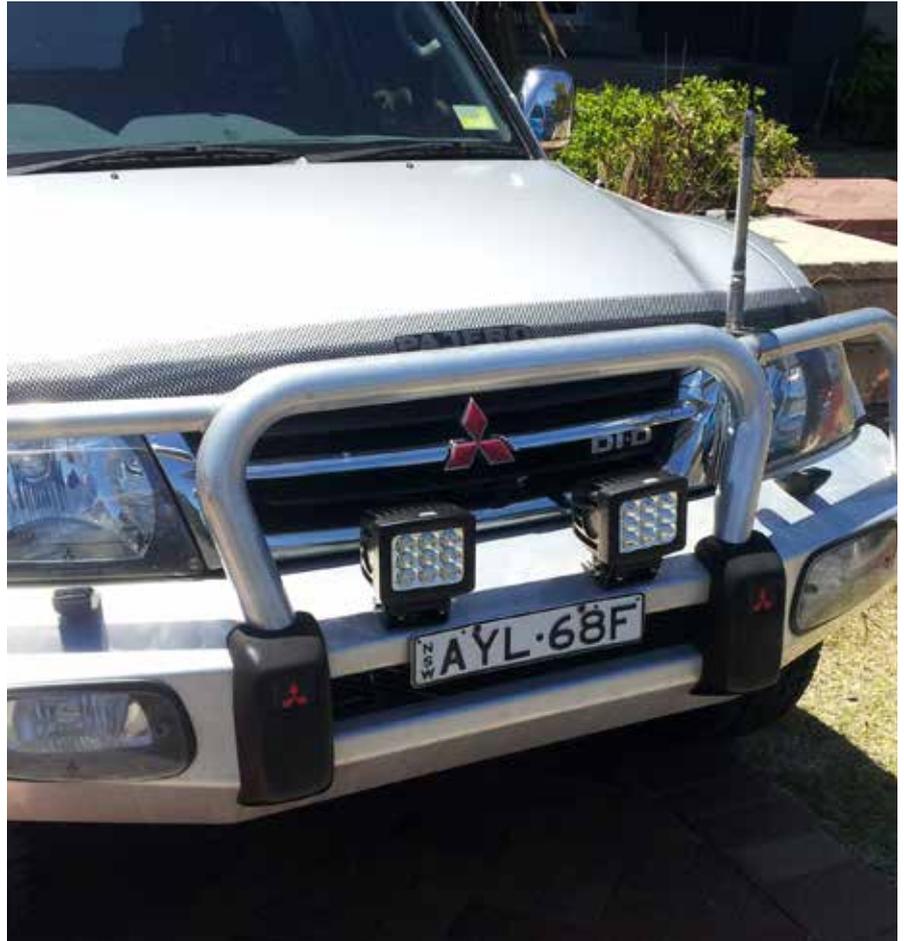
Speaking of the farm this weekend will give us the opportunity to test the recently installed vehicle based shower, the Projecta combination jump starter and power pack, the Projecta Inverter, our new KORR driving lights and a number of other additions.

As we mentioned our next big Project Pajero trip is a family of four travelling around Tasmania in the early part of 2014, towing a brand new Avida Touring Caravan. Avida has a long history of manufacturing quality Australian Winnebago Motorhomes and has now moved into caravans so we are looking forward to that trip.

However another interesting thing we discovered was that again like all of us as we age we aren't as powerful as we once were. The Pajero was feeling it a bit towing a camper trailer and a caravan is a bit heavier. So in addition to the upgraded Ultimate suspension system we will have the injectors serviced, look at an exhaust kit and either an aftermarket chip or larger turbo kit for more power.

Another couple of items on the agenda are possibly a snorkel to allow the Pajero to breathe better air and an external transmission cooler for towing.

So stay tuned there is much more to come in the Project Pajero story, especially when we set the old Pajero side by side with a brand new one on a trip away in 2014.



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Condenser - VS000582	\$257.40	\$377.00	\$119.60
Alternator Belt - VS000098	\$8.80	\$13.95	\$5.15
Fuel Filter - VS000471	\$24.20	\$30.50	\$6.30

If you choose Genuine Mitsubishi products, you can be confident that no matter where you are or where you go, you will be driving with the knowledge that your Pajero is fitted with Genuine parts and accessories that **perform "as the maker intended"**.



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*More frequent servicing is required on some specialist vehicles and vehicles operated under certain operating conditions.

THE 2013 Ford F250 4X4 Platinum 6.7L V8 Diesel SuperDuty Crew Cab Ute

Every so often in this job you get a real sense of anticipation about an upcoming review. The Ford F250 4X4 Platinum 6.7L V8 Diesel SuperDuty Crew Cab Ute had just that. Over 12 months in organising we finally picked up the test ute on a Friday afternoon and by Saturday afternoon we were working out just how we could afford one. The test vehicle was supplied by Stewart Angove of Harrison F Trucks in Melton Victoria.

When we went to pick up the ute the first impression was that it dwarfed the 4WD that was sitting next to it in the lot. It wasn't until we got close that I realised the 4WD next to it was

a 200 Series Landcruiser that when level at the back came up to just behind the front wheel on the F250. Wow this thing is big.

I have to say I became a little nervous about driving it home in peak hour Friday afternoon traffic in Sydney. Usually a time when sane people stay off the roads, not go driving half way across Sydney in a behemoth ute.

Out of the lot I went and straight into an exceptionally tight roundabout where I quickly discovered that I had to do a three point turn to get around, that was fun. Undaunted but



chastised I drove on through the nightmare traffic. The first realisation I had was that visibility through the traffic ahead was awesome, sitting up high I could see everything.

The second realisation I had was that when a greenie in a smart car pulled up next to me he gave me a filthy look, I was tempted to drive over him but resisted. People noticed the F250 mostly in a positive way though.

The third realisation I had came after about 20 minutes of negotiating the mayhem. This was a giant ute that was very easy to drive. I stopped checking my side mirrors to see if I was staying in my lane. Then the enjoyment started and continued strongly until three weeks later when I had to return the F250 very reluctantly.

The full title of the F250 on test is a MY13 F-250

SuperDuty 'Platinum' 4x4 Crew Short Wheel Base 6.75' Pickup Box SRW. I'm not really sure what the SRW stands for but the rest is self explanatory. The title is as long as the ute.

The F250 is powered by a 6.7L Ford Power Stroke Turbo Diesel V8 that delivers its power through a 6 Speed auto with progressive range select, integrated exhaust brake & tow haul mode. The 6.7L produces 302kw of power @ 2800rpm and a massive 1085nm of torque @ 1600rpm. Yes you read that right, over 1,000nm of torque at 1600rpm.

That's a huge tick for power. Nothing in Australia matches it for power or torque. No wonder the horse brigade love these vehicles for towing their floats.

Now you might be excused for thinking that all

this power comes at the expense of poor fuel economy. Well be prepared to be pleasantly surprised. While around town it was a bit thirsty, on the trip to the farm, fully loaded it averaged just around 12L/100K which was awesome for this vehicle and given its power more than acceptable.

Speaking of towing, the F250 will comfortably tow 3500kg, which is where all the other 4WD's stop. It will go further and tow up to 6350Kg when properly fitted out and will accommodate a 7121kg 5th wheeler. In addition to these impressive figures the F250 has a payload of just over a tonne.

suggested tow haul

The F250 also has inbuilt electric brakes, power scope external mirrors, tow sway control and reversing camera for safety and to assist in hitching up a trailer. Although we didn't test the towing capacity with anything other than a couple of camper trailers we did test the tow haul system with exhaust brakes and can vouch for their effectiveness. So that's a big tick for towing.

As you might have guessed by now the F250 is big. It's overall length is about 6.27m with a wheelbase of just over 4.0m. It stands a touch over 2.0m tall and a touch over 2.0m wide (excl mirrors). My daughter who is about 1.67m tall is just taller than the bonnet. The grill is massive and you have to literally step up into the cabin. Suburban shopping centre car parks are not the happy hunting ground for the F250. Let's be honest it just doesn't fit.





Once when I was giving my daughter a lift somewhere I commented on how tall the cabin was, she informed me that she was able to step up without the use of the side steps and that I was getting old. So without question I proceeded to jump out and try to step into the cabin without the side steps. After succeeding just and managing to strain all sorts of inner thigh muscles she grinned and politely informed me that she was using the gutter on her side. Smart Ass!

The external look is enhanced by the Platinum features including body-colour front & rear bumpers, bright chrome door & tailgate handles, 6" angular chrome step bars, unique satin chrome grille, chrome exhaust tip, transfer case & fuel tank skid plates and 20" Platinum Cast Aluminium wheels with LT275/65R20E OWL A/T tyres.

The side steps are necessary to assist in getting inside the cabin. Once inside the first impression is space. The size outside translates to heaps of useable space inside. The electrically adjustable leather driver's seat was really comfortable. With the height and reach adjustable leather steering wheel I could get the perfect driving position. There was enough seat slide adjustment for the tallest of drivers.

The three of us that went away to the farm were 6'1", 6'3" and 6'5" tall and we all had enough room. In fact on the way back I sat in the back seat for over 4 hours and never felt cramped. I even decided to have a snooze and slid my legs up on the back seat and stretched them out fully. I have never been able to do that



in any other car, 4WD or ute before that I have tested.

Back to the front seats. They are 10 way electrically adjustable, with 4 way adjustable head rests. They are both heated and cooled and are some of the most comfortable seats I have sat in for quite a while. There is more than enough shoulder, butt and head room, even with the Akubra on.

The thick rimmed steering wheel is also heated with a combination of leather and wood and feels just right in your hands. There are the usual controls on the cross members and while the centre pad is quite large by our standards it isn't obtrusive. What does take some getting used to is the column mounted transmission. I constantly found myself reaching for the transmission lever on the centre console only to grab thin air. However like most things with the F250 once you get used to it it feels right.

The only slightly uncomfortable things about the driving position is the lack of a drivers left foot rest or even any room for it. The conversion from LHD to RHD means that the tunnel intrudes on your left foot area. Not overtly so but noticeable enough to warrant a mention. The other thing worth mentioning is the handbrake release. Once you are settled in its a reach down under the dash to the lever and a bit awkward.

The pedals are electrically adjustable for individual drivers though which while a bit gimmicky is nevertheless handy for long haul drives. That's a big tick for driver comfort.

In front of the driver is a comprehensive dash display that is dominated by two large dials,

a centre multi function display and four smaller ancillary dials on top. The interesting part of the dash is the MFD. It provides the driver a wealth of options for information and from our point of view was particularly good for the four wheel drive aspect.

The centre stack houses the premium Sony audio system (8 speakers and subwoofer) and satellite navigation . Unfortunately the vehicle we tested was so new the Australian maps hadn't been configured yet. The TFT screen is large and easy to read though. Below the screen are the usual controls for air conditioner, stereo etc. Above the centre console are 4 pre wired auxiliary switches which is a clever feature. There is also an inbuilt 110 v inverter which is good but not useful in Australia.

Another clever idea is the inbuilt garage door openers that can be programmed to your individual needs, located on the passenger sun visor.

The centre console houses 4 large cup holders, front and side bins for storage and the largest centre bin I have seen. Its enormous and useful. Offsetting this is the smallest and crappiest glove box that you can imagine. Other storage includes dual layer large door bins, rear cup holders etc. One extremely clever idea is the lockable under seat storage under the rear seats.

There is room for three passengers comfortably in the rear with plenty of knee, head, butt and shoulder room and a flat floor for leg room. The rear seats are also heated, with a fold down centre console, drinks holders and rear air conditioning vents.

One really cool feature and immensely practical is the ability to start the vehicle from outside. Once started the vehicle determines the internal temperature and will either trigger the heating or air conditioning to bring the internal temperature to the desired level. It will also activate the heating on the steering wheel and seats if necessary. The F250 will run for 10 minutes like this. Fun and practical.

Other features include power slide moonroof, automatic dual zone front air conditioning, under seat and console ducts - AM/FM/HD/Satellite, clock - Navigation system with voice activation - Cruise control with steering wheel controls - Power door locks with 2 stage unlock, key fob (all doors) keyless entry, manual tailgate/rear door lock - 5 12V DC power outlets, retained accessory power, wireless phone connectivity, internet access, 1 AC power outlet - Power front and rear windows with deep tint, driver and passenger 1-touch-down - Variable intermittent front windshield wipers, power rear window, rear window defroster - Dual illuminated vanity mirrors - Auto-dimming day-night rearview mirror - Interior lights include dome light with fade, front and rear reading lights, illuminated entry.

Safety features include 4-wheel anti-lock braking system - Centre high mounted stop light - Dual airbags, seat mounted driver and passenger side-impact airbags, curtain 1st and 2nd row overhead airbags - Front height adjustable seatbelts - Immobilizer, panic alarm and security system.

The F250 has been optioned with a heavy duty suspension that assists with towing and handling. It does make the handling a





little stiff on road but comes into its own off road. Steering is hydraulic power-assist re-circulating ball steering with 4-wheel disc brakes with front and rear vented discs. The firm ride suspension consists of non-independent front suspension - front anti-roll bar - HD front coil springs - front shocks - Rigid rear axle - HD Rear leaf suspension.

Off road the F250 shines. Not in the rock hopping or tight twisty trail way but in the long haul outback tourer way. The prodigious power combined with shift on the fly part-time four-wheel drive with electronic transfer case with auto locking hubs works a treat. In the time we had the F250 we never had to engage the lockable rear diff. Approach, departure and ramp over angles are not conducive to off road work but there is handy ground clearance. The length also hinders off road. This same length creates amazing cargo capacity though with over 2.0m in load length.

On road the Ford F250 drives smoothly, handles surprisingly well, cruises without effort with the high torque figures and as mentioned is reasonably economical. It actually was a heap of fun.

So let's sum up my thoughts about the Ford F250 6.7L V8 Platinum Super Duty. It will seat five adults in comfort, is chock full of luxury features, will tow more than anything else on the market in this segment, has awesome power and torque, more than capable off the main roads, has huge cargo capacity and is super cool. I'd say it is without doubt the best dual



cab ute in Australia and goes close to being the best outback tourer in the country.

That's a big wrap given the capabilities of vehicles like the Toyota LandCruiser, Range Rover and the like. However there is nothing else that has the same combination of features. Given what else you could buy for the approximately \$150,000 that this vehicle costs I am struggling to think of another vehicle I would buy as an outback tourer in its place.

We test somewhere between 180 to 250 vehicles a year and it is hard to become excited about a vehicle often. My excitement with the Ford F250 remains.



BY ANTHONY HOOD

The Audi Q5 3.0L TDi quattro S Tronic sits in a very competitive segment of the market. To keep up with newcomers and fresher offerings Audi revised the Q5 range in December 2012.

Step inside and the electrically adjustable leather seats (with a memory function for the driver), with four-way electric lumbar support are very comfortable. In front of the driver is a three spoke leather steering wheel with controls. The dash is typical Audi with two dials and multi function display in-between. Driving position is excellent.

Audi's MMI navigation plus is the central media unit. Along with a DVD drive for entertainment, it contains a 60 GB hard drive for navigation, telephone and music data. A graphic processor from Audi joint venture partner Nvidia generates three-dimensional images in top quality.

The 7.0-inch monitor of the MMI navigation plus system is impressive with brilliant colours. The system's voice control function lets the driver input city and street via voice commands and



Model Audi Q5 3.0L TDi quattro S Tronic

Model Price \$84,411 RDAP

Drivetrain quattro 7 Spd S Tronic

Power 180 Kw @ 4,000 rpm

Torque 580 Nm @ 1,750 rpm

Safety 5 Star ANCAP

CO2 Emissions 169 g/km

Green Vehicle Rating 3 1/2 Star

Economy (ADR comb) 6.4 L/100km

Tow Capacity – Max 2400 kg

Tow Ball Rating 240 kg

Servicing TBC

Warranty 3yr/ unlimited km with full roadside assist

control telephone and music playback as well. The system is MP3 compatible and has a Bluetooth interface.

Rear seats are more suited for two people but have enough head, shoulder and knee room to be comfortable for most adults.

The luggage compartment of the Audi Q5 offers a basic capacity of 540 litres; its load sill height is only 69 cm, and as a result closes almost flush with the cargo floor. The extended cargo space offers 1,560 litres of capacity and a maximum load length of 170 cm. The rear bench seat offers up to 100 mm longitudinal adjustment, and it comes with a load-through hatch for cargo; it can be supplemented by an optional bag for skis and snowboards.

The Q5 V6 diesel produces 180 kW of power and 580 Nm of torque between 1,750 and 2,750 rpm. It accelerates the Q5 from zero to 100 km/h in 6.5 seconds and to a top speed of 225 km/h. It has a combined fuel consumption

of just 6.4 litres of fuel per 100 km, which is equivalent to 169 grams CO2 per km. This power is delivered through the sporty seven-speed dual-clutch Stronic transmission.

The quattro permanent four-wheel drive is standard. The central component in the drivetrain is the limited-slip center differential. In normal driving, it distributes 40 percent of engine power to the front wheels and 60 percent to the rear wheels. If wheel slip occurs, most of the power is shifted to the other axle – up to 70 percent can be shifted to the front and up to 85 percent to the rear.

Safety is provided by driver and front passenger airbags, seat occupancy detector for front passenger airbag; head airbags in the front and rear; side airbags for driver and front passenger, Dynamic Braking Lights, DSC incl. ABS, BA, CBC, DTC and HDC.

The Audi Q5 3.0L TDi is a stalwart in the market segment. The updates in December 2012 have helped keep the Q5 at the forefront. It certainly should be on your list as a AWD SUV with reasonable towing capacity.

What is good:

- Diesel's power/economy
- Clever rear seats
- Safety

What's not so good:

- Not suited to off road
- Expensive to buy and service
- Long and expensive options list



Overall OzRoamer Rating: 77/100

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

BY ROB FRASER

The BMW X3 xDrive 30d is the top of the X3 range and it is absolutely a favourite here at OzRoamer. Here you have an AWD SUV that has a degree of balance between the competing elements that is a cut above most of its competitors.

Like its bigger brother the X5 M50d, inside you immediately feel comfortable in the Nevada leather seats for driver and front passenger with multiple electric adjustments and lumbar support. In front of the driver is the sports leather steering wheel with multi function controls. It is very comfortable to hold and assists in the driving experience.

The Navigation System has a high-resolution 6.5" Control Display, iDrive Controller, including one-touch keys and favourite buttons, 2D display, flash driver for map data and electronic owners handbook. The audio system has 6 loudspeakers (4 x 25 Watt), 6 programmable memory buttons, MP3-compatible CD drive and USB audio interface. The On-board computer, displays average speed, fuel consumption, range, temperature, time and date etc.



Model BMW X3 xDrive30d

Model Price \$84,682 RDAP

Drivetrain AWD 3.0L TDi 8 speed Auto

Power 190 Kw @ 4,000 rpm

Torque 560 Nm @ 2,000 rpm

Safety 5 Star ANCAP

CO2 Emissions 159 g/km

Green Vehicle Rating 3 1/2 Star

Economy (ADR comb) 6.0 L/100km

Tow Capacity – Max 2400 kg

Tow Ball Rating 240 kg

Servicing TBC

Warranty 3yr/ 130,000 km
with full roadside assist

As standard, the X3 xDrive30d is equipped with 18-inch light-alloy wheels, automatic tailgate operation, automatic Start/Stop function, dual-zone climate control, dusk-sensing headlamps, rain-sensing wipers, auto-dimming rear view mirror, cruise control, trip computer, Bluetooth phone integration, foglights and a rear-view camera.

The standard X Line Package, incl. Aluminium satinated side window frames, Aluminium satinated look front and rear bumper inserts, BMW door sill finishers and stainless steel luggage compartment loading sill.

Rear seats are more suited for two people but have enough head, shoulder and knee room to be comfortable for most adults. Boot space is great for a family of four with 550 litres of boot space with the back seats in place, and a shallow storage tray under the boot floor is handy for small items.

Integrated rails in the floor allow tie-downs and other restraints to be fitted, and folding the 40/20/40 split rear seatback expands cargo capacity to 1600 litres.

The X3 xDrive30d is powered by TwinPower Turbo inline 6-cylinder diesel engine, combining common rail direct injection and triple turbocharging. Mated to an 8-speed sport automatic transmission with Steptronic, this powerplant pumps out 190 Kw of power @ 4,000 rpm and an awesome 560 Nm of torque @ 2,000 rpm.

This combination grips the road through the xDrive, permanent all-wheel drive system with fully variable torque split between front and rear axles. The combination of this motor and transmission in the X3 body size is near perfect. It is brilliant to drive with plenty of power down low and speed to burn.

Safety is provided by driver and front passenger airbags, seat occupancy detector for front passenger airbag; head airbags in the front and rear; side airbags for driver and front passenger, Dynamic Braking Lights, DSC incl. ABS, BA, CBC, DTC and HDC.

The BMW X3 xDrive30d is almost perfectly balanced as an AWD SUV. While it has some off road aspirations, take it too far and it's not pretty. Think of it as a sports SUV that provides balance in performance and handling with reasonable towing capacity.

What is good:

- Diesel's power/economy
- Practical family car
- Lots of standard features

What's not so good

- Not suited to off road
- Expensive to buy and service
- We had to give it back to BMW



Overall OzRoamer Rating: 81/100

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

BY ROB FRASER

When you first approach the BMW X5 M50d it really looks like the rest of the X5 range with some modifications. What lurks beneath is a sporty AWD SUV that has awesome performance.

Step inside and you immediately feel comfortable in the BMW leather Sport Seats for driver and front passenger with multiple electric adjustments especially the lumbar support. In front of the driver is the M leather steering wheel with gearshift paddles and all the controls you need. It is very comfortable to hold and assists in the driving experience.

In front of the driver is an excellent heads up display that projects speed and arrow directions for navigation, directly into the driver's field of vision and the dash is typically BMW, which means crisp, clear to read and functional.

The BMW X5 M50d is distinguished by a number of features internally such as Door sill finishers with M designation Interior trim, Aluminium Shadow Brushed and 4-zone Automatic air conditioning.

The Navigation System has a high-resolution 8.8-



inch colour display (one of the best in the market), arrow and map display, favourite buttons, DVD drive, split screen function, 12GB hard drive for storage of audio files, 3D display, electronic owner's handbook and internet functionality.

The On-board computer, displays average speed, fuel consumption, range, temperature, time and date etc.

There are adequate spots for drinks and 'junk' etc in the centre console etc, however the split lid is annoying. The i Drive controls are easy to use.

Rear seats are more suited for two people but have enough head, shoulder and knee room to be comfortable for most adults. Boot space is great for a family of four.

The heart and soul of the BMW X5 M50d is the M Performance TwinPower Turbo inline 6-cylinder diesel engine, combining common rail direct injection and triple turbocharging. Mated to an 8-speed sport automatic transmission with Steptronic, this lusty powerplant pumps out 280

Kw of power @ 4,000 rpm and an awesome 740 Nm of torque @ 2,000 rpm.

This combination grips the road through the xDrive, permanent all-wheel drive system with fully variable torque split between front and rear axles, M Sport suspension with self-levelling suspension and pneumatic rear suspension. In short it's a ripper to drive.

Safety is provided by driver and front passenger airbags, seat occupancy detector for front passenger airbag; head airbags in the front and rear; side airbags for driver and front passenger, Dynamic Braking Lights, DSC incl. ABS, BA, CBC, DTC and HDC.

Other features include rear view camera, Bi-Xenon headlights, Adaptive headlights with variable light distribution, cornering lights and High-Beam Assist.

The BMW X5 M50d is a gem. Don't mistake it for an AWD SUV that you can take far off road, rather it is a sports SUV that provides fun in abundance with its awe inspiring engine and handling and reasonable towing capacity. At almost \$160,000 it is expensive but could be considered a bargain. It is also a worthy winner of the OzRoamer Sports SUV of the Year 2012.

What is good:

- Diesel's awesome power/economy
- Practical family car
- Lots of standard features

What's not so good:

- Not suited to off road
- Expensive to buy and service
- We had to give it back to BMW

Overall OzRoamer Rating: 81/100

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

Model BMW X5 M50d
Model Price \$159,225 RDAP
Drivetrain AWD 3.0L TDi 8 speed Auto
Power 280 Kw @ 4,000 rpm
Torque 740 Nm @ 2,000 rpm
Safety 5 Star ANCAP
CO2 Emissions 199 g/km
Green Vehicle Rating 3 1/2 Star
Economy (ADR comb) 7.5 L/100km
Tow Capacity – Max 2700 kg
Tow Ball Rating 270 kg
Servicing TBC
Warranty 5yr/ 130,000 km with full roadside assist



BY PETE WILSON

Our test vehicle was the Ford SZ Territory Titanium AWD 2.7L V6 Diesel. Released early 2011 the SZ Territory sits in a very competitive and growing segment of the market.

The SZ Territory is quite stylish if a little square shaped but has proved very popular with buyers. Externally there are machined-face 18-inch alloy wheels painted in accent colour, unique front bumper styling, chrome-detailed upper and lower grille and LED front position lamps.

Inside the Territory Titanium is refreshingly open and well laid out, the storage is fantastic and the driving position very comfortable with leather seats and height and reach adjustable steering.

In front of the driver is a clear and simple dash layout with a multi function display in-between two refreshing dials. The steering wheel is a little thick in the centre but one thing I particularly like is the stalks that protrude above the steering wheel cross members. Clever design!

The second row of seats are stadium style with adequate knee and shoulder room and there is plenty



Model Ford SZ Territory Titanium AWD

Model Price \$67,167 RDAP

Drivetrain AWD 2.7L V6 Diesel 6 spd auto

Power 180 Kw @ 4,000 rpm

Torque 440 Nm @ 1,900 rpm

Safety 5 Star ANCAP

CO2 Emissions g/km 236 g/km

Green Vehicle Rating N/A

Fuel (ADR comb) 9.0 L/100km

Tow Capacity Max 2700 kg

Tow Ball Rating 270 kg

Servicing \$Not Supplied

Warranty 3yr/100,000km with full roadside assist

of headroom. The third row of seats is as usual, tight and to be honest a little awkward in useability.

Entertainment is provided by the Interior Command Centre fitted with an eight-inch colour touch screen, iPod integration, Bluetooth®5 mobile phone and audio device integration, USB integration, 3.5mm auxiliary audio jack, satellite navigation, Traffic Message Channel and an Alpine rear DVD entertainment system.

With a 5 star ANCAP rating all models come with DSC, ROM, ABS, EBA, TCS, driver and front passenger airbags, side curtain airbags (front two rows only) and a driver's knee airbag.

The new Territory's road to showrooms has involved around 800,000km of harsh testing in some of the Australia's toughest locations. : from the NSW Snowy Mountains region to the Victorian high country and various Australian capital cities the new Territory has proved itself time and again

The combination of electronic power assisted steering, engine, transmission and improved chassis

dynamics have seen the new SZ territory match it with some of the more fancied European AWD SUV's. That is a big call but warranted.

The level of smoothness, minimal NVH and ease of driving puts the Territory at the top end of the class. For the first time on a Territory, a laminated acoustic windscreen has been adopted to help improve NVH. At idle there is minimal diesel chatter and almost no wind noise at speed.

The big news is the new 2.7-litre TDCi V6 turbo-diesel delivering 140kW of power and 440Nm of torque. Smooth, powerful and economical using only 9.0L/100Km and dropping to around 6.5L/100Km on the freeway the V6 diesel is mated to a 6R80 6 speed automatic that allows for a composed driving experience.

For the new AWD TDCi V6 Duratorq TDCi V6-powered all-wheel drive Territory the maximum towing capacity is 2700kg with a maximum downward tow ball capacity of 270kg. We have towed a number of camper trailers behind the Territory and it really is a breeze.

Ford has developed a gem and the pick for me is the Titanium AWD V6 diesel. It is well priced with handling, styling and sophistication to scare some of the pricier Europeans.

What's good:

- 6 Speed Auto V6 Diesel combinations
- Stylish good looks
- Handling and performance

What's not so good:

- Still a little behind in interior
- Third row seats awkward
- Slight blind spot 'A' pillars



Overall OzRoamer Rating: 87/100

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

BY ROB FRASER

Ford revitalised the dual cab ute market when it released its all new Ranger back in September 2011. The new Ranger and its sister Mazda BT50 introduced new levels of power and comfort to the ute market.

Starting at around \$23,000 RDAP for the single cab 2WD variant through to around \$65,000 (approx) RDAP for the Wildtrak, the Ranger covers the full spectrum of utes.

The Ford Ranger comes in 3 model variants, 3 cab styles and 2 body styles. In addition to the 3 transmission choices, a 5 speed manual and 6 speed manual and automatic, there are three new engines.

Leading the way is Ranger's new 3.2-litre Duratorq TDCi five-cylinder diesel engine with a substantial 470 Nm of torque and power output of 147 kW. Fuel consumption is 9.6 L/100 km on the Wildtrak 4x4. The new 2.2-litre Duratorq TDCi four-cylinder diesel engine delivers peak torque output of 375 Nm and power output of 110 kW and consumes



Model Ford Ranger XLT

Model Price \$60,034 RDAP

Engine 3.2L TDCi 5 Cylinder

Drivetrain 6sp Auto

Power 147 Kw @ 3,000 rpm

Torque 470 Nm @ 1,500 rpm

Safety 5 Star ANCAP

CO2 Emissions g/km 246

Green Vehicle Rating 2.5 Star

Fuel (ADR comb) 9.2 L/100km

Tow Capacity Max 3350 kg

Tow Ball Rating 335 kg

Warranty 3yr/ 100,000 km
with full roadside assist

as little as 7.6 L/100 km in a combined cycle. The 2.5-litre Duratec four-cylinder petrol engine now delivers 226 Nm of torque and power at 122 kW. The two-wheel drive model consumes just 9.8 L/100 km in a combined cycle.

Internally the Ranger is spacious, well laid out and efficient. There is adequate head and shoulder room and the rear passengers will not be cramped.

The new Ranger comes with smart technologies including Bluetooth®, USB and iPod integration and voice control over the radio, CD, iPod, USB, and mobile phone are now standard on all models. Similarly, cruise control is standard fitment across the entire range. Dual-zone climate control is fitted to all XLT and Wildtrak models and the range-leading Wildtrak 4x4 will come with a five-inch colour screen with satellite navigation and a rear parking camera.

The Ford Ranger was amongst the first dual cab utes in the segment to achieve a 5 star ANCAP

safety rating. Ranger is equipped with Dynamic Stability Control (DSC) as standard on all models. DSC includes Hill Descent Control, Hill Launch Assist, Trailer Sway Control, Adaptive Load Control, Emergency Brake Assist, Emergency Brake Light and Roll-Over Mitigation.

Ranger also offers new passive safety technologies, with standard across all cab styles - side curtain airbags, newly designed side thorax airbags which deploy from the driver and front passenger seats only and all new frontal impact airbags are available for the driver and passenger, along with seatbelt pretensioners and load limiters.

The Ranger can tow up to 3,350kg with a towball rating of 335kg. However it doesn't feel like you are towing anything at all. Water wading capability is 800mm and a payload up to 1528Kg. Ground clearance is up to 237mm.

The Ford Ranger certainly set the benchmarks by which other utes are now measured. It is an excellent towing vehicle, comfortable both on and off road and the powerful diesel engine mated with the 6 speed automatic is a gem. It is the choice for serious off road drivers and for towing.

What's good:

- On Road Handling
- Internal space
- Towing capacity

What's not so good:

- High sides on tub
- MFD button
- Foam visible around windscreen



Overall OzRoamer Rating: 88/100

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

BY ROB FRASER

Holden released its all new Colorado in June 2012. Totally new from the ground up, the Colorado competes in a hotly contested market segment.

Pricing for the Holden Colorado ranges from \$26,990 RRP for the DX 4x2 Single Cab, powered by a 2.5-litre turbo diesel engine with manual transmission, to \$56,922 RRP for the top-of-the-range 2.8 litre diesel LTZ Colorado 4x4 Crew Cab with automatic transmission.

Colorado comes in four model variants, three cab styles and two body styles. In addition there are two transmission choices, a 5 speed manual and 6 speed automatic and a choice of two all-new four cylinder Duramax turbo diesel engines, a 2.5 litre or 2.8 litre powertrain option.

The 2.8 litre turbo-diesel generates 132 kW @ 3,800rpm of power and maximum 470 Nm @ 2,000rpm of torque when teamed with the six-speed auto, and a maximum 440 Nm of torque when teamed with five-speed manual transmission.

Vehicles powered by the 2.8 litre diesel engine will



Model Holden Colorado LTZ

Model Price \$56,922 RDAP

Engine 2.8L TDCI 4 Cylinder

Drivetrain 6sp Auto

Power 132 Kw @ 3,800 rpm

Torque 470 Nm @ 2,000 rpm

Safety 5 Star ANCAP

CO2 Emissions g/km 243

Green Vehicle Rating 2.5 Star

Fuel (ADR comb) 9.1 L/100Km

Tow Capacity Max 3500 kg

Tow Ball Rating 350 kg

Warranty 3yr/ 100,000 km with full roadside assist

benefit from a class-leading towing capacity of 3.5 tonne and a tow ball rating of 350Kg.

The 2.5 litre turbo-diesel is rated at 110 kW and produces 350 Nm of torque and will have an impressive 3.0 tonne towing capacity and a tow ball rating of 300Kg.

To emphasise its workhorse qualifications, every Colorado is rated to carry a 1 tonne payload with some models able to carry up to 1.4 tonne.

The new Colorado offers an extensive choice of accessories to allow owners to customise their vehicle including a snorkel for the 2.8 litre diesel range, steel bull bar, body-coloured hard tonneau covers, alloy sports bar and nudge bar, steel and aluminium trays and canopy with unique glass areas.

Over 65 per cent of the accessories in the Colorado portfolio are unique to Holden and were developed and engineered in Australia.

Internally, the Colorado has a fresh and spacious feel with adequate head and shoulder room and

the rear passengers will not be cramped.

The 2012 Holden Colorado is packed with lifestyle and comfort features including on the LTZ Air-conditioning, power windows, Bluetooth® connectivity, USB input with iPod® connectivity, cruise control, leather wrap steering wheel with multifunction controls, front fog lamps, 17" alloy wheels (5), projector headlamps, chrome exterior mirrors with side turn signal and LED tail lights. It also features soft tonneau, alloy sports bar, side steps, electronic climate control, 8-way electric adjustable driver's seat and 8 speakers (Crew Cab).

Colorado also has a comprehensive list of active and passive safety features including Electronic Stability Control (ESC), Anti-lock Braking System (ABS) with Electronic Brake Force Distribution (EBD), driver and front passenger airbags and full length curtain airbags standard across the range. Like others now the Colorado has a 5 star ANCAP safety rating.

The Colorado is an ideal ute for towing with class leading capacity, and for off road use. Throw in the fact that it looks great and is comfortable to drive and Holden have themselves a winner here.

What's good:

- Off road ability
- Towing Capacity
- Style

What's not so good:

- Some Trim rattles
- Blue Speedo Dials
- Sports Bar



Overall OzRoamer Rating: 81/100

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

BY ANTHONY HOOD

It has been a long time between drinks for Holden since they have had a capable 4WD wagon but now the tables are turned with the release of the Colorado 7. Based on the popular Colorado Ute platform the Colorado7 provides the combination of robustness and family practicality that the market is crying out for.

First impressions are good as the Colorado 7 has the front styling basically the same as its Ute stable mate back to the C pillars. This is where the design team have had free range to create something new and they have done a pretty good job, with the rear having a stylish, strong clean boxy shape.

Inside there is little to differentiate the Colorado7 from the Ute apart from the extra row of seats (best left for the kids). The same goes for most of the features except the Colorado 7 gets some extras like Hill Descent and Hill Start assist, leather trim (on LTZ spec) as well as more speakers to name a few.



Model Holden Colorado LTZ

Model Price \$55,371 RDAP

Engine 2.8L TDCI 4 Cylinder

Drivetrain AWD 6sp Auto

Power 132 Kw @ 3,800 rpm

Torque 470 Nm @ 2,000 rpm

Safety 5 Star ANCAP

CO2 Emissions g/km 243

Green Vehicle Rating 2½ Star

Fuel (ADR comb) 9.1 L/100Km

Tow Capacity Max 3000 kg

Tow Ball Rating 300 kg

Warranty 3yr/ 100,000 km
with full roadside assist

The third row seats fold flat but not flat on the cargo floor. The second row can be folded up to the back of the front seats or flat to form a continuous cargo floor.

The Colorado7 shares the same drive-train, 4X4 system and nearly the same chassis as the Ute. This is where it gets a whole lot better. The front end is the same but the rear has a 5 link coil arrangement which soaked up all the bumps on our test route with ease as well as flexing really well for a stock vehicle. Towing is easy with a 3 tonne rating and 132Kw and 470nM making light work of all but the heaviest loads.

The Colorado 7 has a 5 star ANCAP rating, a comprehensive list of active and passive safety features including Electronic Stability Control (ESC), Anti-lock Braking System (ABS) with Electronic Brake Force Distribution (EBD), driver and front passenger airbags and full length curtain airbags. This rating is maintained when fitted with the Genuine bulbar.

Our test route highlighted how well the Colorado7 is suited to Australian conditions and the design team have had a lot to do with this. Tweaks have been made to the gearbox and suspension specifically for our conditions and it works well. The vehicle was fitted with highway rubber and it performed well over the various difficult terrain and tracks.

Wading depth is good at 600mm (factory snorkel available) and 30 , 22 , 22 for the approach, ramp over and departure angles make it a more than competent off-roader. Those seeking the 4WD experience would be well served by the addition of the Nullabor pack which includes steel bulbar, spot lights, roof racks, snorkel and towbar for a RRP of \$4,220 including fitting.

I am confident to say that there is the basis for a good off-roader here. Out of the box the Colorado 7 is a great bit of gear and by the time you set it up to suit your needs you will have a competent vehicle at your disposal.

What's good:

- Off road ability
- Family Value
- Style

What's not so good:

- Some Trim rattles
- Blue Speedo Dials
- Rear seats don't fold flat on floor



Overall OzRoamer Rating: 81/100

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

BY CHLOE FRASER

Released in late 2012 the fourth generation Honda CRV has found its way back to where it started from, at the forefront of space, style and design. The latest CRV is certainly a leap forward from the rather dull predecessor.

This design edge is shown through the clever angular 'D' pillar, the wrap around headlights, 18 inch wheels, wide opening doors and the almost vertical rear lights. Overall the exterior looks more muscular, sleeker and stylish.

Internally the Honda CRV is all space. The heated leather front seats are comfortable and 8 way electrically adjustable for the driver. The steering wheel feels great in your hand. It is a leather thick rimmed height and reach adjustable with controls for MFD, stereo and cruise control and Bluetooth etc. This really is a beauty.

The dash is unusual with large central dial and two half dials at the side. Once you get used to it, it works a treat. In the centre of the centre dial is a MFD. Storage is a feature with large door pockets,



Model Honda AWD CR-V VTI-L

Model Price \$49,951 RDAP

Engine 2.4L 4 Cyl Petrol

Drivetrain AWD 5 Speed Auto

Power 140 Kw @ 7,000rpm

Torque 222 Nm @ 4,400rpm

Safety 5 Star ANCAP

CO2 Emissions 201 g/km

Green Vehicle Rating 4 Star

Economy (ADR comb) 8.7 L/100km

Tow Capacity Max 1500 kg

Tow Ball Rating 100 kg

Servicing \$Not Supplied

Warranty 3yr/100,000km with full roadside assist

glove box, central bin and with the transmission lever on the centre stack, plenty in the central tunnel area.

The centre column stack houses the transmission lever as mentioned, (kept going to the normal place for it though), another 5 inch MFD which displays the phone and radio functions and the sat nav entertainment system.

Entertainment is provided by a combination Audio system with AM/FM radio, CD

with MP3 and WMA capability and USB connectivity. The reversing camera also displays through the centre screen.

Rear seat passengers are well catered for. Not only do they have comfortable leather seats, but through a combination of clever design and flat floor they have plenty of head, foot, shoulder and knee room. The rear seats are probably the most comfortable in the class at the moment

Boot space is immensely practical with 60/40

almost fold flat rear seats with low load height, cargo blind, and volume ranging from 550L to 1120L. The spare is underneath the boot floor.

The 2.4-litre engine delivers 140kW @ 7000rpm of power and 222Nm @ 4400 rpm of torque. This drives through an AWD system and a 5 speed Automatic transmission. Fuel usage for the automatic is 8.7 litres per 100km with CO2 emissions of 201g/km. Also fitted is the Honda ECON mode.

Safety is a key feature with 5 star ANCAP rating. Features include - Front airbags, side airbags with Occupant Position Detection System (OPDS) and full length curtain airbags with roll over sensors, Vehicle Stability Assist (VSA) with TCS, ABS with EBD, HSA, reversing camera and Transmission Shift Lock. Additionally on the VTI-L model only is the ADAS system which includes: Adaptive Cruise Control, Collision Mitigation and Braking system, Lane Keep assist and seat belt pretensioners.

The Honda AWD CRV VTI-L ADAS is the personification of the urban SUV. Designed with clever features and ideas, at the forefront in the market segment again. For a family of four that spends most of their time in town it is ideal.

What's good:

- Driver comfort
- Internal space
- Rear seats

What's not so good:

- Towing capacity
- Transmission paddles useless
- Getting used to position of gear lever



Overall OzRoamer Rating: 79/100

Behind the Wheel	9	Practicality	9
Comfort	8	Fit for Purpose	9
Equipment	9	Towing Ability	5
Performance	7	Off Road Ability	6
Ride & Handling	8	Value for Money	9

BY CHLOE FRASER

Hyundai's ix35 has been around now for three years and it's still a class leader in a very competitive market segment. It has great build quality, a stylish design, packed full of features and safety, has a powerful diesel engine and is very competitively priced. We tested the ix35 Highlander 2.0L 'R' series diesel producing 135Kw and maximum torque of 392Nm @ 1,800-2,500rpm mated to a 6-speed automatic tiptronic transmission.

Inside the ix35 is comfortable and you immediately feel at home. The ix35 is the type of car that makes things easy and has some personality. The driver's seat offers six-way electric adjustment plus electric lumbar support, allowing a comfortable driving position. The 4-spoke multi function steering wheel is height adjustable only though. All instruments and gauges are backlit in Hyundai's signature blue colour.

You have push button start function and proximity smart key allowing the car to be opened at the touch of a button. An important feature is the organ pedal accelerator, which is comfortable and



Model Hyundai ix35 2.0R Highlander

Model Price \$43,725 RDAP

Drivetrain AWD 2.0L 'R' Diesel 6spd auto

Power 135 Kw @ 4,000 rpm

Torque 392 Nm @ 1,800 – 2,500 rpm

Safety 5 Star ANCAP

CO2 Emissions g/km 198

Green Vehicle Rating 3 1/2 Star

Fuel (ADR comb) 7.5 L/100km

Tow Capacity Max 1600 kg

Tow Ball Rating 100 kg

Servicing \$399 every 12Mths or 15,000km

Warranty 5yr/ unlimited km
with full roadside assist

reduces driver fatigue over long distances.

Features include leather seats, multi function trip computer, dual-zone climate control, rear-view camera with Smart Parking Assist System, electrochromic rear view mirror, panoramic glass roof and multiple seating layout configurations.

Hyundai Satellite Navigation system operates from a 6.5" touch screen, integrated into the centre stack offering finger-tip control for occupants. The state-of-the-art system offers features including SUNA™ live traffic updates, a comprehensive Point of Interest (POI) database, and Navteq™ maps with a three year MapCare™ plan*.

The ix35 has heaps of storage including console storage tray, glove box, overhead sunglass storage, armrest storage compartment, two front seat drink holders, two rear centre armrest drink holders, bottle holder in each door, map pockets in each door and two seatback pockets.

Safety is key with a 5 star ANCAP safety rating and includes a comprehensive suite of advanced

safety features. Standard is six airbags, ABS, EBD and ESC Stability Control incorporating TCS, HAC and DBC.

The Highlander ix35 has an advanced electronic AWD system designed by JTEKT that automatically activates under any driving condition when needed, distributing the power equally and optimising driving performance.

Under normal driving, the system only distributes power to the front wheels thereby reducing fuel consumption. The system includes a driver-selectable AWD lock allowing for a 50/50 torque split between the front and rear wheels for off-road and very slippery conditions. Just because the ix35 has AWD it does not mean it is an off road vehicle. It is great for dirt roads, trips to the snow and tracks to your favourite picnic or fishing spot but take it too far off road and it won't end well.

You may have guessed that I like the Hyundai ix35 Highlander diesel. It has most of the goodies you could wish for, an awesome 2.0L diesel motor, 6sp automatic transmission combination with excellent fuel economy. and all for less than \$44,000. Combine this with Hyundai's 5 year unlimited Km warranty and I cannot think of a reason why you wouldn't buy one.

What's good:

- It looks bloody fantastic
- Engine transmission combination
- Build Quality

What's not so good:

- Steering wheel not reach adjustable
- Bottle holder in door is a little impractical
- Can seem bland inside



Overall OzRoamer Rating: 83/100

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

BY ROB FRASER

Hyundai's all new Santa Fe Highlander seven-seat AWD SUV has in some ways redefined the benchmark offering in the family 7 seat wagon market. Our test included a selection of roads including freeway, back roads, gravel and some poorly maintained forest trails. What impressed the most was its composure and quietness.

Jump inside the Santa Fe and interior lighting is a feature with a premium feel arising from map lamps, mood lamps, and cabin lighting. In front of the driver is a soft feel thick rimmed steering wheel, both height and reach adjustable with controls that fall easily to hand. The dash features two large dials housing speedo and tach with temperature, fuel, water temp and transmission within the dials. Between these lies a multi function display.

Tall drivers can make themselves very comfortable with 12-way power driver's memory electric leather seat, There is also heated front and second row (outboard) seating. One practical new feature is the Flex steer adjustment that allows the driver to select the level of feedback and input.



The centre console stack houses the usual controls with a 7 screen sat nav and the stereo features a 10 speaker surround system. There is ample storage and stowage options including moulded cup holders, seat back pockets and door pockets, and clever tubs and wells conveniently located in the centre console.

The new Santa Fe offers multi-function second row seating with forward-and-back slide, recline and 40:20:40 split. They are comfortable but really for two not three people. The third row features 50:50 split full-folding seating, best suited for smaller children with shorter legs. Head room and visibility are restricted. In addition the third row seats can be folded flat and second row seats almost flat to offer optimal load transporting capability.

Key standard features include: seven-airbags, rear view camera, Electrochromatic rear view mirror with compass, rear park assist, automatic dusk-sensing HID Xenon projector beam headlamps, front & rear climate control air-conditioning with

third row vents, MDPS with Hyundai Flex-Steer™ system, full iPod®/USB connectivity and Bluetooth®, glove box cooling and full-length panoramic glass sunroof. Safety features include VSM, ESC, TCS, ABS, EBD, BAS, HAC & DBC., and ATCC.

The new Santa Fe offers the powerful R-Series 2.2-litre CRDi that produces maximum torque of 436 Nm and 145 kW of power and when combined with the 6 speed automatic transmission is a leader in this segment. Off road ability comes from an active AWD system, which assesses road conditions and automatically implements rear wheel traction control for optimum full-time all-wheel-drive. The 4WD 'Lock' mode instantly arms a 50/50 power split front-to-rear. For beach driving, forest trails etc it is more than adequate especially with the Downhill Brake Control assistance.

For a family that aspires to an active lifestyle, and a vehicle packed with features, has advanced safety and handling as well as some premium touches that are often found on expensive European imports, the Santa Fe has to be, or should be near the top of your shopping list.

What's good:

- Engine transmission combination
- Internal ambiance
- Value for money

What's not so good:

- Rear seat visibility
- Soft Road feel
- Poor towball rating

Overall OzRoamer Rating: 85/100

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

Model Hyundai Santa Fe Highlander 2.2R

Model Price \$54,846 RDAP

Drivetrain AWD 2.2L Diesel 6 speed auto

Power 145 Kw @ 3,8000 rpm

Torque 436 Nm @ 1,800 rpm

Safety 5 Star

CO2 Emissions g/km 192

Green Vehicle Rating 2½ Star

Fuel (ADR comb) 7.3 L/100Km

Tow Capacity Max 2000 kg

Tow Ball Rating 100 kg

Servicing \$379 every 12 month/15,000km

Warranty 5yr/unlimited Km with full roadside assist



BY ANTHONY HOOD

Redeveloped in 2011 the Isuzu D Max LS-Terrain is the luxury version of the ubiquitous Isuzu D Max dual cab ute.

Isuzu have always been noted for their robustness and longevity. The LS-Terrain is no exception. This is one tough ute that has a solid quality feel about it.

Externally the D Max is one of the better looking of the new wave of utes. Rather than a boxy shape it has a sleeker style with a smooth nose roof rails and well proportioned sides.

Inside the layout of the LS Terrain is luxurious compared to other utes on the market. The leather seats are comfortable at first but can be a little hard over time. The driver's seat is electrically adjustable and the leather clad steering wheel feels great in your hands and frames the dual dial dash with stalk controlled MFD between.

In the centre stack there is a combination touch screen Sat Nav, Bluetooth, audio system and



Model Isuzu D Max LS-Terrain

Model Price \$54,584 RDAP

Engine 3.0L 4 Cyl Turbo Diesel

Drivetrain 4WD 5 Speed Auto

Power 130 Kw @ 3,600 rpm

Torque 380 Nm @ 1,800 - 3,000rpm

Safety 4 Star ANCAP

CO2 Emissions 220 g/km

Green Vehicle Rating 2 1/2 Star

Economy (ADR comb) 8.3 L/100km

Tow Capacity Max 3000 kg

Tow Ball Rating 300 kg

Servicing \$Not Supplied

Warranty 5yr/130,000km with full roadside assist

reversing camera. This is a top end feature on dual cab utes and is appreciated.

Storage is a feature in the D Max with good proportioned door pockets, centre cup holders, storage bin above the sat nav and cubby below. There is two glove boxes and the centre console bin is a handy size. There is also pull out cup holders at each end of the dash, great for drinks and the shelf below the steering wheel is very clever!

Rear seats are comfortable but a little cramped for taller passengers and much better for two rather than three. The rear of the D Max is a little smaller than its competitors.

Safety on the LS Terrain includes 4-channel 4-sensor ABS with EBD, ESC, TCS and BA, along with six (6) airbags (dual front, curtain and side).

The LS Terrain is powered by a new highly refined fuel efficient 3.0litre turbo common rail diesel engine. This generates 130kW and a

peak torque output of 380Nm at 1800rpm. The torque is delivered across a flat curve through to 3,000rpm to aid drivability and ease of towing.

The D Max transfers this power and torque through a 5 speed automatic transmission and the new "Terrain Command" 4WD select dial, allowing the driver to adjust between two-and four-wheel drive modes while travelling at speeds of up to 100km/h.

One thing that was apparent was the driving feel. Even though the specs are a little below others it doesn't drive like it. During our time with the LS-T we took it through heavy 4wd tracks, towed camper trailers, a fairly large trailer boat, trailer with ATV on board and general use. Throughout it performed faultlessly.

The Isuzu LS Terrain D Max dual cab ute is at the top of our wish list for a robust, heavy duty, responsive, long living, capable 4wd and tow vehicle. We loved it and it very nearly won our Dual Cab Ute of the year award last year. You won't find better at the price !

What's good:

- Easy to drive
- Value packed
- Robustness

What's not so good:

- Seats little hard after a while
- Cramped interior
- Distance to Empty gauge little unreliable



Overall OzRoamer Rating: 86/100

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

BY ROB FRASER

The all new Isuzu D Max was launched in July 2012 in five specification levels and three body configurations, two transmission and one engine choice. It builds on its reputation of reliability and economy with new levels of performance, safety and comfort across the entire range.

Prices start from around \$29,200 RDAP for the 4x2 single cab chassis through to around \$56,851 RDAP for the highly featured LS Terrain dual cab ute version which represents outstanding value.

The revised body shape is not only efficient when it comes to reducing wind noise but allows more internal space than before. The front seat occupants have adequate room but the rear passengers are a little cramped if they are anywhere near tall.

Dash layout works well and there are some really clever and practical touches like the shelf under the steering wheel, stalk controlled MFD and the pull out cup holders on each side of the dash.



Model Isuzu D Max LS Terrain

Model Price \$56,851 RDAP

Engine 3.0 litre turbo-diesel 4 Cyl

Drivetrain 5sp Auto 'shift on fly' 4X4

Power 130 Kw @ 3,600 rpm

Torque 380 Nm @ 1,800 rpm

Safety N/A Star ANCAP

CO2 Emissions g/km 214

Green Vehicle Rating 2 1/2 Star

Fuel (ADR comb) 10.0 L/100Km

Tow Capacity Max 3000 kg

Tow Ball Rating 300 kg

Warranty 3yr/100,000 km
Roadside assist

The only problem is that they face the vents so they can cool coffee a little etc.

The entire D Max range now also comes equipped with a host of added safety benefits, including 4-channel 4-sensor Anti-skid Brake System (ABS) with Electronic Brakeforce Distribution (EBD), Electronic Stability Control (ESC), Traction Control System (TCS) and Brake Assist (BA), along with six (6) airbags (dual front, curtain and side). A high-strength tailor blank welded passenger safety cell also increases occupant safety.

The all new D Max range is powered by a new highly refined fuel efficient 3.0litre turbo common rail diesel engine. This advanced Euro4-compliant unit generates 130kW and a peak torque output of 380Nm at 1800rpm. The torque is delivered across a flat curve through a large majority of the rev-range to aid drivability and ease of towing.

All new Isuzu D Max also introduces a new 'Terrain Command' 4WD select dial, allowing the driver to adjust between two-and four-wheel drive modes

while travelling at speeds of up to 100km/h.

Even though the engine is a little lower in power than some of its competitors, the delivery of power in a linear fashion overcomes any shortfall you might perceive. The other thing to note about the Isuzu D Max is that the engine is built to robust specifications. These engines are known to last for many hundreds of thousands of kilometres, and they are very economical. So while the D Max engine doesn't have the specifications of say the Ranger, on the road and especially off road there is always more than enough power available.

On road handling is good if a little bumpy but off road is where the D Max shines. It performed effortlessly on the sand, loved the rough stuff on fire trails and forging new tracks and towing proved a non issue. In fact the D Max is one of our favourite towing utes.

Isuzu D Max utes are outstanding value for money, robust and tough, with under stressed engines and love the rough 4WD trails. In short they are ideal outback tourers for 4WD enthusiasts and for towing that camper trailer to your favourite destination.

What's good:

- Off Road ability
- Robust and tough
- Excellent Value

What's not so good:

- Interior a little bland
- Bluetooth reception
- Dual push TCS deactivation



Overall OzRoamer Rating: 66/100

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

BY ROB FRASER

Ever since Jeep released its latest version of the Grand Cherokee in 2011 it has been a revelation. Here we have an American 4WD that has legendary off road capability combined with powerful and economical diesel motor packaged in a stylish body. The Laredo is the entry level model.

When you first sit inside the Grand Cherokee Laredo you immediately feel comfortable. The heated, 8 way electrically adjustable front seats also have 4 way adjustable lumbar support. The leather wrapped steering wheel is height and reach adjustable, thick rimmed and delightful to use.

Tall drivers could use a little more slide but overall it's a comfortable driving position. Note that the foot brake gets in the way especially as the left foot has limited space.

In front of the driver, the dash has two large dials and a MFD in between. All are clear and easy to read. Controls for MFD and radio etc are on the steering wheel. The centre stack houses the Media Centre Radio with CD/DVD/MP3 radio, all controlled through a 16.5 cm touch screen.



Model Jeep Grand Cherokee Laredo V6 Diesel

Model Price \$55,001 RDAP

Drivetrain 4WD 3.0L CRD V6 5sp auto

Power 177 Kw @ 4,000 rpm

Torque 550 Nm @ 1,800 rpm

Safety 4 Star

CO2 Emissions 218 g/km

Green Vehicle Rating 3 Star

Economy (ADR comb) 8.3 L/100km

Tow Capacity – Max 3500 kg

Tow Ball Rating 350 kg

Servicing capped \$ TBC

Warranty 3yr/100,000 km with full roadside assist

Features include a 40GB hard-drive, Voice Command(6) and audio jack, Uconnect™ Phone, and Bluetooth® compatible.

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.

The heart of the Jeep Grand Cherokee Laredo is the combination diesel engine and Quadra-Trac 4wd system. The new 3.0-litre V6 turbo diesel engine produces 177 kW at 4,000 rpm with 550 Nm of torque at 1,800-2,800 rpm. This power is delivered through a 5 speed automatic.

Jeeps Quadra-Trac II is a two-speed transfer case that uses input from a variety of sensors in order to determine tyre slip at the earliest possible moment and take corrective action. When tyre slippage is detected, as much as 100 percent of available torque is instantly routed to the axle with the most traction.

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. Quite frankly it is fantastic.

Standard safety features include ESC, Electronic Roll Mitigation (ERM), ABS with rough-road detection, ASTC, Trailer-sway Control (TSC), HDC, HSA and front-seat passenger seat-belt pretensioners.

Other standard safety features include air bags for the driver and front passenger, full-length side-curtain air bags for front and rear outboard passengers, seat-mounted side thorax air bags, standard driver inflatable knee bolster 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 standard Trailer-sway Control (TSC). Add the Quadra-Lift suspension and it gets better.

All up the Jeep Grand Cherokee Laredo V6 Diesel is a superb 4WD that is as comfortable on city streets as it is on the track to Broome

What is good:

- Drivers Comfort
- Sophisticated Selec-Terrain
- Value for money

What is not so good:

- Left leg room for driver
- Foot brake
- Had to give it back



Overall OzRoamer Rating: 90/100

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

JEEP GRAND CHEROKEE OVERLAND V6 DIESEL \$80,096 RDAP

BY ROB FRASER

The Jeep Grand Cherokee Overlander is the top model in the range. As you would expect it is feature packed, has legendary off road capability combined with powerful and economical diesel motor packaged in a stylish body.

The first thing you notice when you sit inside is the Leather-wrapped and stitched instrument panel. The leather seats are exceptionally comfortable with 8 way electrically adjustable front seats that also have 4 way adjustable lumbar support. The heated leather wrapped steering wheel is electronically height and reach adjustable, thick rimmed and delightful to use. Your driving position is also locked into memory for convenience.

All seats are heated, tall drivers could use a little more slide but overall it's a comfortable driving position. Note that the foot brake gets in the way especially as the left foot has limited space.

In front of the driver, the dash has two large dials and a MFD in between. All are clear and easy to read. Controls for MFD and radio etc are on the steering wheel. The centre stack houses the top of



Model	Jeep Grand Cherokee Overland V6 Diesel
Model Price	\$80,096 RDAP
Drivetrain	4WD 3.0L CRD V6 5-sp auto
Power	177 Kw @ 4,000 rpm
Torque	550 Nm @ 1,800 rpm
Safety	4 Star
CO2 Emissions	218 g/km
Green Vehicle Rating	3 Star
Economy (ADR comb)	8.3 L/100km
Tow Capacity	Max 3500 kg
Tow Ball Rating	350 kg
Servicing	capped \$ TBC
Warranty	3yr/100,000 km with full roadside assist

the range Media Centre Radio with CD/DVD/MP3 radio with a 16.5 cm touch screen, GPS navigation, 40GB hard-drive, Voice Command and audio jack. There are 7 alpine speakers to burst your eardrums.

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.

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 177 kW at 4,000 rpm with 550 Nm of torque at 1,800-2,800 rpm. This power is delivered through a 5 speed automatic.

The Quadra-Drive II, with a rear Electronic Limited-slip Differential (ELSD), delivers industry-leading tractive capability. The system instantly detects tyre slip and smoothly distributes engine torque to tyres with traction. 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. Quite frankly it is fantastic.

Standard safety features include ESC, Electronic Roll Mitigation (ERM), ABS with rough-road detection, ASTC, Trailer-sway Control (TSC), HDC, HSA and front-seat passenger seat-belt pretensioners, ERM, FCW, ACC,

Other standard safety features include front, side-curtain and driver knee-bolster air bags 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 standard Trailer-sway Control (TSC). Add the Quadra-Lift suspension and it gets better.

All up the Jeep Grand Cherokee Overland V6 Diesel is a superb 4WD that is stylish, great value for money and awesome off road as well as comfortable on city streets.

What is good:

- Drivers Comfort
- Sophisticated Selec-Terrain
- Value for money

What is not so good:

- Left leg room for driver
- Foot brake
- Had to give it back



Overall OzRoamer Rating: 90/100

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

BY PETE WILSON

Our test vehicle was the Jeep Wrangler Sport Unlimited which was updated in mid 2011 with an all new interior and improved diesel motor. We had on test the Wrangler unlimited 2.8L 5 speed auto that has the classic Jeep shape. A key feature of the Jeep is the ability to have the open-air experience with the removable three-piece modular hardtop. Although it's not a 20 second job (more like a half hour job with two people) you can remove the top and in fact the doors and windscreen to have just about as much fun as is legally possible.

The front seats could do with more travel but are soft and very comfortable which is surprising. The leather steering wheel with multiple controls is a beauty in the hands and in fact the redesign of the instrument cluster and centre stack all works pretty good. Storage is still at a premium but improved with a lockable centre console, glove box and a cool storage area above the media centre.

Rear seat passengers are also comfortable with



Model Jeep Wrangler Unlimited 2.8L CRD

Model Price \$46,995 RDAP

Drivetrain AWD 2.8L CRD Diesel 5spd auto

Power 147 Kw @ 3,600 rpm

Torque 460 Nm @ 1,600 – 2,600 rpm

Safety N/A

CO2 Emissions 230 g/km

Green Vehicle Rating 2½ Star

Fuel (ADR comb) 8.8 L/100km

Tow Capacity Max 2300 kg

Tow Ball Rating 230 kg

Servicing \$Not Supplied

Warranty 3yr/100,000 km with full roadside assist

adequate leg, shoulder and headroom. The door straps are a pain.

Don't be deceived by its bulky appearance outside, the Jeep is definitely mid sized inside. It is however versatile with 60/40 folding rear seats and quite reasonable boot space with a removable storage bin underneath.

The standard Media Centre with Audio Jack can blast out the required noise for teenagers and with speakers on the centre roll bar and all around they had some fun with the top off.

Safety has improved as well with advanced multi-stage driver and front-passenger and available front seat-mounted side air bags. Also featured is ABS with off-road calibration, ESC with BA, ASTC, ERM and BLD. Hill start assist and Hill descent control as well.

The 2.8-litre CRD turbo diesel produces 147 kW at 3,600 rpm and 460 Nm of torque at 1,600 - 2,600 rpm with the optional 5-speed

automatic transmission. While these figures are good it requires work to extract the most from the engine rather than a lazy diesel. It's also on the noisy side.

While the on road dynamics have improved it is off road where the Jeep Wrangler shines. It is built for the adventurous driver and features include heavy-duty Dana axles, Command-Trac® four-wheel drive system with shift on the fly capability, Quadra-Coil™ suspension with front and rear axle 5-link solid axle with heavy-duty monotube gas charged shock absorbers, transfer case and fuel tank skid plates. Wrangler's Electronic Throttle Control (ETC) system helps prevent the "pedal bobble" that often occurs when in 4WD-low mode. The jeep is as good as anything off road and often its not until you swap cars and go over the same track that you realise just how easily and comfortable the Jeep Wrangler handled it.

It's also fair to say that the Wrangler is 'cool' and appeals on many levels. Don't buy one and expect saloon car ride around town, but take it bush and you will have so much fun you wont want to come back.

What's good:

- Off road ability
- Street cool
- Improved interior

What's not so good:

- Diesel is noisy
- Door straps
- Feels underpowered



Overall OzRoamer Rating: 80/100

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

BY ROB FRASER

We are testing the Sorento SI Manual with the heavy tow package. The Sorento can tow up to 2000Kg for the Automatic models and 2500kg for the manual models. Where the upgrade comes in is in the all important tow ball rating. This has increased from 120kg to a handy 150kg.

The heavy duty tow package includes tow ball, trailer wiring harness, labels and upgraded rear suspension springs.

Often people buy a heavy duty 4WD for towing in the mistaken belief that it is necessary, when a capable AWD SUV might be the answer. There are many advantages for the AWD SUV over the heavy duty 4WD. Usually all revolving around reduced purchase and running costs.

The 6 speed manual Sorento SI is a midsize AWD SUV that will seat seven in relative comfort. It has a 2.2L CRDi diesel engine that produces 145kw of power at 3,800rpm and a very healthy 436Nm of torque between 1800 and 2400rpm which is ideal



Model Kia Sorento Si 2.2L CRDi

Model Price \$44,451 RDAP

Engine 2.2LCRDi 4 Cyl Turbo Diesel

Drivetrain AWD 6 Speed Man

Power 145 Kw @ 3,800 rpm

Torque 436 Nm @ 1,800 - 2,400rpm

Safety 5 Star ANCAP

CO2 Emissions 174 g/km

Green Vehicle Rating 3 Star

Economy (ADR comb) 6.6 L/100km

Tow Capacity Max 2500 kg

Tow Ball Rating 150 kg

Servicing \$ Not Supplied

Warranty 5yr/with full roadside assist

for towing. There is very frugal fuel consumption of between 5.5 and 8.7L/100Km.

The SI version is the entry level model and while well equipped there are a couple of items that it misses, the most important of these is the reversing camera. Not only is it a key safety feature it is also extremely helpful when hooking up a trailer, allowing visibility of where the tow hitch is. The other is the dash display for reversing parking sensors.

The upgraded rear suspension while imperative for heavier towing provides a slightly harsher ride when unladen. It is still compliant however it is noticeable compared to the normal suspension. It does what it is intended to do though and that is provide better towing characteristics with a heavier tow ball.

While we are on the subject of tow ball weight, don't be tempted to tow 2500kg with a tow ball weight of 150kg. The accepted rule of thumb for safe towing is 10% of the trailer weight on the tow ball. This does have some variations depending on what and where you are towing. However have too

little weight on the tow ball compared to the trailer and it may not end well if you get into trouble.

The Kia Sorento's AWD capabilities are surprising to many. We have driven the Sorento quite comfortably on sand, dirt roads, fire trails and even further off road than you may imagine. The limiting feature is obviously ground clearance, but if you are looking to take that all road camper trailer into your favourite National Park, or a tinny or jet skis to the beach, or even your dirt bikes to forest trails, then the Sorento's capabilities combined with the upgraded towing package and you have an ideal family adventure SUV.

The Kia Sorento with the upgraded towing package makes a viable alternative (within its limitations) to a heavier and more expensive 4WD. If you don't need heavy duty off road capability or heavy tow ball capacity then I would put the Sorento in the top few choices. I would however choose the auto version though.

What is good:

- Fuel Economy
- AWD ability
- Passenger room

What is not so good:

- No reversing camera
- Still prefer Auto
- Nothing else I can think of



Overall OzRoamer Rating: 86/100

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

BY ROB FRASER

The Kia Sorento is a stylish, incredibly well appointed AWD SUV which has seven seats, a technologically advanced 2.2L 'R' series diesel with a 6 speed automatic transmission and a heap of features all packaged in a stylish vehicle.

We tested the updated Kia Platinum Sorento with the GPS, R2.2L CRDi engine producing 145kw and a hefty 436 Nm of torque from just 1800rpm with a 6-speed automatic Tiptronic transmission. Fuel economy is outstanding as shown by a recent trip to the with four occupants and luggage to the roof we averaged 6.3L/100Km.

Step inside and quality is an immediate impression. Sitting in the electrically multi-adjustable driver's seat you can find a very comfortable driving position with enough seat travel to accommodate the taller drivers. Both front seats are heated and ventilated.

The thick-rimmed four-spoke steering wheel houses bluetooth amongst other controls and can be adjusted for height and reach, giving a clear view of Kia's 'three-cylinder' instrument cluster and multi information display.



Model Kia Sorento Platinum

Model Price \$55,266 RDAP

Drivetrain AWD 2.2L 'R' Diesel 6 spd auto

Power 145 Kw @ 3,800 rpm

Torque 436 Nm @ 1,800 – 2,500 rpm

Safety 5 Star ANCAP

CO2 Emissions g/km 194

Green Vehicle Rating 3½ Star

Economy (ADR comb) 7.4 L/100km

Tow Capacity – Max 2000 kg

Tow Ball Rating 120 kg

Servicing \$855 - 3yrs/45,000km

Warranty 5yr/ unlimited km with full roadside assist

A new centre stack features a large display screen for the GPS above heating, ventilation, audio and auxiliary controls set out in logical horizontal bands, with fine detailing that echoes the appearance of a premium audio system.

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.

Seating for the rear passengers is comfortable with adequate headroom, legroom or 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 and a two-part glass Panorama Roof is fitted.

The updated Sorento's standard dual-zone air-conditioning features air vents in the B-pillars that deliver ventilation directly to second row occupants and floor-level ventilation ducts for the third row passengers with independent fan controls.

The Sorento is equipped with six airbags and front seats 'active' head restraints. Other active safety technologies include ESP, HAC, DBC, EBD, rear parking sensors, plus several systems to boost braking performance during extreme conditions.

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 kmh.

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.

Towing capacity for the automatic is 2,000kgs and the reversing camera makes hooking up a breeze, just keep an eye on the tow ball weight.

The new Sorento has a more supple, responsive and fun-to-drive experience, as well as having some off-road ability that is good for dirt roads, beach and simple off road driving.

What is Good:

- R2.2L CRDi and 6-speed auto
- Handling and dynamics
- Stylish looks.

What is not so Good:

- AWD not 4WD
- Poor tow ball rating
- We had to give it back



Overall OzRoamer Rating: 86/100

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

BY CHLOE FRASER

The Mazda CX5 Maxx Sport Diesel is middle of the range in Mazda's new CX5 model line-up. The shape of the CX5 is very similar to the Mazda 3 with long flowing lines and a rounded nose.

When you first sit inside the Maxx Sport you notice that it is a very comfortable place to be. The height and reach adjustable thick rimmed leather steering wheel has multi-function controls handy. The dash has three dials with the right hand dial a multi function display.

The centre console stack houses the sat nav system and it's a TomTom system which I particularly like because it gives you a lot of information in terms of local speed limits, what speed you are doing, upcoming turns etc. The stereo is good. The centre console houses the air conditioning with dual zone climate control, which by the way works brilliantly.

There is plenty of storage in the front particularly



through the centre. There is a handy little storage area in front of the gear stick and a large centre storage bin along with a large glove box. One disappointing feature is the fact that the door bins do not hold anything larger than the bottles so there is no room to put in a book etc.

The rear passengers are very comfortable particularly for two people with the centre seat back folding down to give an arm rest. There is plenty of knee room and again plenty of headroom, you don't feel crowded at all. There are two cup holders in the centre fold down arm rest and two bottle holders in the doors for the rear passengers. However there is no rear air conditioning vents.

In the boot area the very generous storage area holds quite large and wide items particularly long items with the rear seats folding flat. It gives an enormous area for a vehicle of this size.

The 2.2-litre SKYACTIV-D common-rail diesel is a beauty and produces 129kW @ 4,500 rpm of power and 420Nm at 2,000 rpm of torque and matched to the 6 Speed Tiptronic auto produces economical driving with i-stop.

The Mazda CX5 fully loaded cruised to Melbourne and back on 114km/hour in cruise control and did not flinch at all, uphill, downhill it pretty much sat smack bang on 114km/hour all the way.

In typical Mazda style the CX5 has a sporty dynamic and with the power characteristics of the diesel engine it does encourage a sporty feel to the driving. This is more so with the diesel than the petrol.

Off-road the Mazda performs well on dirt roads and easy fire trails and also is a good sand performer, although the front spoiler and lots of plastic around the front will make it difficult in anything more than the simplest of circumstances off road. While it does perform effortlessly on the sand, you do have to watch that you don't bury the front into the sand.

What is Good:

- Diesel Engine Transmission combination
- Handling dynamics
- Spacious open feel

What's not so good?

- No rear seat air-conditioning vents
- Thick 'A' pillar
- Small door storage bins

Model Mazda CX-5 Maxx Sport AWD Diesel
Model Price \$43,916 RDAP
Engine 2.2L Sky Active 4 Cyl Diesel
Drivetrain AWD 6 Speed Auto
Power 129 kW @ 4,5000 rpm
Torque 420 Nm @ 2,000 rpm
Safety 5 Star ANCAP
CO2 Emissions 148g/km: nil
Green Vehicle rating 3 1/2 Star
Economy (ADR comb) 5.7 L/100km
Tow Capacity 1800Kg
Tow Ball Rating 150Kg
Servicing TBA
Warranty 3yr/ with full roadside assist



Overall OzRoamer Rating: 83/100

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

BY ROB FRASER

Mazda has shaken up the mid-size AWD SUV market with its all new CX5 especially with the 2.2L diesel we are testing here. Externally the CX-5 strikes an imposing presence with its large front end treatment and smooth upward flowing lines through the side to the rear.

Sitting in the Grand Tourer the leather 8-way electrically adjustable driver's seat (including lumbar support) was extremely comfortable, for my 190cm frame and have enough room behind me for a teenager. Heaps of head room.

The thick rimmed reach and height adjustable steering wheel houses the controls for the stereo and cruise control etc. The three dial dash is clear and easy to read with a multi-function display on the right. All round visibility for the driver is excellent especially with the standard reversing camera.

The centre stack features a 5.8-inch touchscreen monitor located at the top-centre of the dash. The infotainment system features a USB connector and Bluetooth® wireless connectivity as well as



Model CX-5 GT Diesel AWD

Model Price \$51,426 RDAP

Drivetrain 2.2L Diesel AWD 6AT

Power 129kW @ 4,500rpm

Torque 420Nm at 2,000rpm

Safety 5 Star

CO2 Emissions 160 g/km

Green Vehicle Rating 3½ Star

Economy (ADR comb) 5.7 L/100km

Tow Capacity Max 1800 kg

Tow Ball Rating 150Kg

Servicing TBA

Warranty 3yr/ unlimited km with full roadside assist

iPod® audio playback. The navigation system*, based on TomTom® technology, offers a top-quality connected service. For the audiophiles amongst us the 9 speaker Bose® surround sound system* will delight.

The lower portion of the centre stack features dual zone climate air-conditioning and controls for seat warmers. Unfortunately there are no vents for the rear passengers.

Storage is catered for with a relatively large glove box, centre console, cup holders, bottle holders in front and rear doors and cup holders on a centre fold down tray for the rear passengers.

Rear seat passengers have adequate head, shoulder and leg room and seats that are fairly comfortable. The boot area is cavernous as a result of clever design. Fold down the 40:20:40 split rear seats flat and you have 1,560 of volume. The tailgate lifts high enough and the load height won't cause any problems.

The 2.2-litre SKYACTIV-D common-rail diesel is

a beauty and produces 129kW @ 4,500 rpm of power and 420Nm at 2,000 rpm of torque and matched to the Tiptronic auto produces economical driving with i-stop.

The CX-5's handling, sportiness and smoothness is impressive. It hung onto the road better than it had a right to as an AWD SUV. When pushed hard into corners there was minimal understeer and on the dirt it lost a little of its shape when pushed hard. The AWD system has variably controlled rear torque and ultra precise slip detection. I wouldn't venture too far off road though, treat it as a 4WD and it won't be pretty.

As you would expect there all is a host of active and passive safety technologies including 6 SRS Airbags, reverse camera, ABS, DSC, EBA, EBD, TCS and Hill Launch Assist (HLA), Lane Departure Warning (LDW), Blind Spot Monitoring (BSM) and High Beam Control (HBC).

So Mazda has produced something quite special in the mid-sized AWD SUV market. It has a subtle style about it, is roomy and comfortable, drives better than it has a right to, is chock full of standard features and safety and is priced to reflect its quality.

What's good:

- Roomy and comfortable inside
- Handling dynamics
- Build Quality

What is not so good:

- No rear seat air-conditioning vents
- Counter intuitive Tiptronic transmission
- slightly pricey



Overall OzRoamer Rating: 83/100

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

BY ROB FRASER

Mazda launched the BT 50 in October 2011 and along with its sister Ford Ranger revitalised the dual cab ute market. The new BT 50 and its sister Ranger introduced new levels of power and comfort to the ute market.

Starting at around \$28,754 RDAP for the single cab 2WD variant through to around \$57,814 RDAP for the GT Range, the BT50 covers the full spectrum of utes.

BT 50 comes in three model variants, three cab styles and two body styles. In addition there are two transmission choices, a 6 speed manual and automatic there are two new engines.

Leading the way is a new 3.2 litre in-line 5 cylinder 20 valve DOHC intercooled turbo diesel that has maximum power of 147kW @ 3,000 rpm and maximum torque of 470Nm @ 1,750 - 2,500 rpm with fuel consumption (combined) of 8.4 (4x2) and 8.9(4x4) litres per 100km.

The new 2.2 litre in-line 4 cylinder 16 valve DOHC intercooled turbo diesel has maximum power of



Model Mazda BT50 XTR

Model Price \$55,500 RDAP

Engine 3.2L TDCI 5 Cylinder

Drivetrain 6sp Auto

Power 147 Kw @ 3,000 rpm

Torque 470 Nm @ 1,500 rpm

Safety 5 Star ANCAP

CO2 Emissions g/km 246

Green Vehicle Rating 2.5 Star

Fuel (ADR comb) 9.2 L/100Km

Tow Capacity Max 3350 kg

Tow Ball Rating 335 kg

Warranty 3yr/ 100,000 km with full roadside assist

110 kW @ 3,700 rpm and maximum torque of 375 Nm @ 1,500 - 2,500 rpm and comes with a 80 litre fuel tank capacity and 6-speed manual. Fuel consumption is (combined) of 7.6 litres per 100km.

Internally the BT 50 is spacious, well laid out and efficient. There is adequate head and shoulder room and the rear passengers will not be cramped.

All model grades are packed with features including cruise control, Bluetooth®, power windows and mirrors, air-conditioning, and a MP3 compatible CD player with USB input, steering wheel mounted audio controls, trip computer and power windows and mirrors.

XTR models add 17" alloy wheels, front fog lamps, dual-zone climate control, leather gear shift knob and steering wheel, satellite navigation and chrome trim. Range-topping GT models add auto on/off headlamps, rear-view mirror with auto dimming function, rain-sensing wipers and leather seat trim.

The Mazda BT50 was amongst the first dual cab utes in the segment to achieve a 5 star ANCAP safety rating.

BT 50 is equipped with airbags SRS front (driver and passenger) and curtain (driver and passenger), Anti-lock Braking System (ABS), Dynamic Stability Control (DSC), Electronic Brake-force Distribution (EBD), Emergency Brake Assist (EBA), Engine immobiliser, Hill Launch Assist (HLA), Load Adaptive Control (LAC), Remote central locking (2 transmitters with retractable key), Roll Stability Control (RSC), Side impact door beams, Traction Control System (TCS), Trailer Sway Control (TSC), Hill Descent Control (HDC) – 4x4 only and Locking Rear Differential (LRD) – 4x4 only.

The BT 50 can tow up to 3,350kg with a towball rating of 335kg. Water wading capability is 800mm and a payload up to 1508Kg. Ground clearance is up to 200mm laden.

The Mazda BT 50 certainly set the benchmarks by which other utes are now measured. It is an excellent towing vehicle, comfortable both on and off road and the powerful diesel engine mated with the 6 speed automatic is a gem. It is a top choice for serious off road drivers and for towing.

What's good:

- Off road ability
- Internal space
- Towing capacity

What's not so good:

- High sides on tub
- MFD button
- Foam visible around windscreen



Overall OzRoamer Rating: 80/100

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

BY ROB FRASER

Our test vehicle was the third generation M Class ML500. Other than the stonking AMG63 this is the top of the range and is a dream to drive.

In front of the driver once inside there is a multifunction 4-spoke steering wheel in nappa leather with gearshift paddles, which frames the instrument cluster in twin-tube look with an 11.4-cm multifunction colour TFT display.

The driver's seat, front passenger seat, steering column and exterior mirrors are all electrically adjustable with memory function as well as the 4-way lumbar support for driver and front passenger. The luxury front seats are heated.

The centre stack holds the COMAND APS with 17.8cm TFT colour display, HDD navigation with RDS-TMC, 10GB music register, Harman Kardon® Logic 7® Surround sound system with MP3/WMA/AAC compatibility, LINGUATRONIC voice control operation, Bluetooth connectivity, telephone keypad for phone operation and internet connectivity. The controller for all this is on the centre console.

Other features include cruise control with



Model Mercedes Benz ML500

Model Price \$130,350 RDAP

Drivetrain 4Matic 4.7L V8 Petrol 7G-Tronic

Power 300 Kw @ 5,000 rpm

Torque 600 Nm @ 1,600

Safety N/A

CO2 Emissions 287 g/km

Green Vehicle Rating 3 1/2Star

Economy (ADR comb) 12.3 L/100km

Tow Capacity – 3500Kg

Tow Ball Rating 330Kg

Servicing \$Not Supplied

Warranty 3yr/Unlimited with full roadside assist

SPEEDTRONIC variable speed limiter, Electric parking brake with comfort function, Folding rear-seat backrests 1/3:2/3 folding split and angle adjustment, THERMOTRONIC automatic climate control, Glass electric sunroof with tilt/slide function, EASY-PACK tailgate with electrically operated opening and closing functions

Power is supplied by the 4.7L V8 Direct-injection, Bi-turbo petrol engine that pumps out 300Kw of power @ 5,000rpm and torque of 600Nm @ 1,600rpm. This is more than adequate and delivers through the 7G-TRONIC PLUS transmission and through the 4MATIC permanent all wheel drive system.

As 4MATIC is always active and is able to respond almost instantaneously in poor weather conditions such as rain, black ice or snow. It is assisted by the Electronic Stability Program ESPR and the electronic traction system 4ETS with integral ABS and ASR functions which provide additional support for the all-wheel drive.

The off-road driving mode supports the driver when using the vehicle off-road by adapting the settings

for the engine output, automatic transmission, anti-lock braking system ABS, Electronic Stability Program ESPR and the electronic traction system 4ETS. This mode is activated by means of the off-road button in the centre console.

Suspension is through the AIRMATIC package, which includes air suspension and Adaptive Damping System (ADS) with level control and automatic lowering at higher speeds.

Safety is a key feature with front airbags for driver and front passenger, sidebags in front and rear, full length window bags and driver's kneebag, Acceleration skid control (ASR), Active Curve System, ADAPTIVE BRAKE with HOLD function, Hill Start Assist, BAS, ETS 4ETS, ESP®, DSR, PRE-SAFE® accident anticipatory occupant protection system. The Driving Assistance package PLUS - includes DISTRONIC PLUS, PRE-SAFE® Brake, Brake Assist BAS PLUS, Active Blind Spot Assist & Active Lane Keeping AssistTyre pressure monitoring system.

Overall the ML500 is an AWD SUV that will tow 3500Kg with ease, has some off road aspirations, is extremely comfortable and although it sometimes feels a little floaty it has dynamic handling and performance. It's expensive but worth it.

What is good:

- Powerful V8
- Street impression
- Improved interior

What is not so good:

- Floating feeling
- Rear seat leg room
- Auto selector on steering column



Overall OzRoamer Rating: 78/100

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

BY ROB FRASER

The Outlander is an important vehicle for Mitsubishi Australia as it competes in the congested small medium AWD SUV segment, which is the fastest growing segment in the market.

Externally the new Outlander Aspire has a smoother style that while pleasant is subjectively a little subdued and seems to move away from the family DNA. Step inside the new Outlander and the rejuvenation continues. The driver's seat is firm but comfortable and electronically adjustable. The steering wheel is height and reach adjustable, thick rimmed, responsive and houses all the normal controls.

The instrument binnacle features a multi-function display and the overall layout of stalks and buttons works well. The centre stack houses the radio and sat nav while the center console houses a couple of cup holders, storage areas and usb inputs etc. Along with door pockets for small bottles, glove box and small lift up center arm rest, there is ample storage.

Step into the middle row of seats and you will find



Model Mitsubishi Outlander Aspire DiD

Model Price \$56,037 RDAP

Drivetrain AWD 2.2L Diesel 6 speed CVT

Power 110 Kw @ 3,5000 rpm

Torque 360 Nm @ 1,500 rpm

Safety 5 Star

CO2 Emissions g/km 153

Green Vehicle Rating 3 1/2 Star

Fuel (ADR comb) 5.8 L/100Km

Tow Capacity Max 2000 kg

Tow Ball Rating 200 kg

Servicing \$510 every 15,000km or 12 mths

Warranty 5yr/130,000 Km with full roadside assist

a fairly flat squab section. These seats are hard and lack some support. The rear seats are now very easy to operate, comfortable for up to mid teenagers and fold flat along with the middle row to provide a long and large load area.

Available with 18-inch alloy wheels, outer scuff plates and chrome accents, Mitsubishi has created a car that is versatile and comfortable with touches of luxury. Drivers will also benefit from rain-sensing wipers, dusk-sensing headlamps, Smart Key with One-Touch Start and leather seats with driver and front passenger also enjoying the option to use the seat heater function.

Mitsubishi also offers the Outlander Aspire Premium Option Pack, (RRP \$5,500). Adaptive Cruise Control (ACC) maintains a safe distance from the car in front even at very low speeds as experienced in heavy traffic. Forward Collision Mitigation (FCM) detects obstacles on the road ahead of the Outlander and automatically applies the brakes to help in preventing a collision. The Aspire Premium

also adds a power tailgate for hands-free operation and new-generation MMCS with 7-inch full colour display and touch panel. Audio is upgraded to the Rockford Fosgate Premium system with nine speakers including four tweeters and a 10-inch sub, for optimum sound quality.

Boasting a 5 star ANCAP rating the Outlander Aspire has seven SRS airbags, ASC, Hill-Start Assist and ABS with EBD. There is also a reversing camera.

Powering the Aspire is a 2.2L DID mated to the 6 speed CVT and produces 110Kw @ 3,500 and 360Nm @ 1,500rpm, providing a smooth and tractable driving experience. Fuel is a measly 5.8L/100Km. It has a 2,000kg towing capacity with a tow ball rating of 200kg.

The new Outlander Aspire overall is a significant improvement over the model it replaces, being more fuel efficient, better CO2 figures, more safety features and better 3rd row seats. In a market segment that is becoming more competitive every day any model has its hands full. The new Outlander Aspire should absolutely be on your shopping list if you're looking for a small to medium 7 seat AWD SUV.

What's good:

- Driveability
- Packed with features
- Third row seats

What's not so good:

- Understated styling
- Flat rear seats
- Under powered



Overall OzRoamer Rating: 85/100

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

BY ROB FRASER

Mitsubishi has had the current Triton for a few years now and while it was radically styled and equipped when it first came out, in the last two years most of the market has caught up and bypassed the ageing Triton. Having said that the Triton remains an honest robust workhorse that is fantastic off road and good for towing.

The 2012 upgrade included two new models and some feature and safety improvements. The model range now has five 2WD models and six 4WD models, three engine choices and two transmission choices. Prices start at \$21,990 RDAP for the GL Cab Chassis 2dr 2.4i up to around \$56,000 for the GLX-R Dual Cab 4x4.

The 4x4 Triton's 2.5 litre engine with 131kW of power at 4,000rpm and 400Nm of torque at 2,000rpm (manual) delivers combined fuel economy figures between 8.0 to 8.3L/100km, depending on model. Automatic variants generate a similar amount of power, 350Nm of torque, and achieve a combined fuel economy figure of between 9.3 – 9.6L/100km, depending on model.



Model Mitsubishi Triton GLX-R Utility Double Cab

Model Price \$55,527 RDAP

Engine 2.5 litre turbo-diesel 4 Cyl

Drivetrain 5sp Auto Super Select 4X4

Power 131 Kw @ 4,000 rpm

Torque 350 Nm @ 1,800 rpm

Safety 4 Star ANCAP

CO2 Emissions g/km 217

Green Vehicle Rating 2 1/2 Star

Fuel (ADR comb) 8.3 L/100km

Tow Capacity Max 3000 kg

Tow Ball Rating 300 kg

Warranty 5yr/130,000 km Roadside assist

The entry-level 4x4 Triton GLX Single Cab's cabin has been upgraded to include sport seats with vinyl flooring, floor console with lid and driver's seat height adjustment. Externally, the GLX gets 16-inch steel wheels and front fender flares while safety is improved through the inclusion of Active Stability and Traction Control as standard.

The next model up, the 4x4 GLX Club Cab, now has towing capacity increased to three tonnes and the inclusion of ASTC as standard. The exterior also receives an update thanks to wider 16-inch steel wheels and tyres as well as front and rear fender flares.

The interior feels a little dated but still functional. Driver's seat could use some squab adjustment and more travel. The GLX-R multi-function display provides endless information about your driving environment with clock and date, compass, barometer to help track weather conditions, altimeter to show how high you've travelled, range

to empty reading, average fuel consumption and the temperature outside the car.

Mitsubishi's All Terrain Technology (MATT) is standard on all GLX-R models, and features the acclaimed Super Select four-wheel drive system, which includes ASTC, ABS, Electronic Brake Force Distribution and an optional Diff Lock.

All 2012 Tritons have standard driver and front passenger SRS airbags, front and rear door impact bars, front seatbelt pre-tensioners and child restraint points. Side and curtain SRS airbags are also available on selected models. Other safety features include Anti-lock Braking System (ABS) with Electronic Brakeforce Distribution (EBD) Active Stability Control (ASC), Active Traction Control (ATC), Smart Brake (Brake Override System) Side & curtain SRS airbags (GLX-R) and Child restraint anchorage.

The 2012 Mitsubishi Triton is a long way into the model life cycle which means that hopefully it will be replaced in the next few years by a new model. In the meantime it remains an honest, robust ute capable of heavy duty off road work and is great for towing that camper trailer as far off road as you dare to venture.

What's good:

- Off Road ability
- Robust and tough
- Reliability

What's not so good:

- Bouncy ride
- Engine noise
- Interior dated



Overall OzRoamer Rating: 66/100

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

BY ROB FRASER

The 2011 model Mitsubishi Challenger XLS 2.5L DID can be described as an honest 4wd. It has a blend of comfort, robustness and off road capability. The XLS is a 7-seat mid-sized 4WD wagon with a 2.5L CRDi Turbo Diesel mated to a 5 speed Sports Mode automatic with INVECS II Smart Logic.

The XLS Challenger features side steps, chrome exterior door handles, mirrors, roof rails, fog lamps, headlamp washers, full chrome grille, privacy glass and reversing sensors as standard.

Inside the Challenger has a clean and understated layout, which is close to the Triton. The electrically adjustable driver's seat is comfortable but could do with more travel and the steering wheel is comfortable in your hands but needs reach adjustment.

Internal features for the Challenger XLS include automatic air-conditioning, steering wheel mounted cruise control and audio controls, power windows with driver's automatic up and down, remote keyless entry and central locking, and leather bound steering wheel, gear shift, park brake and transfer



Model Mitsubishi Challenger XLS

Model Price \$62,658 RDAP

Drivetrain 4WD 2.5L CRDi 5 speed auto

Power 131 Kw @ 4,000 rpm

Torque 350 Nm @ 1,800 rpm

Safety 4 Star ANCAP

CO2 Emissions g/km 259

Green Vehicle Rating 2½ Star

Fuel (ADR comb) 7.4 L/100Km

Tow Capacity Max 2700 kg

Tow Ball Rating 270 kg

Servicing \$855 - 3yrs/45,000km

Warranty 5yr/ 130,000 km with full roadside assist

lever, colour centre display and an audio jack for MP3 player connection.

Challenger XLS features leather seat trim, power driver's seat, wood-trim console and centre panel, and cargo blind and cargo room net. The XLS also includes Mitsubishi's Power Sound System with eight speakers for premium quality audio, Mitsubishi Multi Communication System (MMCS) with satellite navigation, reverse camera and video jack and hands-free Bluetooth connectivity.

Challenger XLS with seven-seat option features third row seating with 50/50 split rear seat, manual rear seat air-conditioning controls and under-floor storage area.

With a 4 star ANCAP rating, the Challenger features driver and passenger front and side SRS airbags and curtain SRS airbags, MATT (Mitsubishi's All Terrain Technology system) which includes Active Stability and Traction Control (ASTC), Multi-mode ABS with EBD, and rear diff lock.

The engine produces 131kW @ 4,000 rpm and

350Nm @ 1,800 rpm when mated to the INVECS II Smart Logic automatic transmission with Sports Mode with economy of 9.81l/100kms.

The Challenger body is built on a ladder-frame chassis and displays comfortable and controlled driving characteristics through the application of coil-spring suspension all round. Exceptional four-wheel drive ability comes from the Super Select four-wheel drive system, which allows the driver to choose between four driving modes with shift on the fly ability. The go anywhere ability is enhanced by the rear diff lock which gives the Challenger more capability than most drivers will ever need.

Towing capacity is a generous 3000kg and with the combination of ladder frame chassis and 2.5L motor you really don't notice what you have behind.

However like all vehicles it has its faults. Being based on the Triton it is not as smooth as some of the others in its segment, it is a little noisy and needs more power. The automatic has less torque than the manual and it's noticeable.

The Mitsubishi Challenger XLS will seat seven in relative comfort, will go anywhere off road you may wish to go, will tow the camper trailer or Jet Ski to that hidden spot.

What's good:

- Off Road ability
- 7 seats good for teenagers
- Honest and Robust

What's not so good:

- Slightly underpowered
- Noisy and not as smooth as others
- Driver's seat needs more travel



Overall OzRoamer Rating: 89/100

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

BY ROB FRASER

Nissan revised its Navara D40 model line up in February 2012 to keep up with the new model launches in the ute segment. The D40 is well into its model life cycle now but has the advantage of the most powerful engine in the segment.

The Navara D40 range now starts at around \$34,126 RDAP for the RX 4X2 Dual cab pickup through to a staggering \$69,206 (approx) RDAP for the STX 550 Dual Cab 4x4.

There are 4 model variants, two different driveline versions, three cab styles and two body styles. The Navara has a choice two different engines that have different power offerings depending on what model they are in. There are also 4 different transmissions on offer.

The pick of the engines is the class-leading 550Nm @ 1,750rpm / 170kW @ 3,750rpm 3.0-litre V6 turbo-diesel engine mated to a 7 speed auto transmission. While this is powerful it is also thirsty with fuel consumption at 9.3L/100Km

There is also a more powerful 2.5-litre four-cylinder



Model Nissan Navara STX

Model Price \$61,750 RDAP

Engine 3.0 V6 Diesel

Drivetrain 7sp Auto

Power 170Kw @ 3,750 rpm

Torque 550 Nm @ 1,750 rpm

Safety 4 Star ANCAP

CO2 Emissions g/km 246

Green Vehicle Rating 2.5 Star

Fuel (ADR comb) 9.3 L/100Km

Tow Capacity Max 3000 kg

Tow Ball Rating 300 kg

Warranty 3yr/ 100,000km with full roadside assist

turbo diesel engine producing 450Nm @ 2,000rpm and 140kW @ 4,000rpm. This engine also has a variant that produces 106Kw in the entry level models.

Internally the D40 seems a little dated and there doesn't seem to be as much room for the rear passengers. However all is forgiven when driving on road with that beautiful powerful V6 diesel.

Nissan increased the spec levels for 2012 including standard kit upgrades on the 4WD ST dual cab include 17" alloy wheels, 6 airbags, 60/40 split-fold seats, 3 child-seat anchor points, dual-zone air conditioning, choice of 6 speed manual or 5 speed auto and USB connectivity.

Additional features on the V6 ST-X include 7 speed auto with manual mode, alloy sports bar, fog lights, rear under-seat storage and privacy glass (second row). The higher spec ST-X 550 adds leather trim, heated front seats, premium Bose audio with hard drive, satellite navigation, reversing camera, satin black sports bar with integrated LED stop light.

Safety features include driver and front passenger front and side-impact SRS airbags, front to rear SRS curtain airbags, Anti-lock braking system (ABS) and Electric Brake Distribution (EBD), Vehicle Dynamic Control (VDC) with Active Brake Limited Slip Differential (ABLS) and Turn-back safety power window (driver)

The Navara D40 can tow up to 3,000kg with a towball rating of 300kg. However the powerful engine doesn't always mate perfectly with the 7 speed transmission and while you really don't feel the weight of what you are towing the transmission can hunt between the gears on occasions. The other important thing to note is that the towball rating is dependent on what load the ute has on board.

The Nissan Navara D40 is a worthy competitor in the congested dual cab market segment. While it is a little dated now compared to the latest releases, it still has a lot going for it, not the least a sterling reputation for robustness off road and while towing. If power and torque are your thing then there is not many choices better than the STX 550.

What's good:

- On Road Handling
- Power and Torque
- Tray size

What's not so good:

- Dated interior
- Interior space
- Price



Overall OzRoamer Rating: 75/100

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

BY ROB FRASER

The Cayenne has been around for a few years now and is credited with bringing Porsche back from financial oblivion. When you first approach the new Cayenne it displays an elegance rarely seen in this type of vehicle.

Internally the new Cayenne S stands out right from the start. It is luxurious, spacious and with superb ergonomics the driver and passengers are offered something quite special.

The front seats have electrical eight-way adjustment and are extremely comfortable, leaving you refreshed after a full days driving.

In front of the driver is a thick rimmed multi function leather steering wheel that is both height and reach adjustable. Behind that is the 5 dial dash layout that is designed for driving with the tachometer front and centre.

The centre console certainly catches the eye with a multitude of switches and buttons that are very intuitive to use but means that there is limited storage area for the little things we all seem to collect.



Model Porsche Cayenne S

Model Price \$168,164 RDAP

Drivetrain 8 Sp Tiptronic with PTM

Power 294 Kw @ 6,500 rpm

Torque 500 Nm @ 3,500 rpm

Safety 5 Star

CO2 Emissions 245 g/km

Green Vehicle Rating 3 Star

Economy (ADR comb) 10.1 L/100km

Tow Capacity Max 3500 kg

Tow Ball Rating 350 kg

Servicing TBA

Warranty 3yr/Unlimited km with full roadside assist

The sound system in the Cayenne S is extremely easy to use and provides superb sound. The universal audio interface has also been modified, now allowing various iPod® and iPhone® models to be connected by the USB stick.

The rear seats are better suited to two occupants but are extremely comfortable, even for my 190cm frame and now fold down separately in a 40 : 20 : 40 split. Behind the rear seats is 670 litres of boot space. The Cayenne S comes with a large range of features as standard but the options list is long and very expensive.

The 4.8-litre V8 not only sounds great but also produces power of 294 kW @ 6,500rpm and torque of 500Nm @ 3,500rpm. An eight-speed Tiptronic S drives through PTM with active all-wheel drive. The Porsche Cayenne S will accelerate from 0 – 100 km/h in 5.9 sec and has a top speed 258 km/h. Fuel economy is 10.5l/100 km However if you have a heavy right foot that figure will go up considerably around town. Stopping power is

provided by massive brakes, 360 millimetres up front and 330 millimetres in the rear.

The new eight-speed Tiptronic S, is an absolute gem that mates perfectly with the engine and comes with a special offroad mode for rough terrain. The introduction of the new Porsche Traction Management (PTM) together with eight-speed Tiptronic S avoids the need, according to Porsche, for a reduced-ratio gearbox without making any concessions in terms of offroad requirements relevant to the customer under normal conditions.

PTM also comes with the ABD Automatic Brake Differential for improved traction, ASR Anti-Slip Control for improved vehicle stability, and on-demand PHC Porsche Hill Control for driving down steep gradients in a smooth and controlled process.

The Porsche Cayenne S is everything you would expect it to be and more. It is capable of taking the family on touring holidays, will tow 3500Kg, is capable off road, has the safety features you want, has luxury and prestige and does all this while performing like a sports car.

What's good:

- Awesome to drive
- Motor Transmission combination
- Offroad Ability

What's not so good:

- Internal storage in centre console
- Expensive options list
- Rarely used to potential



Overall OzRoamer Rating: 82/100

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

BY ROB FRASER

With the updates in March 2011 the Octavia Scout retains all the positive qualities that makes it a favourite. These are AWD ability and safety, an absolutely huge boot space with versatility, a powerful but economical 2.0L TDi motor mated to a 6 speed manual and enough features to keep most people satisfied.

The Scout has always been a stylish, if somewhat boxy AWD SUV. Place yourself in the driver's seat and it looks very familiar. That's because what you see is all VW. Other than the fact that the front seats are a little narrow in the squab it's all very comfortable.

The thick-rimmed steering wheel is height and reach adjustable and in front of you are clear dials with VW's multi function display that tells you almost everything you need or want to know.

There are places for drink bottles in the centre and in the door pockets and an abundance of storage places for all the little things we seem to accumulate in cars.



Model Škoda Octavia Scout 4X4

Model Price \$44,765 RDAP

Drivetrain AWD 2.0 103Kw CRD 6sp Man

Power 103 Kw @ 4,200 rpm

Torque 320 Nm @ 1,750 rpm

Safety 4 Star

CO2 Emissions 160 g/km

Green Vehicle Rating 3½ Star

Economy (ADR comb) 6.1 L/100km

Tow Capacity Max 1600 kg

Tow Ball Rating 160 kg

Servicing TBA

Warranty 3yr/Unlimited km with full roadside assist

Rear seats are comfortable if narrow and definitely better for two occupants. With a boot volume of 580 litres (up to 1620 litres with the rear seats down), it copes even with the most challenging transport tasks.

Features include: cruise control, dual-zone climate control air-conditioning (with AQS), electrically adjustable and heated door mirrors, front fog lights, heated and height adjustable front seats, radio with 6 CD stacker and MP3 player (8 speakers), MP3 auxiliary input socket, rear parking sensors, multi-function trip computer, rain sensor windscreen wipers.

Skoda is big on safety features with six airbags - dual front, front side and curtain, ESP, ABS, EBD and ASR, height adjustable headrests with WOKS.

The Octavia Scout is a very good AWD SUV, with cross-country mobility. As happy on urban roads as it is in mud, sand or snow, the ground clearance of 180 mm and the under body sump

guard significantly enhance its all-road suitability.

The four-wheel drive is controlled by the fourth generation Haldex clutch. However take the Scout too far off road and like most SUV's the result will not be pretty. Towing capacity of 1600kg is middle of the road for this type of vehicle.

We tested the Octavia Scout 2.0L TDi with a six speed manual transmission. With 103kW of power at 4,200rpm and 320Nm from as low as 1,750rpm, the 103TDI engine delivers adequate performance while sipping fuel at the miserly rate of just 6.1 litres of diesel.

The Scout did everything I asked of it with absolutely no fuss and was comfortable to drive. On the freeway trips I averaged about 5.0L/100KM, which was awesome. In fact on one trip heading north from Sydney I placed the Scout in sixth gear at the start of the freeway, put the cruise control on and left it there until the end of the freeway at Hexham. Somewhat embarrassingly I forgot I was driving a manual and stalled at the roundabout at the end because I forgot to put the clutch in.

What's good:

- Use of Interior space – Huge boot
- Motor Transmission combination
- Features for price

What is not so Good:

- Smaller seats – not good for the amply butt endowed
- 'B' Pillar intrudes on front entry/exist
- No Bluetooth



Overall OzRoamer Rating: 70/100

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

BY ROB FRASER

Ssangyong launched its much improved new Actyon Sports Ute in March 2012. With improved styling, engine and transmission and features, the new Actyon Sports Ute is available in three derivatives – the entry-level Tradie, mid-range SX and top of the range SPR. The Tradie and SX models are available in 2WD or 4WD with a choice of the new 6-speed manual transmission or the redesigned 6-speed automatic transmission. The SPR is available in 4WD automatic only. Prices start around \$27,000 to \$42,237 RDAP.

Inside the cabin, the drivers seat has restricted leg room for tall drivers but a comfortable driving position can be found. The redesigned dashboard panel features a new instrument cluster with LED lighting and trip computer to measure time driven, distance to empty, average fuel consumption and distance travelled. Noise Vibration Technology (NVT) makes the cabin of the vehicle considerably quieter.

Other items include: air conditioning, power steering, remote keyless entry, USB and AUX



Model SsangYong Actyon Sports SPR

Model Price \$42,237 RDAP

Engine 2.0L DTR 4 Cyl

Drivetrain 6sp Auto Part Time 4X4

Power 114 Kw @ 3,400 rpm

Torque 360 Nm @ 1,500 rpm

Safety N/A Star ANCAP

CO2 Emissions g/km 201

Green Vehicle Rating 2 1/2 Star

Fuel (ADR comb) 7.6 L/100Km

Tow Capacity Max 2300 kg

Tow Ball Rating 230 kg

Warranty 3yr/100,000 km Roadside assist

port, multifunction trip computer, power windows including a one-touch anti-trap safety feature on the driver's side, electronically heated side mirrors and front windscreen, variable speed intermittent wipers, one-touch windscreen wash function, CD/MP3 player with four speakers, audio switches on steering wheel, sunglasses holder, drink holder, floor mats, door scuff plate, power outlets; and for the tray, a liner to protect the vehicle as well as onboard cargo.

Alloy wheels, cruise control, leather bound steering wheel and Electronic Stability Control (ESC) are standard on SX and SPR models.

The SPR comes with a host of equipment designed for the driver and the family including leather seats throughout, climate control, rear park assist sensors, stylish 18" alloys, electronically adjustable front seats, folding side mirrors, electronic dimming rear-view mirror, auto wipers and auto headlights and headlamp levelling device. A new addition to the SPR is the option of a

factory fitted electronic sunroof.

Fuel economy and emissions have improved across the range. The 2WD Tradie and SX models offer 7.3L/100km combined city/highway driving for the manual with only 192g/km emissions, while the 4WD manual option for the Tradie and Sports sips 7.4L/100km with 195g/km emissions.

The all-new, more powerful 2.0-Litre e-XDi200 Active Diesel engine has a wide torque band with maximum torque available between 1,500 – 2,800rpm, making it suitable for towing, even though it has tow rating of only 2300kg, which it tows with ease.

Off road and on the sand the Actyon Sports Ute performs pretty good, especially on sand. It can become a little unsettled on corrugated roads but relished the off road driving on the whole.

The Ssangyong Actyon Ute is a huge improvement over the previous model and the more you drive it the more you like it. It's actually well liked here at OzRoamer as a robust honest ute that will provide reliable service without the fanfare and price tag of some of its competitors. The pick is definitely the SPR for recreational use but the Tradie variant should find a heap of buyers as well.

What's good:

- Easy to live with
- Robust
- Value for money

What's not so good:

- Stupid clock
- Snug inside
- Low tow rating



Overall OzRoamer Rating: 66/100

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

BY CHLOE FRASER

Renowned for their AWD and boxer engines the Subaru Forester has taken another leap forward with what is essentially a WRX STI on steroids with tweaked suspension.

The Forester XT Premium Edition has a purposeful look with silver roof rails, exclusive 18-inch alloy wheels and rear roof spoiler.

Internally the Forester XT Premium has leather seat trim, soft touch dash surrounds and a quality feel. The heated front seats are 8 way electrically adjustable and the driver's seat has good travel.

The leather thick rimmed height and reach adjustable steering wheel has controls for stereo and cruise control and Bluetooth etc. Even with the sunroof there was plenty of headroom.

In fact the whole car has a spacious feel, with plenty of headroom, fantastic visibility and subtle colour toning.

The dash is a surprise when you first turn on the car but you quickly get used to the luminescent instruments and the clarity. There are heaps of



Model Subaru Forester XT Premium

Model Price \$55,297 RDAP

Drivetrain AWD 2.0L Boxer CVT

Power 177 Kw @ 5,600 rpm

Torque 350 Nm @ 2,400

Safety 5 Star ANCAP

CO2 Emissions 197 g/km

Green Vehicle Rating 4 Star

Economy (ADR comb) 8.5 L/100km

Tow Capacity Max 1800 kg

Tow Ball Rating 180 kg

Servicing \$Not Supplied

Warranty 3yr/unlimited km with full roadside assist

storage areas cleverly laid out with bottle holders in the doors, cup holders and bins in the centre console and a decent glove box.

Entertainment is provided by a combination radio, AUX input, single dash CD unit that includes the Sat Nav and is Bluetooth compatible. The reversing camera also displays through the centre screen.

Rear seat passengers have semi individually sculptured seats with fold out cup holders in the centre and adequate door storage. With the 25mm longer wheelbase, leg, shoulder and headroom are all good, more so for two rather than three.

Boot space is immensely practical with 60/40 fold flat rear sets with push buttons fold at the rear, low load height, cargo blind, four tie down points, a 12v plug and a clever idea, two hooks for shopping bags. The spare is underneath the boot floor.

The new CVT is tuned to the more powerful direct injection 2.0 litre horizontally opposed Boxer engine that produces 177 Kilowatts of power at

5600 rpm and 350 nm of torque at 2400-3600 rpm.

The SI Drive matches performance to driving style and the gearbox includes Subaru's active torque split All-Wheel Drive (AWD) system.

Safety is a key feature with 5 star ANCAP rating. EyeSight™ includes Pre-Collision Braking, Pre-Collision Brake Assist, Pre-Collision Throttle Management, Adaptive Cruise Control, Lane Departure Warning and Vehicle Sway Warning.

The Forester XT Premium can really lift her skirt and run fast and the suspension damping is specifically tuned. Pushed hard there is a little scrubbing but there is no denying this car is FUN.

On dirt the X Mode AWD and power balance means it is composed and allows for spirited driving. There is 220mm of ground clearance. On sand it is simply awesome. Towing capacity is a reasonable 1800Kg, which is enough for a small camper or seadoos.

If you are after a daily driver that provides a sporty drive experience and still allows that outdoor lifestyle at a very reasonable price, to be honest they don't come much better than the Forester XT Premium.

What is good:

- CVT with SI Drive
- Features packed
- EyeSight™

What is not so good:

- All black interior
- Transmission paddles useless
- Nothing else I can think of



Overall OzRoamer Rating: 87/100

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

BY CHLOE FRASER

Released in early 2013 the Subaru Forester 2.5L CVT combines all that is good about Subaru. Clever design, spacious interior, boxer engine and smooth CVT.

The Forester 2.5L has a stylish look with silver roof rails, 17-inch alloy wheels, body coloured mirrors with indicators, front fog lights and rear roof spoiler.

Internally the Forester 2.5L cloth seat trim, soft touch dash surrounds and a quality feel. The front seats are manually adjustable and while the driver's seat has good travel the lumbar support was a little lacking.

The leather thick rimmed height and reach adjustable steering wheel has controls for stereo and cruise control and Bluetooth etc. They take a little getting used to but work well.

Once inside there is a feeling of spaciousness throughout that belies its internal dimensions. There is plenty of headroom, fantastic visibility and subtle colour toning.

The dash is a twin dial setup with a MFD between



Model Forester 2.5L CVT

Model Price \$40,298 RDAP

Drivetrain AWD 2.0L Boxer CVT

Power 126 Kw @ 5,800 rpm

Torque 235 Nm @ 4.100

Safety 5 Star ANCAP

CO2 Emissions 187 g/km

Green Vehicle Rating 4 1/2 Star

Economy (ADR comb) 8.1 L/100km

Tow Capacity Max 1500 kg

Tow Ball Rating 150 kg

Servicing \$Not Supplied

Warranty 3yr/unlimited km with full roadside assist

the two dials. They are clean and easy to read and if fact clarity is a feature. There are heaps of storage areas cleverly laid out with bottle holders in the doors, cup holders and bins in the centre console and a decent glove box.

The dual zone climate air conditioning works a treat and with privacy windows keeps everyone at the selected temperature.

Entertainment is provided by a combination radio, AUX input, single dash CD unit that includes the Sat Nav and is Bluetooth compatible. The system is MP3/WMA/iPod compatible and the USB and AUX inputs are in the centre console. The reversing camera also displays through the centre screen.

Rear seat passengers have a relatively flat bench with fold out cup holders in the centre and adequate door storage. With the 25mm longer wheelbase, leg, shoulder and headroom are all good, more so for two rather than three.

Boot space is immensely practical with 60/40 one

button electric fold flat rear seats with low load height, cargo blind, four tie down points, a 12v plug and a clever idea, two hooks for shopping bags. The spare is underneath the boot floor.

The new CVT is tuned to the direct injection 2.5L litre horizontally opposed Boxer engine that produces 126 Kilowatts of power at 5800 rpm and 235 nm of torque at 4100rpm. It provides smooth and linear acceleration.

The SI Drive matches performance to driving style and the gearbox includes Subaru's active torque split All-Wheel Drive (AWD) system.

Safety is a key feature with 5 star ANCAP rating. Optional EyeSight™ includes Pre-Collision Braking , Pre-Collision Brake Assist , Pre-Collision Throttle Management , Adaptive Cruise Control , Lane Departure Warning and Vehicle Sway Warning.

Traditionally Subaru Foresters are awesome on dirt roads and sand. We took the Forester through the Watagan's Mountains and then onto Stockton beach and it performed faultlessly all day. It does have 220mm of ground clearance but approach, ramper and departure angles prevent it from being a more adventurous vehicle. Towing capacity is a reasonable 1500Kg, which is enough for a small camper or seadoos.

What is good:

- CVT with SI Drive
- Features packed
- EyeSight™

What is not so good:

- Lumbar Support
- Transmission paddles useless
- Nothing else I can think of



Overall OzRoamer Rating: 79/100

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

BY ROB FRASER

Suzuki's good-looking, compact Grand Vitara DDiS turbo-diesel has carved a distinct niche with the off-road and rural 4WD community since hitting the Australian market in 2008.

The Grand Vitara DDiS comes well equipped as standard including 17-inch alloys wheels, ESP, leather-bound steering wheel, climate control, MP3-compatible audio system with single-stack CD and steering wheel remote controls, six airbags and three 12-volt auxiliary outlets.

Inside, the cabin is light and airy and you can't complain about the all-round vision.

Upfront, driver and passenger get well-padded seats that prove supportive over a long stint. The 60/40-split fold rear seat is comfortable and offers room for three, if they are not all adults. Head and legroom front and rear are acceptable.

The dashboard is simple and well laid out, the controls fall logically to hand and the leather-bound steering wheel is just the right size.

Above-average sound quality and simplicity of use



Model Suzuki Grand Vitara DDiS

Model Price \$36,465 RDAP

Drivetrain 4WD 1.9L Diesel 5 speed man

Power 95 kW @ 3,750 rpm

Torque 300 Nm @ 2,000 rpm

Safety 4 Star ANCAP

CO2 Emissions g/km 185

Green Vehicle Rating 3 1/2 Star

Fuel (ADR comb) 7.0 L/100Km

Tow Capacity Max 2000 kg

Tow Ball Rating 150 kg

Servicing \$1,770 3yrs/60,000km

Warranty 3yr/ 100,000 kms

mark the single-stack CD audio system, while the climate control delivers a huge airflow and has no trouble cooling the cabin on a hot day.

The Grand Vitara DDiS gets its 1.9-litre turbocharged common-rail diesel engine from Renault. It punches out 95kW @ 3,750rpm and 300Nm @ 2,000rpm, sufficient for a passenger vehicle but not quite enough at times for a heavier 4WD. Although a bit noisy and coarse, the engine moves the DDiS along provided you give it plenty of revs.

Power gets to the wheels via a five-speed manual transmission and a full-time 4WD system with an electronic dual-range transfer case. The gearshift is a bit rugged but works in the car's favour when it's time to get off the beaten track.

It's not very quick around town and turbo lag means you can be left struggling. Highway overtaking requires care and the engine needs to be spinning at 2,000rpm or more to give real torque.

However for all its faults around town, off-road,

especially on sand the DDiS shows its true 4WD ability. The dual-range transfer case is easy to use and the car's low-range lugging ability pulled us through some sticky situations. The Grand Vitara went easily where some larger 4WD struggled.

Driven sensibly around town we saw around 8.4L/100kms, while freeway and country driving saw it head down to 8.0. The official consumption of 7.0 L/100kms might be within view on the open road if Suzuki fitted a 6-speed gearbox as its absence results in higher revs, higher fuel usage and more noise than ideal.

The Grand Vitara DDiS now has ventilated disc brakes all-round and they do a good job in hand with ABS and Suzuki's Electronic Stability Program and Traction Control System.

Compact externally but roomy internally, well-equipped, CRD engine, dual-range transmission, real 4WD ability – the Grand Vitara DDiS has it pretty well covered if you want a no-nonsense small 4WD with some creature comforts but don't need a full-size 4WD to get off the beaten track. Its performance around town might raise a few giggles, in common with some other SUVs, but once off-road its 4WD ability really shines.

What's good:

- Full-time 4WD and dual-range transfer case
- Well-equipped
- Off-road ability

What's not so good:

- Noisy, coarse diesel engine
- Performance around town
- Needs 6-speed gearbox



Overall OzRoamer Rating: 80/100

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

BY CHLOE FRASER

Now, in its 4 generation, the Toyota RAV4 is still a family favourite and ditching the V6 petrol for a more frugal diesel was an excellent choice.

On test is the top of the line AWD Cruiser automatic with a 2.2L turbo diesel engine producing 110kW of power @ 3600rpm and 340Nm of torque @ 2000rpm. With an official fuel consumption of 5.6L/100km, it is a little misrepresentative of city driving, but it is none-the-less a relatively fuel efficient car at around 9.5L/100km.

The RAV4 Cruiser's tight turning circle and light steering make it a fantastic car for navigating school pick-ups and tight city roads. The shift towards firmer suspension does come at a cost of some comfort when hitting potholes or uneven surfaces.

Drivers also have the option to select Eco, Normal or Sports mode. Despite the on-road focus, the RAV4 also boasts practical ground clearance for beach driving and dirt roads, as well as a differential lock that improves traction in highly slippery conditions, such as mud or snow.



Model Toyota RAV 4 Cruiser

Model Price \$53,609 RDAP

Drivetrain AWD 2.2 4 Cyl 6 Speed auto

Power 110 Kw @ 3,600 rpm

Torque 340 Nm @ 2,000

Safety 5 Star ANCAP

CO2 Emissions 172 g/km

Green Vehicle Rating 3.5 Star

Economy (ADR comb) 6.5 L/100km

Tow Capacity Max 550 kg

Tow Ball Rating TBA

Servicing \$Not Supplied

Warranty 3yr/unlimited km with full roadside assist

What does put a dampener on this exciting new stage for the RAV4 is the 500kg (550kg for manual) towing capacity – 1000kg less than the 2.5L petrol option. Rather disappointing in my opinion. This means you're limited to towing a trailer to the dump or possibly a seadoo.

With this confusingly low limit, Toyota has alienated the ever-growing market of 'midsized SUV getaway' buyers, forcing them to either forgo a much loved diesel engine or look at Toyota's competitors.

While the trademark RAV4 exterior is still present (except the spare is now housed in a wheel well), the interior has received a much needed facelift. While it's not the most fashionable thing around, Toyota has created a much more appealing interior that blends modern lines with touches of the retro era present in the circular air vents.

The driver is treated to a very comfortable driving position, with fully adjustable leather seats with lumbar support, tilt and telescopic adjustable steering wheel with cruise control and audio

mounted controls. Drivers also benefit from a logical layout to the dash and information display.

Space in the rear seat is incredibly generous and can easily fit 2 adults very comfortably, even 3 smaller teenagers.

The RAV4 Cruiser also boasts dual zone climate control, an impressive moonroof, power tailgate, keyless entry, adequate storage, a 6 speaker MP3 compatible audio system, AUX & USB, Bluetooth and a touch screen satellite navigation system. A special treat are the self leveling high-intensity headlights.

The RAV4 is a competitive family wagon that has undergone significant improvements since its previous generation release 7 years ago. While the towing capabilities really are disappointing, Toyota has managed to offer both automatic and manual transmissions for all engine types, something rivals have not achieved.

While not as revolutionary as previous models, Toyota has accessed a new market with its diesel engine and provides buyers with a now stylish car with plenty of space and all the mod cons.

What is good:

- Finally a diesel
- Rear seat leg room
- Moon roof

What's not so good:

- Poor towing capacity
- Real Fuel consumption
- Nothing else I can think of



Overall OzRoamer Rating: 71/100

Behind the Wheel	8	Practicality	9
Comfort	8	Fit for Purpose	7
Equipment	8	Towing Ability	3
Performance	7	Off Road Ability	6
Ride & Handling	8	Value for Money	7

BY ROB FRASER

Since its launch demand for Toyota's FJ Cruiser has exceeded expectations. This is probably because the FJ Cruiser is not only a revelation in its looks but it is extremely capable off road as well. The FJ Cruiser is powered by a 4.0L V6 5 Speed drivetrain with a dual transfer case.

Externally the FJ Cruiser has distinctive styling. Jump in the comfortable driver's seat and the height adjustable steering wheel feels good in your hands with audio and bluetooth controls. I would have liked some adjustable squab and lumbar support but there is adequate slide adjustment.

The dash is well laid out with an upright front windscreen (which has three wipers) and sits high and forward, giving a feeling of space but you find yourself sitting slightly higher to obtain better forward visibility, especially off road.

There is a clever storage bin in the top of the dash right in front of the driver but no front glove box for the passenger as they make do with a smaller under dash storage area.



Model Toyota FJ Cruiser

Model Price \$50,992 RDAP

Drivetrain 4WD 4.0-litre V6 5 speed auto

Power 200 Kw @ 5,600 rpm

Torque 380 Nm @ 4,400 rpm

Safety 5 Star ANCAP

CO2 Emissions g/km 267

Green Vehicle Rating 2½ Star

Fuel (ADR comb) 11.4 L/100Km

Tow Capacity Max 2250 kg

Tow Ball Rating 225 kg

Servicing \$210/service up to 3yr/60,000km

Warranty 3yr/100,000 km with full roadside assist

With no centre console, a storage bin will take a number of drink bottles and other stuff that we all seem to accumulate.

The audio system also features a USB port for iPod™ connectivity, 3.5mm input jack for other MP3 players, six-stack CD player and Bluetooth™ for mobile phone hands free and audio streaming.

Safety is a priority with six airbags and active front-seat head restraints and a reversing camera with the display located in the electro-chromatic rear-view mirror. This should be mandatory for all vehicles. Active safety features include switchable active traction control (A-TRAC), VSC, and ABS with EBD and BA.

The Coupe design is high waisted with narrowed windows but visibility is reasonable with the use of large side mirrors and reverse camera overcoming any blind spot.

The suicide doors have the B-pillars built in and support the upper and lower front seatbelt

anchorages and are opened from the inside.

Access is passable and sitting in the rear seats is reasonably comfortable. Visibility is a bit like looking out of an aeroplane window.

The rear seat has a 60/40-split seat back and a double folding cushion function. The cargo area is home to three child restraint anchorage points and four cargo tie-down points. The cargo deck is 754mm above the ground to make loading easy.

The FJ Cruiser has very comfortable rubber mats that take practicality to new levels and yet provide the necessary noise suppression.

Toyota has kept the electronic wizardry to a minimum of Active Traction Control and rear differential lock that can be switched on and off on demand. On test we never had to engage the rear diff lock and we only engaged the ATC to play with it.

The FJ Cruiser has the looks and street cred backed up by off road capabilities. There is not much around at the same price that looks as good or has the same feel both on and off road, but please Mr Toyota when can we have the diesel.

What's good:

- It looks different
- Surprisingly comfortable inside
- Capable off road

What is not so good:

- No Diesel
- Over bonnet visibility
- No Diesel (not a misprint)



Overall OzRoamer Rating: 82/100

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

BY ROB FRASER

When Ford introduced its all new Ranger late 2011, Toyota knew their HiLux was in trouble in the market. So they acted by upgrading the model range with a heap of new features and dropped the prices, sometimes as much as \$5,000 plus.

The HiLux has always had an enviable reputation especially in the commercial market, e.g. in mines etc. However the 'unbreakable' tag isn't quite so strong now.

HiLux now comes with the choice of three cabins - Single, Xtra and Double Cab; two styles - pick-up and cab-chassis; three equipment grades - WorkMate, SR and SR5; three engines - 2.7 litre four-cylinder petrol, 4.0 litre V6 petrol and a 3.0 litre four-cylinder turbo-diesel; the choice of two-wheel drive and four-wheel drive; and 5 Speed manual or automatic transmissions.

Toyota's HiLux range now starts with the 4x2 WorkMate Single Cab cab-chassis at \$18,990 through to the range topping 4x4 SR5 turbo-diesel Dual Cab at approximately \$58,332 RDAP.



Model Toyota Hilux SR5 5 Speed Auto

Model Price \$58,332 RDAP

Engine 3.0L DD4

Drivetrain 5sp Auto 4X4 part time

Power 126 Kw @ 3,6000 rpm

Torque 343 Nm @ 1,400 rpm

Safety 4 Star ANCAP

CO2 Emissions g/km 219

Green Vehicle Rating 2 1/2 Star

Fuel (ADR comb) 9.3 L/100Km

Tow Capacity Max 2500 kg

Tow Ball Rating 250 kg

Warranty 3yr/100,000 km

HiLux interiors have been updated where the centre stack features new controls for the heating and ventilation system and, for SR5 variants, automatic climate control has been added to the air-conditioning.

A major improvement is the addition of advanced new audio systems on all variants. Depending on the grade, they feature voice recognition, touch screen, radio text, 3D graphics for the satellite navigation and safety warnings for school zones, speed and red-light cameras. As part of these audio upgrades, all SR5 models will come with satellite navigation as standard, viewed on the 6.1" LCD touch screen.

Seating is comfortable however, like a lot of dual cab utes, the driver's seat could have more travel. Overall there is adequate room but the rear passengers may be a little cramped especially if there are three of them.

Safety has improved as well with the following now on various models, not all though. Anti-Skid

Brakes (ABS) Electronic Brake Distribution (EBD) Brake Assist (BA), Traction Control (TRC), Vehicle Stability Control (VSC), front, side and curtain airbags, seat belt pre-tensioners etc.

On road handling is a little bouncy especially if the tray is empty however off road, on sand or almost anywhere, the HiLux remains composed and will take everything in its stride. It's here that the HiLux shines and the reason they are so popular.

The lack of power shows up when towing heavy loads. Toyota has a habit of under powering their engines, but at the same time they are under stressed. It's just very noticeable how far the competition has come with more powerful engines and 6 speed boxes the standard.

No one is ever really disappointed by buying a HiLux, it will do what you want and the enviable reputation is richly deserved, however there are better choices for those that want to tow heavy trailers especially off road.

For the recreational off road driver that also likes to tow the SR variant is probably the licker of the bunch, but the SR5 has more goodies and is more popular in this segment.

What's good:

- Off Road ability
- Reputation
- Build Quality

What's not so good:

- Underpowered engine
- Low Tow rating
- Unladen ride



Overall OzRoamer Rating: 70/100

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

BY ANTHONY HOOD

Toyota's Kluger ticks almost all the boxes for a family AWD SUV. It's almost as if they were reading the minds of buyers over the years. The Grande is the top of the range.

What impresses most about the Kluger Grande is the feeling of space inside. You literally have to get out and check that it is a mid size SUV.

The leather drivers seat is electronically adjustable along with the four-spoke leather steering wheel. Apart from needing some more slide travel I was able to find a comfortable driving position. The dash is typically Toyota, clean and functional. The steering wheel houses all the necessary controls.

There are storage pockets and cup holders everywhere and standard equipment includes front dual-zone climate-control air conditioning, rear climate-control air conditioning, reversing camera, electric power-assisted steering, alloy wheels, driver's variable cushion length adjustment, front-seat heaters.

The Kluger Grande has chromed front grille, clear



Model Toyota Kluger Grande AWD

Model Price \$73,824 RDAP

Drivetrain AWD 3.5L V6 5 speed auto

Power 201 Kw @ 6,200 rpm

Torque 337 Nm @ 4,700 rpm

Safety 5 Star ANCAP

CO2 Emissions g/km 271

Green Vehicle Rating 3 Star

Economy (ADR comb) 11.6 L/100km

Tow Capacity – Max 2000 kg

Tow Ball Rating 200 kg

Servicing Fixed Price

Warranty 3yr/ 100,000 km with full roadside assist

treatment halogen headlamps and rear lamps, silver roof rails and power-operated tailgate.

It also has auto headlamps, Smart Entry and Smart Start, electro-chromatic rearview mirror, wood-pattern trim, tilt-and-slide moonroof, satellite navigation with eight-inch screen, AVN four-CD changer audio with MP3-compatible, Bluetooth™ telephone compatibility* and DVD rear-seat entertainment system.

The clever middle row of seats fold flat and have a 40:20:40 split with 120mm of fore/aft slide adjustment and have remarkable head, shoulder and knee room even for adults. The third row is good for smaller occupants but comfortable.

There is a glass hatch in the tailgate for easy access to the rear luggage area which has a long capacity with fold flat seats.

The Kluger is powered by a 3.5-litre all-alloy Quad Cam V6 engine with dual variable valve timing with intelligence (VVT-i). It delivers 201kW of power at 6200rpm and 337Nm of torque at 4700rpm.

Fuel can be heavy especially around town but it is reasonably economical on the freeway.

It is matched to a five-speed sequential-shift electronically controlled automatic transmission and delivers the power through the AWD system that has a bevel-gear centre differential providing a 50/50 torque split between the front and rear axes.

Traction Control (TRC) electronically controls torque distribution, eliminating the need for a viscous coupling. Also as standard is Hill-start Assist Control and Downhill Assist Control.

Safety features include - Anti-skid Brakes (ABS), Electronic Brake Distribution (EBD), Brake Assist (BA), Traction Control (TRC), Vehicle Stability Control (VSC), active front-seat head restraints, Front airbags, Side airbags, Side curtain airbags front and rear and Knee airbag for the driver's side.

The Toyota Kluger Grande is an exceptionally well appointed, versatile, luxurious family AWD SUV. Easy is a word that comes to mind. Easy to own, easy to use and drive, easy to load a heap of kids and gear inside and easy to sell when the time comes. It has just about everything that you could wish for. I just wish for a diesel option with a 6 speed transmission. Despite this it is a worthy winner in our awards for 2012.

What is good:

- Internal space
- 7 seats good for teenagers
- Resale value

What is not so good:

- No diesel option
- Only 5 speed auto
- Driver's seat needs more travel

Overall OzRoamer Rating: 80/100

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



BY PETE WILSON

On test was the Landcruiser Prado Kakadu with a 3.0-litre turbo-diesel motor mated to a five-speed automatic with sequential-style shifting transmission and a host of electronic gizmos.

Inside the new Prado there is an upmarket feel and the dash in the Kakadu has a multi-information display in the centre of the instrument cluster, controlled by switches on the steering wheel and you can tailor functions at the touch of a button.

Kakadu has a premium electronic height and reach adjustable four-spoke steering wheel with wood-look accents, audio and telephone controls and multi-information and camera controls. Combined with the multi adjustable heated leather driver's seat you can get very comfortable.

The overall layout of instruments, centre display and controls are easy and intuitive to use. You can even enjoy a cold drink from the centre chill box.

Entertainment is provided by a 14-speaker premium Pioneer audio system with seven-inch LED backlit touch screen, DVD-based satellite navigation and CD/DVD changer and linked to the nine-inch LED



rear-seat entertainment system.

The Multi-Terrain Monitor (MTM) which houses the touch-screen satellite navigation utilises a breakthrough four-camera system for checking blind spots and for revealing terrain hazards and apexes that are normally hidden from view.

The ability to see over a sharp crest, confirm the vehicle's positioning and clearance and determine steering angle thus wheel placement is superb.

Rear passengers are well catered for with their own air conditioning controls, rear seat entertainment system, more head, leg and shoulder room and reasonably comfortable seats. The legroom in the third row seats is still cramped.

As you would expect The Prado Kakadu is packed full of every conceivable safety feature including seven airbags, All-Terrain ABS, EBD, BA, VSC and A-TRC, HAC and DAC and radar-based Pre-Crash safety System (PCS).

Toyota Prado's 3.0-litre produces 127Kw and 410Nm and is mated to a five-speed automatic transmission with sequential-style shifting. This

motor is seriously underpowered especially towing, however, the fact that maximum torque comes in at 1600 rpm means that the Prado is easy to drive when on the move.

The Prado is a good handling 4WD on road and has enviable wheel articulation off road. On dirt roads and corrugations the Prado was reasonably composed and the self-levelling suspension helps with towing and carrying loads. The level of electronically enhanced off road capability is mind blowing.

The Prado Kakadu has a comprehensive package of Driver Assist Technology (DAT), electronic rear differential lock, CRAWL Control and Multi-Terrain Select (MTS) and Multi-Terrain Monitor (MTM). All this means that the Prado Kakadu will pretty much go wherever you point it. In reality it makes 4wd driving easy and if it can't take you where you want to go then you really shouldn't be going.

The Prado will tow 2500Kg with self-levelling rear suspension, towing aids and camera for hitching.

The Prado Kakadu is fantastic and absolutely chock full of features and exceptionally capable off road. The key thing is that unfortunately these vehicles rarely see anything like the amount of off road driving they should.

What's good:

- Drivers Comfort
- Sophisticated Terrain Technology
- Fold flat rear seats finally

What is not so good:

- Engine underpowered
- Leg room for third row seats
- Price

Overall OzRoamer Rating: 90/100

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

Model Toyota Prado Kakadu DiD

Model Price \$98,841 RDAP

Drivetrain 4WD 3.0L DiD 5-speed auto

Power 127 Kw @ 3,400 rpm

Torque 410 Nm @ 1,600 rpm

Safety 5 Star

CO2 Emissions g/km 232

Green Vehicle Rating 2½ Star

Fuel (ADR comb) 8.8 L/100Km

Tow Capacity Max 2500 kg

Tow Ball Rating 250 kg

Servicing \$3yrs/60,000km

Warranty 3yr/100,000 km
with full roadside assist



BY ANTHONY HOOD

Toyota's indestructible Landcruiser 76 Series Workmate Wagon is one of the few 4WD's that I would confidently drive from the showroom to the centre of Australia.

The Toyota 70 Series hasn't changed much style wise in the past 20 years. From the outside it really is a box on wheels.

The inside of the Workmate is spartan. With the latest facelift they received a snorkel, bonnet scoop, driver and passenger airbags, ABS and a different stereo to the previous models and this has resulted in a redesigned dash to accommodate them.

The cloth seats are adequate with firm padding and relatively good adjustment, though as usual with me they don't go back far enough. I found that the driving position was a bit of a compromise as the pedal placement caused my foot to ache. Rear seats have a 42mm longer squab.

On road, the ride is on the poor side because of the chassis design and is something people new



Model Toyota 76 Series Workmate Wagon
Model Price \$66,038 RDAP
Drivetrain 4WD 4.5L V8 TD diesel 6spd man
Power 151 Kw @ 3,400 rpm
Torque 430 Nm @ 1,200 rpm
Safety N/A
CO2 Emissions 313 g/km
Green Vehicle Rating 2 Star
Economy (ADR comb) 11.9L/100km
Tow Capacity – Max 3500 kg
Tow Ball Rating 350 kg
Servicing Capped \$ 3yrs/60,000km
Warranty 3yrs/100,000km with full roadside assist

to the off-road market may have ever experienced. The floor is practical vinyl.

The heart of the mighty Tojo is 4.5 litres of V8 turbo diesel putting out 151kW and 430Nm of torque available from 1200rpm - 3200 rpm. All this power is transmitted through a 5-speed manual and dual ratio transfer. There is no auto option.

The ladder frame chassis with live axles is the ideal setup for load carrying and off-road work. Leaf springs at the rear provide the best compromise for load carrying, comfort, price and service life but they are rough unless you have a bit of weight in them. On the front they have gone with live axle and coil springs to provide higher levels of comfort while still maintaining strong off-road ability.

Both axles were fitted with the factory optioned diff locks. This is great but I found them a bit fiddly to use and the fact that you can't engage them separately is a bit annoying. The rotary switch has

the first point on the turn engaging the rear locker and the second activating the front as well. As a failsafe they can only be engaged in low range.

The only down side is 16in steel wheels and 7.50 R 16 light truck tyres which are a good tyre for playing in the bush but they are only a light construction in the side walls which means you need to be a bit more careful when watching out for puncture hazards on the track.

The Workmate will tow 3500kg with ease. As the old adage goes, you can't beat cubic inches. Every manufacturer and his dog makes aftermarket accessories for these so all your bases are covered when it comes to fitting one out for whatever you want to do.

If you are looking for a no compromise weekend warrior or a heavy duty work rig then this should be up there on your list of vehicles to choose from. It is not cheap but there are few as robust. However if I was to try and use this as my daily commuter then I think I would go a bit crazy.

What is good:

- Engine power & torque
- 4WD capability
- Towing capacity

What is not so good:

- Rough ride
- Pricey and spartan
- Hard to live with daily



Overall OzRoamer Rating: 74/100

Behind the Wheel	5	Practicality	10
Comfort	4	Fit for Purpose	10
Equipment	5	Towing Ability	10
Performance	8	Off Road Ability	10
Ride & Handling	6	Value for Money	6

BY ROB FRASER

Toyota has finally created what could be the dream dual cab ute for many 4WD and towing enthusiasts. The LC70 Series dual cab combines the practicality of the configuration with the extreme robustness of the legendary troop carrier.

This is the dual cab ute for real men. The LC 70 dispenses with a number of the niceties that 'clutter' other utes and instead Toyota has responded to demand from the booming mining sector and from others requiring a rugged vehicle.

Australia is the first market in the world to get the new LC79 double cab, which builds on the vehicle's tough, practical design.

On sale in late September 2012, priced from around \$71,000 RDAP, it will be the fourth body style in the range, joining the single cab-chassis, troop carrier and wagon.

The new variant comes in two grades, Workmate and GXL, both with 130-litre fuel-tank capacity, 4.5-litre turbo-diesel V8 engine, five-speed manual transmission and part-time 4WD with two-speed transfer case.



Model Toyota LC70 GXL Double Cab

Model Price \$75,894 RDAP

Engine 4.5L V8 Diesel

Drivetrain 5sp Man Part Time 4X4

Power 151 Kw @ 3,400 rpm

Torque 430 Nm @ 1,200 rpm

Safety N/A Star ANCAP

CO2 Emissions g/km 313

Green Vehicle Rating 2 Star

Fuel (ADR comb) 11.9 L/100Km

Tow Capacity Max 3500 kg

Tow Ball Rating 350 kg

Warranty 3yr/100,000 km

The new double cab also benefits from production upgrades to the range, including anti-skid brakes on all grades, air-inlet snorkel mounted on the A pillar, improved seats, in-dash multi-function clock and audio/CD system with Bluetooth™# hands-free, audio streaming and voice-recognition phone/audio.

The main demand for this vehicle comes from mining companies, regional and rural communities and keen traditional 4WD enthusiasts.

The 70-Series range has been available in various guises for several decades. The wagon version and the 4.5-litre turbo-diesel V8 were introduced as part of a major facelift in 2007. All variants adopted driver and front-passenger airbags in 2009.

Customer loyalty is remarkably strong, with the majority of buyers replacing an existing LandCruiser 70-series vehicle due to its capabilities in rough conditions such as heavily corrugated unsealed roads.

In mine pits, the vehicles and their owners have to cope with extreme dust in the dry and thick mud in

the wet. Some vehicles are also fitted with rail arms to travel on train rails.

Double-cab Workmate comes with 16-inch steel split rims, aluminium side steps, vinyl seat facings and floor coverings, black bumpers and the extra-cost option of diff locks.

The GXL version gains 16-inch alloy wheels, over-fender flares, remote central locking, differential locks, fog lamps, power windows, carpet and cloth seats.

All nine LandCruiser 70 Series models share the 32-valve V8 turbo-diesel engine with common-rail direct injection and an intercooler. The Euro IV-compliant V8 engine delivers 151kW of power at 3400rpm and replaces six-cylinder diesel and turbo-diesel engines.

Peak torque of 430Nm is reached at just 1200rpm and held all the way to 3200rpm – the flattest torque curve among all of Toyota's engines.

The toughness and robustness of the LC70 series is beyond question, however for an outback tourer you may miss some of the goodies that make life a little easier. Like everything in life there is a compromise. The question at the high prices asked are the compromises worth it for the retail consumer.

What's good:

- Off Road ability
- Robust and tough
- Practicality

What's not so good:

- Ridiculous price
- Spartan interior
- No auto option



Overall OzRoamer Rating: 72/100

Behind the Wheel	6	Practicality	9
Comfort	5	Fit for Purpose	8
Equipment	5	Towing Ability	10
Performance	8	Off Road Ability	10
Ride & Handling	6	Value for Money	5

BY STEVE TIERNEY

The Volvo XC60 D5 Teknik I had the pleasure of driving is a classy AWD Vehicle. Driving it for the first time I was surprised at the ride height of the vehicle (it stands at 1713mm in height) and how comfortable it was. The interior is well appointed with the leather trim with a very stylish instrument layout and the amount of interior space is incredible. Passengers have plenty of leg room and if you were to fold down the rear seats you would be surprised how much storage there is.

The driver's position is great, visibility excellent and with high levels of standard equipment and plenty of storage space for drinks etc. you can settle in for long stints behind the wheel. We drove over 2000 kilometres in a couple of days and it felt awesome.

The Volvo XC60 includes traditional Volvo safety features, whiplash protection system, side impact protection system, dynamic stability and traction control, hill descent control, Blind



Model BMW X5 xDrive 3.0d
Model Price \$69,574 RDAP
Drivetrain AWD 3.0L 6 Cyl 8 speed auto
Power 180 Kw @ 4,000 rpm
Torque 540 Nm @ 1,750–3,000 rpm
Safety 5 Star ANCAP
CO2 Emissions g/km 195
Green Vehicle Rating 3 ½ Star
Fuel (ADR comb) 7.4 L/100km
Tow Capacity Max 2700 kg
Tow Ball Rating 270 kg
Servicing \$980 - 3yrs/60,000km
Warranty 3yr/ unlimited km with full roadside assist

Spot Information System, collision warning with brake support, and patented front, side, and rear structures. The Volvo XC60 also has a new technology feature that Volvo has named City Safety. The system is described as a driver support system with the aim of preventing frontal collisions whilst travelling below 30 km per hr. It does this through the use of a sensor that helps determine whether a collision is likely. Depending on the speed, if a collision is likely, the Volvo's computer system will either prepare the car to brake or automatically brake the vehicle to avoid a rear-end collision.

We tested this out on a lineup of barricades and the system performed beautifully and seeing that most front to rear accidents occur in congested traffic this is a fantastic feature of the Volvo XC60.

The 2.4-litre twin-turbo diesel engine has undergone significant upgrades for 2012. These changes have increased power from 151kW to

158kW while torque jumps 20Nm to 440Nm. Despite the increase in both power and torque, fuel consumption has been improved by 10 per cent – now 6.9L/100km. CO2 emissions have dropped from 201g/km to 183g/km. Importantly, this upgrade means that the D5 models qualify as low emission vehicles and benefit from the recent changes to the Luxury Car Tax ruling.

The 5 cylinder diesel provides plenty of power when you need it and with a 70 lt fuel tank it is possible, if driven carefully, you can almost get to 1000kms but from experience with our test vehicle with open road driving and accelerating to overtake etc I think it's fair to say that if you were planning on driving from Sydney to Brisbane you would have to include at least one extra fuel stop. The 'Haldex Instant Traction' AWD system provides good traction as well. Volvo's XC60 AWD SUV competes against models in Audi's Q5, BMW's X3 and Land Rover's Freelander 2 line-up and surprisingly competent both on road and on dirt roads. Not surprisingly it is very popular with the skiing aficionados.

What's good:

- Diesel's great power/economy
- Sensible family car
- Safety

What's not so good:

- Temporary spare tyre
- Key placement on the dash
- I had to hand it back



Overall OzRoamer Rating: 81/100

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

BY ROB FRASER

Volkswagen has upgraded its Amarok in July 2012 to overcome some glaring shortcomings in its range. It introduced a more powerful diesel engine and an 8 speed automatic transmission to try to milk as much as it can from its underpowered engines. The 8th gear is purely an overdrive to improve fuel economy.

The Amarok range now includes a single cab variant as well to try to attract the Tradie market that has avoided the vehicle to date.

Starting at around \$28,000 RDAP for the single cab 2WD variant through to a staggering \$68,000 (approx) RDAP for the TDI 420 Ultimate Auto, the VW Amarok carries a hefty price premium over its competitors. However as they aren't selling in any volume if you twist the dealers arm you should be able to get a substantial discount.

There are 5 model variants, three different driveline versions: permanent AWD, selectable 4WD (both 4MOTION), and rear-wheel drive



Model VW Amarok TDI420 Ultimate

Model Price \$67,894 RDAP

Engine 2.0DTT 4 Cylinder

Drivetrain 8sp Auto 4Motion Perm

Power 132 Kw @ 4,000 rpm

Torque 420 Nm @ 1,750 rpm

Safety 5 Star ANCAP

CO2 Emissions g/km 219

Green Vehicle Rating 3 Star

Fuel (ADR comb) 10.1 L/100Km

Tow Capacity Max 3000 kg

Tow Ball Rating 300 kg

Warranty 3yr/unlimited km with full Roadside assist

(2WD) and four engine variants in the lineup.

However, the automatic transmission can only be purchased when combined with permanent 4-wheel drive and the 132 kW 2.0-litre twinturbo TDI420. If you want one of the other engine variants your only option is a six speed manual transmission which is next to useless in the recreational off road and towing market as the overwhelming majority of buyers opt for auto.

Internally the Amarok is spacious and typically VW which means well laid out and efficient. There is adequate head and shoulder room and the rear passengers will not be cramped.

The 2012 upgrade has finally included Bluetooth mobile phone connectivity, cruise control and a multi-function leather steering wheel as standard across the entire 4MOTION range.

VW Amarok was the first dual cab ute in the segment to achieve a 5 star ANCAP safety rating, a feat which most new utes now replicate.

It set the standard for safety though.

With exceptional on road handling and ride from the comfort suspension option, the VW Amarok has earned the nickname of the Claytons Ute as the handling turns to mush in rough off road driving. On sand the Amarok is pretty good but on heavy fire trails, corrugations etc it tends to bounce around and loses its composure more than others.

The Amarok can tow up to 3,000kg with a towball rating of 300kg. However the lower power turbo engines can struggle with heavy loads and off road situations. The 8 speed auto is the best option for towing. When we performed back to back tow tests the differences between the Amarok and for example the much better Ford Ranger were quite startling.

The VW Amarok was introduced with much fanfare and on the surface has many credentials to recommend it. If you are wanting a dual cab ute for mainly on road driving with some light towing then it is a great choice. However for serious off road and towing recreational drivers there are better, more robust choices at lower prices with less reliability issues.

What's good:

- On Road Handling
- Internal space
- Tray size

What's not so good:

- Off road handling
- Poor reliability
- Price



Overall OzRoamer Rating: 66/100

Behind the Wheel	7	Practicality	7
Comfort	7	Fit for Purpose	6
Equipment	7	Towing Ability	7
Performance	7	Off Road Ability	5
Ride & Handling	8	Value for Money	5

BY PETE WILSON

Once at the forefront of the compact AWD SUV class recent additions such as the Mazda CX5, Kia Sportage and Hyundai IX35 have seen the VW Tiguan relegated to the second tier of choice. To combat this VW has recently released an updated version.

It has distinct family looks with similar frontal and rear design to its bigger brother the Touareg, and crisp lines front to back. It certainly ticks the style box.

Internally it is also distinctively VW with familiar dash, centre stack and console. The manually adjustable cloth driver seat is comfortable enough however it has an upright driving position that places a strain on the right foot after a while. I found myself getting cramps in the right ankle and really no way to adjust the seat to avoid it.

In front of the driver is a comfortable leather steering wheel that is tilt and reach adjustable and contains the controls for the multi-function display and the stereo. The dash has clear instruments with



Model VW Tiguan 103 TDi 7 Sp DSG

Model Price \$43,275 RDAP

Drivetrain 103 TDi 7 Sp DSG 4Motion

Power 103 Kw @ 4,200 rpm

Torque 320 Nm @ 1,750–2,500 rpm

Safety 5 Star ANCAP

CO2 Emissions g/km 164

Green Vehicle Rating 3 ½ Star

Fuel (ADR comb) 6.2 L/100Km

Tow Capacity Max 2000 kg

Tow Ball Rating 100 kg

Servicing \$Not Supplied

Warranty 3yr/ unlimited km with full roadside assist

the multi-function display in the centre. The centre stack houses the radio with the sat nav RNS 510 a whopping \$3,700 as an option. At least it now has Bluetooth.

There is reasonable storage space in the centre console and the door pockets for drinks, water bottles and all the little things we all seem to accumulate.

The rear seat has adequate leg room but the squab is a little flat. The seats are a 60:40 split bench that can be adjusted forwards and backwards by up to 16 cm and also reclined, while cargo capacity ranges from 395 to 1,510.

Safety features include high passenger safety with daytime driving lights, six airbags; safety optimised front head restraints, ABS, Auto Hold function, BA and EBD, ASR, EDL, ESP and EBC as standard.

Other standard features include 16-inch alloy wheels, air conditioning, AM/FM security coded radio (RCD310) with MP3 compatible CD player,

Bluetooth® phone connectivity as well as Media Device Interface (MDI).

The Tiguan is powered by a 2.0L TDI turbocharged diesel engine that produces max power 103kW @ 4200rpm and max torque 320Nm @ 1750-2500rpm. This was mated to 7-speed DSG with 4MOTION all-wheel drive. This economical unit uses a measly 6.4 L/100Km. Assisting with the economy are new features such as Stop/Start, Coasting Function (only available for Tiguan 103TDI DSG) and Brake Energy Recuperation.

However compared to others in its market segment it is underpowered and the DSG transmission can be a little fussy and indecisive down low and around town. Also worth noting is the fact that this engine was the subject of a massive recall in the USA with over 480,000 being recalled?

Even though the latest release Tiguan has addressed a few of its shortcomings it still remains as a second tier choice for a compact AWD SUV. It has a poor towing ability, is quite choppy on dirt tracks and underpowered compared to its competitors. There is still a question mark over VW reliability. In addition to that it has a long and expensive options list.

What's good:

- Fit and finish
- Styling
- Safety

What is not so good:

- Underpowered with fussy DSG
- Poor towing ability
- Expensive options



Overall OzRoamer Rating: 59/100

Behind the Wheel	7	Practicality	7
Comfort	7	Fit for Purpose	5
Equipment	7	Towing Ability	3
Performance	6	Off Road Ability	4
Ride & Handling	7	Value for Money	6

Towing Restrictions

When you decide to tow a camper trailer there are certain restrictions you need to be aware of.

The first is the towing capacity of the tow vehicle and the tow ball capacity. The manufacturer of the vehicle will specify the maximum towing capacity of its vehicle and the maximum tow ball rating.

Things to look out for are:

- Sometimes different model variants will have different towing capacities within the same range. This is often dependent on the engine capacity etc.
- Maximum towing capacities and tow ball capacities are often specified with heavy duty towing kits only.
- Some manufacturers reduce the payload capacity of the vehicle by the weight on the tow ball. Nissan is an example of this where if you are towing, the payload is dramatically reduced for some models.
- Some vehicles have a relatively acceptable towing capacity but a low tow ball rating which restricts the towing capacity anyway. The VW Tiguan is an example of this where it has a 2000kg towing capacity but only a 100kg tow ball rating. This makes it a poor towing vehicle.
- If you exceed any of the payload capacity, towing capacity or tow ball rating you can place your insurance and vehicle warranty in jeopardy.

Not many people realise that there are regulations in place for the national towing limits for light vehicles. The national towing limit was developed by the NRTC in consultation with transport agencies, motoring clubs, the Federal Chamber of Automotive Industries, police, yachting clubs, caravan and other organisations.

A motor vehicle with a Gross Vehicle Mass (GVM) not exceeding 4.5 tonnes must not without the approval of an Authority, tow a trailer with a mass (including any load) exceeding:

- The capacity of the towing apparatus fitted to the vehicle; or



- A relevant maximum trailer mass specified by the vehicle manufacturer.

In the unlikely circumstance where the manufacturer has not specified a tow capacity for their vehicle or the limit cannot be identified, the following is taken to be the manufacturer's limit for the purposes of the above:

- One and a half times the unladen mass of the motor vehicle if the trailer is fitted with brakes;
- OR
- The unloaded mass of the motor vehicle, if the trailer is not fitted with brakes.

It is unlikely that you will ever need to apply these regulations as almost every manufacturer specifies a towing capacity for their vehicles. The OzRoamer 4WD & SUV Guide has the towing capacities and tow ball ratings for 150 popular models.

However alongside these regulations sits the regulations for trailer brakes. If the camper trailer has an Aggregate Trailer Mass (ATM) less than 750kg then there is no requirement for brakes on the trailer. If the ATM exceeds 750kg then the camper trailer must be fitted with brakes. If the ATM exceeds 2000kg then the camper trailer must be fitted with the extra security of breakaway brakes in the event the camper trailer

comes loose from the towing vehicle. This last limit may change from state to state.

The other restriction you need to be aware of is the towing speed. Since December 1998 all trailers can be towed at the speed limit for that particular road with the exception of Western Australia where the maximum speed limit is 100km/h for vehicles towing a trailer with an ATM of over 750kgs.

Check your vehicle's manual as some manufacturers place speed restrictions on a vehicle when towing over a certain weight or depending on what type of towing equipment is used. Spending a few minutes reading the trailer towing section in the owner's manual is highly recommended.

In 1989 Australian Design Rules (ADRs) were introduced which affect the construction and towing of trailers, including camper trailers. Currently there are no towing regulations, which specifically refer to 'camper trailers'.

The ADRs include the requirement for VIN plates on trailer drawbars, which amongst other information states the aggregate, or maximum, mass of the trailer and data on the towbar, which indicates the rating of that towbar.

It should be noted that ADR 62 states that the rated capacity of the towbar. "Shall

not exceed the vehicle manufacturer's recommendations". While there are rules, common sense also applies in the following ways:

- The trailer really shouldn't be bigger or heavier than the driver can safely control,
- The total or laden mass of the trailer must not be more than:
 - The maximum mass (A.T.M.) determined by the trailer manufacturer and as stated on the trailer plate
 - The load rating of the trailer's coupling of the towbar fitted to the towing vehicle,
 - The total load rating of all the trailer's tyres.

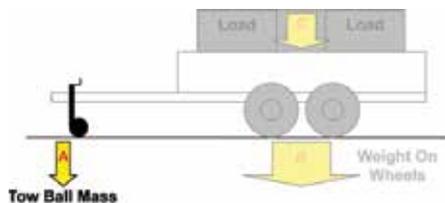
How Heavy Is A Trailer?

Trailers are designed for a specific and maximum load capacity.

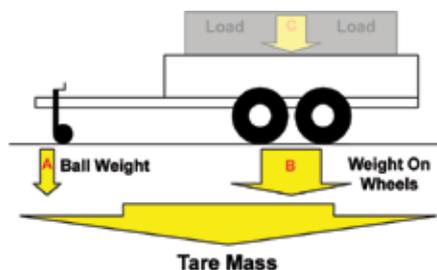
A Tow Ball Mass – the vertical down force placed on the towbar of the towing vehicle

Tow Ball Mass (TBM) or Ball Weight (BW) – the mass exerted onto the towing vehicle through the towing hitch

$$TBM = A$$



B Weight on Wheels – the vertical down force transmitted to the ground through the trailer axle(s) excluding the load

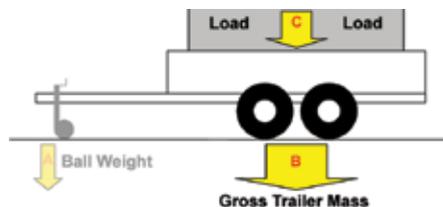


Tare Mass – the total unladen mass of the trailer

$$Tare = A + B$$

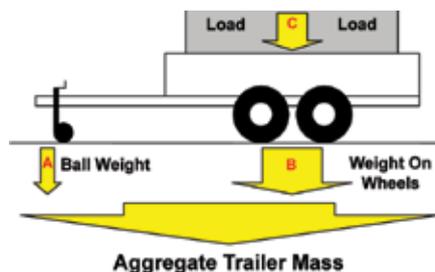


C Load – boat, timber, gas, water, food, clothing, etc; whatever you are putting in/on the trailer



Gross Trailer Mass (GTM) – the mass transmitted to the ground through the axle(s) of a trailer when the trailer is loaded.

$$GTM = B + C$$



Aggregate Trailer Mass (ATM) – the total laden mass of the trailer.

$$ATM = A + B + C$$

How Much Can A Trailer Take?

Trailers can legally carry the difference between TARE and AGGREGATE mass specifications stated on the trailer's registration compliance plate.



LOAD = ATM - Tare

Determined by trailer manufacturer based on:

- Trailer construction
- Axle load rating
- Wheel and tyre load rating
- Load Distribution

Be mindful of the trailer's centre of gravity:

- Heavy items low and close to the axle or centre of the axle group
- Light items only up high
- Light items only to be placed in drawbar storage containers

TBM = 10% of ATM

When trailer is loaded to ATM, a properly set up camper trailer will have about 10% of the ATM of the trailer on the tow ball, transferred to the rear of the towing vehicle. This makes for safer towing. Loads can be carried more efficiently in a trailer: E.g. a 100kg load carried in a trailer would transfer only 10kg to the rear of the towing vehicle.

Also you need to ensure that the vehicle and camper trailer when attached is level i.e. not with the rear of the vehicle sagging. This will often mean that you will need load distribution hitches. These are not suitable for off road camper trailers in off road situations though. If off road make sure you unhook them or you could do some real damage to your tow vehicle. Coupling system aids really shouldn't be used to balance out a badly loaded trailer.

If a trailer has a heavy mass at the front, then do NOT counter balance this with a heavy mass at the rear of the trailer – doing so will create a "bell" effect that dramatically increases the chances of trailer sway.

Towing Restrictions (cont)

The Effect of Incorrect Loading

Incorrect loading effect can be:

- Front too heavy – puts too much weight on the towing vehicle's towbar
- Rear too heavy – lifts weight off the back of the towing vehicle
- Front & Rear too heavy – “bell effect” the trailer tends to “porpoise”

The effect of an incorrectly loaded trailer on the towing vehicle:

- TBM too heavy – overloads rear axle; lifts weight off front axle (we call this shooting possums with the headlights)
- TBM too light – becomes a zero TBM as vehicle speed increases (due to wind resistance)
- Negative TBM – lifts weight off rear axle; transfers too much weight to front axle
- Zero TBM – has no effect on the axles of the vehicle, however leaves the trailer without direction

The 10% Rule

The Tow Ball Mass (TBM) should be approximately 10% of the Aggregate Trailer Mass (ATM). Having a TBM of 10% has two distinct advantages:

- Positive trailer control – when the towing vehicle changes direction the TBM forces the trailer to follow the vehicle
- Reduces trailer sway – as speed increases the TBM reduces, therefore if it is already low, at speed the trailer will start to “float” which means it will be harder to control (has its own mind)

Oversized Loads

Loads should be confined within the trailer as much as possible. Where a load must project, it must:

- Not extend more than 150mm beyond trailer's width, or trailer width must not exceed 2.5m, whichever is less
- Have a red flag, at least 300mm square, attached if the load extends more than 1.2m behind the trailer
- Not exceed a combined (vehicle and trailer) length of 19m

Dangerous Loads

The main guide to carrying dangerous goods is the Australian Dangerous Goods Code; however some states and territories have variations, as a guide:

- LPG – store only in current service life gas cylinders

- Diesel – considered to be combustible, but not dangerous; must be carried in approved containers and in a safe manner
- Petrol – no more than 250 litres carried in AS2906 containers in a safe manner

A half empty fuel container of unleaded fuel is far more volatile than one that is full – it is the fumes that ignite easier. When storing dangerous goods on a trailer, ensure the container is:

- Protected from road damage (stones thrown up by either the trailer wheels or the towing vehicle wheels).
- Stored away from any other item which may rub or vibrate against the container
- Secured using non stretchable tie-down straps

Well hopefully this has helped with an understanding of the basics of trailers. Like all things, education is the key. If you are serious about towing a camper trailer make sure you know the restrictions and rules and abide by them to avoid costly mistakes.

*Thanks to Julie Eggenhuizen of tow-ed for some of the information in this article. You can contact Julie on Ph: 1300 305 660 or www.tow-ed.com.au



WHEN THE GOING GETS TOUGH DUELER GOES KEEPS GOING

AUSTRALIA'S FAVOURITE 4WD TYRE, PUT TO THE TEST.

When considering the best tyre for your off-road adventures, it pays to have an expert on your side. So when testing the brand new Bridgestone Dueler D697 LT, we enlisted an outback 4WD legend – Allan Whiting. Allan's passion is off-road adventuring and he's been writing about and testing 4WD tyres for over 30 years.

To put the all new Dueler D697 LTs to the ultimate test, Allan put together a gruelling itinerary, with plenty of off-road action and lengthy highway driving at speed. Setting off from Adelaide, Allan and the Bridgestone team took three 4WDs fitted out with Duelers up to Alice Springs, around the notoriously harsh West MacDonnell Ranges, and back again. Tackling gravel and sandy roads, riverbeds and sharp stony tracts, what they found was that Australia's favourite 4WD tyre takes tough to a whole new level.



Purpose-built to hit the road or trail time and time again, Bridgestone's new Dueler D697 LT is built to last. Delivering the extended wear life, overall durability and ride comfort that 4WD enthusiasts have long been hoping for.

Most people think that a tyre with the deepest tread offers the longest wear life, but it's not that simple. Rubber compound and overall design also play a huge role.

Many deep-tread tyres have a 'hard' rubber compound, that keeps the tread blocks stable as the tyre transfers torque to the road surface. But while this hard compound may give good tyre life on bitumen roads, it lacks the versatility to perform on gravel and stony surfaces. Alternatively, a deep-tread tyre that might be great on bitumen, can be cut and chipped to a useless state on some of Australia's harsher stony road surfaces.

Excessive heat build up, caused by the rubber compound, can also have a detrimental effect on the wear life and structural integrity of some deep-tread 4WD tyres.

So clearly there's a lot more to designing a long life, bush capable tyre than just the depth of tread.



"STATE OF THE ART CASING STRUCTURE AND THE LATEST RUBBER COMPOUNDS SHOULD SEE THE D697 LT OUTWEARING PREVIOUS DUELERS"

ALLAN WHITING.

Bridgestone's new Dueler D697 LT delivers a deep-tread, long-life tyre with superior 'cut and chip' resistance. Its advanced rubber compound's malleability moulds the tread around sharp objects to prevent cuts, but is also resilient enough to prevent tearing and chipping when cuts do occur, providing excellent wear life under all conditions.

Throughout our testing, the Dueler D697 LT delivered a quiet and smooth ride on bitumen, and even after navigating huge tracts of sharp and stony country, suffered almost no signs of tread damage.

Allan Whiting
Outback Travel Australia

Allan Whiting

OPTIMISED TREAD DEPTH

Developed for Australian conditions to achieve a perfect balance between wear life, handling and heat durability

ADVANCED SHOULDER BLOCK DESIGN

Narrower shoulder lug and redesigned shoulder block shape for reduced noise and irregular wear

CUT & CHIP RESISTANT TREAD COMPOUND

Optimised balance between malleability to prevent cuts and strength to resist tearing and chipping

ADVANCED SIPE DESIGN

Minimises cut chip and tread tearing for better wear life

LIGHT TRUCK CONSTRUCTION

Thicker gauge sidewall and casing components for improved puncture resistance and wear life



Tech Torque

POWER VS TORQUE



Today we look at the difference between torque and power, what do all the figures mean and how do the differences actually affect your everyday driving.

If you have a look at the table at the end of this magazine you will see that power and torque figures are listed for every vehicle there. Now most of you know that both power (measured by horsepower or kilowatts) and torque (measured by Newton metres) play a role in performance but probably don't understand exactly how or why.

You will know intuitively that a vehicle that has a lot of power is capable of going faster than one that has less power, but why is that?

To find out we need to go back to Isaac Newton and his second law that proposes that if you multiply an object's mass by its acceleration, you can calculate the force acting upon it.

To start a vehicle moving you need to overcome inertia. We all know inertia, it's that feeling that we can't get started in the morning, so to move an object from rest takes energy.

The amount of energy used to move that object is measured by multiplying force by distance. If you then calculate the amount of energy used over a defined time you have the measurement of power, expressed in watts. Multiply by 1000 and you have kilowatts.

Torque is turning force, which for automotive applications is most often measured in either foot-pounds (ft-lbf) or Newton-meters (Nm) and

represents how much twisting force is at work.

Here's a simple way to visualize torque. Think of this turning force applied through a lever to a wheel nut when you are changing a tyre. The more force you apply on that lever, the more torque you apply to the wheel nut, the more readily the nut turns.

This measurement of torque does not include time; one hundred Nm of torque is always one hundred Nm, whether it is applied for five seconds or five years.

So simply the difference between power and torque is that power involves the amount of work done in a given time, while torque is simply a measurement of force and is thus a component of power. Torque is actually a measure of the ability of an engine to do work.

Power and torque are related by a simple equation: $Kw = (Nm \times r/min) / 9554$ or $Nm = (Kw \times 9554)/rpm$.



So with the technical bit done, let's move beyond that to some real-world examples.

The initial energy that moves a car comes from an explosion of fuel in the combustion chamber. This explosion forces a piston down in a straight line, which pushes on a connecting rod and turns the engine's crankshaft. It's in this turning crankshaft where the twisting force of torque initiates. From there, the force is carried through a flywheel, transmission, driveshaft, axle(s) and wheel(s) before moving the car.

We all know that a car moves from a dead stop in 1st or low gear, yet as the car's speed increases, you must move up through the gears to maintain acceleration. This is because at low speeds the transmission's gears work to transmit maximum torque from the engine to the wheels. You want this because it takes more force, or torque, to move a vehicle that is at rest than it does to move a vehicle in motion (Newton's 1st Law).

At the same time, once a vehicle is underway, you want less torque and more power to maintain a higher speed. This is because power is a measurement of work done and includes a time element (such as wheel revolutions per minute necessary to maintain constant speed).

Since a gearbox changes the speed at which your wheels turn relative to engine speed, it either increases the torque at your wheels at a cost of speed (lower gears) or increases the speed of the wheels at a cost of torque (higher gears).

Every engine has differing torque characteristics and the torque a motor produces is not constant. It changes with engine speed.

Typically all motors start with very little torque, improving as engine speeds increase, and then peaks at some value before dropping off. A diesel engine produces strong torque at low rpm, but stops producing torque fairly soon and runs out of breath. A petrol engine produces less torque, but carries on towards a higher rpm.

Therefore when towing a caravan you will need a vehicle that has more torque at low rpm to help get things moving, but as you are moving you want more power to keep momentum going. That is why diesels are ideally suited to towing as they typically produce most of their torque quite low in the rev band and as such use less fuel.

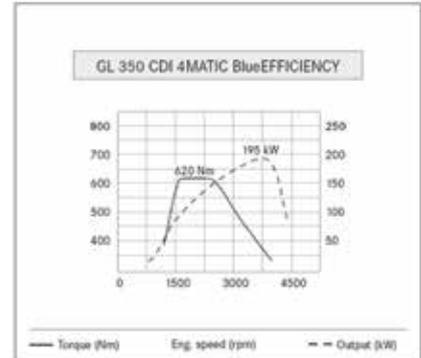
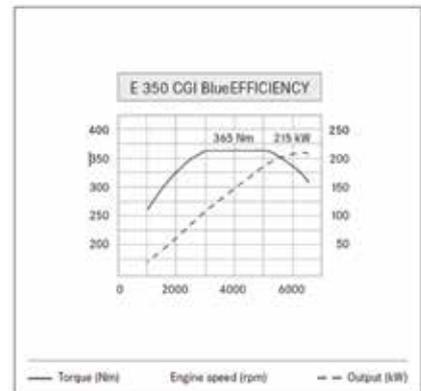
The same often applies in off road situations where you are travelling at quite low speeds but require constant power. The higher torque at lower rpm means that the vehicle is better able to cope with tricky situations, as the car doesn't need to be revved as hard to produce the necessary power.

Lets have a look at some examples. The Mercedes Benz GL350CDi V6 produces a maximum 195Kw of power at 3750rpm and a maximum 650Nm of torque at 1,600rpm.

That is not the full story though; depending on the application you may want the engine to produce maximum torque for a longer period. In the example the Mercedes Benz 350CDi V6 produces its maximum 650Nm of torque between 1,600 and 2,400rpm. This is the torque band. You can also see that although the motor has a maximum 195Kw of power, it is able to produce that for relatively short period at higher rpm. You can see that the characteristics of the E350CGi are totally different. The lower the engine has its maximums, the easier the vehicle is to drive on a daily basis.

Hopefully this column has helped a little. Engineers and scientists with much better brains than mine have written books on the subject of power and torque so this is just an introduction to help with the simple understanding of the concepts.

However let me leave you with a pearl of wisdom: Power is what you read about, torque is what you feel.



The Great 4WD vs. AWD SUV Myth

BY PETE WILSON



Perhaps one of the most confusing areas of the 4WD and AWD SUV market is just what is the difference between them and what do these terms mean?

The fact that the manufacturers often use them out of context for their marketing purposes means that the average buyer has little chance of knowing the difference.

The most common misconception is that 4WD actually drives all four wheels all the time. Lets look at this a bit closer. Wheels must be allowed to rotate at different speeds as the vehicle goes around curves. A design that fails to account for this will cause the vehicle to handle poorly on

turns, fighting the driver as the tyres slip and skid from the mismatched speeds.

A differential allows the two output shafts to operate independently with different speeds. The differential distributes torque (angular force) evenly, while distributing angular velocity (turning speed) at variable rates. Each powered axle requires a differential to distribute power between the left and right sides.

This system handles extremely well, as it is able to distribute power evenly and smoothly; making slippage unlikely. Once it does slip, however, recovery is difficult. If the left front wheel of a 4WD vehicle slips on a muddy patch of road, for instance, the slipping wheel will spin faster than the other wheels due to the lower traction at that wheel.

Although the amount of torque applied to each wheel will be identical, the amount of traction at each driven wheel will be limited to that of the wheel with the least traction. This problem can happen whenever a driven wheel is placed on a

surface with little traction or raised off the ground.

The introduction of a limited slip differential was one way of overcoming reduced traction but the more sophisticated traction control was invented to solve this problem. When one wheel spins out of control the brake is automatically applied to that wheel. By preventing one wheel from spinning freely, power is divided between the road for the non-slipping wheel and the brake for the slipping wheel. By extending traction control to act on all four wheels the simple three-differential 4WD design will see limited wheel spin.

Locking differentials work by temporarily locking together a differential's output shafts, causing all wheels to turn at the same rate, providing torque in case of slippage. This is generally used for the center differential, which distributes power between the front and rear axles.

The two most common factory-installed centre locking differentials use either a computer-controlled multi plate clutch or viscous coupling to join the shafts, while other differentials more

commonly used on off-road vehicles generally use manually operated locking devices.

In the multi-plate clutch the vehicle's computer senses slippage and locks the shafts. In the viscous coupling differentials the stress of high shaft speed differences causes a dilatant fluid in the differential to become solid, linking the two shafts. Some designs use gearing to create a small rotational difference which hastens torque transfer.

When the front, centre and rear differentials are locked it's the only time you have a true 4WD and that can only be for a short period in extreme off road situations.

A third approach to limiting slippage is the Torsen differential. A Torsen differential allows the output shafts to receive different amounts of torque. This design does not provide for traction when one wheel is spinning freely, where there is no torque.

Finally, many vehicles entirely eliminate the center differential. These vehicles behave as 2WD vehicles under normal conditions. When the drive wheels begin to slip, one of the locking mechanisms discussed above will join the front and rear axles. Such systems distribute power unevenly under normal conditions and thus do not help prevent the loss of traction, instead only enabling recovery once traction is lost. Such systems may be described as having a 95/5 or 90/10 power split.

With so many options to choose from, it's easy for drivers to get confused by a barrage of acronyms, each more meaningless than the last. For most buyers, there are three basic options: part-time 4WD, full-time 4WD, or AWD.

Part-time 4WD

This most basic system provides a choice of settings that can be changed depending on your driving situation, but cannot be left engaged on dry pavement. If it is, the transfer case will wear, resulting in mechanical damage. The settings range from 2WD, 4WD High and 4WD Low. In vehicles that have part-time 4WD, each of the four wheels constantly gets 25 percent of the torque to prevent wheelspin when in the High or Low setting.

In newer models, the driver can shift from 2WD to 4WD High while driving, but must come to a complete stop to shift into the 4WD Low setting. 4WD Low should only be engaged in extreme off-road situations. This type of system is best for people who really don't need 4WD for everyday use only for off-roading.

Full-time 4WD

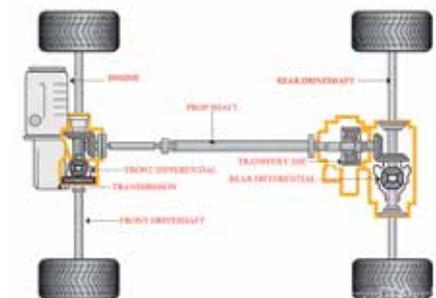
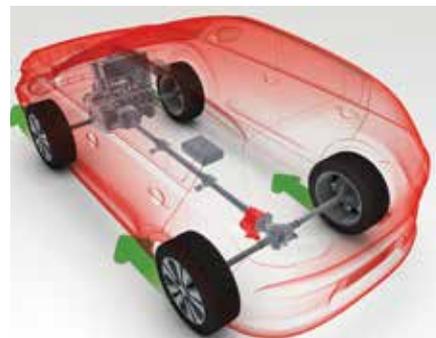
Unlike part-time 4WD, full-time 4WD is just that, a system that can continually remain operating. This more advanced, convenient form of 4WD allows you to choose between all of the same settings, but can remain engaged while on dry pavement. Added to the High and Low settings is an automatic or full-time 4WD setting. As with part-time 4WD, the shift from High to Low must be made during a complete stop on most vehicles.

All-Wheel Drive

All-wheel drive is similar to full-time 4WD in that the system is always sending power to the wheels. There is however no low range option. When the road gets slippery, the AWD system locks the centre axle and automatically distributes power to all four of the wheels. Some

AWD systems are more rugged than others, though most can't be taken into extreme off-road situations. AWD systems work well in SUV's because they don't add much weight and make them true all-weather vehicles.

Take a look at what kind of driving you normally do. Once you determine what type of vehicle best suits your needs, you can assess what type of system you need to get the job done. In some cases it may simply be AWD, in others, you may want to consider a more robust 4WD system with a low-range option. Choose wisely and remember you don't necessarily need a heavy 4WD to tow a small or medium campertrailer or caravan.



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 frypans, woks, cooking stands, tent pegs, tent peg puller,

Accessories



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

Korr Lighting 3 BAR CAMP KIT

Finally a new quality LED light ideal for camping, 4WD's, 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) LED's, 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. 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

Accessories



magnets for mounting 6 x zip-ties for mounting, 1 x reusable container, 6 x mounting Clips

Contact us on Ph: 07 3801 8332
www.korrlighting.com.au

LiftTrax Recovery Gear

LiftTrax (originally called pillowtrack) is the ultimate gadget for anyone with a truck, 4x4 or AWD vehicle. A drive-on device for when your vehicle gets stuck in sand, mud or other difficult terrain, this ingenious device rolls out of a small carrying bag and inflates to become mobile traction.

Developed by 4x4 enthusiasts Dan Hermann and Eyal Benjamin who are both engineers by trade. Made from a special reinforced fabric, LiftTrax are strong enough to support a four tonne vehicle by using the pneumatic power of trapped air, but are lightweight and compact enough to roll up into a small duffle bag.

Therefore, with no heavy metal bars, no hard to store long plates and the extra advantage of being able to lift the vehicle not just give it grip, Their solution is one of the most versatile on the market.

A fraction of the size and weight of metal or plastic boards used by off road vehicle owners to get unstuck, LiftTrax are a compact insurance policy against getting held back by Mother Nature. In addition, while other off road gadgets only work in specific scenarios such as mud, sand or rocks, LiftTrax are multi-purpose as, with their built in flexibility, they mould themselves to the shape or texture of the different terrain or obstacle.

Another distinct advantage of LiftTrax is that they don't just provide stuck vehicles with traction; they simultaneously lift the vehicle as well. Boasting twice the bursting pressure of the commonly known exhaust jack, LiftTrax raise the beached vehicle up and allow it to drive away.

They even have a specially designed version for AWD SUV's so owners can be adventurous

Accessories



with some comfort.

Inventor Dan Hermann says "It's an all-in-one device that is compact enough to keep in your vehicle at all times but big and tough enough to get you out of some really sticky situations." "People are finding LiftTrax useful everywhere".

To get your LiftTrax in Australia contact Ian Oake and the boys at Opposite Lock Brookvale on (02) 9939 5133 or email them at info.brookvale@oppositelock.com.au

Autofridge portable fridge

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

Accessories



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, contact us at E: autofridge@bigpond.com
P: (02) 9316 9539 F: (02) 9316 9871
www.autofridge.com.au

Camps Australia Wide

Camps Australia Wide 6th Edition is a comprehensive travel guide to the best free camping and low cost camping spots, rest areas, station stays, national and state parks, country and remote caravan parks throughout Australia. This is a great guide for motorhomers, caravanners, camper trailer owners and is also very useful for visitor's to Australia who are travelling by rental campervan or motor home.

We have 2 versions of Camps 6th Edition: This edition of Camps Australia Wide A4 size with 400 colour pages, 3,751 listings. It has been planned to provide information that is comprehensive in a user-friendly format. The guide lists rest areas, campgrounds, low-cost caravan parks, National Parks and State Forests.

Also published in our 6th edition is our "B4 size Camps 6 with CampsSnaps" which in addition to a location description includes over 2100 photos

to assist travellers in planning a stay based on a visual aspect. It enables you to see what camp sites are like in advance and determine if the camp facilities and location are suitable for your particular needs, eg access, spaciousness, environment and aesthetic appeal, all of which goes towards a more enjoyable and comfortable site for the night.

Camps Australia Wide 6th Edition includes Hema Road Maps, with the campsites positioned in their approximate locations on the maps.

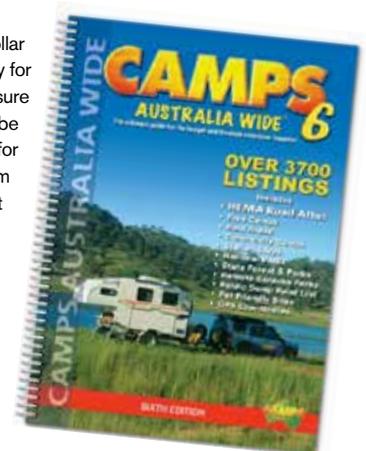
In this edition we have added over 450 new site listings and removed a number of sites that no longer meet the price criteria, have been closed or have been visited by us and found to be no longer suitable.

During the last two years we have travelled over 75,000 kilometres and have noticed that many small towns are creating some great community-run camp spots. These are included in our new

edition. Please support these by spending a dollar or two in the community for by doing so we can ensure that there continues to be more options available for travellers to choose from as we explore this great country.

Being able to plan a trip with stopovers that are free or low cost, knowing if a pet is welcome and seeing at a glance what facilities are available, has proven to be a hit with travellers across Australia.
www.campsaustraliawide.com

Accessories



Workabout Australia

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.

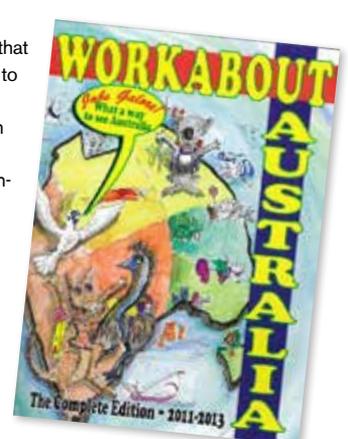
To ensure maximum benefit to our members the positions listed in the weekly email bulletin are not made available in the public area of the

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 Member's area of the website.



www.workaboutaustralia.com.au



OZROAMER BUYERS GUIDE

	PRICE	DRIVE TRAIN	FUEL	ENGINE	TRANSMISSION	POWER KW/RPM
Audi Q3						
Q3 2.0TDI quattro	\$49,925	AWD	D	2.0L TDI 4 Cyl	6 Speed Man	103 @ 4,200
Q3 2.0 TFSI quattro	\$52,373	AWD	P	2.0L TSFI 4 Cyl	6 Speed Man	125 @ 6,200
Q5 2.0 TFSI quattro	\$61,823	AWD	P	2.0L TSFI 4 Cyl	7 Speed Auto	155 @ 6,200
Audi Q5						
Q5 2.0 TDI quattro	\$69,236	AWD	D	2.0L TDI 4 Cyl	7 Speed Auto	125 @ 4,200
Q5 2.0 TFSI quattro	\$71,117	AWD	P	2.0L TSFI 4 Cyl	7 Speed Auto	155 @ 4,300
Q5 3.0 TDI quattro	\$83,821	AWD	D	3.0L TDI V6	7 Speed Auto	176 @ 4,000
Audi Q7						
Q7 3.0 TDI quattro	\$99,572	AWD	D	3.0L TDI 6 Cyl	8 Speed Auto	180 @ 3,800
Q7 3.0 TFSI quattro	\$105,032	AWD	P	3.0L TFSI 6 Cyl	8 Speed Auto	245 @ 5,500
Q7 4.2 TDI quattro	\$140,312	AWD	D	4.2L TDI V8	8 Speed Auto	250 @ 4,000
Q7 V12 TDI quattro	\$275,132	AWD	D	6.0L V12 TDI	8 Speed Auto	368 @ 3,750
BMW X1						
X1 xDrive20d	\$60,971	AWD	D	2.0L TD 4 Cyl	6 Speed man	135 @ 4,000
X1 xDrive28i	\$65,091	AWD	P	2.0L i 4 Cyl	6 Speed man	180 @ 5,000
BMW X3						
X3 xDrive 20d	\$70,266	AWD	D	2.0L TD 4 Cyl	8 Speed Auto	135 @ 4,000
X3 xDrive 20i	\$67,071	AWD	P	2.0L i 4 Cyl	8 Speed Auto	135 @ 5,000
X3 xDrive 28i	\$81,810	AWD	P	3.0Li 6 Cyl	8 Speed Auto	190 @ 6,600
X3 xDrive 30d	\$85,487	AWD	D	3.0L TD 6 Cyl	8 Speed Auto	190 @ 4,000
BMW X5						
X5 xDrive 30d	\$102,391	AWD	D	3.0L TD 6 Cyl	8 Speed Auto	180 @ 4,000
X5 xDrive 35i	\$114,780	AWD	P	3.0Li 6 Cyl	8 Speed Auto	225 @ 5,800
X5 xDrive 40d Sport	\$124,652	AWD	D	3.0L TD 6 Cyl	8 Speed Auto	225 @ 4,400
X5 xDrive 50i Sport	\$146,386	AWD	P	4.4Li 8 Cyl	8 Speed Auto	300 @ 5,500
Dodge Nitro						
Nitro SXT	\$47,760	AWD	P	3.7L V6	4 Speed Auto	151 @ 5,200
Ford SZ Territory						
Territory Titanium AWD	\$68,646	AWD	D	2.7L V6 CRD	6 Speed Auto	140 @ 4,000
Ford Ranger Ute						
Ranger XL 4X4 CC	\$47,371	4WD	D	2.2L TD 4 Cyl	5 Speed man	110 @ 3,700
Ranger XLT 4X4 CC	\$60,516	4WD	D	3.2L TD 5 Cyl	6 Speed Auto	147 @ 3,000
Ranger Wildtrak 4X4 CC	\$65,456	4WD	D	3.2L TD 5 Cyl	6 Speed Auto	147 @ 3,000

TORQUE NM/RPM	SAFETY ANCAP 5 STAR	CO2 G/KM	GVG 5 STAR	FUELL/100KM ADR COMB	TOW CAPACITY	TOW BALL RATING	TOWING ABILITY	OFF ROAD ABILITY	OZROAMER RATING /20
Warranty 3yr / Unlimited Km 3yr Roadside Assistance									
320 @ 2,500	5 Star	137	3 1/2 Star	5.2L	1800kg	180kg	5	4	9
280 @ 4,200	5 Star	174	3 1/2 Star	7.3L	1800kg	180kg	6	4	10
300 @ 4,900	5 Star	179	3 1/2 Star	7.7L	1800kg	180kg	6	4	10
Warranty 3yr / Unlimited Km 3yr Roadside Assistance									
350 @ 1,750	5 Star	184	3 1/2 Star	7.0L	2,000kg	200kg	7	4	11
350 @ 1,500	5 Star	197	3 1/2 Star	8.5L	2,000kg	200kg	7	4	11
500 @ 1,500	5 Star	199	3 1/2 Star	7.5L	2,000kg	200kg	7	4	11
Warranty 3yr / Unlimited Km 3yr Roadside Assistance									
550 @ 1,750	4 Star	205	2 1/2 Star	7.8L	3,200kg	300kg	8	4	12
440 @ 2,900	4 Star	249	3 Star	10.7L	3,200kg	300kg	8	4	12
800 @ 1,750	4 Star	242	2 1/2 Star	9.2L	3,500kg	300kg	8	4	12
1,000 @ 1,750	4 Star	298	2 Star	11.3L	3,500kg	300kg	8	4	12
Warranty 3yr / Unlimited Km 3yr Roadside Assistance									
380 @ 1,750	5 Star	145	3 1/2 Star	5.5L	2,000kg	200kg	7	4	11
350 @ 1,250	5 Star	182	3 1/2 Star	7.8L	2,000kg	200kg	7	4	11
Warranty 3yr / Unlimited Km 3yr Roadside Assistance									
380 @ 1,750	5 Star	147	3 1/2 Star	5.6L	2,400kg	240kg	8	4	12
270 @ 1,250	5 Star	175	4 Star	7.5L	2,400kg	240kg	8	4	12
310 @ 2,600	5 Star	175	4 Star	7.5L	2,400kg	240kg	8	4	12
560 @ 1,500	5 Star	159	3 1/2 Star	6L	2,400kg	240kg	8	4	12
Warranty 3yr / Unlimited Km 3yr Roadside Assistance									
540 @ 1,750	5 Star	195	3 1/2 Star	7.4L	2,700kg	270kg	8	4	12
400 @ 1,200	5 Star	236	3 1/2 Star	10.1L	2,700kg	270kg	8	4	12
600 @ 1,500	5 Star	198	3 1/2 Star	7.5L	2,700kg	270kg	8	4	12
600 @ 1,750	5 Star	292	3 Star	12.5L	2,700kg	270kg	8	4	12
Warranty 3yr / 100,000 Km 3yr Roadside Assistance									
314 @ 4,000	N/A	224	3 Star	12.4L	2,270kg	227kg	7	5	12
Warranty 3yr / 100,000 Km 1yr Roadside Assistance									
440 @ 1,900	5 Star	236	2 1/2 Star	9.0L	2,700kg	270kg	8	6	14
Warranty 3yr / 100,000 Km 1yr Roadside Assistance									
375 @ 1,500	5 Star	216	2 1/2 Star	8.1L	3,500kg	350kg	7	8	15
470 @ 1,500	5 Star	246	2 Star	9.4L	3,500kg	350kg	9	8	17
470 @ 1,500	5 Star	246	2 Star	9.4L	3,500kg	350kg	9	8	17

OZROAMER BUYERS GUIDE

	PRICE	DRIVE TRAIN	FUEL	ENGINE	TRANSMISSION	POWER KW/RPM
Holden Series II Captiva						
Captiva 7 LX	\$46,794	AWD	P	3.0L V6	6 Speed Auto	190 @ 6,900
Captiva 7 CX	\$43,704	AWD	D	2.2L CRD 4 Cyl	6 Speed Auto	135 @ 3,800
Holden Colorado						
Colorado 4X4 CC LX	\$51,147	4WD	D	2.8L CRD 4 Cyl	6 Speed Auto	132 @ 3,800
Colorado 4X4 CC LTZ	\$56,922	4WD	D	2.8L CRD 4 Cyl	6 Speed Auto	132 @ 3,800
Honda CRV						
CRV Sport	\$36,324	AWD	P	2.4L 4 Cyl	6 Speed man	125 @ 5,800
CRV Luxury	\$42,813	AWD	P	2.4L 4 Cyl	5 Speed Auto	125 @ 5,800
Hyundai ix35						
ix35 2.4 Elite	\$36,450	AWD	P	2.4L 4 Cyl	6 Speed Auto	130 @ 6,000
ix35 2.2 Highlander	\$41,703	AWD	D	2.0L CRDi 4 Cyl	6 Speed Auto	135 @ 4,000
Hyundai Sante Fe						
Sante Fe GDI Active	\$41,085	AWD	P	2.4L GDI 4 cyl	6 Speed man	141 @ 6,300
Sante Fe Highlander	\$54,613	AWD	D	2.2L CRDi 4 Cyl	6 Speed Auto	145 @ 3,800
Isuzu						
D Max LS	\$48,489	4WD	D	3.0L CRD 4 Cyl	5 Speed man	130 @ 3,600
D Max LS-U	\$50,064	4WD	D	3.0L CRD 4 Cyl	5 Speed Auto	130 @ 3,600
Jeep Patriot						
Patriot Sport	\$32,487	4WD	P	2.4L 4 Cyl	5 Speed man	125 @ 6,000
Patriot Limited	\$37,122	4WD	P	2.4L 4 Cyl	CVT Auto	125 @ 6,000
Jeep Wrangler						
Wrangler Sport	\$37,999	4WD	P	3.8L V6	5 Speed Auto	209 @ 6,350
Wrangler Sport Diesel	\$43,371	4WD	D	2.8L CRD 4 Cyl	5 Speed Auto	147 @ 3,600
Wrangler Rubicon	\$49,607	4WD	P	3.8L V6	6 Speed man	209 @ 6,350
Jeep Wrangler Unlimited						
Wrangler Unlimited Sport	\$42,043	4WD	P	3.8L V6	5 Speed Auto	209 @ 6,350
Wrangler Unlimited Sport Diesel	\$47,557	4WD	D	2.8L CRD 4 Cyl	5 Speed Auto	147 @ 3,600
Wrangler Unlimited Rubicon	\$52,807	4WD	P	3.8L V6	6 Speed man	209 @ 6,350
Jeep Cherokee						
Cherokee Sport	\$34,547	4WD	P	3.7L V6	4 Speed Auto	151 @ 5,200
Cherokee Limited Petrol	\$41,757	4WD	D	2.8L CRD 4 Cyl	5 Speed Auto	147 @ 3,600

TORQUE NM/RPM	SAFETY ANCAP 5 STAR	CO2 G/KM	GVG 5 STAR	FUELL/100KM ADR COMB	TOW CAPACITY	TOW BALL RATING	TOWING ABILITY	OFF ROAD ABILITY	OZROAMER RATING /20
Warranty 3yr / Unlimited Km 3yr Roadside Assistance									
288 @ 5,800	4 Star	268	3 Star	11.3L	1,700kg	N/S	6	5	11
400 @ 2,000	4 Star	214	3 Star	8.1L	1,700kg	N/S	6	5	11
Warranty 3yr / Unlimited Km 3yr Roadside Assistance									
440 @ 2,000	5 Star	209	2 1/2 Star	7.8L	3,500kg	350kg	10	8	18
470 @ 2,000	5 Star	212	2 1/2 Star	8.1L	3,500kg	350kg	10	8	18
Warranty 3yr / Unlimited Km									
218 @ 4,200	4 Star	237	3 1/2 Star	10L	1,200kg	120kg	5	4	9
218 @ 4,200	4 Star	237	3 1/2 Star	10L	1,200kg	120kg	5	4	9
Warranty 5yr / Unlimited Km 1yr Roadside Assistance									
227 @ 4,000	5 Star	219	4 Star	9.2L	1,600kg	140kg	6	6	12
392 @ 1,800	5 Star	198	3 1/2 Star	7.5L	1,600kg	140kg	6	6	12
Warranty 5yr / Unlimited Km 1yr Roadside Assistance									
424 @ 4,200	5 Star	209	3 1/2 Star	9.0L	2,500kg	100kg	6	7	13
436 @ 1,800	5 Star	192	3 Star	7.3l	2,000kg	100kg	5	7	12
Warranty 3yr / 100,000 Km yr Roadside Assistance									
380 @ 1,800	4 Star	214	2 1/2 Star	8.1L	3,00kg	300kg	9	8	17
380 @ 1,800	4 Star	214	2 1/2 Star	8.1L	3,00kg	300kg	9	8	17
Warranty 3yr / 100,000 Km 3yr Roadside Assistance									
220 @ 4,500	N/A	196	4 Star	8.5L	1,500kg	150kg	6	5	11
220 @ 4,500	N/A	210	3 1/2 Star	9.1L	1,500kg	150kg	6	5	11
Warranty 3yr / 100,000 Km 3yr Roadside Assistance									
347 @ 4,300	N/A	263	3 1/2 Star	10.4L	1,600kg	160kg	6	9	15
410 @ 2,200	N/A	227	2 1/2 Star	7.7L	1,600kg	160kg	6	9	15
347 @ 4,300	N/A	283	3 1/2 Star	11.8L	1,600kg	160kg	6	10	16
Warranty 3yr / 100,000 Km 3yr Roadside Assistance									
347 @ 4,300	N/A	256	3 1/2 Star	11.7L	2,300kg	170kg	7	9	16
410 @ 2,200	N/A	227	2 1/2 Star	7.7L	2,300kg	170kg	7	9	16
347 @ 4,300	N/A	288	3 1/2 Star	12.1L	2,300kg	170kg	7	10	17
Warranty 3yr / 100,000 Km 3yr Roadside Assistance									
314 @ 4,000	N/A	293	3 Star	12.4L	2,270kg	270kg	7	8	15
460 @ 1,600	N/A	206	2 1/2 Star	8.9L	2,279kg	270kg	7	8	15

OZROAMER BUYERS GUIDE

	PRICE	DRIVE TRAIN	FUEL	ENGINE	TRANSMISSION	POWER KW/RPM
Jeep Grand Cherokee						
Grand Cherokee Laredo	\$50,047	4WD	P	3.6L V6	5 Speed Auto	210 @ 6,350
Grand Cherokee Overland	\$76,561	4WD	D	5.7L V6	5 Speed Auto	177 @ 4,000
KIA Sportage						
Sportage SLI	\$37,009	AWD	P	2.4L 4 Cyl	6 Speed Auto	130 @ 6,000
Sportage Platinum	\$45,249	AWD	D	2.0L CRDi 4 Cyl	6 Speed Auto	135 @ 4,000
KIA Sorento						
Sorento SLI	\$48,357	AWD	D	2.2L CRDi 4 Cyl	6 Speed Auto	145 @ 3,800
Sorento Platinum	\$55,077	AWD	D	2.2L CRDi 4 Cyl	6 Speed Auto	145 @ 3,800
Land Rover Freelander 2						
Freelander 2 TD4	\$50,566	AWD	D	2.2L TD 4 Cyl	6 Speed man	110 @ 4,000
Freelander 2 XS	\$55,816	AWD	P	3.2L I6 Cyl	6 Speed Auto	171 @ 6,300
Freelander 2 HSE	\$72,475	AWD	D	2.2L DT 4 Cyl	6 Speed Auto	140 @ 3,500
Land Rover Defender						
Defender 90	\$50,566	4WD	D	2.4L DT 4 Cyl	6 Speed man	90 @ 3,500
Defender 110	\$55,501	4WD	D	2.4L DT 4 Cyl	6 Speed man	90 @ 3,500
Land Rover Discovery 4						
Discovery 4 TDV6	\$76,091	4WD	D	2.7L TD V6	6 Speed Auto	140 @ 4,000
Discovery 4 SDV6 HSE	\$104,126	4WD	D	3.0L TD V6	6 Speed Auto	180 @ 4,000
Discovery 4 V8	\$140,141	4WD	P	5.0L V8	6 Speed Auto	276 @ 6,500
Lexus RX						
RX 350 Sport Luxury	\$102,187	AWD	P	3.5L V6	6 Speed Auto	204 @ 6,200
RX 450h Sport Luxury	\$109,537	AWD	P	3.6L V6 Hybrid	CVT Auto	183 @ 6,000
Lexus LX						
LX 570 Sport Luxury	\$151,012	4WD	P	5.7L V8	6 Speed Auto	270 @ 5,600
Mazda CX5						
CX5 Maxx Sport	\$40,079	AWD	P	2.0L 4 Cyl	6 Speed Auto	113 @ 6,000
CX5 Grand Touring	\$51,114	AWD	D	2.2L D 4 Cyl	6 Speed Auto	129 @ 4,500
Mazda BT-50						
BT-50 XT	\$45,274	4WD	D	3.L DT 4 Cyl	6 Speed man	147 @ 3,000
BT-50 GT	\$54,814	4WD	D	3.0L DT 4 Cyl	6 Speed Auto	147 @ 3,000

TORQUE NM/RPM

SAFETY ANCAP
5 STAR

CO2 G/KM

GVG 5 STAR

FUELL/100KM
ADR COMB

TOW CAPACITY

TOW BALL RATING

TOWING ABILITY

OFF ROAD ABILITY

OZROAMER
RATING /20

Warranty 3yr / 100,000 Km 3yr Roadside Assistance

347 @ 4,300	4 Star	265	3 star	11.4L	2,260kg	227kg	8	9	17
550 @ 1,800	4 Star	327	3 star	8.3L	3,500kg	350kg	10	9	19

Warranty 5yr / Unlimited Km

227 @ 4,000	5 Star	221	4 Star	9.2L	1,600kg	200kg	7	6	13
392 @ 1,800	5 Star	198	3 1/2 Star	7.5L	1,600kg	200kg	7	6	13

Warranty 5yr / Unlimited Km

422 @ 1,800	5 Star	177	3 Star	6.7L	2,500kg	120kg	6	7	13
436 @ 1,800	5 Star	249	3 Star	7.4L	2,000kg	120kg	6	7	13

Warranty 3yr / 100,000 Km 3yr Roadside Assistance

420 @ 1,750	5 Star	174	3 Star	6.6L	2,000kg	200kg	7	8	15
317 @ 3,200	5 Star	255	3 Star	10.7L	2,000kg	200kg	7	8	15
420 @ 1,750	5 Star	185	3 Star	7.0L	2,000kg	200kg	7	8	15

Warranty 3yr / 100,000 Km 3yr Roadside Assistance

360 @ 2,000	N/A	295	2 Star	10.0L	3,500kg	250kg	8	10	18
360 @ 2,000	N/A	291	2 Star	11.0L	3,500kg	250kg	8	10	18

Warranty 3yr / 100,000 Km 3yr Roadside Assistance

440 @ 1,900	4 Star	270	2 Star	10.2L	3,500kg	350kg	10	10	20
600 @ 2,000	4 Star	244	2 1/2 Star	9.3L	3,500kg	350kg	10	10	20
510 @ 3,500	4 Star	324	2 1/2 Star	13.9L	3,500kg	350kg	10	10	20

Warranty 4yr / 100,000 Km 4yr Roadside Assistance

346 @ 4,700	N/A	254	3 Star	10.8L	1,400kg	140kg	6	3	9
317 @ 4,800	N/A	150	5 Star	6.4L	1,500kg	150kg	6	3	9

Warranty 4yr / 100,000 Km 4yr Roadside Assistance

530 @ 3,200	4 Star	350	2 1/2 Star	14.8L	3,500kg	350kg	10	10	20
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Warranty 3yr / 100,000 Km

198 @ 4,000	5 Star	148	4 Star	6.9L	1,800kg	150kg	7	6	13
420 @ 2,000	5 Star	149	3 1/2 Star	5.7L	1,800kg	150kg	7	6	13

Warranty 3yr / 100,000 Km

470 @ 1,750	5 Star	235	2 1/2 Star	8.9L	3,500kg	350kg	9	8	17
470 @ 1,750	5 Star	246	2 1/2 Star	9.2L	3,500kg	350kg	9	8	17

OZROAMER BUYERS GUIDE

	PRICE	DRIVE TRAIN	FUEL	ENGINE	TRANSMISSION	POWER KW/RPM
Mercedes Benz ML						
ML 250 BlueTEC	\$89,327	AWD	D	2.1L CDi 4 Cyl	7 Speed Auto	150 @ 4,000
ML 350 Blue EFFICIENCY	\$108,220	AWD	P	3.5L V6	7 Speed Auto	190 @ 6,000
ML 350 BlueTEC	\$108,220	AWD	D	3.0L CDi V6	7 Speed Auto	170 @ 3,800
ML 500	\$129,221	AWD	P	5.5L V8	7 Speed Auto	300 @ 6,000
Mercedes Benz GL						
GL 350 CDI L	\$142,967	4WD	D	3.0L CDi V6	7 Speed Auto	195 @ 3,800
GL 450 CDi	\$183,617	4WD	D	4.0L CDi V8	7 Speed Auto	225 @ 3,600
GL 500 L	\$187,180	4WD	P	5.5L V8	7 Speed Auto	285 @ 6,000
Mercedes Benz G						
G 350 BlueTEC	\$173,091	4WD	D	3.0L BlueTEC V6	7 Speed Auto	155 @ 3,400
G 55 AMG	\$232,207	4WD	P	5.5L V8	5 Speed Auto	373 @ 6,100
MINI Countryman						
Cooper D ALL4 Countryman	\$45,110	AWD	P	1.6L 4 cyl	6 Speed man	82 @ 4,000
Mitsubishi ASX						
ASX 4WD Aspire	\$39,201	AWD	D	1.8L TD 4 Cyl	6 Speed man	110 @ 4,000
ASX 4WD Aspire	\$349,791	AWD	P	2.0L 4 Cyl	CVT Auto	110 @ 6,000
Mitsubishi Outlander						
Outlander XLS	\$45,285	AWD	P	2.4L 4 Cyl	CVT Auto	125 @ 6,000
Outlander VRX	\$57,714	AWD	P	3.0L V6	6 Speed Auto	169 @ 6,250
Mitsubishi Challenger						
Challenger LS	\$50,679	4WD	D	2.5L DiD 4 Cyl	5 Speed man	131 @ 4,000
Challenger XLS	\$63,120	4WD	D	2.5L DiD 4 Cyl	5 Speed Auto	131 @ 4,000
Mitsubishi Pajero						
Pajero GLS	\$66,391	4WD	D	3.2L DiD 4 Cyl	5 Speed man	147 @ 3,800
Pajero Exceed	\$84,118	4WD	D	3.2L DiD 4 Cyl	5 Speed man	147 @ 3,800
Mitsubishi Triton						
Triton GLX	\$46,825	4WD	D	2.5L DiD 4 Cyl	5 Speed man	131 @ 4,000
Triton GLXR	\$56,979	4WD	D	2.5L DiD 4 Cyl	5 Speed Auto	131 @ 4,000
Nissan Pathfinder						
Pathfinder STL	\$61,057	4WD	D	2.5I TD 4 Cyl	6 Speed man	140 @ 4,000
Pathfinder TI 550	\$82,067	4WD	P	3.0L TD V6	7 Speed Auto	170 @ 3,750

TORQUE NM/RPM	SAFETY ANCAP 5 STAR	CO2 G/KM	GVG 5 STAR	FUELL/100KM ADR COMB	TOW CAPACITY	TOW BALL RATING	TOWING ABILITY	OFF ROAD ABILITY	OZROAMER RATING /20
Warranty 3yr / Unlimited Km 3yr Roadside Assistance									
500 @ 1,400	5 Star	168	3 Star	6.4L	3,500kg	225kg	7	7	14
620 @ 2,400	5 Star	198	3 1/2 Star	7.3L	3,500kg	225kg	7	7	14
540 @ 1,600	5 Star	249	3 Star	9.5L	3,500kg	225kg	7	7	14
600 @ 2,800	5 Star	287	3 1/2 Star	12.9L	3,500kg	225kg	7	7	14
Warranty 3yr / Unlimited Km 3yr Roadside Assistance									
620 @ 1,600	5 Star	242	3 Star	9.2L	3,500kg	273kg	8	8	16
700 @ 2,000	5 Star	313	2 Star	11.8L	3,500kg	273kg	8	8	16
530 @ 2,800	5 Star	322	3 1/2 Star	13.5L	3,500kg	273kg	8	8	16
Warranty 3yr / Unlimited Km 3yr Roadside Assistance									
540 @ 1,600	N/A	295	2 1/2 Star	11.2L	2,850kg	285kg	7	8	15
700 @ 2,750	N/A	372	3 Star	15.9L	3,500kg	350kg	10	8	18
Warranty 3yr / Unlimited Km 3yr Roadside Assistance									
270 @ 1,750	5 Star	129	3 1/2 Star	5.3L	N/S	N/S		4	4
Warranty 5yr / 100,000 Km 5yr Roadside Assistance									
300 @ 2,000	5 Star	155	3 1/2 Star	5.9L	1,050kg	105kg	5	5	10
197 @ 4,200	5 Star	192	3 1/2 Star	8.1L	1,050kg	105kg	5	5	10
Warranty 5yr / 100,000 Km 5yr Roadside Assistance									
226 @ 4,100	4 Star	222	3 Star	9.3L	1,500kg	150kg	6	6	12
291 @ 3,750	4 Star	247	3 1/2 Star	10.4L	1,600kg	160kg	6	6	12
Warranty 5yr / 100,000 Km 5yr Roadside Assistance									
400 @ 2,000	4 star	219	2 1/2 Star	8.3L	3,000kg	300kg	8	9	17
350 @ 1,800	4 Star	259	2 1/2 Star	9.8L	3,000kg	300kg	8	9	17
Warranty 5yr / 100,000 Km 5yr Roadside Assistance									
441 @ 2,000	4 Star	239	2 1/2 Star	9.0L	3,000kg	250kg	7	10	17
441 @ 2,000	4 Star	239	2 1/2 Star	9.0L	3,000kg	250kg	7	10	17
Warranty 5yr / 100,000 Km 5yr Roadside Assistance									
400 @ 2,000	4 Star	215	2 1/2 Star	9.3L	3,000kg	300kg	8	8	16
350 @ 1,800	4 Star	217	2 1/2 Star	9.6L	3,000kg	300kg	8	8	16
Warranty 3yr / 100,000 Km 3yr Roadside Assistance									
450 @ 2,000	4 Star	224	2 1/2 Star	8.5L	3,000kg	300kg	8	7	15
550 @ 1,750	4 Star	246	2 1/2 Star	9.3L	3,000kg	300kg	8	7	15

OZROAMER BUYERS GUIDE

	PRICE	DRIVE TRAIN	FUEL	ENGINE	TRANSMISSION	POWER KW/RPM
Nissan X-Trail						
X-Trail STL	\$42,253	4WD	P	2.5L 4 Cyl	CVT Auto	125 @ 6,000
X-Trail TL	\$49,220	4WD	D	2.0L TD 4 Cyl	6 Speed Auto	127 @ 3,750
Nissan Patrol						
Patrol TI	\$76,292	4WD	D	3.0L TD 4 Cyl	5 Speed man	118 @ 3,200
Patrol TI	\$79,442	4WD	P	4.8L 6 Cyl	5 Speed Auto	185 @ 4,800
Nissan Patrol Cab Chassis						
Patrol Cab Chassis ST	\$61,093	4WD	D	3.0L TD 4 Cyl	5 Speed man	118 @ 3,400
Nissan Navara						
Navara STX	\$61,582	4WD	D	3.0L V6	7 Speed Auto	170 @ 3,750
Navara STX 550	\$67,882	4WD	D	3.0L V6	7 Speed Auto	170 @ 3,750
Peugeot 4007						
4007 HDI	\$42,983	AWD	D	2.2L TD 4 Cyl	6 Speed DSG	115 @ 4,000
Porsche Cayenne						
Cayenne	\$120,291	4WD	P	3.6L V6 Cyl	8 Speed Auto	220 @ 6,300
Cayenne Diesel	\$121,341	4WD	D	3.0L TD 6 Cyl	8 Speed Auto	180 @ 4,000
Cayenne S	\$164,961	4WD	P	4.8L V8	8 Speed Auto	294 @ 6,500
Range Rover Sport						
Sport SDV6	\$111,043	4WD	D	3.0L TTD 4 Cyl	6 Speed Auto	180 @ 4,000
Sport V8 Luxury	\$151,993	4WD	P	5.0L V8	6 Speed Auto	276 @ 6,500
Sport V8 Super Charge	\$174,568	4WD	P	5.0L V8 SC	6 Speed Auto	375 @ 6,500
Range Rover Vogue						
Vogue TDV8 Luxury	\$189,700	4WD	D	4.4L TD V8	8 Speed Auto	230 @ 4,000
Vouge V8	\$165,754	4WD	P	5.0L V8	6 Speed Auto	276 @ 6,500
Vouge Autobiography	\$253,434	4WD	P	5.0L V8 SC	6 Speed Auto	375 @ 6,500
Renault Koleos						
Koleos Privilege	\$48,634	AWD	P	2.5L 4 cyl	CVT Auto	126 @ 6,000
Skoda Octavia Scout						
Octavia Scout	\$44,703	AWD	D	2.0L TD 4 Cyl	6 Speed man	103 @ 4,200
Ssangyong Actyon Sport						
Actyon Sport Ute Tradie	\$31,490	4WD	D	2.0L TD 4 Cyl	6 Speed man	114 @ 3,400
Actyon Sport Ute SPR	\$32,990	4WD	D	2.0L TD 4 Cyl	6 Speed Auto	104 @ 4,000

TORQUE NM/RPM	SAFETY ANCAP 5 STAR	CO2 G/KM	GVG 5 STAR	FUEL L/100KM ADR COMB	TOW CAPACITY	TOW BALL RATING	TOWING ABILITY	OFF ROAD ABILITY	OZROAMER RATING /20
Warranty 3yr / 100,000 Km 3yr Roadside Assistance									
226 @ 4,400	4 Star	214	3 1/2 Star	9.1L	2,000kg	200kg	7	7	14
360 @ 2,000	4 Star	191	3 1/2 Star	7.2 L	2,000kg	200kg	7	7	14
Warranty 3yr / 100,000 Km 3yr Roadside Assistance									
380 @ 2,000	3 Star	288	1 1/2 Star	10.9L	3,200kg	320kg	8	10	18
420 @ 3,600	3 Star	393	1 1/2 Star	16.4L	3,500kg	350kg	10	10	20
Warranty 3yr / 100,000 Km 3yr Roadside Assistance									
380 @ 2,400	3 Star	329	1 1/2 Star	12.5L	3,200kg	320kg	9	9	18
Warranty 3yr / 100,000 Km 3yr Roadside Assistance									
550 @ 1,750	4 Star	246	2 1/2 Star	8.5L	3,000kg	300kg	8	8	16
550 @ 1,750	4 Star	246	2 1/2 Star	8.5L	3,000kg	300kg	8	8	16
Warranty 3yr / 100,000 Km 3yr Roadside Assistance									
380 @ 2,000	N/A	192	3 1/2 Star	7.3L	2,000kg	160kg	7	6	13
Warranty 3yr / Unlimited Km 3yr Roadside Assistance									
400 @ 3,000	N/A	236	3 Star	9.9L	3,500kg	N/S	8	8	16
550 @ 2,000	N/A	189	3 1/2 Star	7.4L	3,500kg	N/S	8	8	16
500 @ 3,500	N/A	251	3 Star	10.7L	3,500kg	N/S	8	8	16
Warranty 3yr / 100,000 Km 3yr Roadside Assistance									
600 @ 2,000	4 Star	243	2 1/2 Star	9.2 L	3,500kg	350kg	10	8	18
510 @ 3,500	4 Star	324	2 1/2 Star	13.9L	3,500kg	350kg	10	8	18
625 @ 5,500	4 Star	348	2 1/2 Star	14.9L	3,500kg	350kg	10	8	18
Warranty 3yr / 100,000 Km 3yr Roadside Assistance									
700 @ 3,000	4 Star	253	2 1/2 Star	9.4L	3,500kg	350kg	10	10	20
510 @ 3,500	4 Star	326	2 1/2 Star	14.0L	3,500kg	350kg	10	10	20
625 @ 5,500	4 Star	348	2 1/2 Star	14.9L	3,500kg	250kg	8	8	16
Warranty 5yr / Unlimited Km 5yr Roadside Assistance									
226 @ 4,400	5 Star	228	3 1/2 Star	9.5L	2,000kg	160kg	6	6	12
Warranty 3yr / Unlimited Km 3yr Roadside Assistance									
320 @ 2,500	4 Star	160	3 1/2 Star	6.1L	1,600kg	75kg	4	6	10
Warranty 3yr / 100,000 Km 3yr Roadside Assistance									
360 @ 1,500	4 Star	225	2 1/2 Star	8.5L	2,300kg	230kg	7	6	13
310 @ 2,700	4 Star	225	2 1/2 Star	8.5L	2,300kg	230kg	7	6	13

OZROAMER BUYERS GUIDE

	PRICE	DRIVE TRAIN	FUEL	ENGINE	TRANSMISSION	POWER KW/RPM
Ssangyong Rexton						
Rexton RX270 Xdi	\$39,990	AWD	D	2.7L TD 4 Cyl	5 Speed Auto	125 @ 4,000
Ssangyong Korando						
Korando SX	\$32,990	AWD	D	2.0L DT 4 Cyl	6 Speed man	129 @ 4,000
Subaru Forester						
Forester XT	\$44,185	AWD	P	2.5L H 4 Cyl	5 Speed man	169 @ 5,200
Forester S-Edition	\$55,813	AWD	P	2.5L TH 4 Cyl	5 Speed Auto	193 @ 6,000
Forester 2.0 D	\$40,718	AWD	D	2.0L TDH 4 Cyl	6 Speed man	108 @ 3,600
Subaru Outback						
Outback 2.5i Premium	\$47,275	AWD	P	2.5L H 4 Cyl	6 Speed man	123 @ 5,600
Outback 3.6 R Premium SN	\$63,023	AWD	P	3.6L H 6	5 Speed Auto	191 @ 5,600
Outback 2.0 Diesel	\$45,353	AWD	D	2.0L TDH 4 Cyl	6 Speed man	110 @ 3,600
Suzuki Jimny Sierra						
Jimny Sierra	\$18,990	4WD	P	1.3L 4 Cyl	4 Speed man	62 @ 6,000
Jimny Sierra	\$20,990	4WD	P	1.3L 4 Cyl	4 Speed Auto	62 @ 6,000
Suzuki Grand Vitara						
Grand Vitara 3 door	\$23,990	4WD	P	2.4L 4 Cyl	5 Speed man	122 @ 6,000
Grand Vitara Sport	\$34,490	4WD	P	2.4L 4 Cyl	5 Speed man	122 @ 6,000
Grand Vitara Diesel	\$38,990	4WD	D	1.9L TD 4 Cyl	5 Speed man	95 @ 3,750
Toyota Rav 4						
Rav 4 Cruiser	\$37,901	AWD	P	2.4L 4 Cyl	5 Speed man	125 @ 6,000
Rav 4 Cruiser L	\$49,407	AWD	P	2.4L 4 Cyl	4 Speed Auto	125 @ 6,000
Rav 4 ZR6	\$54,657	AWD	P	3.5L V6	5 Speed Auto	201 @ 6,200
Toyota FJ Cruiser						
FJ Cruiser	\$5,092	4WD	P	4.0L 6 Cyl	5 Speed Auto	200 @ 5,600
Toyota Kluger						
Kluger KXR	\$48,882	AWD	P	3.5L V6	5 Speed Auto	201 @ 2,600
Kluger Grande	\$71,536	AWD	P	3.5L V6	5 Speed Auto	201 @ 2,600
Toyota Prado						
Pardo ZR 3 Door	\$74,156	4WD	D	3.0L DiD 4 Cyl	5 Speed Auto	127 @ 3,400
Prado GXL	\$66,806	4WD	P	4.0L V6	6 Speed man	202 @ 5,600
Prado Kakadu	\$99,356	4WD	D	3.0L DiD 4 Cyl	5 Speed Auto	127 @ 3,400

TORQUE NM/RPM	SAFETY ANCAP 5 STAR	CO2 G/KM	GVG 5 STAR	FUEL L/100KM ADR COMB	TOW CAPACITY	TOW BALL RATING	TOWING ABILITY	OFF ROAD ABILITY	OZROAMER RATING /20
Warranty 3yr / 100,000 Km 3yr Roadside Assistance									
340 @ 2,400	N/A	242	2 1/2 Star	9.1L	2,300kg	230kg	7	7	14
Warranty 3yr / 100,000 Km 3yr Roadside Assistance									
360 @ 3,000	N/A	169	N/A	6.4L	2,000kg	203kg	6	6	12
Warranty 3yr / Unlimited Km 3yr Roadside Assistance									
320 @ 2,800	5 Star	248	3 1/2 Star	10.5L	1,600kg	160kg	6	7	13
347 @ 4,800	5 Star	248	3 1/2 Star	10.5L	1,600kg	160kg	6	7	13
350 @ 2,400	5 Star	268	3 1/2 Star	6.4L	1,600kg	160kg	6	7	13
Warranty 3yr / Unlimited Km 3yr Roadside Assistance									
229 @ 4,000	5 Star	209	3 1/2 Star	8.9L	1,500kg	150kg	6	6	12
350 @ 4,400	5 Star	242	3 1/2 Star	10.3L	1,800kg	180kg	7	6	13
350 @ 2,400	5 Star	168	3 1/2 Star	6.4L	1,700kg	170kg	7	6	13
Warranty 3yr / 100,000 Km									
110 @ 4,100	N/A	174	3 1/2 Star	7.3L	1,300kg	75kg	4	9	13
110 @ 4,100	N/A	184	3 1/2 Star	7.8L	1,300kg	75kg	4	9	13
Warranty 3yr / 100,000 Km									
225 @ 4,000	4 Star	209	3 1/2 Star	8.8L	1,600kg	75kg	4	9	13
225 @ 4,000	4 Star	209	3 1/2 Star	8.8L	1,850kg	150kg	6	8	14
300 @ 2,000	4 Star	195	3 1/2 Star	7.6L	1,850kg	150kg	6	8	14
Warranty 3yr / 100,000 Km 3yr Roadside Assistance									
224 @ 4,000	4 Star	213	3 1/2 Star	9.1L	1,500kg	150kg	6	6	12
224 @ 4,000	4 Star	213	3 1/2 Star	9.1L	1,500kg	150kg	6	6	12
330 @ 4,700	4 Star	246	3 1/2 Star	10.5L	1,900kg	190kg	7	6	13
Warranty 3yr / 100,000 Km 3yr Roadside Assistance									
380 @ 4,400	N/A	197	3 1/2 Star	11.4L	2,250kg	225kg	7	10	17
Warranty 3yr / 100,000 Km 3yr Roadside Assistance									
337 @ 4,700	5 Star	271	3 Star	11.6L	2,000kg	200kg	7	6	13
337 @ 4,700	5 Star	271	3 Star	11.6L	2,000kg	200kg	7	6	13
Warranty 3yr / 100,000 Km 3yr Roadside Assistance									
410 @ 2,800	4 Star	225	2 1/2 Star	8.3L	3,000kg	250kg	8	10	18
381 @ 4,400	4 Star	306	3 Star	13.0L	2,500kg	250kg	7	10	17
410 @ 2,800	4 Star	225	2 1/2 Star	8.5L	2,500kg	250kg	7	10	17

OZROAMER BUYERS GUIDE

	PRICE	DRIVE TRAIN	FUEL	ENGINE	TRANSMISSION	POWER KW/RPM
Toyota Landcruiser 200						
Landcruiser 200 GXL	\$91,078	4WD	P	4.7L V8	5 Speed Auto	228 @ 5,400
Landcruiser 200 Sahara	\$127,828	4WD	D	4.5L DiD V8	6 Speed Auto	195 @ 3,400
Toyota Hilux						
Hilux SR	\$46,468	4WD	D	3.0L TD 4 Cyl	5 Speed man	126 @ 3,600
Hilux SR5	\$58,521	4WD	D	3.0L TD 4 Cyl	4 Speed Auto	126 @ 3,600
Hilux SR5	\$58,521	4WD	P	4.0L 6 Cyl	4 Speed Auto	175 @ 5,200
Toyota Landcruiser 70						
Landcruiser 70 GXL Dual Cab Chassis	\$74,321	4WD	D	4.5L TD V8	5 Speed man	151 @ 3,400
Landcruiser 70 GXL Wagon	\$70,271	4WD	D	4.5L TD 4 Cyl	5 Speed man	151 @ 3,400
Volkswagen Tiguan						
Tiguan 103 TDi	\$40,704	AWD	D	2.0L TD 4 Cyl	6 Speed man	103 @ 4,200
Tiguan 132 Tsi	\$40,704	AWD	P	2.0L TSi 4 Cyl	6 Speed Auto	132 @ 4,300
Volkswagen Amarok						
Amarok Highline	\$56,502	AWD	D	2.0L TDi 4 Cyl	6 Speed man	120 @ 4,000
Volvo XC60						
XC60 T5	\$61,540	AWD	P	2.0L T 4 Cyl	6 Speed DSG	177 @ 5,500
XC60 D5	\$68,890	AWD	D	2.4L TD 5 Cyl	6 Speed Auto	158 @ 4,000
XC60 T6	\$75,596	AWD	P	3.0L T 6 Cyl	6 Speed Auto	224 @ 5,600
Volvo XC70						
XC70 3.2	\$69,831	AWD	P	3.2L T 6 cyl	6 Speed Auto	179 @ 6,400
XC70 D5	\$70,466	AWD	D	2.4L TD 5 Cyl	6 Speed Auto	158 @ 4,000
Volvo XC90						
XC90 3.2	\$79,795	AWD	P	3.2L T 6 cyl	6 Speed Auto	179 @ 6,400
XC90 D5	\$83,471	AWD	D	2.4L TD 5 Cyl	6 Speed Auto	147 @ 3,900

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. **The price is the recommended drive away price based on a metropolitan Sydney location. It will vary depending upon your location and dealer circumstances and options fitted. All information is believed to be correct at the time of printing. However you should make your own enquiries

TORQUE NM/RPM	SAFETY ANCAP 5 STAR	CO2 G/KM	GVG 5 STAR	FUEL L/100KM ADR COMB	TOW CAPACITY	TOW BALL RATING	TOWING ABILITY	OFF ROAD ABILITY	OZROAMER RATING /20
Warranty 3yr / 100,000 Km 3yr Roadside Assistance									
439 @ 3,400	4 Star	313	2 1/2 Star	14.5L	3,500kg	350kg	10	10	20
650 @ 2,600	4 Star	273	2 Star	10.3L	3,500kg	350kg	10	10	20
Warranty 3yr / 100,000 Km 3yr Roadside Assistance									
343 @ 3,400	4 Star	214	2 1/2 Star	8.1L	2,500kg	250kg	7	8	15
343 @ 3,400	4 Star	214	2 1/2 Star	8.1L	2,500kg	250kg	7	8	15
343 @ 4,800	4 Star	299	3 Star	12.6L	2,500kg	250kg	7	8	15
Warranty 3yr / 100,000 Km 3yr Roadside Assistance									
430 @ 3,200	3 Star	304	2 Star	11.5L	3,500kg	350kg	10	10	20
430 @ 3,200	4 Star	304	2 Star	11.5L	3,500kg	350kg	10	10	20
Warranty 3yr / Unlimited Km 3yr Roadside Assistance									
320 @ 2,500	5 Star	156	3 1/2 Star	6.5L	2,000kg	100kg	4	5	9
280 @ 1,700	5 Star	205	3 1/2 Star	8.8L	2,000kg	100kg	4	5	9
Warranty 3yr / Unlimited Km 3yr Roadside Assistance									
400 @ 2,500	5 Star	209	3 Star	7.9L	3,000kg	300kg	7	6	13
Warranty 3yr / Unlimited Km 3yr Roadside Assistance									
320 @ 5,000	5 Star	198	3 1/2 Star	8.7L	1,800kg	150kg	6	6	12
440 @ 1,500	5 Star	179	2 1/2 Star	6.8L	2,000kg	150kg	6	6	12
440 @ 4,800	5 Star	249	3 1/2 Star	10.5L	2,000kg	150kg	6	6	12
Warranty 3yr / Unlimited Km 3yr Roadside Assistance									
320 @ 3,200	5 Star	254	3 1/2 Star	10.6L	1,800kg	150kg	6	6	12
440 @ 1,500	5 Star	188	3 1/2 Star	6.9L	2,100kg	150kg	6	6	12
Warranty 3yr / Unlimited Km 3yr Roadside Assistance									
320 @ 3,200	5 Star	254	3 1/2 Star	11.6L	2,250kg	180Kg	6	6	12
420 @ 1,900	5 Star	253	2 1/2 Star	9.6L	2,250kg	180Kg	6	6	12

and satisfy yourself of any information contained above before acting on it. OzRoamer Publications, OzRoamer Pty. Ltd. and Auto Alliance Group Pty. Ltd accepts no responsibility or liability for the information contained within. Safety Star Ratings are from www.ancap.com.au GVG Star ratings are from www.greenvehicleguide.gov.au Ratings may differ to the articles as they are written by different authors. Some Manufacturers eg: Nissan, require you to reduce the vehicles GVM for maximum tow ball rating.



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