

OZ ROAMER

4WD & SUV

GUIDE 2011

**TOWING
TIPS**

**OVER 35
4WD & SUV
REVIEWS**



**OUTBACK
TRAVEL TIPS**

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

**POWER VS. TORQUE
WHAT'S BETTER?**

**UPCOMING
MODELS**

**THE DIFFERENCE
BETWEEN AWD
AND 4WD**

SHIFT. the way you move



Nissan Pathfinder. Find your own path.

Ti model shown

There's no better way to find your own path than with a Nissan Pathfinder. And we've filled it up for you. To start with there's the upgraded 2.5 litre turbo-diesel engine that produces an awesome 140kW of power and 450Nm of torque.

*iPod is a registered trade mark of Apple Inc.

That gives you a 3,000kg braked towing capacity. It also gives you reduced fuel consumption and emissions. All models feature Bluetooth®, the versatility of 7 seats, and the additional safety of Vehicle Dynamic Control (VDC).

The ST-L model offers 6 airbags, Intelligent Key, leather seat trim, reversing sensors, plus heated and electrically adjustable front seats with driver seat memory. While the top of the line Ti adds Sat Nav, reversing camera, music box

hard drive and full iPod* connectivity. So whether your path leads to the beach, the mountains or the outback, make your first trip to nissan.com.au/pathfinder or your Nissan Dealer.

FROM THE EDITOR

Welcome to the first edition of OzRoamer 4WD & SUV Guide. 2011 has seen the continued growth of the 4WD & SUV market after the GFC. Buyers are moving to the SUV styled vehicle in seemingly unstoppable numbers for a variety of reasons.

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 mega expensive Range Rover Autobiography. There is something for everyone to read and enjoy.

It remains to be seen what effect the devastating Tsunami in Japan will have on the automotive industry, as the area that was affected is a major componentry supplier to the world's manufacturers.

Well enough of my ramblings, I hope you enjoy this issue of 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.

Happy days and cheers!

Rob Fraser

Editor

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OzRoamer 4WD & SUV Guide is published by Auto Alliance Group, P.O.Box 305 Cherrybrook NSW 2126. The publishers believe that all information that is supplied in this magazine was correct at the time of printing. Prices are supplied either from manufacturers or from www.discountnewcars.com.au. The publishers do not however guarantee that prices are correct and suggest that you make your own enquiries and are not liable for any information being correct. It is not possible to ensure that advertisements comply with the Trade Practices Act 1974 and therefore it is the responsibility of the person submitting the advertisement. The Publishers cannot be held responsible for any errors or omissions. Copyright: Material appearing in OzRoamer 4WD & SUV Guide magazine and Auto Alliance Group Pty Ltd. Publications is copyright and reproduction in whole or in part without written permission from the publisher is prohibited

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Other news

Ford Ranger Ute

New from the ground up – with everything changed except its name – the new Ranger, designed and developed in Australia, is the first commercial vehicle to be built under the One Ford strategy as part of a global product program, bringing together the full engineering expertise of Ford around the world.

The all new Ford Ranger will be offered as a complete family of compact trucks – with three different cab body styles, 4x2 and 4x4 drivetrains, two ride heights and it boasts a list of technologies and features to lead the segment – including a new Rearview Camera System, Rear Park Assist, Trailer Sway Control and Adaptive Load Control. In addition it has an all-new interior, which brings new levels of spaciousness to the compact pickup.

With an all-new chassis frame, front and rear suspension and steering system, the Ranger delivers more payload and outstanding towing capability. It is powered by a choice of three new, fuel-efficient powertrains, including two state-of-the-art common-rail Ford Duratorq TDCi diesels and new fuel-efficient six-speed transmissions.

The three new engines are:

A new 2.2-litre Ford Duratorq TDCi I4 diesel engine, with a peak torque output of 375 Nm and power output of 110 kW.

A highly responsive and efficient new 3.2-litre Ford Duratorq TDCi I5 diesel engine with a powerful 470 Nm of torque and power rated at 147 kW.

A 2.5-litre Ford Duratec I4 petrol engine with more power at 122 kW. It can be configured for E100 flexible fuel capability or aftermarket upfitted to run on CNG or LPG.

Although not planned for introduction in the United States or Canada, the all-new Ranger will eventually be marketed in 180 countries, making it one of Ford's farthest-reaching products.



Range Rover Evoque

Due to go on sale in the third quarter 2011 in Australia the Range Rover Evoque comes in either Coupé or 5 door versions with three models the Evoque Pure, Evoque Prestige and Evoque Dynamic.

The more spacious interior of the 5-Door Range Rover Evoque has been achieved within the compact footprint of the coupé model.

Both the 5-Door and Coupé Range Rover Evoque share an all-turbocharged engine line-up, offering a choice of state-of-the-art petrol and diesel power units. Both powertrains are impressively refined, delivering strong, torquey performance with ample power in reserve.

The engines are twinned with sophisticated and efficient six-speed transmissions - automatic only for the petrol engine, and automatic or manual for the diesel.

Petrol models feature the new downsized

177kW 2.0-litre Si4 engine. This state-of-the-art petrol engine offers smooth and responsive power, blending four-cylinder efficiency with six-cylinder performance.

Diesel Range Rover Evoque models feature the latest 2.2-litre turbodiesel, available in 140kW (SD4) and 110kW (TD4) derivatives, which deliver an excellent balance of strong,

high-torque performance, impressive refinement and outstanding fuel economy.

Both the Range Rover Evoque Coupé and the all-new 5-Door Range Rover Evoque have been engineered, developed and tested to the same exacting standards as the larger models in the Range Rover line-up.

Over 40 years of expertise in body and chassis systems, four-wheel-drive drivelines and all-terrain technologies have been applied to the Range Rover Evoque, to ensure that it delivers the refined performance and all-weather, all-surface capability which are hallmarks of the brand.



Škoda Yeti

Due to be launched later in 2011 into the compact SUV segment is the Škoda Yeti.

Overseas the Yeti is setting new standards thanks to its off-road design features, high quality materials, intelligent ergonomics and outstanding equipment. With state-of-the-art technologies that ensure not only excellent behaviour on the road, but also great riding qualities off-road, the Škoda Yeti represents a smart and practical solution for customers who want a compact, and robust compact SUV.

The design of the new Yeti truly evokes fun but at the same time practicality. The front part of the car is dominated by the markedly shaped radiator grill surrounded by four headlights, and the compact dimensions guarantee easy controllability and manoeuvrability in the city. Giving the Yeti a sense of style and uniqueness are standout design elements such as the glass spaces of the windows together with the optional electrically controlled two-part panoramic sunroof and roof rails. On the inside the new Škoda Yeti offers passengers extraordinary spaciousness, variability and comfort. The higher position of the seats evokes a feeling of safety with an excellent view from the car and easier access. The Škoda Yeti comes in both front-wheel and four-wheel-drive using a fourth-generation Haldex clutch.



To make the most of the Yeti's four-wheel drive system, Škoda has added an off-road mode, which makes driving on loose surfaces easier and more secure. Press the dashboard-mounted off-road button and highly advanced systems switch to a special off-road setting.

Safety has been a key consideration throughout the Yeti's design and development. All Yeti models are equipped with ABS, MBA and the engine torque control (MSR). ESP is included on all 4x4 versions while up to nine airbags (which includes a driver knee airbag and rear side air cushions) protect passengers in the event of an accident.



Isuzu D-MAX X-Runner

Hero car in Isuzu Ute's MAX RUN CHALLENGE 2011 fuel economy competition is the D-MAX X-Runner, a newly released special value, limited edition crew Ute offering an extra \$5,000 worth of features for affordable drive away prices.

D-MAX X-Runner comes in both 4x4 and 4x2, auto or manual and features black leather seats with ventilation perforations in the centre pads, stylish slim-line side-steps, a chrome 'nose job' with mesh grille, bonnet protector garnish and fog light bezels, plus Bluetooth™ connectivity, special 'X-Runner' front side striping and up back a chrome sports bar with an integrated high-mount brake light array.

Drive away pricing starts at just \$37,490 for the LS-based 4x2 manual X-Runner while the 4x4 LS-U-based top model is just \$42,990* drive away for the manual. Production is limited to 210, which will be available through participating Isuzu UTE dealers. The LS-U 4x4 crew Ute is the most popular model in the D-MAX Ute and cab/chassis range.

Powered by arguably the least-stressed turbodiesel engine in the class, D-MAX X-Runnershares its common-rail direct-injection 3-litre with Isuzu's 2-tonner truck range, delivering close to class best fuel economy and strong performance from up to 360 Nm of torque from just 1800rpm,

all with Isuzu's peerless reputation for reliability and longevity.

As it is based on the D-MAX LS and LS-U high series models, X-Runner also features high-ride suspension, 16" alloys, body-colour front bumper and wheel arch flares, projector headlights, front fog lights, power fold in/out door mirrors, chrome rear step bumper and lockable tailgate.

Inside there's a premium six-speaker audio, double bin centre console, roof console and electro-luminescent instrumentation. Air-con, cruise, dual airbags, ABS and remote entry are standard.

X-Runner 4x4 tows up to 3-tonne, the 4x2 up to 2.5t.

The D-MAX X-Runner to be driven from Melbourne to Cairns in the Max Run Challenge economy run competition is a 4x2 manual fitted with a hard tonneau and is lugging around 260kg of BCF camping gear. The Challenge entrant who guesses closest to the litres of diesel used on the drive will win an X-Runner 4x2 manual, all the BCF gear worth \$10,000 and a year's supply of Mother Energy Drink, all up value close to \$50,000



2011 Moab Easter Jeep Safari

Each year, thousands of diehard off-road enthusiasts descend upon Moab, Utah, for the Easter Jeep Safari and a week of fun on some of the country's best and most rugged trails. Jeep® and Mopar are marking the occasion by returning to the annual event – which takes place this year April 16-24 – with six new customised vehicles.

“The annual Moab Easter Jeep Safari provides us a perfect opportunity to interact with our most loyal fans in a true Jeep setting,” said Mike Manley, President and CEO – Jeep Brand, Chrysler Group LLC. “We are able to demonstrate and test new potential Jeep production and customisation ideas at our away-from-home proving ground, while getting instant feedback from our customers.”

Over the past decade, a dedicated group of engineers, designers and fabricators from Mopar and Jeep have customised more than two dozen vehicles and a host of off-road parts and accessories, and showcased them to the enthusiast crowds in Moab.



This year that list includes:

Jeep Wrangler 'Pork Chop'

The primary focus in the development of 'Pork Chop' was to increase Jeep Wrangler's off-road fun and performance even more through extensive weight savings. The project started with a new 2011 Jeep Wrangler Sport. Weight savings began with removal of a long list of items, including: doors, top, tailgate, bumpers, carpet and sway bars.

Body modifications began with removing the rear tailgate hinges and latches and creating a custom surround. The inner fender panels were reshaped and the tail lamps relocated closer together. A custom roll cage was crafted and the windshield height was reduced two inches. Hanson Bumpers provided a set of unique aluminium bumpers and QMC contributed their prototype aluminium/carbon fibre bonnet, held in place with Drake aluminium hood latches.

Mopar added an aluminium cold-air intake kit, lightweight fender-flares, slush mats and mirror re-location brackets.

The interior was updated with bright red lightweight Sparco 'Chrono Road' reclining bucket seats. Gale Banks added a unique set of long tube headers and dual-exhaust

with an integrated H-pipe to replace the stock system. Further weight savings was recognised courtesy of a Gen-Right-fabricated, prototype rear-mounted 20-gallon fuel tank and aluminium skid plate.

The massive weight savings actually lifted the suspension, which was combined with a moderate Mopar lift to clear Mickey Thompson 35-inch Baja Claw radials mounted on lightweight 17x8 E-T Vintage V wheels. The suspension includes Bilstein 2-inch shocks with reservoirs and TeraFlex air bumps at all four corners. Dynatrac Axles designed lightweight ProRock 44 front & rear axles fitted with 4.88 gears, ARB air lockers and prototype aluminium differential covers. The axles are located with unique aluminium control arms provided by Full Traction. The result is a weight savings of more than 850 lbs.

Jeep Wrangler JK-8 Independence

Taking cues from the popular Jeep Scrambler CJ-8 from the 1980's, Mopar has designed a kit for do-it-yourselfers that converts a Jeep Wrangler Unlimited into a pickup truck. The bed length is 50 inches and the width between wheel wells is 44 inches. The team created body panels to cover the second-row entrance and removed all of the interior parts

behind the front seats—transforming the vehicle into a two-seater with just enough room for gear inside, and a pickup style bed to be used for outside cargo.

The JK-8 drivetrain is fitted with a Mopar/Dynatrac ProRock 44 front axle and stock Dana 44 rear axle, both spun with 4.88 gears. Linking the axles to the frame is a 4.5-inch long-arm suspension kit and 37-inch BF Goodrich Mud Terrain KM2 tyres make the connection to the ground. A fresh coat of yellow paint and Mopar's off-road bumpers for the front and rear were utilised along with a new fuel door and slush mats.

The JK-8 kit includes bed floor, inner/outer body panels, half hard top (works with Freedom Top panels), and a new bulkhead.



Jeep Cherokee Overland

The mission for the Jeep Cherokee Overland was to create a small, light adventure platform alternative. The template is a built-for-export 2011 Jeep Cherokee equipped with a 2.8-litre CRD 4-cylinder turbo diesel and Selec-Trac II 4x4 system.

ARB offered their steel roof rack, awning, compact refrigerator and prototype rock rails to set the Overland's mood.

To increase off-road capability, an ARB 3-inch suspension lift and Old Man Emu shocks clear the way for Mickey Thompson 265/75-R16 MTZ tyres mounted on steel wheels. Traction is increased with the addition of an ARB air locker in the rear differential and on-board air compressor.

Mopar provided a host of underbody protection including skid plates for the front suspension, transmission and transfer case. Additional items from the Mopar catalogue include front and rear tow hooks, slush mats, cargo tray liner, sill guards and sport pedal kit.



Jeep Wrangler Blue Crush

The Jeep Wrangler Blue Crush combines high-speed off-road racing and rock-crawling capability. At the core is a Mopar 426 cubic-inch HEMI with 540 horsepower. The all-aluminium V8 is paired with a 545RFE performance transmission

and a gear-drive transfer case. To help the suspension keep up with the engine, Mopar added a high-speed, performance off-road suspension system with internal bypass shocks, front stabiliser bar and full hydro steering. Gigantic 39-inch tyres are turned with the help of custom drive shafts. The Wrangler Blue Crush also features a Baja-style full cage, race seats, fuel cell and short aluminium bumpers.

Jeep Wrangler Renegade

At the heart of the Jeep Wrangler Renegade is the all-new 475 horsepower, 6.4-liter HEMI™ V8 from Chrysler Group LLC's Street and Racing Technology (SRT) engineering team. Harkening back to the 1972 Jeep Renegade, which was offered with a V8, Jeep and Mopar mated the HEMI to a 6-speed manual transmission feeding a Dynatrac prepped ProRock 44 front axle and ProRock 60 rear axle, both equipped with ARB air lockers and 4.10 gears. To clear the 35-inch Mickey Thompson Baja Claw radials mounted on

AEV Pintler wheels, an AEV/Nth Degree 4-inch suspension lift was installed.

Mopar added a heat dissipating bonnet and a new winch-mount front bumper. Other Mopar accessories include: fuel door, sill guards, bikini top, rock rails, slush mats and a half-door kit.

Warn provided their all-new 9.5 CTi series winch and AEV finished off the Renegade with their rear bumper/spare tyre carrier combo. The interior was treated to a Katzkin seat trim kit and the exterior was finished in a black and gold paint scheme that recalls the early 1970's CJ5 Renegade model.



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.

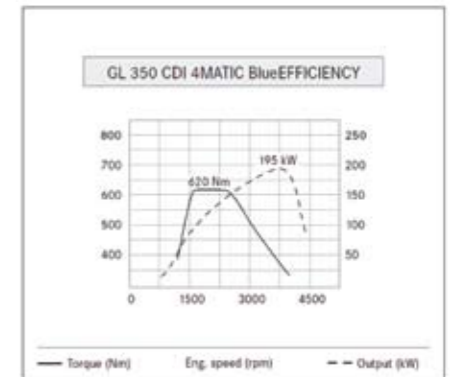
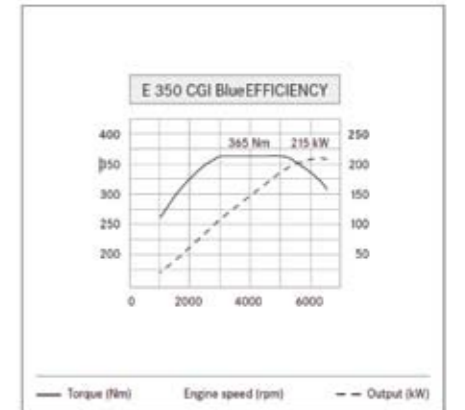
The same often applies in off road situations where you are travelling at quite low speeds but require constant power. The higher torque at lower rpm means that the vehicle is better able to cope with tricky situations, as the car doesn't need to be revved as hard to produce the necessary power.

Let's 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

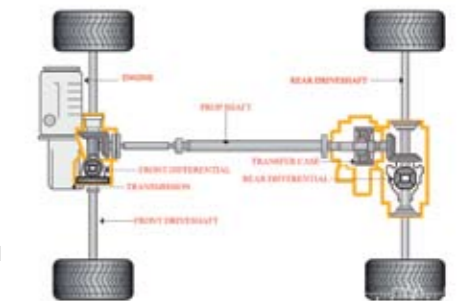
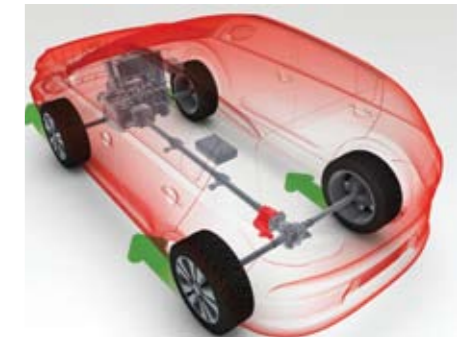
Unlike part-time 4WD, full-time 4WD is just that, a system that can continually remain operating. This more advanced, convenient form of 4WD allows you to choose between all of the same settings, but can remain engaged while on dry pavement. Added to the High and Low settings is an automatic or full-time 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.



BY ANTHONY HOOD

First impressions of the BMW X5 xDrive 3.0d 8 Speed are good. This is one smooth looking car. When you hop inside you are surrounded by high quality leather and wood grain.

Sorting out my driving position took a bit of trial and error, but once I got it right I felt cocooned in a cockpit in typical BMW style.

Driving off I was impressed by how much power the 3 litre turbo diesel has, 180kW and 540Nm of torque. Plenty of power to move you along, even enough to have some fun with some spirited driving with the 8-speed transmission.

The xDrive provided predictable handling even when I tried to get a bit of sideways action in the rain the X5 just hooked up and powered through the turns. The X5 comes with all the usual stability and traction aids including hill descent control.

The stereo controls are through the iDrive controller which takes a little getting used to as there are just too many functions to figure out in a



couple of days. Sound quality was reasonable if a little disappointing with the standard system.

As I mentioned, just about everything in the car is controlled by the iDrive controller. You can adjust the heads up display, security settings and so much more. It is worth the effort of understanding its functions.

Inside comfort levels are excellent with all seating positions being good though you can't really put three adults in the second row for extended trips. The X5 comes with an optional third row of seats, for short trips only.

Safety wise the X5 is superb having a 5 star ANCAP rating. There are lots of airbags combined with the traction aids to help keep you safe. Other features include climate control, electric seats, electric tailgate, braked cruise control, reverse camera and sensors as well as Front Park assist to name just a few.

Security in the X5 is excellent. I have firsthand experience with this as I ended up locking my 3-year-old son in and the NRMA had to break the window to get him out.

Driving around I found the BMW able to handle everything I asked of it. It took all the shoddy roads I threw at it in its stride as well as the good high speed ones. The eight-speed auto was always in the right gear to keep us moving and the engine was smooth and quiet.

Even though the X5 is all wheel drive I wouldn't venture past maintained dirt roads, as there is little ground clearance. It could get ugly pretty damn quick. Towing is impressive at 2700kgs but from personal experience the fitment of electric brakes is expensive and can only be done through a BMW dealer.

All in all I was impressed with the X5. You could comfortably cart the family around till the kids hit their late teens or disappear for the weekend by yourselves; even commuting to work daily would be a breeze.

What is good:

- Fit and finish
- Power and handling
- Impressive features

What is not so good:

- Fiddly controls for many of the functions
- Run flat tyres are expensive to replace
- Self-locking

Overall OzRoamer Rating: 86/100

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



BY STEVE LAWSON

You know when you were a kid and you would sit and draw a truck, well all your trucks were probably very cool and looked like a Dodge Nitro with tough, right-angled Tonka-ish looks.

The Dodge Nitro 3.7L SXT is a stylish 4WD wagon. The 3.7L V6 - SOHC 12v injected V6 engine produces 151kW @ 5200rpm, and 314Nm @ 4000rpm and is mated to a 4 speed automatic transmission. This combination gives zippy performance but can chew the fuel especially around town and if you tow anything expect to visit a lot of service stations.

The interior of the Nitro looks good but the cabin has a plastic feel adding to the Nitro's robust character. The three main dials are in a pod similar to instruments on a motorcycle and the rest of the dashboard is clearly laid out.

The steering column only adjusts for height, but with the electrically adjustable driving seat, you can achieve a comfortable driving position. You sit very upright and feel like you are driving a mini



semi trailer however the rest of the interior is roomy and the seats are pretty comfortable.

Owners will be able to shuffle the Nitro's seating and load potential. The rear seatbacks fold forward for a nice flat loading surface, and the front passenger seat also folds down, a neat trick that accommodates long, bulky items when needed.

The SXT model comes with part-time four-wheel drive, electric windows and mirrors, electronic stability control, six airbags, air conditioning, CD/radio/MP3, 60/40 split rear seats, compact spare wheel, 20 inch alloy wheels, steering wheel-mounted audio controls, rear parking sensors, 'load 'n' go' slide-out floor, front fog lights, leather covered steering wheel, electrically adjustable driver's seat, stain/odour/fade resistant fabric and a trip computer.

A worthwhile option on the SXT is a digital entertainment and communication system, including MP3, CD, DVD, USB, VES and MyGIG™ Multimedia Infotainment System.

MyGIG allows users a choice of touch screen or voice commands to control all of Nitro's entertainment and communication technologies, and includes a 20-gigabyte hard drive where music and photos can be stored. The teenagers loved it and to be honest it was pretty cool.

Storage for smaller items is everywhere, with magazine pockets, the typical multitude of cup holders and a two-layer stowage console between the front seats.

The Nitro is a part time 4WD. The 2WD setting is rear-wheel drive, while switching to 4WD locks the front and rear axles together with 50/50 torque distribution front and rear. It means 4WD shouldn't be selected on anything other than loose surfaces. On a forest road the Nitro scrambled away merrily but the low profile tyres on the SXT need to be treated with care on a bush trail and watch your speed or you may like to invest in a kidney belt.

For all its faults though you cant help but like the Nitro, it just looks great and you certainly get noticed.

What is Good:

- Very cool style
- Flexible seating
- Entertainment system

What is not so Good:

- Harsh ride
- Poor fuel economy
- Needs updating

Overall OzRoamer Rating: 62/100

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



BY STEVE LAWSON

Due to be replaced soon, the Ranger Wildtrak is the top of the range, designed in Australia and built at the Mazda/Ford Alliance factory in Thailand.

The Ranger has a 3.0-litre, common-rail, turbocharged four-cylinder engine that offers 115kW at 3200rpm and a suitably strong 380Nm from just 1800 revs. Our test vehicle had a five-speed automatic transmission, which is a little basic in application and slow in decision. The Wildtrak has leaf spring rear suspension, causing the rear to slide out under power when unladen but engaging all wheel-drive and a low ratio for serious off-road work can control this. The ride is good on most surfaces, but the raised suspension results in plenty of body roll in corners. The brakes don't feel particularly strong and the standard-fit ABS activates very easily in slippery conditions.

Being a commercial vehicle that doubles as family transport on the weekend, comfort matters. The Alcantara-trimmed, leather-look seats with orange stitching and an orange WILDTRAK logo is just the



sort of thing you want to sit upon with muddied shorts. The interior offers a car-like feel thanks to ergonomic seats, climate control, MP3-compatible audio and a body shell engineered to isolate road noise from the cabin. Binnacle gauges featuring pitch and roll, internal and external temperature and compass; leather clad steering wheel and gear knob; six-disc CD tuner with auxiliary input; power windows; power wing mirrors with puddle lights and indicators; cruise control; and remote central locking. The rear seat accommodation has adequate space but is less than ideal in terms of a relaxing ride with reduced cushioning and a more upright recline angle making longer trips a little uncomfortable.

The driving position is good and it is easy for front seat passengers to get comfortable, with ample space and storage throughout. The interior quality is significantly improved over what was previously expected of the class coming close to the comfort levels of a passenger car with

plenty of added features. The four-wheel-drive system offers, limited slip diff, auto-locking hubs plus on-the-fly switching, and despite the 18-inch alloys wheels (with road bias tires), Wildtrak is very capable off-road availing 214mm of ground clearance and enough guts in the rear springs to ensure adequate laden suspension travel. The Wildtrak boasts a 1016kg payload and has a lockable sliding tonneau cover even though the tailgate isn't. The tailgate can either be lowered completely or locked horizontally to support longer loads, with internal and external anchor points and it has a brilliant 3000kg towing capacity. For the safety conscious, the Wildtrak includes dual-front airbags and anti-lock brakes with EBD but only has a lap belt for the center rear passenger. The Ford Ranger only manages a three-star ANCAP rating which may cause a re-think on using the car as the primary family transport. In summary, some of the latest dual cabs, including the Ford Ranger Wildtrak, are so good that - short of outright performance - they can be compared with luxury cars.

- What is good:**
- Looks the part
 - Nice interior
 - Towing Capacity

- What is not so good:**
- Harsh ride (empty)
 - Price
 - Due for new model

Overall OzRoamer Rating:		70/100
Behind the Wheel	7	Practicality 7
Comfort	7	Fit for Purpose 8
Equipment	7	Towing Ability 9
Performance	6	Off Road Ability 7
Ride & Handling	6	Value for Money 6



BY ROB FRASER

Ford has released its stunning new SZ Territory SUV range. The Ford SZ Territory finally has a diesel motor and new exterior and interior designs, new drivetrains and technologies as well as exceptional fuel economy and handling.

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.

The new SZ Territory has three model variants each with a choice of AWD or RWD and petrol or diesel engines. All models come with a six-speed auto and the RWD only comes with the petrol motor. The entry level TX, mid range TS and the top of the range Titanium.

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



Model Ford SZ Territory Titanium
Model Price \$63,240 RDAP
Drivetrain AWD 2.7L V6 Diesel 6 spd auto
Power 140 Kw @ 4,000rpm
Torque 440 Nm @ 1,900rpm
Safety 5 Star ANCAP
CO2 Emissions g/km 236
Green Vehicle Rating N/A
Economy (ADR comb) 9.0 L/100km
Tow Capacity Max 2700kg
Tow Ball Rating 270kg
Servicing \$Not Supplied
Warranty 3yr/100,000km with full roadside assist

and height and reach adjustable steering. The second row of seats is stadium style with adequate knee and shoulder room and there is plenty of headroom. The third row of seats is as usual, tight. 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.

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. 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 world'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.

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.

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

- What is good:**
- 6 Speed Auto V6 Diesel combinations
 - Stylish good looks
 - Handling and performance

- What is not so good:**
- No sporty Turbo petrol version
 - Still a little behind in interior
 - Um still thinking



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 CHLOE FRASER

The Honda CR-V Sport combines the space and comfort of a passenger vehicle with the capabilities of a real-time 4WD system to provide an all-round car for transporting the family around town to towing a seadoo away for a camping weekend.

With a re-sculptured bonnet, grille and bumpers, halogen headlights (which inconveniently aren't automatic), sunroof and 17" 7 spoke alloy wheels; the exterior design is sleek and sporty. For young children, climbing in the back seat is easy with a low step and wide door openings.

Once inside, the CR-V projects a spacious feeling with comfortable leg, head and shoulder room for the front and while the CR-V can fit 5 adults, long trips should be restricted to children in the second row seats. The cloth-trimmed seats are manually adjustable for the two front seats and relatively comfortable overall.

The driving position is incredibly comfortable despite the lack of lumbar support, with a footrest, armrest and a tilt and telescopic adjustable steering



Model Honda CR-V Sport

Model Price \$42,414 RDAP

Drivetrain AWD 2.4L 5 speed auto

Power 125kW @ 5,800rpm

Torque 218Nm @ 4,200rpm

Safety 4 Star ANCAP

CO2 Emissions g/km 237

Green Vehicle Rating 3 1/2 Star

Economy (ADR comb) 10.0 L/100km

Tow Capacity Max 1200kg

Tow Ball Rating 120kg

Servicing \$1,244 - 3yrs/60,000km

Warranty 3yr/unlimited km

wheel with audio controls for ease of use.

The Sport also boasts Dual Zone Climate Control air-conditioning and a Multi-Information display easily showcasing instant and average fuel economy, distance till empty, outside temperature and a tripmeter to the driver for their convenience. NVH levels have also been significantly reduced. The 6 CD audio system is MP3 compatible with AUX and 6 speakers and our test vehicle was fitted with optional Bluetooth.

Storage throughout is more than adequate with an impressively large boot which can be extended with the collapse of the second row seats, roomy center console, front door pockets, upper and lower glove compartment, sunglass box on roof, seat back pockets and with 10 bottle/cup holders, passengers are spoilt for storage choice.

There are some clever ideas in the boot area with the double decker cargo shelf that allows storage space to be maximised. The CR-V also has a

luggage cover and cargo restraint hook, adding yet again more convenience to this car.

In the overhaul of the CR-V, safety was improved and it boasts driver and passenger active head restraints, front, side and curtain airbags, ABS, EBD, VSA, TCS progressive crumple zones and Honda's G-Con Technology. For families with children, the CR-V has 3 child seat anchors.

Powering our test vehicle was a 2.4L 5 speed automatic petrol engine, as there is no diesel option, which produces 125kW of power @ 5,800rpm and 218Nm of torque @ 4,200rpm. With an official urban consumption of 13.4L/100km, the CRV Sport is hardly economical however I found it to be thirstier than this. The fuel consumption was disappointing, especially when there are so many powerful and economical diesels on the market.

Driving the CR-V is effortless; with a car-like feel around town it is easy to see why it is so popular. With Honda's outstanding build quality the CRV Sport should be on your list for a small AWD SUV. It is competitive though and if only there was a diesel option.

What is good:

- Car like handling
- Heaps of storage
- Very comfortable

What is not so good:

- Lacks power
- Thirsty and no diesel option
- Still thinking

Overall OzRoamer Rating: 77/100

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



BY ROB FRASER

Back in February 2010 Hyundai replaced its ageing Tucson with an all new ix35 AWD SUV. They launched a beauty that shook up the 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 which is chalk and cheese to the Tucson it replaces.

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.



Model Hyundai ix35 Highlander 2.0L 'R'

Model Price \$38,490 RDAP

Drivetrain AWD 2.0L 'R' Diesel 6 spd auto

Power 135 Kw @ 4,000rpm

Torque 392 Nm @ 1,800 - 2,500rpm

Safety 5 Star ANCAP

CO2 Emissions g/km 198

Green Vehicle Rating 3 1/2 Star

Economy (ADR comb) 7.5 L/100km

Tow Capacity Max 1600kg

Tow Ball Rating 140kg

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

Warranty 5yr/unlimited km with full roadside assist

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 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.

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 \$40,000.

Combine this with Hyundai's 5 year unlimited Km warranty and I cannot think of a reason why you wouldn't buy one.

What is good:

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

What is not so good:

- Steering wheel not reach adjustable
- Bottle holder in door is a little impractical
- No Bluetooth

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

CAR OF THE YEAR 2010

BEST MEDIUM AWD SUV



Model Hyundai Sante Fe Highlander
Model Price \$52,889 RDAP
Drivetrain AWD 2.2L 'R' Diesel 6 spd auto
Power 145 Kw @ 3,800rpm
Torque 436 Nm @ 1,800 – 2,500rpm
Safety 5 Star ANCAP
CO2 Emissions g/km 197
Green Vehicle Rating 3 Star
Fuel (ADR comb) 7.4 L/100km
Tow Capacity Max 2000kg
Tow Ball Rating 150kg
Servicing \$2217 - 3yrs/45,000km
Warranty 5yr/unlimited km with full roadside assist



The Hyundai Sante Fe has long been a favourite of ours and although the design is getting on a bit now the MY10 midlife updated version with significant improvements to the power through the new 'R' series diesel and cosmetic improvements has kept the Sante Fe competitive.

What you end up with is a seven seat economical AWD SUV with a heap of features all packaged in a really good-looking vehicle that is relatively competent off road.

Hyundai's Sante Fe Highlander has a well thought out, comfortable and practical interior. There are carbon graphite style accents and aluminium effect finishes throughout the cabin plus a new 'supervision' instrument cluster. Black leather trim is standard on the Highlander model.

The driver's seat is comfortable with lumbar support and squab adjustment but could do with more travel for taller drivers. The dash is clean and simple to read with everything falling to hand. The multi function steering wheel is thick and well

weighted giving good feedback to driver inputs.

The Santa Fe Highlander features USB audio input with iPod® compatibility, cruise control and steering wheel mounted controls and heated outside mirrors, push button start and proximity key, front electric seats, an electric glass sunroof, electro-chromatic rear view mirror with reversing camera display as well as auto dusk sensing headlights, rain sensing wipers and dual zone climate control air conditioning. Passengers in the third row also get their own air conditioning vents and fan speed control.

Seven seats are fitted on all grades of the Santa Fe making flexibility a key feature, as the second row of seats has a 60/40-split fold function and the third row a 50/50 split fold. The second row 'kerbside' seat can also tumble forward to allow easier access to the third row.

A great feature for the family road trip is the air-conditioned cool box and there is also a convenient storage recess in the rear cargo area.

With all seven seats in use though there is limited luggage space.

The Santa Fe comes complete with a full suite of safety features, both active and passive, which has lifted its crash performance to the maximum 5 star rating in the ANCAP assessment program. Standard on all models is ESP Stability Control, which includes Hyundai's Traction Control System (TCS).

Driver and front passenger airbags, dual side front (thorax) airbags and front and rear passenger side curtain airbags (which extend to the third row) are standard across all three grades of the new Santa Fe.

Rollover sensors are a new feature on all models. Should the vehicle be at risk of overturning the side and curtain airbags and seatbelt pretensioners are triggered.

Other standard safety features include Rear Park Assist, front active headrests and 3-point

retractable seat belts for all occupants, including the third row. The Santa Fe also features a driver's side safety window that retracts if an obstacle is detected.

The Highlander comes with the 2.2L 'R' diesel motor mated to the 6 speed automatic transmission with sport Tiptronic. Like the Sorento it's nothing short of great. It produces 145kW of peak power and maximum torque of 436Nm from just 1,800rpm for the automatic version. It provides more than enough 'grunt' to tackle what is asked of it.

We have had a long term test Highlander for 6 months and during that time we have towed horse floats, car trailers, camper trailers, ditch diggers, quad bikes and seadoos with the Highlander and never once did it grumble.

Its off road ability is surprising. We have taken it away with a Landcruiser Prado and Landrover Discovery for a weekend and it absolutely held its own with the bigger 4WD's. If you acknowledge

its limitations it will provide heaps of off road fun for the family.

The design in its latest form has been around since 2006 and with a makeover in 2010 has excellent build quality, is reasonably stylish, comfortable, seats seven, full of features, fantastic value and comes with Hyundai's 5-year warranty.

In short it's pretty bloody good. As we said we have towed trailers, filled it with 6 teenagers, driven on beaches and forest trails, taken it far off road, used it as a moving van and basically given the Highlander a hard time and it came up trumps each time with no fuss. Now with the awesome new motor transmission combination it should be at the top of buyer's lists for an honest and practical family AWD SUV.

What is good:

- 2.2L 'R' CRDi and 6-speed auto
- Seven seat practicality
- Stylish looks

What is not so good:

- AWD not 4WD
- Needs more leg room for tall drivers
- No room for luggage with 7 seats up

Overall OzRoamer Rating: 89/100

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

BY STEVE LAWSON

Isuzu trucks enjoy a big reputation for reliability and the D-Max utes are no different, being one of the world's most popular and fuel efficient utes.

Under the Isuzu bonnet is a 3.0-litre Euro 4 turbocharged diesel engine, which develops up to 120kW of power and 360Nm of torque, for the manual models. The Isuzu motor should offer a longer life for several reasons, including the use of a stainless steel cam timing chain to avoid the need to change poly belts every 100,000km.

Driving the D-Max over dedicated 4WD tracks, I was impressed with the way it handled by tackling a variety of off road situations easily and a lot better than expected for a semi-rigid rear axle design. On road the manual version D-Max LS happily cruised along the highway and you wouldn't know it was a diesel. The torsion bar front suspension increases ground clearance and this is mated to a rack and pinion sensitive steering system. Load bearing leaf springs control the rear suspension and again handled better than expected on the road. At



Model Isuzu D-Max LS-U Crew Cab Ute

Model Price \$48,818 RDAP

Drivetrain 4WD 3 litre 4 Cyl 5 speed man

Power 120kW @ 3,600rpm

Torque 360Nm @ 1800-2800rpm

Safety 3 star

CO2 Emissions g/km 222

Green Vehicle Rating 2.5 Stars

Fuel (ADR comb) 8.4 L/100km

Tow Capacity Max 300kg

Tow Ball Rating N/Akg

Servicing Not Supplied

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

maximum compression I could feel a slight bump when the leaf springs arrived near the end of their travel.

The cabin has an open feeling although the front seats are not comfortable for long distances. While the rear seats have adequate space the reduced cushioning and a more upright recline angle make longer trips a little hard going.

There's no doubt the D-Max is a workhorse, not too flashy and a feeling that this unit is bullet proof. It's been designed to do the hard yards, whether it's on a building site or out on the farm or taking the family away. The cabin does not offer quite as many clever storage spots, as many of its opposition, yet the D-Max has a good driving position with clear instruments and decent ergonomics.

The D-max is well-kitted out an includes standard features such as air-conditioning, shift on the fly transmission, leather steering wheel, cruise control

and trip computer. Externally, the LS-U sports LSD and a lockable tailgate, body-color front bumper and wheel arch flares, front fog lights, side steps, and 16" alloy wheels.

Safety is something that drivers look for in modern Utes and the D-Max offers standard driver and passenger air bags, ABS and EBD and ANCAP 3 stars.

On a recent weekend away with four Utes the Isuzu was the best on sand, gliding over the dunes with no fuss and towed the camper trailer we took with ease.

In summary the Isuzu is an easy machine to live with, hard working and feels bulletproof. It is great for any situation and the price is one of the best on the market for the safety and standard equipment. With the 3.0 litre turbo diesel on board the fuel economy impressed us and is hard to beat. Keep the D-Max in mind if you're in the market for a Ute as the Isuzu D-max LS-U is a brilliant value proposition.

What is good:

- Price and value
- Fuel economy
- Build quality

What is not so good:

- Front seats
- Cup holders
- Flexible seating

Overall OzRoamer Rating: 73/100

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



BY ROB FRASER

Jeep has updated its iconic Wrangler for 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 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 adequate leg, shoulder and headroom. The door straps are a pain.



Model Jeep Wrangler Unlimited

Model Price \$47,995 RDAP

Drivetrain AWD 2.8L CRD Diesel 5 spd auto

Power 147 Kw @ 3,600rpm

Torque 460 Nm @ 1,600 – 2,600rpm

Safety N/A

CO2 Emissions g/km 194

Green Vehicle Rating 3 Star

Economy (ADR comb) 7.4 L/100km

Tow Capacity 2,300kg

Tow Ball Rating 170kg

Servicing \$ Not Supplied

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

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. There was no bluetooth on the test vehicle

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.

The 2.8-litre CRD turbo diesel produces 147 kW at 3,600rpm and 460 Nm of torque at 1,600 - 2,600rpm 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 is Good:

- Off road ability
- Street cool
- Improved interior

What is 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 STEVE LAWSON



Model Jeep Grand Cherokee Laredo
Model Price \$55,055 RDAP
Drivetrain 3.6L V6 5 speed auto
Power 210 Kw @ 6,350rpm
Torque 347 Nm @ 4,300rpm
Safety N/A
CO2 Emissions g/km 265
Green Vehicle Rating 3 Star
Fuel (ADR comb) 11.4 L/100Km
Tow Capacity Max 2,268kg
Tow Ball Rating 227kg
Servicing \$Not Supplied
Warranty 3yr 100,000km



Based on Mercedes-Benz M-Class architecture, the fourth-generation Jeep Grand Cherokee is by far the most sophisticated Jeep flagship to ever hit the market. Our test vehicle is the entry level Grand Cherokee Laredo.

Among the biggest changes made is the interior, even our test vehicle, the base Laredo gets classy gauges, soft touch plastics almost everywhere, leather on the very nice three spoke steering wheel and fine cloth upholstery. Silver-painted plastic trim isn't upscale, but it works at this price point and it blends well with the nicest fake wood I've seen in for a while.

Under its bonnet and behind its seven-slot grille, is Chrysler's new Pentastar V6. In the Grand Cherokee, the V6 has Quad Variable-valve Timing and 210 kW of power at 6,350rpm with 347 Nm of torque at 4,300rpm, saving 10-percent in fuel consumption over the old model. This exceptional motor is coupled with the Mercedes-sourced five-speed automatic transmission that delivers very

smooth shifts and effortless cruising.

The all-new body structure's torsional stiffness is 146-percent greater than the previous model combined with the new Quadra-Lift air suspension and sport mode that lowers ride height and ensures the Jeep is a bit more fun to drive. Quadra-Lift also gives the option of an increased ride height for off-road excursions, and a removable front air dam further increases clearance. The fully independent suspension rides brilliantly on road, soaking up every bump and expansion joint I could throw at it. However where I was most impressed was with the Grand Cherokee's responsive steering. It was an absolute blast to throw this big girl through my favourite drive down Galston Gorge just north of Sydney. A sports car it is not, but the line between off roaders and pavement burners is getting thinner.

The cloth-covered front seats proved especially comfortable, offering eight-way power adjustment

and four-way power lumbar support. A comfortable driving position was easy to find plus all five passengers get decent legroom. The rear seats felt especially comfortable as they recline 12 degrees and are split 60/40. Behind the rear seats, the Laredo offers a very nicely finished cargo area with a useable 782L in total. A spare tire hides underneath the floor.

To keep up with the cream of the SUV crop these days, a 4X4 would need a selectable off-road setting switch like Land Rover's system, and the new Jeep gets one just like it in what it calls Selec-Terrain. Almost identical to Land Rover's system, Selec-Terrain allows the driver to choose via a control knob in the centre console between sand/mud, sport, auto, and snow and rock settings that electronically adjust traction control and differentials. Having tested the new Jeep in our favourite off road test track, I can verify that the Quadra-Lift air suspension does deliver legendary Jeep off-road capability and is simply brilliant.

Our test vehicles AM/FM/CD audio system has nine-speakers with 30GB hard drive and USB inputs with Bluetooth phone integration. Easy to read gauges and simple, clearly marked switchgear is the rule for Grand Cherokee's cabin. The easy-to-use cruise control buttons are mounted on the steering wheel, rather than on a small stalk. It is worth checking out the Jeep website for the list of equipment and key features, depending on grade and options as they are endless.

The all-new Jeep Grand Cherokee includes more than 45 safety and security features. Standard safety features include Electronic Stability Control (ESC), Electronic Roll Mitigation (ERM), and four-wheel Anti-lock Brake System (ABS) with rough-road detection, All-speed Traction Control (ASTC), Trailer-sway Control (TSC), Keyless Enter-N-Go™, remote keyless entry and front-seat passenger seat-belt pretensioners. Other standard safety features include next generation front air bags plus

full-length side-curtain air bags, seat-mounted side thorax air bags, standard driver inflatable knee bolster and active head restraints that deploy in the event of a rear collision.

Arguably one of the most impressive factors around the launch of the all-new Grand Cherokee is the value story. Starting at \$45,000 MLP (plus Quadra-Lift air suspension at \$2,500), the pricing is thousands below that of the outgoing model, despite the significant lift in features, equipment and quality. This is set to make the Jeep Grand Cherokee a major contender in Australia's SUV sector. When you decide to venture to the great outdoors, it's got the hardware to get you there – and get you back. The only thing missing is the diesel version.

What is good:

- One of the best-looking SUVs around.
- Represents value against its opposition
- Off road capability

What is not so good:

- No diesel option
- Transmission sometimes hesitant
- Fuel use around town

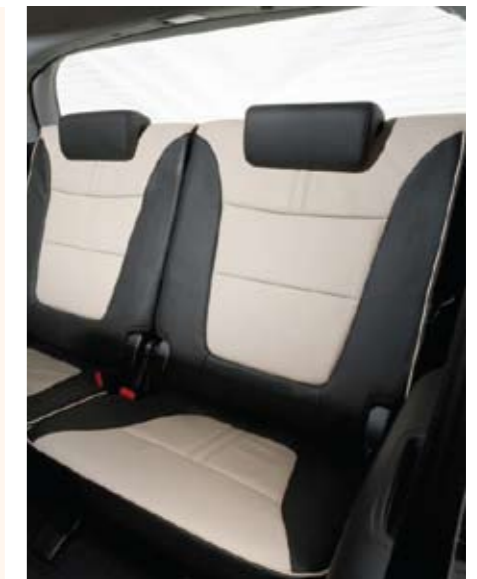
Overall OzRoamer Rating: 80/100

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

BY ROB FRASER



Model Kia Sorento Platinum
Model Price \$52,990 RDAP
Drivetrain AWD 2.2L 'R' Diesel 6 spd auto
Power 145 Kw @ 3,800rpm
Torque 436 Nm @ 1,800 – 2,500rpm
Safety 5 Star ANCAP
CO2 Emissions g/km 194
Green Vehicle Rating 3 1/2 Star
Economy (ADR comb) 7.4 L/100km
Tow Capacity Max 2000kg
Tow Ball Rating 150kg
Servicing \$855 - 3yrs/45,000km
Warranty 5yr/unlimited km with full roadside assist



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

During its development, Kia's engineers concentrated on five key development areas – class-leading performance; increased fuel economy and reduced emissions; improved on-road handling and more fun-to-drive responsiveness; greater cabin space and comfort; and enhanced overall crash safety – to match the enhanced technologies and equipment destined for the new model.

We tested the Platinum Sorento with the R2.2L CRDi engine producing 145kw and a hefty 436 Nm of torque from just 1800rpm with Kia's new 6-speed automatic tiptronic transmission. Fuel economy is outstanding as shown by a recent trip to the Sunshine coast with four occupants and

luggage to the roof we averaged 6.3L/100Km.

Step inside and the immediate impressions are of the cabin's generous proportions. Sitting in the driver's seat you can find a very comfortable driving position with electrically multi-adjustable seat and enough seat travel to accommodate the taller drivers. If the front seat is fully back the rear seat passenger can be a little cramped on longer trips.

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.

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. Luggage space in the new Sorento is among the 'best-in-class' as cargo capacity is huge. Try taking three teenage girls away for a couple of weeks to a resort and you will test the capacity.

The new 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. Independent fan controls for the third row seats are also available.

A two-part glass Panorama Roof is fitted to the Platinum model. The rear section is fixed, while the front section is powered and can be tilted for ventilation or slide fully back to enjoy uninterrupted views.

Entertainment is well catered for with a premium audio system incorporating a 6-CD changer and a total of 8-speakers, adding an external amplifier,

centre speaker mounted in the dash top and a single woofer in the cargo bay side trim.

The new Sorento is equipped with six airbags as standard. Front seats are equipped with 'active' head restraints. Other active safety technologies available as standard on the new Sorento 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 all routine city and highway driving. While in this two-wheel drive mode, fuel efficiency is enhanced compared to 4WD motoring. Whenever a front wheel loses grip a percentage of torque is automatically transferred to the rear wheels to maintain forward motion.

For improved traction and greater safety while driving in slippery conditions – such as 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.

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.

Towing capacity for the automatic is 2,000kgs and it does it with ease. We have towed horse floats, seadoos and camper trailers behind the Sorento and it makes for a fuss free towing experience. The reversing camera makes hooking up a breeze, just keep an eye on the tow ball weight.

So what is the Sorento like? Pretty bloody good actually. It looks good, is absolutely jam packed

with features, has first rate build quality and is backed by Kia's 5 year unlimited km warranty.

What is Good:

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

What is not so Good:

- AWD not 4WD
- No GPS option
- We had to give it back

Overall OzRoamer Rating:		88/100
Behind the Wheel	9	Practicality 10
Comfort	9	Fit for Purpose 10
Equipment	9	Towing Ability 7
Performance	10	Off Road Ability 6
Ride & Handling	8	Value for Money 10

BY ROB FRASER

CAR OF THE YEAR 2010

BEST SMALL AWD SUV



- Model** Kia Sportage Platinum
- Model Price** \$42,790 RDAP
- Drivetrain** AWD 2.0L 'R' Diesel 6 spd auto
- Power** 135 Kw @ 4,000rpm
- Torque** 393 Nm @ 1,800rpm
- Safety** 5 Star ANCAP
- CO2 Emissions g/km** 198
- Green Vehicle Rating** 3 1/2 Star
- Economy (ADR comb)** 7.4 L/100km
- Tow Capacity** Max 1600kg
- Tow Ball Rating** 160kg
- Servicing** \$1,040 - 3yrs/45,000km
- Warranty** 5yr/unlimited km with full roadside assist



Many of the new Sportage's external design features – its 'coupe' like lines, the rakish windscreen angle, the radically angled C-pillar and the signature sculpting of the car's flanks, were first hinted at in the Kue concept car, star of the 2007 Detroit Motor Show.

Jump inside the Sportage Platinum and you notice that the seats are comfortable; there is adequate seat travel and a general feeling of space surrounds the driver. In front of you there is the now familiar thick-rimmed four-spoke steering wheel and the 'three-cylinder' instrument cluster, which have clear and precise graphics.

Storage space within the cabin includes the large glovebox with cooling function, a large 6.0-litre centre console and four door pockets. Two large cup-holders are located between the gear selector and the centre console, while the folding centre armrest in the rear seat has twin cup-holders.

The top of the range Platinum we tested comes with a 2.0L R diesel combined with the 6-speed

automatic transmission and AWD (Dynamax).

Features Include 18" alloy wheels, ventilated and heated power driver's seat (8 way) with lumbar support, leather seats, steering wheel mounted audio remote, 60:40 split folding rear seats, rear armrest with dual cup holders, auto cruise control, roof rails, rear spoiler, rear view camera with in-mirror display, auto light control (dusk sensors), 6-function trip computer, sunvisors with illumination and extension, dual zone full automatic climate control, 6CD changer with external amplifier & sub-woofer, panoramic sunroof, smart key with button start and windshield wipers with rain sensor.

Cargo capacity is among the best in class and ranges from 740 litres (SAE method) with the rear seats occupied to 1547 litres with the rear seats folded down.

Kia is keeping to its philosophy of attaining a 5 star ANCAP safety rating and the entire Sportage range comes standard with the customary long list

of safety features including ESC, HAC and DBC which limits vehicle speed to just 8 kph on steep descents, Driver & front passenger SRS airbags, Front side SRS airbags and Curtain SRS airbags.

The 2.0-litre version of Kia's next-generation 'R' family diesel engine is a beauty and generates a highly competitive maximum power of 135kW (at 4000rpm) and 393Nm of torque from just 1800rpm. The 6-speed auto transmission is also a gem and works brilliantly with the engine.

The suspension and handling has been optimised locally for a unique Australian market. The end result is an all-new Sportage with a focus on ride quality whilst also maintaining C-SUV agility and dynamics designed to meet the Australian demands.

Unfortunately the new Sportage continues the trend from robust 4WD vehicle to soft road AWD vehicles. With a reduced ground clearance of only 172mm, longer overhangs etc the Sportage is limited to forest roads, hard packed sand and dirt

trails. If you take it too far off road the end result will not be pretty.

Having said that though it handles itself pretty well on dirt where the Sportage was relatively surefooted and handled the bumps with ease.

The new Sportage features Magna Powertrain's innovative, continuous and fully active AWD coupling system called Dynamax.

Dynamax continuously monitors driving conditions keeping the AWD system in a ready state for faster reaction to a change in surface or conditions. Maximum efficiency is achieved through intelligent control electronics, which provide the ideal amount of torque and traction for each and every driving situation.

The Sportage will tow a healthy 1600Kg braked with a tow ball weight of 160kg which makes it ideal for towing mid range campers and caravans etc. In fact the diesel makes a perfect mid sized tow vehicle. Many people would be better off with

one of these than a bigger 4WD.

So what did I think of the Kia Sportage Platinum. I really like the 'coupe' like styling and you can definitely notice the 'Australian Tuning' of the suspension.

The Platinum 2.0L 'R' diesel with the 6-speed automatic has plenty of power and is super economical. It is amongst the best in class.

Remember this is a soft road AWD SUV not a 4wd. That is both good and bad, however the advances Kia has made in refinement and design far outweigh any loss of off road ability. It is surprising just how versatile the Sportage is though and it should satisfy the adventurous nature of most buyers.

For its price range the all-new Sportage is a fantastic lifestyle SUV and Kia should and will sell heaps of them.

What is good:

- 6 Speed Auto 2.0L Diesel combinations
- Stylish good looks
- 'Australian Tuned' handling

What is not so good:

- No Bluetooth or Sat Nav
- Visibility through 'C' pillar atrocious
- No reach adjustment for Steering

Overall OzRoamer Rating: 88/100

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

BY STEVE LAWSON



Model Land Rover Defender 110 Wagon
Model Price \$54,254 RDAP
Drivetrain AWD 2.4TDiesel 6 speed man
Power 90 Kw @ 3,500rpm
Torque 360 Nm @ 2,000rpm
Safety N/A
CO2 Emissions g/km 291
Green Vehicle Rating 2 Star
Economy (ADR comb) 11.1 L/100km
Tow Capacity Max 3500kg
Tow Ball Rating 250kg
Servicing \$Not Supplied
Warranty 3yr/100,000km with full roadside assist



At first glance the current Land Rover Defender looks virtually unchanged from the original Station Wagon, which was introduced in 1951, but behind that unmistakable profile, there has been progress. So the Land Rover Defender is not what it was, (some would say thank god) it's still a tough, go-anywhere vehicle. A specialist tool for farmers, soldiers, fire fighters, Special Forces and a multitude of practical people with no need to stuff socks down their jocks to look good.

For anyone over average height and weight, gaining access to the driver's seat and belting up is a bit like wrestling a sumo in a toilet cubical. On the other hand if you are vertically challenged, you need to wrestle with the steering wheel to launch yourself into the cab, as there is no grab handle to help out.

Once inside there's no room to swing arms or legs, in fact our editor couldn't drive it, he physically couldn't lift his left leg to change

gears. The driving position also requires some adaptation with the driver having to shift your bum to the right and lean your shoulder to the left so that your right arm can be used to steer whilst the left changes gear. Its road manners are acceptable, but take it off road and the machine excels in its natural environment as witnessed by the hose out cabin.

Seats are still upright and unsupportive, especially under-thigh, and the window side elbow room still very tight. Storage facilities include a large centre console or tray, cup holders, map pockets and remote central locking. You won't see any airbags, cruise control, electric mirrors, and steering wheel adjustment. That stuff is for wimps! The dashboard vents that used to open straight to the outside are gone and replaced by a redesigned air-conditioning/heating system.

The Defender 110 Wagon has anti-lock brakes and traction control, and all seats have

three-point seatbelts, but otherwise there's a comprehensive absence of modern safety features - not so much as an airbag, and no stability control either, a very useful aid in a high-riding vehicle like this. The Defender does however meet EU minimum safety standards.

Permanent four-wheel drive ensures power is sent to all four wheels continuously and although the ride is good it is a little ponderous at speed. The Defender has excellent levels of grip and once you get used to driving it you find yourself throwing it into bends with confidence as it corners remarkably well. Having said that too much speed can be regrettable as the Defender like any 4x4 is not as forgiving as a car nor does it have the same handling characteristics.

The Land Rover Defender's off-road capability is undisputed and our road test was just that - an off-road review with a few rough tracks and a disused quarry thrown in for good measure. The

power-assisted steering is well weighted making the Defender surprisingly easy to drive but the turning circle is not the tightest and takes some getting used to.

The full-time four-wheel drive transmission has both High and Low ratios which can be selected on the move while the diff locks are operated by a throw of the lever. And when idling along in low ratio, there is a feeling that the Defender is quite simply unstoppable, even with a bow wave washing over the radiator! Successful off-road driving is all about confidence, and the Defender is inspiring, finding traction when others are sliding down a hillside.

The engine develops 90kW of power and 360Nm of torque and there is a new six speed manual gearbox that controls the full-time 4WD transfer case. Low gearing means that frequent gear changes are required, but the lighter (not light) gearbox takes the effort out of the chore, while the new higher torque motor does actually

mean that less gear changes than before are required in normal everyday use. It will tow 3500Kg relatively easily.

The Land Rover Defender is a tool, not a toy. As far as comfort goes, it has definite shortcomings, but if there is a job to be done, the driver knows that this vehicle will succeed where others might struggle. The Defender handled our test course better than anything we have tested before. It simply was superb off road and performed with ridiculous ease. Definitely form over function design and doesn't look out of place in a 5 star hotel guest car park, there is nothing to beat it

What is good:

- Off road ability
- Rugged good looks
- Virtually unstoppable

What is not so good:

- Uncomfortable
- Uncivilised
- Minor safety features

Overall OzRoamer Rating: 73/100

Behind the Wheel	5	Practicality	9
Comfort	5	Fit for Purpose	10
Equipment	3	Towing Ability	9
Performance	7	Off Road Ability	10
Ride & Handling	7	Value for Money	8

BY ROB FRASER

CAR OF THE YEAR 2010

BEST LARGE 4WD



Model Landrover Discovery 4 SDV6 HSE
Model Price \$112,050 RDAP
Drivetrain 4WD 3.0L SDV6 6 speed auto
Power 180 Kw @ 4,000rpm
Torque 600 Nm @ 2,000rpm
Safety 5 Star ANCAP
CO2 Emissions g/km 244
Green Vehicle Rating 2½ Star
Economy (ADR comb) 9.3 L/100km
Tow Capacity Max 3500kg
Tow Ball Rating 350kg
Servicing \$1,040 - 3yrs/45,000km
Warranty 3yr/100,000km with full roadside assist



Our test vehicle was the Landrover Discovery 4 3.0 SDV6 HSE and we had an enjoyable and frustrating week. Frustrating because we experienced torrential rain for days on end and the intended trail became suicidal to attempt. It was enjoyable simply because it's a Discovery 4.

The iconic slab sided exterior design of the Discovery 4 has been updated, taking a stylish vehicle and improving it with smoother and simpler surfaces. The interior also has a significant reduction in the complexity and number of controls. Natural-finish woods and leather everywhere provide a subdued and luxurious crafted bespoke feel.

Sitting in the electronically multi adjustable heated leather driver's seat, I found myself comfortable but wishing for another 2-3 inches of seat travel. After a while the upright seating position became uncomfortable and I started to ache in the right knee and ankle, however I am taller than the average bear.

The electronically height and reach adjustable 4 spoke steering wheel steering wheel is heated and houses the switch layout for driver information, remote audio controls, cruise control etc. A new 5-inch Thin Film Transistor (TFT) driver information screen sits within the re-designed instrument cluster displaying key information in a clean, simple manner.

The new console is now inclined towards the driver, improving visibility and access to the controls. There are storage pods everywhere and at this spec level you want for little.

A Harman/Kardon Audio with 9 Speakers including subwoofer, radio, single slot CD player, portable audio interface, touch screen and 240-watt audio amplifier provides entertainment, navigation and off-road mapping. One of the connectivity ports is a dedicated Apple iPod point made exclusively by Land Rover, for continued functionality in extreme driving conditions.

All three rows of seats are supportive and

comfortable especially as the test vehicle was fitted with the Premium Leather pack, featuring electrically adjustable side seat bolsters, allowing front occupants to tailor their seating's support.

Rear seat passengers are well catered for with their own air conditioning controls, plenty of head, shoulder and leg room and the third row of seats fold flat electronically and provide adequate room for my 6'3" frame to sit comfortably.

Active safety features include EPB, Slip Control System includes: EBD, All-terrain ABS, ETC, DSC, Electronic differential control, EBA, EUC, Hydraulic rear brake boost, RSC, Trailer stability assist and HDC with GRC. Passive safety includes up to 8 Airbags, active front head restraints and upgraded body protection.

The 3.0L SDV6 has 180kW of power and torque of 600Nm. A key feature of the new LR-SDV6 3.0 is the fact that 500Nm of torque is available virtually in an instant. It feels so smooth and the twin-turbos work sequentially to provide

unrivalled response. Mate this to the ZF HP28 6-speed automatic transmission and you have instantaneous power for both on and off road conditions.

The Discovery has Electronic cross-linked air suspension with automatic load levelling and multiple modes. No one in the 4WD market sorts their suspension like Landrover and the ride over corrugated dirt roads really has to be experienced. On road it handles exceptionally for a large tall 4WD and off road only the Range Rover matches the wheel articulation.

The Discovery 4 has its award-winning Terrain Response system, which optimises the vehicle set-up for virtually all on-road or off-road driving situations, with five different settings to suit different terrains it has been refined over a number of years now and is possibly the best electronic 4WD system on the market.

All this means that the Discovery 4 will pretty much go wherever you point it. In reality these electronic

gadgets make 4wd driving easy and if they can't take you where you want to go then you really shouldn't be going.

The Discovery 4 will crawl over rocks or up the slippery slope with virtually no fuss and a level of composure that is hard to imagine.

An exceptional level of visibility beyond what has been usual up to now to assist with off road driving, close quarter parking and towing is provided by digital cameras relaying to the touch-screen a near 360-degree view.

The Discovery will tow 3500Kg and doesn't even raise a sweat doing it.

The list of features and gadgets actually makes my head spin. Is there a better combination of luxury, comfort, off road capability, 7-seat capacity, towing ability, power and economy on the market? We don't think so and that is why it was voted Best Large 4WD 2010.

What is good:

- Engine transmission combination
- Sophisticated Terrain Response system
- Towing Capacity

What is not so good:

- Drivers seat needs more travel
- Spare wheel location
- Price

Overall OzRoamer Rating: 95/100

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

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LEXUS RX450H PRESTIGE

\$97,300 RDAP

BY ROB FRASER

Our test vehicle was the Lexus RX450h Prestige AWD SUV. Like all Lexus vehicles it is perfect in fit and finish. It is powered by hybrid-exclusive 3.5-litre V6 (2GR-FXE) engine combined with the world's first hybrid system to use an Atkinson Cycle V6 engine mated to an electronically controlled continuously variable transmission (E-CVT).

Externally the RX450h is stylish while internally it features a completely new cabin design that is divided clearly into two dedicated function zones: the "display" and the "operation".

The "operation zone" houses the all-new Lexus Remote Touch navigation system, gear shifter and driver-operable switchgear.

The "display zone" has been designed to provide information to the occupants and features the multi-information screen, combination meter and head-up display.

Whatever Lexus calls its internal design it works brilliantly. Sitting in the exceptionally comfortable



drivers seat absolutely everything falls easily to hand. Entertainment is catered for in the Prestige by a 12-speaker Lexus premium sound system. This has an in-dash six-stack CD/DVD player, MP3 and AUX jack.

The LS450h has Lexus pro-active all-wheel-drive, ten SRS airbags with rear seat side SRS airbags and rear-seat pre-tensioning seatbelts. Also featured is the Lexus Vehicle Dynamic Integrated Management (VDIM) active safety technology.

The VDIM package seamlessly combines VSC+ with cooperative steering function, TRC, ABS, EBD and Lexus Brake Assist.

RX 450h's Lexus Hybrid System driveline consists of a purpose-developed Atkinson Cycle 3.5-litre V6 petrol engine, a generator, a 123kW electric drive front motor, reduction gears to the front axle and a continuously variable transmission that also functions as a power-split device. The Lexus Hybrid System transmission acts as an E-CVT that can freely vary the engine speed.

While the RX450h is an AWD SUV it is not a 4wd by any stretch of the imagination. Dirt or snowy roads are about its limit and a measly 1500kg tow capacity means this is a city car with the safety of a sophisticated AWD system.

The RX450h AWD SUV is a technological masterpiece and when I read about all the features it has my head starts to spin. The beauty of a Lexus is that all this technology is incredibly easy to use. Unlike a lot of Lexus vehicles this is actually fun to drive.

The question is why anyone would pay more for the RX450h over the RX350. But it's not only about better fuel economy but also about the environment where the RX450h shines.

We had the Lexus RX450h for about 3 weeks over the holidays, transporting the family to Queensland. It swallowed all the luggage and teenagers with ease and everyone arrived relaxed.

Would I buy one... probably not? But that is because I want the ability to go four wheel driving and tow toys. The RX450h is not designed for this. A couple of my friends have this vehicle and they love it, so that speaks volumes.

What is good:

- Interior layout and space
- Powerful and economical in the city
- Build quality

What is not so good:

- Price premium for Hybrid
- Limited off road/towing ability

The fact that Lexus wanted it back

Overall OzRoamer Rating: 82/100

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

Model Lexus RX450h
Model Price \$97,300 RDAP
Drivetrain AWD 3.5L Hybrid V6 E-CVT
Power 220 Kw @ 6,000rpm
Torque 335Nm instant
Safety 5 Star ANCAP
CO2 Emissions g/km 150
Green Vehicle Rating 5 Star
Economy (ADR comb) 6.4 L/100km
Tow Capacity Max 1500kg
Tow Ball Rating 150kg
Servicing \$ Not Supplied
Warranty 4yr/unlimited km with full roadside assist



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BY ROB FRASER

CAR OF THE YEAR 2010

BEST LARGE AWD SUV



Model Mercedes Benz GL 350 CDI Luxury
Model Price \$141,855 RDAP
Drivetrain 4WD 3.0L CDI V6 7G-TRONIC
Power 195 Kw @ 3,800rpm
Torque 620 Nm @ 1,600 – 2,400rpm
Safety 5 Star ANCAP (ML)
CO2 Emissions g/km 242
Green Vehicle Rating 3 Star
Economy (ADR comb) 9.2 L/100km
Tow Capacity Max 3400kg
Tow Ball Rating 273kg
Servicing \$ Not Supplied
Warranty 3yr/unlimited km with full roadside assist



The Mercedes Benz GL 350CDi Luxury is somewhat of a dark horse in the luxury 4WD SUV market. Like a lot of its compatriots it is unbelievably capable but rarely sees more dirt than the dusty driveway at the country property. The designers have done an admirable job of disguising the GL's overall size with subtle styling and good looks. At over 5.0m in length it is a monster and yet it looks smaller than it is. The inside is positively cavernous. The driver's seat is supremely comfortable. Multi adjustments combined with the electrically adjustable leather steering wheel means that you can find the perfect driver's position. The seat has more than enough travel for my 190cm frame and still leaves ample room behind. The steering wheel, with multi controls, frames the twin dial instrument panel. The centre area houses the multi function display. The transmission lever on the steering column takes a little getting

used to as you find yourself constantly reaching towards the centre console. The benefit is that there is more tangible space there. The second row of seats is very comfortable with plenty of head, shoulder and legroom. More suited to two with semi individually sculptured seats there is however, ample room for three. The third row of seats is comfortable enough for me to sit in with ample head and shoulder room. The closest to this is the Discovery 4 and the GL seats are better. In fact they are the best third row seats bar none in any 4wd on the market. To compliment the comfort the THERMATIC automatic climate control system provides consistent temperature for all seven seats. The rear individual seats can be stowed electrically at the push of a button. With the second row also folded flat the load area is long enough for me to lie flat with room at each end. Access is easy with the electronic tailgate.

The GL350CDi Luxury is absolutely packed full of goodies. There is way too much to list here about what it has inside. The best way is to have a look at the brochure from Mercedes Benz. The GL 350 CDI also takes the issue of safety and pedestrian protection to a new level. Again there are way too many safety features to list here but it has everything you could imagine plus more. The V6 diesel unit in the GL 350 CDI model has an output of 195Kw and a maximum of 620Nm of torque. The seven-speed 7G-TRONIC automatic works seamlessly with the powerful diesel motor. 4MATIC – the permanent all-wheel-drive system works together with the powerful engine and 7G-TRONIC seven-speed automatic transmission to provide outstanding handling whatever the conditions. The multi-talented AIRMATIC air suspension provides outstanding on-road comfort

with substantially enhanced directional stability and additional clearance off road. Off road the GL 350 CDI will surprise most with its abilities thanks to electronics and good design. There is a raft of electronic bells and whistles that assist the driver. The beauty of the GL 350 CDI is that these gadgets assist rather than take control, which is the trend. Wheel articulation is not as good as say the Discovery 4 but the electronics more than compensate. It effectively has front and rear diff locks. The places where you can go are generally limited by its size, tyre choice and your bravery. When you look underneath everything is neatly tucked up out of the way and a steel under-guard protects the important chassis and powertrain components. Given its size visibility is a feature. Forward you get a reasonably clear picture of where you are over the front bonnet and wheel guards.

To the rear the reversing camera is an essential piece of equipment. Two of the things that make the GL so popular with the horse and boat groups are that it will tow 3400kg with ease (braked) and has a 100L fuel tank. Handling, when pulling a trailer is no less impressive thanks to ESP® Trailer Stabilisation. It defuses critical driving situations by precisely applying the brakes, while AIRMATIC provides fully automatic level adjustment keeping things level. Is the Mercedes Benz GL 350 CDI the best 7 seat 4WD SUV on the planet? Well given all those factors I would have to say yes. Some of its compatriots may be better in some areas but I don't believe any have a better overall balance. Let the arguments begin!

- What is good:**
- Comfortable 7 seats
 - Off road ability
 - Diesel Motor transmission combination
- What is not so good:**
- Overall size
 - Price
 - Um.... still thinking

Overall OzRoamer Rating:		95/100	
Behind the Wheel	10	Practicality	10
Comfort	10	Fit for Purpose	10
Equipment	9	Towing Ability	9
Performance	10	Off Road Ability	9
Ride & Handling	10	Value for Money	8

BY STEVE LAWSON

The all-new Mitsubishi ASX Aspire 1.8-litre turbo diesel AWD has been designed to appeal to family car buyers who want something a little different from the standard family hatchback. The ASX interior is spacious with a quality feel.

The centre console and air-conditioning are straight out of the Lancer and the dash is from the Outlander. The multi-function steering wheel is adjustable for both reach and rake. The driver sits high which gives a good view when driving although the high bonnet makes it a bit tricky to judge where the front is.

The ASX is roomy, with reasonable space for four adults. Rear passengers get good legroom and shoulder room and an armrest. Up front there are several storage areas including in door pockets that can take a 500ml bottle, large glove box and central console with storage area and cup holders.

Standard features include fully automatic climate control air-conditioning, cruise control, leather seats with seat heating for the front, power driver's seat, keyless operating system with a one-touch start,



automatic windscreen wipers and lights, electric windows and exterior mirrors, electric tailgate opener, front fog lamps and 17-inch alloy wheels. The ASX Aspire also features a premium Rockford Fosgate audio system with nine speakers and the Mitsubishi Multi Communication System (MMCS), which includes satellite navigation, DVD with video input, Bluetooth with steering wheel mounted controls, iPod integration and control, and reversing camera.

The ASX is a car ideally suited to family motoring. The boot size is big enough and the back seats spilt on a 60/40 basis for further flexibility, and there is a through-load ski hatch. The boot floor also lifts up to reveal extra storage space.

The ASX with a 5 star ANCAP safety rating comes with up to seven airbags, including driver's knee airbag, electronic stability system, hill start assist etc.

The 1.8-litre turbo diesel engine has plenty of grunt

to keep things moving along and was surprisingly quiet for a Mitsubishi diesel. It produces 110Kw @ 4,000rpm and torque of 300Nm @ 2,000rpm and drives through a smooth 6 speed manual transmission. The Auto is still months away.

Combined with the car's nimble handling it feels a pleasure to use both round town and on more twisty roads and is sure footed even on bush trails.

For those wanting to get off the beaten track, be mindful that this isn't a heavy-duty 4X4. For really rough or slippery off-road conditions, the system provides a 4WD Lock mode that transfers around 1.5 times the torque to the rear wheels to improve traction.

Overall the Mitsubishi ASX Aspire is a surprisingly good package that provides the driving experience of a standard hatchback but with the benefits of a 4x4 such as high driving position and four-wheel drive. The diesel is willing, economical and provides pleasant driving. Mitsubishi has created a brilliant SUV that is great value, practical and safe with standout looks that will make your friends envious.

What is good:

- Diesel's good power/economy
- Practical family car
- Lots of standard features
- Refined and comfortable ride

What's not so good:

- Back seats lack support
- No auto version in diesel
- Indicator sound drives you nuts

Overall OzRoamer Rating: 81/100			
Behind the Wheel	8	Practicality	9
Comfort	8	Fit for Purpose	10
Equipment	9	Towing Ability	6
Performance	8	Off Road Ability	6
Ride & Handling	8	Value for Money	9



BY ROB FRASER

Aimed at the adventurous buyers that want a lifestyle vehicle, the Mitsubishi Outlander VRX is the top of the range AWD SUV in the range. It combines a reasonable degree of off-road ability with premium appointments and stylish looks.

Inside, there is a typical high-riding stance and some neat design touches with cowled dials that are meant to echo the instrument design on a motorcycle. The decor is purposeful and all controls fall easily to hand. The rotary knobs for the ventilation system are simple and intuitive and the rest of the dash is smooth and uncluttered. The steering wheel only adjusts for tilt and visibility is good, although the windscreen pillars can obscure the view at roundabouts.

The dashboard is logically laid out and easy to use. There's plentiful small-item storage, cup/bottle holders and 12-volt outlets and it's all screwed together neatly. Front seats are comfortable and there is adequate room in the rear even for someone as tall as I am. The back seat sits higher



Model Mitsubishi Outlander VRX

Model Price \$56,669 RDAP

Drivetrain AWD 3.0L V6 6 speed auto

Power 169 kW @ 6,250 rpm

Torque 291 Nm @ 3,750 rpm

Safety 5 Star ANCAP

CO2 Emissions g/km 247

Green Vehicle Rating 3 1/2 Star

Economy (ADR comb) 10.4 L/100km

Tow Capacity Max 1600 kg

Tow Ball Rating 160 kg

Servicing \$1,130 3yrs/60,000km

Warranty 5yr/130,000kms with 5yr roadside assist

than the front seats and has sliding/reclining functions. It's a good space for children, but a bit narrow for 3 bigger adults.

The tailgate is a clever split design that folds flat to allow long items to be slid in but also retains a lip to keep the kids school bags and shopping in. Overall it is versatile and the big, box-like shape has an 882 litre capacity. The 60:40 split-fold back seats fall forward and out of the way at the touch of a button for even more space.

The 2011 Outlander VRX is powered by the V6 3.0-litre SOHC 24 valve MPI MIVEC engine which generates 169 kW of power @ 6,250 rpm and 291 Nm of torque @ 3,750 rpm. The 3.0-litre V6 engine is mated to a six-speed automatic transmission with Sports Mode sequential style shift change and INVECS Smart Logic. While this motor is powerful enough it can be thirsty around town.

Safety is a focus with the Outlander featuring driver and front passenger dual stage SRS

airbags, active stability control, ABS with EBD and RISE body protection and three-point ELR seatbelts. Side and curtain airbags are now standard and the VRX has Mitsubishi's acclaimed S-AWC system.

Equipment levels are impressive and include automatic air conditioning, steering wheel mounted audio and cruise controls, two-speed variable and intermittent wipers, dusk sensing headlamps, rain sensing wipers, fog lamps, reverse sensors, sunroof, reverse camera, a 710-watt Rockford Fosgate sound system, alloy pedals and enhanced interior trim. MMCS also includes satellite navigation, vehicle maintenance data, voice activation, iPod functionality and Bluetooth.

The Outlander VRX is competent off road. The S-AWC system works pretty well and the chassis will soak up rough roads better than many of its competitors. Mitsubishi's experience with 4WD systems is evident. The real limitations are approach, departure and ramp over angles. We did test the Outlander on forest trails and the beach at Stockton and each time it surprised us with how capable it was.

What is good:

- AWD System
- Full of features
- 5-year warranty

What is not so good:

- Bit heavy on fuel around town
- No diesel option
- Rear seats don't fold flat

Overall OzRoamer Rating: 79/100			
Behind the Wheel	8	Practicality	9
Comfort	8	Fit for Purpose	8
Equipment	8	Towing Ability	8
Performance	7	Off Road Ability	7
Ride & Handling	7	Value for Money	9



BY ROB FRASER

CAR OF THE YEAR 2010

BEST SMALL MEDIUM 4WD



- Model** Mitsubishi Challenger XLS
- Model Price** \$61,608 RDAP
- Drivetrain** 4WD 2.5L CRDi 5 speed auto
- Power** 131 Kw @ 4,000rpm
- Torque** 350 Nm @ 1,800rpm
- Safety** 4 Star ANCAP
- CO2 Emissions g/km** 259
- Green Vehicle Rating** 2 ½ Star
- Economy (ADR comb)** 9.8 L/100km
- Tow Capacity** Max 3000kg
- Tow Ball Rating** 300kg
- Servicing** \$855 - 3yrs/45,000km
- Warranty** 5yr/130,000km with full roadside assist



The Mitsubishi Challenger XLS 2.5L DID can be described as an honest 4wd. It has a great blend of comfort, robustness and off road capability. We put the Challenger through its paces and the more we drove it the more it impressed us.

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 Challenger is miles ahead of the model it replaces in style. It has the same front end as the stylish Triton and from the side it is clean and crisp with flowing lines. The XLS 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 identical 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 could do

with reach adjustment to help find the best driving position.

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

Challenger XLS features leather seat trim, power driver's seat with slide, dual height and recline movement, 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 safety rating, the Challenger features driver and passenger front and side SRS airbags and curtain SRS airbags, a comprehensive range of all-terrain driver aids, including Mitsubishi's class-leading off-road package, MATT (Mitsubishi's All Terrain Technology system) which includes Active Stability and Traction Control (ASTC), Multi-mode ABS with EBD, and rear diff lock.

Utilising the latest in clean diesel technology, the engine produces 131kW of power @ 4,000rpm and 350Nm @ 1,800rpm when mated to the INVECS II Smart Logic automatic transmission with Sports Mode with reasonable economy of 9.81l/100kms.

The Challenger body is built on a ladder-frame chassis and is reinforced with the extensive use of light, yet extremely high-strength, steel. The vehicle displays comfortable and controlled

driving characteristics through the application of coil-spring suspension all round: front suspension is double wishbone type and the rear suspension is a three-link design utilising coil springs. Stabiliser bars are employed to control body roll, while four-wheel disc brakes provide optimal stopping power. The Challenger's 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 and if you need it your in pretty deep.

Towing capacity for the Challenger is a generous 3000kg with ten per cent ball load. The Challenger tows great 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.

I actually liked the Challenger XLS a lot. If you think of it as a wagon version of Mitsubishi's excellent Triton then you get an idea of just how capable it is. The more you drive it the better it gets. It is an honest, robust, practical and spacious family 4WD wagon that is not expensive.

It 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. There is also something very comforting about that diesel rumbling in the background.

The Challenger XLS is a mixed bag but overall it is high on our list of mid-sized 4WD choices. It is a hidden gem.

What is good:

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

What is 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 ANTHONY HOOD

CAR OF THE YEAR 2010

BEST 4WD DUAL CAB



Model Mitsubishi Triton GLX-R
Model Price \$57,750 RDAP
Drivetrain 4WD 2.5L Diesel 5 speed auto
Power 131 Kw @ 4,000rpm
Torque 350 Nm @ 2,000rpm
Safety 4 Star ANCAP
CO2 Emissions g/km 253
Green Vehicle Rating 2½ Star
Economy (ADR comb) 9.6 L/100km
Tow Capacity Max 3000kg
Tow Ball Rating 300kg
Servicing \$2,020 - 3yrs/60,000km
Warranty 5yr/130,000km with full roadside assist



The vehicle on test is a Mitsubishi Triton GLX-R dual cab turbo diesel fitted with the 5 speed sports auto, super select transfer case, rear diff lock and MMCS (Mitsubishi Multi Communication System).

The Triton has a smooth flowing body hiding the fact that it has actually got a reasonable cargo area and payload. Inside the Triton, the finish is not bad for a work Ute. The driver's seat is reasonably comfortable with firm support on the base and back but misses out on lumbar support and squab adjustment. There is room in the back for two adults to sit comfortably for short trips and children will be good for the long haul, however three would be a bit squeezey.

The driving position with height adjustable leather steering has reasonable over bonnet visibility and overall visibility is excellent.

The MMCS works a treat with intuitive Bluetooth connection and clear sound. The mapping software was good with reasonable

coverage off road but I wouldn't want to rely on it if you go too far off the beaten track. The only thing that let it down was the lack of reversing camera.

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 Active Stability & Traction Control, Multi Mode ABS, Electronic Brake Force Distribution and an optional Diff Lock.

The GLX-R has standard driver and front passenger SRS airbags, front and rear door impact bars, ABS brakes with Electronic Brakeforce Distribution, front seatbelt pretensioners and child restraint points.

The Active Stability Control works pretty well as I found out on a heavily corrugated dirt road when the vehicle took action to correct a pending slide. The Triton suffers from the same rough ride that all leaf sprung utes suffer from. If

you are carrying a load all week and having a bit of fun on the weekend then this isn't a problem but if you are using it as a vehicle to commute to and from work with occasional load carrying and the odd big trip then a set of aftermarket springs would make life a lot more comfortable.

The GLX-R has a gutsy 2.5L common rail intercooled turbo diesel engine producing 131kW of power and 350Nm of torque for the auto. Off idle there was a moment of turbo lag before it kicked in but then there was plenty of power to keep you moving. It is however a bit noisy.

Transmission ratios seem well spaced as there was little hunting experienced and off road in low range it was easy to keep the revs in the torque range.

Climbing up through the hills out of Sydney the Triton took them in its stride only kicking down when given a bit of right boot or getting stuck behind slow moving traffic.

Engine braking was good enough to moderate speed on the steep down hills but off road there was still a little brake application required as there is no descent control.

The roll bar on the tub is like most utes in similar trim specs, largely ornamental as there are no ears to secure loads to prevent them shifting and no tie down points in the tub.

I found the triton to be a good off roader. It went everywhere we pointed it and only touched underneath once or twice on the more difficult sections but with the traction aids engaged made it through. The rear diff lock is rarely needed and wheel articulation is excellent, especially in the back as it took some pretty gnarly terrain to get the wheels off the ground.

A snorkel would also be a good investment if frequent creek crossings were planned as the intake is situated on top of the radiator.

There is also good towing capacity at 3000kg with 300kg ball weight and with a 938kg payload means it will take a lot of gear.

All things taken into account this is a good vehicle for the worker who wants to take the family away on the weekend or those who don't want to get into the wagon market.

For a stock vehicle it took everything I dished out to it within its limits and would take you to most places in Australia and with a little bit of aftermarket gear would take you the rest of the way.

There are lots of genuine and aftermarket accessories available allowing you to customise to your needs.

What is good:

- 4WD/stability system
- Load carrying
- Rear diff lock

What is not so good:

- Unladen ride
- No reverse camera with MMCS
- Lack of hill descent contro

Overall OzRoamer Rating: 85/100

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

BY ROB FRASER

Going back some ten or so years ago Mitsubishi revolutionised the 4WD market with a large 4WD that actually had road manners. Time has moved on and the latest model of the Pajero is now getting long in the tooth but still remains an exceptionally competent 4WD with good handling and dynamics.

The external shape remains stylish and the Exceed has some features that enhance that style such as ten spoke 18-inch alloys, front fog lamps, roof rails, high intensity dusk sensing headlights etc.

Step inside the Exceed and the first thing you notice is that the interior is quite spacious. The electrically adjustable heated drivers seat is comfortable and the leather and wood grain steering wheel is both reach and height adjustable to allow you to find that perfect driving position. There is enough seat travel even for my lanky frame and the overall visibility is excellent. The steering wheel is surprisingly comfortable in the hands.

In front of the driver is the blue illuminated sports dash with multi information display in-between.



- Model** Mitsubishi Pajero Exceed 3.2 DiD
- Model Price** \$83,401 RDAP
- Drivetrain** 4WD 3.2L Diesel 5 speed auto
- Power** 147 Kw @ 3,800rpm
- Torque** 441 Nm @ 2,000rpm
- Safety** 4 Star
- CO2 Emissions g/km** 239
- Green Vehicle Rating** 2½ Star
- Economy (ADR comb)** 9.0 L/100km
- Tow Capacity** Max 3000kg
- Tow Ball Rating** 250kg
- Servicing** \$2,040 - 3yrs/60,000km
- Warranty** 5yr/130,000km with full roadside assist

The centre console houses Mitsubishi's Multi Communication System (MMCS) with Navigation Voice Command Steering Wheel Controls, an 850-watt Rockford Acoustic Design 12 Speaker Premium Audio System and reversing camera with reversing sensors. The sound from this entertainment system is simply awesome.

Rear seat passengers are spoilt with plenty of leg, head and shoulder room. The Exceed also comes with a rear entertainment system as an option and it's worth it to keep the rear passengers occupied.

The third row of seats folds neatly into its own hub to give a large luggage area but are definitely in the small child short trip category though.

The Pajero Exceed Edition offers first-class occupant and driver safety. Features include front, side and curtain airbags, ASC, ATC, EBAC, Super Select 4WD II, Multi-mode, ABS, EBD, Mitsubishi Body Optimised Suspension (MBOS) and MATT (Mitsubishi's All Terrain Technology).

Super Select let's you alternate between 2WD and 4WD modes changing between modes at speeds of up to 100 kilometres per hour on any surface. I would also opt for the 17-inch wheels and the rear diff lock for superior off road performance.

Powered by a 3.2 litre Common Rail turbo-charged diesel the Pajero pumps out 147kW of power and 441Nm of torque. The engine is mated to the INVE CS II 'Smart Logic' 5-speed automatic transmission with Sports mode. This combination works well but the engine is noisy by today's standards and is outclassed by the Sante Fe and Sorento however is still better than the Prado.

The Pajero will tow 3000kg with a tow ball weight of 250kg and makes a pretty dam good tow vehicle.

As I mentioned before the current Pajero is long in its design cycle and there are areas where the market has caught up and passed it, however it remains a roomy, very competent 4WD vehicle that will transport the family and all their gear to wherever you may wish to go.

- What is good:**
- 4WD/stability system
 - Internal space
 - Rear diff lock 17inch wheel option

- What is not so good:**
- No reach adjustment on steering wheel
 - Engine bit noisy
 - Relatively pricey

Overall OzRoamer Rating: 85/100			
Behind the Wheel	9	Practicality	9
Comfort	9	Fit for Purpose	9
Equipment	9	Towing Ability	8
Performance	8	Off Road Ability	9
Ride & Handling	8	Value for Money	7



BY ROB FRASER

Peugeot has finally joined the AWD SUV revolution with the launch of its 4007 combining the best of Mitsubishi's 4WD technology and bodywork with styling clues from Peugeot.

Sit in the comfortable electrically adjustable, heated drivers seat and grab the leather steering wheel and you immediately feel in familiar territory. Internally it looks exactly like its stable mate the Outlander. That is a good thing by the way.

You can easily find a comfortable driving position and the dash has white on black instruments that are easy to read and use. The centre of the instruments is for the multi function display, with trip computer etc. The steering wheel, which is height adjustable only, has a good feel and houses the stereo controls and cruise control.

The next thing you notice is that there is an abundance of little storage areas in the centre console, door bins etc. Other features include climate controlled glove box, electronic rear park



- Model** Peugeot 4007 HDi
- Model Price** \$54,909 RDAP
- Drivetrain** AWD 2.2L Diesel 6 spd DSC auto
- Power** 115 Kw @ 4,000rpm
- Torque** 380 Nm @ 2,000rpm
- Safety** 5 Star ANCAP
- CO2 Emissions g/km** 192
- Green Vehicle Rating** 3 ½ Star
- Economy (ADR comb)** 7.3 L/100km
- Tow Capacity** Max 2000kg
- Tow Ball Rating** 160kg
- Servicing** \$1,487 - 3yrs/60,000km with full roadside assist

assist, climate control air-conditioning and rear privacy glass.

The second row of seats is comfortable for my 6-foot 3-inch frame around town and fold electrically forward to give access to the cramped rear seats. These are strictly for short people and short trips.

The boot area is flat and reasonably sized. One clever feature I really like is the short tailgate which allows you to put bags etc in easily over the lip but folds flat to slide larger items in.

Passenger safety is well catered for with ESP, ABS with EBF, ASR, DSC, EBA, ESP, AWD, six airbags and Isofix mounting points.

The 4007 has a new Peugeot 2.2-litre HDi diesel engine with a maximum 115 kW of power at 380Nm of torque. However that's not the full story as the diesel brings in 250Nm of torque from only 1250rpm and combines brilliantly with the 6-speed DCS automatic.

If you think of the 4007 as an AWD wagon that has added safety and benefits rather than a proper 4WD then you will be doing yourself a favour. Take it too far off road and it won't look pretty when it gets back. However use it for muddy dirt roads, driving on snowy roads etc and it is fabulous.

The Peugeot 4007 uses the same on-demand four-wheel drive system found in the sister vehicle the Outlander and is a very capable AWD SUV limited more by bodywork and clearance issues than its driveline.

With a braked towing capacity of 2,000kg, which is about average for this market niche, the 4007 is ideally suited to the active lifestyle, towing seadoos etc.

Although the 4007 is based on the Mitsubishi Outlander it is more than just a rebadge. Peugeot's expertise in diesel engines, suspension tuning and even the family style has added considerably to an already impressive package.

This segment of the market is heavily populated and competitive, and the 4007 is hampered somewhat by a hefty premium for the diesel motor. However I doubt that will deter the loyal buyers.

- What is good:**
- Overall style
 - Diesel Motor
 - Practicality and Versatility

- What is not so good:**
- Hefty price premium for diesel
 - No Sat Nav
 - Bluetooth Optional

Overall OzRoamer Rating: 80/100			
Behind the Wheel	9	Practicality	9
Comfort	9	Fit for Purpose	8
Equipment	8	Towing Ability	8
Performance	8	Off Road Ability	6
Ride & Handling	8	Value for Money	7



BY ROB FRASER



Model Range Rover Autobiography
Model Price \$255,434 RDAP
Drivetrain 4WD 5.0L Supercharged V8 6 speed auto
Power 375Kw @ 6000-6500rpm
Torque 625Nm @ 2500-5500rpm
Safety N/A
CO2 Emissions g/km 348
Green Vehicle Rating 2 Star
Economy (ADR comb) 14.9 L/100km
Tow Capacity Max 3500kg
Tow Ball Rating 250kg
Servicing \$ Not Supplied
Warranty 3yr/100,000km with full roadside assist



Sometimes this job is awesome, like when we tested the Range Rover Autobiography. What's it like? In a word...Superb! You want for very little, having almost every conceivable luxury item you could imagine.

The Autobiography adds to the already considerably high levels of luxury with leather, more leather and yet more leather. In terms of how it drives both on and off road it is really no different to the Range Rover Vogue.

Our test vehicle was powered by the supercharged 5.0L V8 mated to a 6sp Tiptronic transmission that features an intelligent sport mode, which can sense and adapt transmission characteristics to particular driving styles and permanent 4WD.

The Autobiography is a super luxurious 4WD for those who like to park on the kerb. Sadly they rarely see any dirt at all.

Externally new 20-inch diamond-turned twin-seven-spoke alloy wheels differentiate the Autobiography.

Both the TDV8 and Supercharged petrol derivatives feature the Diamond Mesh grille and side vents, black and silver badging and stainless steel detailing on brake and accelerator pedals.

Internally the Autobiography offers even higher levels of luxury and refinement over the Vogue, combined with the ability to personalise your Vogue to suit your own sense of taste and style.

The first impact when opening the door on an Autobiography will be the smell of leather. Range Rover has never offered a Vogue with this amount, or quality, of leather. The fascia, doors, seats, centre console and roof lining are all clad from top to bottom in leather, oh and some burr wood. Even the floor mats are bound with leather! A new seat style has been introduced that incorporates contrast stitching and semi-aniline Autobiography leather.

The semi-aniline is the softest grade of leather available. The softness is achieved by applying the minimum amount of treatment, which necessitates

selection of only the very best hides.

In addition to the copious amounts of leather the Autobiography also features Acoustic and "Climate" glass, on both the windscreen and front side windows, Dual View Touch Screen, Adaptive Dynamics and Vision Assist Package.

The Acoustic glass has the effect of reducing cabin noise, whilst the Climate glass reflects infrared rays to reduce the effect of heat soak and sunlight. This in turn reduces the air conditioning load.

The Autobiography also features 'dual view' infotainment touch screen technology, allowing the driver and passenger to view completely different images simultaneously.

The traditional instrument cluster has also been replaced by a fully configurable 12" TFT screen which presents all essential driver information via cleverly designed 'virtual' dials and graphical displays.

The Autobiography also benefits from a series of enhanced active safety aids including Adaptive Cruise Control, Blind Spot Monitoring, Automatic High Beam Assist and a patented reverse Tow Assist function. In addition, a surround camera system utilises five digital cameras to relay a near 360-degree view to the touch-screen, allowing for easier parking, towing and off road manoeuvring. The Autobiography comes with the 5.0L Supercharged V8 motor producing 375Kw and a very handy 625Nm of torque. This is the most powerful engine Land Rover has produced and it is an absolute gem. The thing you notice is just how effortless the driving is.

The Range Rover is unquestionably the best vehicle based 4WD on the planet. The combination of prodigious power and torque, permanent 4wd with Land Rover's brilliant terrain response system, rear electronic differential and unbelievable wheel articulation from the air suspension provides an unmatched feeling of confidence. Add to this

capability a towing capacity of 3500kg with Trailer Stability Assist and you can quickly see why the Range Rover is such a favourite with the horse and boat groups.

The Range Rover Autobiography Supercharged is one hell of a 4WD. There is nothing that comes close to the combination of luxury, on and off road performance and practicality, except maybe the Autobiography TDi.

Like all cars there are a couple of things we would like to improve. It is incongruous that there is not an automatic boot closer. The supercharged motor has a huge thirst.

The other major problem with it is that we don't have one permanently in the garage. I absolutely would buy one if I could and throw a bull bar on it and take it to Cape York. My preference is for the TDi version and unlike most owners I would use it for what it was designed to do.

I must ring Land Rover and see if they have a spare one.

What is good:

- Levels of Luxury
- Supercharged V8 Power
- Off road ability

What's not so good:

- Fuel Economy
- No automatic Boot Closer (I know picky)
- The fact that I don't own one

Overall OzRoamer Rating: 88/100

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

BY ANTHONY HOOD

If you are the type that prefers the thought of adventure and listens to Bach not Green Day then perhaps the Range Rover Sport is for you.

The look is youthful whilst maintaining styling cues that would warm the heart of any old Rangie owner. The 20" rims add a bling factor to the package, as does the understated body kit. It is one big mean looking machine.

Inside the Sport there is leather and wood grain everywhere. I found the seating comfortable except that the driver's seat wouldn't go down far enough. The thick heated leather steering wheel felt superb on those frosty mornings.

Even though the Rover looks big from the outside it is actually rather compact inside. I found the driver's compartment comforting but others found it claustrophobic.

There are so many gadgets in this car that I didn't have time to figure them all out. It took me the best part of a day to set the stereo up, find the DVD



- Model** Range Rover Sport Luxury
- Model Price** \$149,595 RDAP
- Drivetrain** 4WD 5.0L V8 6 speed auto
- Power** 276 Kw @ 6,500rpm
- Torque** 510 Nm @ 3,100rpm
- Safety** 4 Star ANCAP
- CO2 Emissions g/km** 32
- Green Vehicle Rating** 2½ Star
- Economy (ADR comb)** 13.9 L/100km
- Tow Capacity Max** 3500kg
- Tow Ball Rating** 350kg
- Servicing** \$Not Supplied
- Warranty** 3yr/100,000km with full roadside assist

player and get a movie in for my son, hook my phone up to the Bluetooth, work out how the TV worked and set it up for Australian stations. The stereo worked brilliantly as did the Bluetooth.

As you would expect safety is paramount featuring eight airbags and a heap of electronic aids including ABS, BA, EBD, ACC, DSC and ETC.

The powerful V8 delivers 276kW of power and 510Nm of torque effortlessly and quietly. The 6-speed transmission was smooth even in Sports mode and always able to find the right gear. Steering was perfectly weighted for both slow speeds and highway cruising.

Fuel economy however was atrocious around town delivering about 20L/100K. On the open road however the big V8 allowed the Sport to cruise along at about 1800rpm at 110Kmh and delivered economy at about 10 – 11L/100K.

The smooth but firm ride is provided by four-corner air suspension that helps ensure the vehicle is

optimised for a responsive ride, handling and balance. The brilliant terrain response has a mode for everything so you should never be left wanting. There is plenty of towing capacity at 3500kg to pull whatever you want and this coupled with the trailer assist program makes towing a breeze, but watch out for the fuel. If you are towing buy the TDV8 instead.

The Sports off-road abilities are pretty much the same as all other Rangies, which means fantastic with the only limiting factor being the tyre size.

The Range Rover Sport Luxury has outstanding build quality, high comfort levels and power with more gadgets than you can poke a stick at. You feel at home running around town and if you want to try it in the bush, it will take you there and more importantly get you back. That is the key as almost all of its competitors will pull up short when the tarmac ends. On that basis it represents great value.

What is good:

- Build Quality
- Off road ability
- Towing capacity

What is not so good:

- Fuel use around town
- Tyres and rims for off road
- Did I mention fuel

Overall OzRoamer Rating: 88/100			
Behind the Wheel	8	Practicality	7
Comfort	9	Fit for Purpose	10
Equipment	10	Towing Ability	10
Performance	10	Off Road Ability	9
Ride & Handling	7	Value for Money	8



BY STEVE LAWSON

Renault Koleos is the result of close collaboration between each of the Renault-Nissan Alliance brands. So it is designed by Renault, developed by Nissan and manufactured in Renault Samsung Motors' Busan plant in Korea.

Externally it has its own style, based on the X-Trail chassis and running gear. Behind the wheel most controls fall easily to hand and the flowing dash design is finished in soft touch materials. The centre console looks cluttered, and Renault's trend of putting the sat-nav and telephone controls between the front seats makes them difficult for the driver to use on the move.

There is a leather-wrapped steering wheel, height and reach adjustable and electrically adjustable heated leather driver's seat allowing you to find the comfortable driving position. The driver's seat sits a little high and needs more slide for tall drivers. The sat-nav screen sits on top of the dash, and is clear and easy to see, although is prone to reflection in bright sunlight.



- Model** Renault Koleos Privilege
- Model Price** \$47,875 RDAP
- Drivetrain** 4WD 2.5L petrol CVT
- Power** 126 Kw @ 6,000rpm
- Torque** 226 Nm @ 4,000rpm
- Safety** 5 Star ANCAP
- CO2 Emissions g/km** 228
- Green Vehicle Rating** 3 ½ Star
- Economy (ADR comb)** 9.5 L/100km
- Tow Capacity Max** 2000kg
- Tow Ball Rating** 160kg
- Servicing** Free 3 years/40,000Km with full roadside assist

Rear seat passengers have their own air vents and folding tables are also integrated in the back of the front seats, while offering impressive leg and headroom.

There are plenty of boxes ticked in the Koleos with a raft of equipment aimed at taking the stress out of motoring including the Renault keyless card and start button function, air-chilled, 15-litre glove box, automatic handbrake, headlamps and wiper activation, dual-zone climate control, satellite audio controls, cruise control (with speed limiter), power windows, roof-mounted child-minder mirror, electronic child locks and adjustment of the exterior mirrors.

The Privilege is fitted with a Bose® developed audio system which comprises a digital amplifier, seven loudspeakers and a sub-woofer with an auxiliary audio input for MP3/iPod connections

The Koleos has a 5 Star ANCAP safety rating and includes front, lateral and side curtain airbags, ESP, ABS, EBA, TCS, HDC and HSA

Our test vehicle was the 2.5-litre Euro 4-compliant petrol engine that delivered peak power of 126kW at 6,000rpm and maximum torque of 226Nm at 4,400rpm. The 4x4 Privilege comes standard with CVT. It has a towing capacity of 2000kg

Due to Renault's partnership with Nissan, the Koleos can thank its X-Trail sibling for most of its off-road prowess. Indeed the Koleos has some impressive off-road credentials that defy its relatively soft looks. On test, we were able to comfortably traverse obstacles that would trouble some other soft roaders. Most impressive was the wheel articulation on offer while negotiating deep axle twists.

Renault's first venture into the off-road segment may have arrived fashionably late, but with the Koleos it looks as if the French manufacturer is intent on staying at the party until morning. Build quality feels good, and this model certainly impressed with its refinement and urge. With the Koleos' soft suspension set-up, Renault is assuming that most models sold will log much of their mileage on tar but, thanks to a little off-road help from Nissan, the Koleos will be cruising the fire trails of Australia with surprising ease.

What is good:

- Genuine good-value
- Chassis and suspension
- Interior styling and comfort

What is not so good:

- Dashboard glare
- Split tailgate limits cargo area reach
- Turning circle

Overall OzRoamer Rating: 76/100			
Behind the Wheel	8	Practicality	8
Comfort	8	Fit for Purpose	8
Equipment	8	Towing Ability	6
Performance	8	Off Road Ability	6
Ride & Handling	8	Value for Money	8



BY JONATHON FLETCHER

The Ssangyong Korando is the latest entry in the compact SUV market, meaning all three Korean manufacturers have brought new cars to this segment in the past two years.

Available only with a new diesel engine, the Korando is well equipped and – like its Korean competitors – offers great value and a surprising package, wrapped in a stylish body.

At \$30,311 MLP, the Korando SX sits midway through the three-level Korando range that starts at \$26,311 and runs to \$36,811 MLP.

The SX offers as standard 17-inch alloy wheels with 225/60x17 tyres, six airbags, Electronic Stability Program (ESP), leather-wrapped steering wheel and gearlever, climate control, Bluetooth connectivity, six-speaker CD audio with USB/MP3 connectivity, cruise control, trip computer, cargo cover and Ssangyong's Active AWD system.

Under the bonnet sits a 2.0-litre turbo-diesel producing 129kW of power and 360Nm of torque, although maximum torque arrives between 2000rpm



and 3000rpm. Pulling power is excellent in the mid-range but the slim torque range can sometimes leave you scrabbling for lower gears when turning corners or ascending hills.

Already Euro-V compliant, the diesel is not the quietest but at least it's relatively smooth. Economy is acceptable with an official combined figure of 6.4 litres/100kms for the 6-speed manual, even though we only managed a high-sevens average after 400kms in a barely run-in test car.

Behind the wheel, the dashboard is well laid out and the controls easy to use. Despite the hard plastic that abounds in the dash and door-trim the design is pleasing. Seats are comfortable and nicely trimmed, with driver and passenger enjoying good support and rear seat passengers having lots of legroom to make longer trips bearable. Flat folding 60/40 split rear seats and a huge boot mean there's plenty of luggage space.

The leather-wrapped steering wheel lacks reach adjustment and direct steering. It also lacks feel

and is slow. The clutch is light but there's no left footrest meaning the driver's left foot has to hover over the clutch pedal or wriggle under it.

The gearchange is rubbery and the standard 6-speed gearbox could use better gearing. Second gear is too low but third struggles to pull around many city and suburban corners. Once in top gear on the open road, the Korando settles into a relaxing, economical cruise.

Built on a monocoque chassis, the Korando's suspension feels car-like most of the time although bigger bumps can unsettle it. There's more body roll than expected and tyre grip could be better. On unsealed roads, the car is reasonably surefooted and getting onto dirt tracks is possible with the Active AWD system that directs more torque to the rear end to enhance grip.

The Ssangyong Korando SX demonstrates again that Korea really understands that good styling is critical to sales success. With a modern, economical diesel under the bonnet, a part-time 4WD system and a well-equipped spacious cabin for five people, the Korando offers outstanding value and should cause a few compact SUV buyers to take a second look.

What is good:

- 2.0L diesel's mid-range performance
- Stylish good looks
- 5-year warranty

What is not so good:

- Noisy diesel
- Hard plastic trim
- No clutch footrest or steering reach adjustment

Overall OzRoamer Rating: 79/100

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



BY CHLOE FRASER

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

The Forester S has a purposeful look with silver roof rails, exclusive 17-inch STI wheels, bonnet scoop and spoiler.

The test vehicle came in WR Blue, which is a limited time option but matches the sport interior with a blue tone Alcantara and leather seat trim, S-Edition seat embroidery and blue stitching, sporty instrument display and blue-tone foot lights.

The seats have a soft feel and the electrically adjustable drivers seat has good travel but could do with more lumbar support. The height adjustable leather steering wheel has controls for stereo and cruise control with paddle shifts that are a waste of time. Even with the sunroof there was plenty of headroom for me at 192cm tall.

In fact the whole car has a spacious feel, with



plenty of headroom, fantastic visibility and stylish 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 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. 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 engine is a re-tuned version of the WRX's turbocharged 2.5-litre Boxer engine producing 193 Kw of power and 347 Nm of torque. This combines with a specially tuned version of the five-speed paddle shift transmission from the automatic WRX STI.

It uses a higher gear ratio to suit vehicle characteristics and the gearbox includes Subaru's Variable Torque Distribution All-Wheel Drive system.

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

On dirt the AWD and power balance means it is composed and allows for spirited driving. On sand it is simply awesome. Towing capacity is a reasonable 1600Kg, 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 to be honest they don't come much better than the Forester S Edition.

What is good:

- 5 Speed Auto STI Boxer combination
- Stylish good looks
- 'Australian Tuned' handling

What is not so good:

- Height adjustable only steering wheel
- Lumbar support for driver
- Heavy right foot means heavy fuel use

Overall OzRoamer Rating: 86/100

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



BY ROB FRASER

Long renowned for its fabulous boxer motors, Subaru have produced the world's first boxer diesel motor for a passenger car. The Symmetrical All-Wheel Drive Outback 2.0D offers outstanding economy and low emissions.

We took the Subaru Outback wagon for a weekend test with a camper trailer attached to see how it performs in what may be typical conditions.

First impressions are that it is probably the best looking wagon Subaru has produced and has a flowing style with flared wheel arches, integrated front grill and headlamp design and the bonnet scoop gives the front a striking presence.

Internally there is an overriding impression of spaciousness and width. Everywhere you look there are more storage areas, more cargo space, more head, shoulder and legroom and the driver's position is excellent.

On the entry model the driver's seat is not the most comfortable needing more lumbar support and



Model Subaru Outback 2.0L Diesel

Model Price \$44,464 RDAP

Drivetrain AWD 2.0L H Diesel 6 spd auto

Power 110 Kw @ 3,600rpm

Torque 350 Nm @ 1,800 – 2,400rpm

Safety 5 Star ANCAP

CO2 Emissions g/km 168

Green Vehicle Rating 3 1/2 Star

Economy (ADR comb) 6.4 L/100km

Tow Capacity Max 1700kg

Tow Ball Rating 170kg

Servicing \$2,001 - 3yrs/75,000km

Warranty 3yr/unlimited km with full roadside assist

perhaps some more slide adjustment. The steering wheel is great though and instruments precise and crisp. In front of you is the typical Subaru dash, clean lines, well laid out and everything works without fuss.

The Outback is now a true 5 seat family tourer AWD wagon with reasonable rear seat room and flexible seating along with generous boot space.

The Outback 2.0L Diesel has the maximum 5-star ANCAP safety rating and comes standard with Subaru Symmetrical All-Wheel Drive and VDC system which brings together a raft of technologies like ESC, ABS, TCS, EBD and BA, plus 7 airbags.

The engine is a 2.0L 4-cylinder 'H' boxer motor, producing 110kW of power and 350Nm of torque. However it shows the benefits of the torque coming in at a very low level (300Nm @ 1600 rpm) which somewhat compensates for the relatively low power figures. The 2.0L Diesel only comes with a 6 speed manual transmission that is very smooth, efficient and easy to drive.

The Outback's in general have well sorted suspension with McPherson strut type independent front suspension and the rear is self-levelling double wishbone type independent suspension, which is handy when towing or driving over dirt roads or fire trails etc.

The diesel Outback will tow 1700kg with a tow ball weight of 170kg. We hooked up the Challenger camper trailer and set off you easily forgetting it was there on the freeway. However on hills or windy roads you did notice it was struggling.

Remember that the Outback is an AWD SUV and although it is extremely capable for fire trails, dirt roads, beaches and the snow, if you take it too far off road the result won't be very pretty.

It is economical, easy to drive and produces an almost comforting diesel/boxer rumble that I just love. That is the thing for me. I will admit that I am a big fan of Subarus having owned a number of them over the years. However I feel they have missed an opportunity here to produce something brilliant. Imagine just how good this vehicle would be if it had 140Kw and 450Nm of torque. It could almost be a category killer.

What is good:

- Subaru's brilliant Symmetrical AWD System
- Build quality and 5 star ANCAP
- Boxer diesel motor

What is not so good:

- Entry model drivers seat needs more support
- Only comes in Manual
- Diesel is slightly underpowered

Overall OzRoamer Rating: 80/100

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



BY JONATHON FLETCHER

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.



Model Suzuki Grand Vitara DDiS

Model Price \$37,990 RDAP

Drivetrain 4WD 1.9L Diesel 5 spd manual

Power 95 kW @ 3,750rpm

Torque 300 Nm @ 2,000rpm

Safety 4 Star ANCAP

CO2 Emissions g/km 185

Green Vehicle Rating 3.5 star

Economy (ADR comb) 7.0 L/100km

Tow Capacity Max 2000kg

Tow Ball Rating 150kg

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

Warranty 3yr/100,000km

Above-average sound quality and simplicity of use 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 and 300Nm, 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.

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.

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 is good:

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

What is 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



Towing Tips

BY ROB FRASER

The great Australian dream for many is to travel around Australia. The army of Grey Nomads and an increasing number of younger travellers are out there each day driving or towing something, fulfilling that dream.

For some the dream turns into a nightmare. Accidents on the touring holiday are all too common and most could have been avoided with a little education, common sense and training. Towing a caravan or camper trailer can be a daunting experience for the novice. The entire dynamics of the vehicle handling, starting, cornering and braking all change significantly when you are towing anything from a camper trailer to a 2500kg caravan and beyond.

Some of the caravans, especially the off road versions weigh enormous amounts and have high centres of gravity. Often the whole rig, vehicle and caravan is over 5 tonnes on the road and all being towed by someone that has had little or no experience in handling a rig that size.

Countless times I have heard a driver saying, "Its ok I have towed trailers to the tip for years". What happens next is usually one of the following.

- The driver really doesn't believe that he has the skills necessary, although their ego often wont allow them to admit it and so they travel with a constant worry and never fully enjoy their trip.
- Only one person will drive which places a burden on the driver. One of the pleasures of the round Australia trip is sharing, including the driving.
- The driver really doesn't believe they have the skills and sometimes doesn't go on the trip of the lifetime,
- The driver actually believes that they have the skills to tow a 5 tonne plus rig without any training and this is usually where accidents happen.

Personally I can tell you that even with lots of experience towing and with driver training you can still get yourself in trouble. What the training allows you to do is have a better chance of getting out of trouble safely!

Let me enlighten you with an embarrassing experience.

We were driving into Windjana Gorge towing our caravan. The road up to the turn off had just been graded from Wyndham and was relatively smooth driving so we could maintain a reasonable pace.

When we turned to go into Windjana Gorge the road turned to heavy corrugations and we tried to maintain a pace that allowed us to avoid the most damaging effects of the corrugations. We came upon a dip in the road. The sign told us so. What the sign failed to tell us was that the dip was also a turn, off camber and heavily corrugated. We entered the turn going slowly but too fast for the conditions, not more than halfway into the turn we were in trouble and against all my experience and training I touched the brakes. Just for a millisecond, only the tiniest touch. I am talking the baby of all touches here.

However it was enough to change the dynamics and all of a sudden we were looking at our caravan at right angles to the tow vehicle going around an off cambered corrugated dip and turn in the road.

My kids just looked in stunned silence, I looked at my partner and said something profound like "this isn't good" and immediately hit the accelerator to snap the van back in behind.

The natural instinct would have been to brake even more and disaster would have struck. The van would have overtaken the car and probably rolled both resulting in an inglorious end to our trip.

The van came back into line, we drove through the turn and no one in the car said a word until we arrived at the camping area in the gorge. Luckily the damage was minor.

So, from personal experience, if you are planning that well earned and anticipated trip make sure you do your preparation. Education gives you the knowledge & skills to avoid problems and react appropriately if they happen.



BY STEVE LAWSON

Toyota has long been the top selling Ute in the country and while that success has made them happy the competition has caught up and in many cases passed them by. Now in its seventh generation just how does the Hilux match it with the market? We had on test the Dual Cab SRS 4X4 Diesel with a four-speed auto.

With the increasing popularity of dual cab 4x4 Utes as family and recreational vehicles and the fact that Navara outsells Hilux in that market, it's no surprise to find that Toyota has given its latest SR5 double-cab Hilux a raft of new equipment.

The interior of the top spec model in the Hilux range the SR5 comes with a reasonable level of equipment considering it's a light truck. Standard equipment includes air-conditioning, power steering, cruise control, power windows, mirrors and door locks, trip computer, leather wrapped steering wheel and shift knob, audio and cruise control functions on the steering wheel and an audio system with UBS input and Bluetooth



phone connectivity.

The 3.0-litre common-rail turbo-diesel is the popular choice, offering 126kW of power at 3600rpm and 343Nm of torque at 1400rpm. Diesel consumption is quoted at 9.3L/100km and the transmission choice is either a five-speed manual or four-speed auto.

Getting comfortable is easy with height adjustment on the driver's seat but the steering column is adjustable for angle not reach. In typical Toyota fashion, all controls are familiarly located and easily operated; even syncing a mobile phone via Bluetooth can be done in seconds.

Toyota has given the Hilux SR5 turbo-diesel 4x4 a raft of safety features including traction and stability control, side and curtain airbags in addition to driver and passenger bags, and upgrading the already standard ABS to include brake assist and electronic brake-force distribution.

Along with the long overdue safety updates, there has been a glaring omission, in the lack of full three-point seatbelts for all passengers with just a lap belt for the centre rear seat. The SR5 dual-cab does get 17-inch alloy wheels replacing the previous 15-inch. The four-speed auto might be missing a ratio, however it is smooth mainly because the 3.0-litre engine makes its modest torque from just 1400rpm. The engine is down on power and torque when compared to some of its key competitors, yet driving on the highway was a breeze, and off road in low range, the Hilux shows its reputation as "King off the Road" as the going gets rougher and tougher the Hilux does it with ease.

It is worth noting that the this vehicle only has a payload of 855kg and if you were towing a caravan or boat the Hilux offers only a 2250kg braked trailer capacity. This is down on its competitors, many of which allow 3000kg.

The Hilux is a robust well proven dual cab that has clocked up millions of kilometres with trades people, farmers and recreational users. It sells on its reputation and that is well deserved.

What is Good:

- Comfortable seating
- Off and on road performance
- Solid and well built

What is not so Good:

- Towing capacity
- No centre rear lap-belt
- Premium Price

Model Toyota Hilux SR5 Dual Cab turbo-diesel 4x4

Model Price \$55,690 RDAP

Drivetrain 4WD 3.0L 4 speed auto

Power 126 Kw @ 3600rpm

Torque 343 Nm @ 1,400rpm

Safety 4 Star

CO2 Emissions g/km 245

Green Vehicle Rating 2.5 Stars

Fuel (ADR comb) 9.3 L/100km

Tow Capacity Max 2250kg

Tow Ball Rating 225kg

Servicing \$ Capped 3yrs/60,000km

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



Overall OzRoamer Rating: 74/100

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

BY ROB FRASER



Model Toyota Prado Kakadu DiD
Model Price \$95,600 RDAP
Drivetrain 4WD 3.0L DiD 5 speed auto
Power 127 Kw @ 3,400rpm
Torque 410 Nm @ 1,600rpm
Safety N/A
CO2 Emissions g/km 232
Green Vehicle Rating 2½ Star
Economy (ADR comb) 8.8 L/100km
Tow Capacity Max 2500kg
Tow Ball Rating 250kg
Servicing \$ capped 3yrs/60,000km
Warranty 3yr/100,000km with full roadside assist



On test was the bigger and better 4th generation Landcruiser Prado Kakadu with a 3.0-litre turbodiesel motor mated to a five-speed automatic with sequential-style shifting transmission and a host of electronic gizmos. Overall the 4th generation Prado actually looks pretty good with distinct family DNA.

This is a \$90,000 + 4WD vehicle with sophisticated electronics, leather everywhere, heaps of luxury features and seating for 7 people with an economical diesel motor. There is so much technology that it is impossible to cover it all here. It actually makes my head spin.

It is inside the new Prado that you feel the most change with noticeably more room and upmarket internal design. Sitting in the driver's seat you actually sit straight on now. Previous models were slightly at an angle to the pedals.

The revised 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 seem easier to use, more intuitive and less fussy. Toyota typically has done a great job in that part of the new design. 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 the driver's 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 Kakadu finally has an electrically powered fold-flat third-row seat providing more useable space and flexibility. 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 as standard equipment. In addition all Prado automatic models have 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 however the fact that maximum torque comes in at 1600rpm 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 with the Traction Control only kicking in occasionally on a high speed run on the road into Newnes Junction. The self-levelling suspension helps with towing and carrying loads. The Kinetic Dynamic Suspension System (KDSS) with electronic control improves wheel articulation and on road performance which seems contradictory.

To off road capabilities, oh wow where do I start? 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 to assist with hitching. It does struggle when towing though with an underpowered motor.

The Prado Kakadu is fantastic and absolutely chock full of features. It is the first time I would actually consider buying a Prado and that has everything to do with the larger internal space and the driver's relationship to the pedals and steering wheel and the fact that Toyota has finally got rid of those ridiculous fold up third row seats.

The key thing is that unfortunately these vehicles rarely see anything like the amount of off road

driving they should.

What is 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: 92/100

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

BY ROB FRASER



Model Toyota FJ Cruiser
Model Price \$49,520 RDAP
Drivetrain 4WD 4.0-litre V6 5 speed auto
Power 200 Kw @ 5,600rpm
Torque 380 Nm @ 4,400rpm
Safety 5 Star ANCAP
CO2 Emissions g/km 267
Green Vehicle Rating 2 1/2 Star
Economy (ADR comb) 11.4 L/100km
Tow Capacity Max 2250kg
Tow Ball Rating 225kg
Servicing \$210 per service up to 3yrs/60,000km
Warranty 3yr/100,000km with full roadside assist



Toyota has finally released the FJ Cruiser in Australia and at the launch I spent a couple of days driving through the Flinders Ranges in South Australia. The good news is that 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 and heaps of 4WD credibility. Externally the FJ Cruiser certainly attracts attention with its brilliant design. It has a wide squat stance and the extra width gives plenty of head and shoulder room. 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 visibility forward, especially in off road situations. 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. 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. I must make special mention of the innovative 'surround sound' with speakers even in the roof and that provides a pretty cool listening experience. 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), vehicle stability control (VSC), and anti-skid brakes (ABS) with electronic brake force distribution (EBD) and Brake Assist (BA). The Coupe design is high waisted with narrowed windows but visibility is good 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 for two people, even for someone like me who is larger than the average bear at 192cm and a tad over 100kg. Visibility is a bit like looking out of an aeroplane window, however the kids will probably find that pretty cool.

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. Based on the Prado underpinnings local testing has resulted in unique calibration of the heavy-duty all-coil suspension and power steering to suit Australian conditions, plus the fitment of 17-inch alloy wheels and 70-profile tyres. The result is better feedback through the steering wheel with minimal kickback off road and better rebound off road as well. 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.

To show just how good the FJ Cruiser is off road we never had to engage the rear diff lock and we only engaged the ATC to play with it. Make no mistake the FJ Cruiser is a beauty off road. The FJ Cruiser has the looks and street cred backed up by off road capabilities to become an instant hit. I am really impressed with the simplicity and execution of design philosophy in the FJ Cruiser. There is not much around at the same price that looks as good or has the same feel both on and off road. My guess is that if you want one put your order in early or you might be facing a wait for your new FJ Cruiser. Toyota should and deservedly so sell heaps of them, but please Mr Toyota when can we have the diesel.

- What is 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 ANTHONY HOOD



Model Toyota Landcruiser Sahara TD
Model Price \$124,937 RDAP
Drivetrain 4WD 4.5L Diesel 6 speed auto
Power 195 Kw @ 3,400rpm
Torque 650 Nm @ 1,600rpm
Safety 4 Star ANCAP
CO2 Emissions g/km 273
Green Vehicle Rating 2 Star
Economy (ADR comb) 10.3 L/100km
Tow Capacity Max 3500kg
Tow Ball Rating 350kg
Servicing \$ Capped 3yrs/60,000km
Warranty 3yr/100,000km with full roadside assist



Our test vehicle was the flagship of Toyota's 4WD range, the 200 Series Landcruiser Sahara turbo diesel. We decided to put it through its paces with a family holiday to Morton Island.

The first thing you notice about the Sahara is its sheer size but it is surprisingly manoeuvrable. With a turning circle of 11.8 metres we were able to negotiate even the tightest twists on the tracks.

The seating in the Sahara is comfy with full power adjustment for the front seats and the rears having firm but flat padding. Rear legroom is adequate and the third row seats are better for short trips or pre teenagers.

There is leather and replica wood grain on all the seats, door trims as well as the electronically adjustable steering wheel and shifter.

The dash is well laid out, with easy to read gauges and controls falling easily to hand. The entertainment system is a pearler, for the trip we

had it loaded up with six DVD's to keep my son entertained for the long drives.

Rear passengers can watch movies on the rear screen and listen to the radio through the headphones independent of what the stereo is doing. There is also input for video and stereo in the rear. This made the long days bearable, as my son was able to watch his movies while we listened to the radio or mp3.

The radio comes with Bluetooth which can store up to four phones and controls on the steering wheel.

The sat nav also worked well though you need to be aware that if you are searching for a street that is interstate you need to change the search parameters. The mapping is good for paved surfaces and has a small amount of coverage off-road but is not to be relied upon for off-road navigation (it knew Morton Island was there but didn't have any of the tracks listed).

Storage Inside the Sahara is as roomy as you would expect and we managed to get all our gear in the back even with my 110L fridge in there. When we were travelling around on Morton Island we were loaded up with two child seats and five adults and there were no real complaints even from the two adults in the third row though they weren't in there for all that long. The centre console fridge also came in handy.

The Landcruiser has a 4.5L twin turbo V8 diesel putting out 195kW and 650Nm of torque coupled to a six-speed triptronic auto running all wheel drive. This is more than enough to get the Sahara moving along nicely and coupled with a 3500kg towing capacity, there isn't much it can't pull. To test this out we easily pulled a bloke that had drowned his 4WD in a creek half way across the island.

Freeway driving was a breeze with the Cruiser idling along and on road handling is good as long as you remember that the Sahara weighs

close to 3000kg. There is a bit of body roll and if you push it, it will understeer.

Off road is where the Cruiser really shines. There is good wheel articulation for a vehicle with IFS and coupled with the CRAWL control there isn't much that it won't climb within reason. We put the CRAWL to the test on a long chopped up climb up a dune and it worked flawlessly.

My wife has since decided that we need to get one of these instead of a 70 Series as she can drive it with confidence over all the terrain we encountered.

Safety wise the Sahara has all the usual suspects with Anti-Skid Brakes (ABS), Electronic Brake Distribution (EBD), Brake Assist (BA), Traction Control (TRC), Vehicle Stability Control (VSC), airbags everywhere and seatbelt pretensioners etc.

There is also a function that enables you to turn

off the curtain airbags, when you are off-roading and there is the possibility of gently tipping the Cruiser on its side when crawling on extreme angles.

The Sahara is a very capable vehicle on and off road. You can easily fit an extended family in; load it up for that dream adventure into the wilderness or potter around town. There are more genuine accessories as well as aftermarket than you can poke a stick at and it will tow nearly every caravan/camper or trailer available on the market with ease.

There is something very comforting about driving a Sahara, a feeling that it is capable of doing whatever you ask of it and that it just won't let you down. If you are looking for a large 4WD that holds its resale value, is good off-road and can haul a load then you can't do much better than the Sahara.

What is Good:

- Power
- Towing capacity
- Off road ability

What is not so Good:

- Size especially around town
- Weight
- Pricey

Overall OzRoamer Rating: 87/100

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

BY ANTHONY HOOD



Model Toyota 76 Series Workmate Wagon
Model Price \$65,330 RDAP
Drivetrain 4WD 4.5L V8 TD Diesel 6 spd man
Power 151 Kw @ 3,400rpm
Torque 430 Nm @ 1,200rpm
Safety N/A
CO2 Emissions g/km 31
Green Vehicle Rating 2 Star
Economy (ADR comb) 11.9L/100km
Tow Capacity Max 3500kg
Tow Ball Rating 350kg
Servicing \$ Capped 3yrs/60,000km
Warranty 3yr/100,000km with full roadside assist



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 Workmate has stayed with the traditional construction of ladder frame chassis and live axles front and rear and the test vehicle was also fitted with factory option front and rear diff locks.

The Toyota 70 Series hasn't changed much style wise in the past 20 years. From the front you can pick up styling cues that trace their heritage back into the 80s with sharp, square bodywork and a tall roofline. From the outside it really is a box on wheels.

The Workmate is aimed at those who want a no compromise off road vehicle that can be used for work during the week and to disappear into the scrub on the weekends. These will go anywhere you point them, without you being foolish.

The inside of the Workmate is spartan. This is

after all a workhorse with no power options. With the latest facelift they received a snorkel, bonnet scoop, driver and passenger airbags and a different stereo to the previous models and this has resulted in a redesigned dash to accommodate them. They still retain the feel of a 70 Series but your Doug's Tub won't fit in the new glove box.

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.

On road, the ride is on the poor side because of the chassis design and is something not many people new to the off-road market would ever have experienced. The floor is vinyl, so no scrubbing carpet for the owner of one of these. 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.

Off road the combination of good off-road credentials and a powerful engine meant that I didn't have to use low range on any of the tracks at all. There is so much articulation for a factory vehicle that I didn't even come close to lifting a wheel even when I deliberately set out to by driving up an embankment. The only thing that stopped me was a tree!

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.

Toyotas Legendary LC70 Series is a real 4WD

for real men. The LC76 Workmate has none of the fancy features for the driver that 'soft' 4WD's have like power windows and rear entertainment systems. However some would say the Workmate has gone soft with 4 doors and airbags. Not me I say bring it on.

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. For the weekend warrior it doesn't matter too much about the on road handling, as the road is only there to get you to your favourite playground. For those who need the heavy-duty work rig you want it to be tough to handle the job and the heavy load will take the sharpness out of the rough ride.

However if I was to try and use this as my daily commuter just to run to and from work 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

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	PRICE	DRIVE TRAIN	FUEL	ENGINE	TRANSMISSION	POWER KW/RPM	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
Audi Q5																
Warranty 3Yr / Unlimited Km 3Yr Roadside Assistance																
Q5 2.0 TDI quattro	\$69,176	AWD	D	2.0L TDI 4 Cyl	7 Speed Auto	125 @ 4,200	350 @ 1,750	5 Star	184	3 1/2 Star	7.0L	2,000kg	200kg	7	4	11
Q5 2.0 TFSI quattro	\$71,582	AWD	P	2.0L TFSI 4 Cyl	7 Speed Auto	155 @ 4,300	350 @ 1,500	5 Star	197	3 1/2 Star	8.5L	2,000kg	200kg	8	4	12
Q5 3.2 FSI quattro	\$82,187	AWD	P	3.2L FSI V6	7 Speed Auto	199 @ 6,500	330 @ 3,000	5 Star	221	3 1/2 Star	9.3L	2,000kg	200kg	8	4	12
Q5 3.0 TDI quattro	\$84,286	AWD	D	3.0L TDI V6	7 Speed Auto	176 @ 4,000	500 @ 1,500	5 Star	199	3 1/2 Star	7.5L	2,000kg	200kg	8	4	12
Audi Q7																
Warranty 3Yr / Unlimited Km 3Yr Roadside Assistance																
Q7 3.0 TDI quattro	\$98,055	AWD	D	3.0L TDI 6 Cyl	8 Speed Auto	176 @ 3,800	550 @ 1,750	4 Star	205	2 1/2 Star	7.8L	3,200kg	300kg	7	4	11
Q7 3.0 TFSI quattro	\$103,515	AWD	P	3.0L TFSI 6 Cyl	8 Speed Auto	245 @ 5,500	440 @ 2,900	4 Star	249	3 Star	10.7L	3,200kg	300kg	7	4	11
Q7 4.2 TDI quattro	\$139,216	AWD	D	4.2L TDI V8	8 Speed Auto	250 @ 4,000	800 @ 1,750	4 Star	242	2 1/2 Star	9.2L	3,500kg	300kg	8	4	12
Q7 V12 TDI quattro	\$272,565	AWD	D	6.0L V12 TDI	8 Speed Auto	368 @ 3,750	1,000 @ 1,750	4 Star	298	2 Star	11.3L	3,500kg	300kg	8	4	12
BMW X1																
Warranty 3Yr / Unlimited Km 3Yr Roadside Assistance																
X1 xDrive20d	\$59,235	AWD	D	2.0L TD 4 Cyl	6 Speed man	130 @ 4,000	350 @ 1,750	5 Star	164	3 1/2 Star	5.8L	1,400kg	140kg	7	4	11
X1 xDrive23d	\$63,745	AWD	D	2.0L TD 4 Cyl	6 Speed Auto	150 @ 4,400	400 @ 2,000	5 Star	167	3 1/2 Star	6.3L	1,400kg	140kg	7	4	11
X1 xDrive25i	\$64,459	AWD	P	3.0Li 6 Cyl	6 Speed Auto	160 @ 6,100	280 @ 2,500	5 Star	217	3 1/2 Star	9.3L	1,400kg	140kg	7	4	11
BMW X3																
Warranty 3Yr / Unlimited Km 3Yr Roadside Assistance																
X3 xDrive 20d	\$70,068	AWD	D	2.0L TD 4 Cyl	8 Speed Auto	135 @ 4,000	380 @ 1,750	4 Star	147	3 1/2 Star	5.6L	2,000kg	200kg	7	4	11
X3 xDrive 28i	\$81,645	AWD	P	3.0Li 6 Cyl	8 Speed Auto	190 @ 6,600	310 @ 2,600	4 Star	210	4 Star	9.0L	2,000kg	200kg	8	4	12
X3 xDrive 30d	\$84,646	AWD	D	3.0L TD 6 Cyl	8 Speed Auto	190 @ 4,000	560 @ 2,000	4 Star	159	3 1/2 Star	6.0L	2,000kg	200kg	8	4	12
BMW X																
Warranty 3Yr / Unlimited Km 3Yr Roadside Assistance																
X5 xDrive 30d	\$101,804	AWD	D	3.0L TD 6 Cyl	8 Speed Auto	180 @ 4,000	540 @ 1,750	5 Star	195	3 1/2 Star	7.4L	2,700kg	270kg	7	4	11
X5 xDrive 35i	\$114,193	AWD	P	3.0Li 6 Cyl	8 Speed Auto	225 @ 5,800	400 @ 1,200	5 Star	236	3 1/2 Star	10.1L	2,700kg	270kg	7	4	11
X5 xDrive 40d Sport	\$124,065	AWD	D	3.0L TD 6 Cyl	8 Speed Auto	225 @ 4,400	600 @ 1,500	5 Star	198	3 1/2 Star	7.5L	2,700kg	270kg	8	4	12
X5 xDrive 50i Sport	\$145,799	AWD	P	4.4Li 8 Cyl	8 Speed Auto	300 @ 5,500	600 @ 1,750	5 Star	292	3 Star	12.5L	2,700kg	270kg	8	4	12
Dodge Nitro																
Warranty 3Yr / 100,000 Km 3Yr Roadside Assistance																
Nitro SXT	\$47,760	AWD	P	3.7L V6	4 Speed Auto	151 @ 5,200	314 @ 4,000	N/A	224	3 Star	12.4L	2,270kg	227kg	7	5	12
Ford SZ Territory																
Warranty 3Yr / 100,000 Km 1Yr Roadside Assistance																
Territory Titanium AWD	\$63,240*	AWD	D	2.7L V6 CRD	6 Speed Auto	140 @ 4,000	440 @ 1,900	5 Star	236	N/A	9.0L	2,700kg	270kg	7	6	13
Ford Ranger Ute																
Warranty 3Yr / 100,000 Km 1Yr Roadside Assistance																
Ranger XL 4X4 CC	\$41,797	4WD	D	3.0L TD 4 Cyl	5 Speed man	115 @ 3,200	380 @ 1,800	4 Star	251	2 Star	9.5L	3,000kg	250kg	8	8	16
Ranger Wildtrak 4X4 CC	\$53,834	4WD	D	3.0L TD 4 Cyl	5 Speed Auto	115 @ 3,200	380 @ 1,800	4 Star	271	2 Star	10.2L	2,500kg	250kg	7	8	15
Holden Series II Captiva																
Warranty 3Yr / Unlimited Km 3Yr Roadside Assistance																
Captiva 7 CX	\$42,482	AWD	P	3.0L V6	6 Speed Auto	190 @ 6,900	288 @ 5,800	4 Star	268	3 Star	11.3L	1,700kg	160kg	6	5	11
Captiva 7 LX	\$47,639	AWD	D	2.2L CRD 4 Cyl	6 Speed Auto	135 @ 3,800	400 @ 2,000	4 Star	220	3 Star	8.3L	1,700kg	160kg	6	5	11

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	PRICE	DRIVE TRAIN	FUEL	ENGINE	TRANSMISSION	POWER KW/RPM	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
Holden Colorado Warranty 3Yr / Unlimited Km 3Yr Roadside Assistance																
Colorado 4X4 CC LX	\$41,452	4WD	D	3.0L CRD 4 Cyl	5 Speed man	120 @ 3,600	360 @ 1,800	3 Star	222	2 1/2 Star	8.4L	3,000kg	250kg	8	8	16
Colorado 4X4 CC LTR	\$53,099	4WD	D	3.0L CRD 4 Cyl	4 Speed Auto	120 @ 3,600	333 @ 1,600	3 Star	237	2 1/2 Star	9.0L	3,000kg	250kg	8	8	16
Honda CRV Warranty 3Yr / Unlimited Km																
CRV Sport	\$39,555	AWD	P	2.4L 4 Cyl	6 Speed man	125 @ 5,800	218 @ 4,200	4 Star	237	3 1/2 Star	8.0L	1,200kg	120kg	5	4	9
CRV Luxury	\$46,444	AWD	P	2.4L 4 Cyl	5 Speed Auto	125 @ 5,800	218 @ 4,200	4 Star	237	3 1/2 Star	8.0L	1,200kg	120kg	5	4	9
Hyundai ix35 Warranty 5Yr / Unlimited Km 1Yr Roadside Assistance																
ix35 2.4 Elite	\$35,787	AWD	P	2.4L 4 Cyl	6 Speed Auto	130 @ 6,000	227 @ 4,000	5 Star	219	4 Star	9.2L	1,600kg	140kg	7	6	13
ix35 2.2 Highlander	\$41,967	AWD	D	2.0L CRDi 4 Cyl	6 Speed Auto	135 @ 4,000	392 @ 1,800	5 Star	198	3 1/2 Star	7.5L	1,600kg	140kg	7	6	13
Hyundai Sante Fe Warranty 5Yr / Unlimited Km 1Yr Roadside Assistance																
Sante Fe SLX	\$41,867	AWD	D	2.2L CRDi 4 Cyl	6 Speed man	145 @ 3,800	421 @ 1,800	5 Star	176	3 Star	6.7L	2,000kg	150kg	7	8	15
Sante Fe Highlander	\$52,889	AWD	D	2.2L CRDi 4 Cyl	6 Speed Auto	145 @ 3,800	436 @ 1,800	5 Star	197	3 Star	7.5L	2,000kg	150kg	7	8	15
Isuzu Warranty 3Yr / 100,000 Km Yr Roadside Assistance																
D Max LS	\$45,067	4WD	D	3.0L CRD 4 Cyl	5 Speed man	120 @ 3,600	360 @ 1,800	3 Star	237	2 1/2 Star	9.0L	3,00kg	300kg	9	8	17
D Max LS	\$48,818	4WD	D	3.0L CRD 4 Cyl	4 Speed Auto	120 @ 3,600	333 @ 1,600	3 Star	237	2 1/2 Star	9.0L	3,00kg	300kg	9	8	17
Jeep Patriot Warranty 3Yr / 100,000 Km 3Yr Roadside Assistance																
Patriot Sport	\$36,613	4WD	P	2.4L 4 Cyl	5 Speed man	125 @ 6,000	220 @ 4,500	N/A	206	3 1/2 Star	8.9L	1,500kg	150kg	7	5	12
Patriot Limited	\$39,703	4WD	P	2.4L 4 Cyl	CVT Auto	125 @ 6,000	220 @ 4,500	N/A	216	3 1/2 Star	9.1L	1,500kg	150kg	7	5	12
Jeep Wrangler Warranty 3Yr / 100,000 Km 3Yr Roadside Assistance																
Wrangler Sport	\$38,673	4WD	P	3.8L V6	4 Speed Auto	146 @ 5,000	315 @ 4,000	N/A	248	3 1/2 Star	10.4L	1,600kg	160kg	7	9	16
Wrangler Sport Diesel	\$42,371	4WD	D	2.8L CRD 4 Cyl	5 Speed Auto	147 @ 3,600	460 @ 1,600	N/A	187	2 1/2 Star	8.1L	1,600kg	160kg	7	9	16
Wrangler Rubicon	\$49,005	4WD	P	3.8L V6	6 Speed man	146 @ 5,000	315 @ 4,000	N/A	283	3 1/2 Star	11.8L	1,600kg	160kg	7	10	17
Jeep Wrangler Unlimited Warranty 3Yr / 100,000 Km 3Yr Roadside Assistance																
Wrangler Unlimited Sport	\$42,792	4WD	P	3.8L V6	4 Speed Auto	146 @ 5,000	315 @ 4,000	N/A	256	3 1/2 Star	11.7L	2,300kg	170kg	7	9	16
Wrangler Unlimited Sport Diesel	\$47,955	4WD	D	2.8L CRD 4 Cyl	5 Speed Auto	147 @ 3,600	460 @ 1,600	N/A	217	2 1/2 Star	8.3L	2,300kg	170kg	7	9	16
Wrangler Unlimited Rubicon	\$53,205	4WD	P	3.8L V6	6 Speed man	146 @ 5,000	315 @ 4,000	N/A	288	3 1/2 Star	12.1L	2,300kg	170kg	7	10	17
Jeep Cherokee Warranty 3Yr / 100,000 Km 3Yr Roadside Assistance																
Cherokee Sport	\$39,703	4WD	P	3.7L V6	4 Speed Auto	151 @ 5,200	314 @ 4,000	N/A	293	3 Star	12.4L	2,270kg	270kg	8	8	16
Cherokee Limited Diesel	\$47,955	4WD	D	2.8L CRD 4 Cyl	5 Speed Auto	147 @ 3,600	460 @ 1,600	N/A	206	2 1/2 Star	8.9L	2,279kg	270kg	8	8	16
Jeep Grand Cherokee Warranty 3Yr / 100,000 Km 3Yr Roadside Assistance																
Grand Cherokee Laredo	\$50,055	4WD	P	3.6L V6	5 Speed Auto	210 @ 6,350	347 @ 4,300	4 Star	265	3 star	11.4L	2,260kg	227kg	8	9	17
Grand Cherokee Overland	\$76,875	4WD	P	5.7L V8	5 Speed Auto	259 @ 5,200	520 @ 4,200	4 Star	327	2 1/2 star	14.1L	3,500kg	350kg	10	9	19

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KIA Sportage																
Warranty 5Yr / Unlimited Km																
Sportage SLI	\$35,790	AWD	P	2.4L 4 Cyl	6 Speed Auto	130 @ 6,000	227 @ 4,000	5 Star	221	4 Star	9.2L	1,600kg	160kg	7	6	13
Sportage Platinum	\$42,790	AWD	D	2.0L CRDi 4 Cyl	6 Speed Auto	135 @ 4,000	392 @ 1,800	5 Star	198	3 1/2 Star	7.5L	1,600kg	160kg	7	6	13
KIA Sorento																
Warranty 5Yr / Unlimited Km																
Sorento SLI	\$47,490	AWD	D	2.2L CRDi 4 Cyl	6 Speed man	145 @ 3,800	422 @ 1,800	5 Star	177	3 Star	6.7L	2,500kg	150kg	7	7	14
Sorento Platinum	\$52,990	AWD	D	2.2L CRDi 4 Cyl	6 Speed Auto	145 @ 3,800	436 @ 1,800	5 Star	249	3 Star	7.4L	2,000kg	150kg	7	7	14
Land Rover Freelander 2																
Warranty 3Yr / 100,000 Km 3Yr Roadside Assistance																
Freelander 2 TD4	\$50,054	AWD	D	2.2L TD 4 Cyl	6 Speed man	110 @ 4,000	420 @ 1,750	5 Star	174	3 Star	6.6L	2,000kg	200kg	7	8	15
Freelander 2 XS	\$55,304	AWD	P	3.2L I6 Cyl	6 Speed Auto	171 @ 6,300	317 @ 3,200	5 Star	255	3 Star	10.7L	2,000kg	200kg	7	8	15
Freelander 2 HSE	\$72,895	AWD	D	2.2L DT 4 Cyl	6 Speed Auto	140 @ 3,500	420 @ 1,750	5 Star	185	3 Star	7.0L	2,000kg	200kg	7	8	15
Land Rover Defender																
Warranty 3Yr / 100,000 Km 3Yr Roadside Assistance																
Defender 90	\$50,054	4WD	D	2.4L DT 4 Cyl	6 Speed man	90 @ 3,500	360 @ 2,000	N/A	295	2 Star	10.0L	3,500kg	250kg	8	10	18
Defender 110	\$54,254	4WD	D	2.4L DT 4 Cyl	6 Speed man	90 @ 3,500	360 @ 2,000	N/A	291	2 Star	11.0L	3,500kg	250kg	8	10	18
Defender 130	\$57,404	4WD	D	2.4L DT 4 Cyl	6 Speed man	90 @ 3,500	360 @ 2,000	N/A	291	2 Star	11.0L	3,500kg	250kg	8	10	18
Land Rover Discovery 4																
Warranty 3Yr / 100,000 Km 3Yr Roadside Assistance																
Discovery 4 TDV6	\$75,663	4WD	D	2.7L TD V6	6 Speed Auto	140 @ 4,000	440 @ 1,900	4 Star	270	2 Star	10.2L	3,500kg	350kg	10	10	20
Discovery 4 SDV6 HSE	\$103,604	4WD	D	3.0L TD V6	6 Speed Auto	180 @ 4,000	600 @ 2,000	4 Star	244	2 1/2 Star	9.3L	3,500kg	350kg	10	10	20
Discovery 4 V8	\$137,624	4WD	P	5.0L V8	6 Speed Auto	276 @ 6,500	510 @ 3,500	4 Star	324	2 1/2 Star	13.9L	3,500kg	350kg	10	10	20
Lexus RX																
Warranty 4Yr / 100,000 Km 4Yr Roadside Assistance																
RX 350 Sport Luxury	\$106,341	AWD	P	3.5L V6	6 Speed Auto	204 @ 6,200	346 @ 4,700	N/A	254	3 Star	10.8L	1,400kg	140kg	6	3	9
RX 450h Sport Luxury	\$117,891	AWD	P	3.6L V6 Hybrid	CVT Auto	183 @ 6,000	317 @ 4,800	N/A	150	5 Star	6.4L	1,500kg	150kg	6	3	9
Lexus LX																
Warranty 4Yr / 100,000 Km 4Yr Roadside Assistance																
LX 570 Sport Luxury	\$177,216	4WD	P	5.7L V8	6 Speed Auto	270 @ 5,600	530 @ 3,200	4 Star	350	2 1/2 Star	14.8L	3,500kg	350kg	10	10	20
Mazda BT-50																
Warranty 3Yr / 100,000 Km																
BT-50 DX	\$44,021	AWD	D	3.0L DT 4 Cyl	5 Speed man	115 @ 3,200	380 @ 1,800	3 Star	243	2 1/2 Star	9.2L	3,000kg	250kg	7	8	15
BT-50 SDX	\$46,704	AWD	D	3.0L DT 4 Cyl	5 Speed Auto	115 @ 3,200	380 @ 1,800	3 Star	274	2 Star	10.4L	2,500kg	250kg	7	8	15
Mercedes Benz ML																
Warranty 3Yr / Unlimited Km 3Yr Roadside Assistance																
ML 300 CDI	\$93,859	AWD	D	3.0L CDi V6	7 Speed Auto	150 @ 4,000	500 @ 1,400	5 Star	243	3 Star	9.2 L	3,500kg	225kg	7	8	15
ML 350	\$97,624	AWD	P	3.5L V6	7 Speed Auto	200 @ 6,000	350 @ 2,400	5 Star	272	3 1/2 Star	11.5L	3,500kg	225kg	7	8	15
ML 350 CDI	\$100,840	AWD	D	3.0L CDi V6	7 Speed Auto	170 @ 3,800	540 @ 1,600	5 Star	249	3 Star	9.5L	3,500kg	225kg	7	8	15
ML 500	\$144,380	AWD	P	5.5L V8	7 Speed Auto	285 @ 6,000	530 @ 2,800	5 Star	306	3 1/2 Star	12.9L	3,500kg	225kg	7	7	14
ML 63 AMG	\$189,183	AWD	P	6.3L V8	7 Speed Auto	375 @ 6,800	630 @ 5,200	5 Star	392	2 Star	16.5L	3,500kg	225kg	7	4	11

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Mercedes Benz GL																
Warranty 3Yr / Unlimited Km 3Yr Roadside Assistance																
GL 350 CDI L	\$141,855	4WD	D	3.0L CDi V6	7 Speed Auto	195 @ 3,800	620 @ 1,600	5 Star	242	3 Star	9.2L	3,500kg	273kg	7	9	16
GL 450 CDi	\$182,084	4WD	D	4.0L CDi V8	7 Speed Auto	225 @ 3,600	700 @ 2,000	5 Star	313	2 Star	11.8L	3,500kg	273kg	7	9	16
GL 500 L	\$185,655	4WD	P	5.5L V8	7 Speed Auto	285 @ 6,000	530 @ 2,800	5 Star	322	3 1/2 Star	13.5L	3,500kg	273kg	7	9	16
Mercedes Benz G																
Warranty 3Yr / Unlimited Km 3Yr Roadside Assistance																
G 350 BlueTEC	\$173,555	4WD	D	3.0L BlueTEC V6	7 Speed Auto	155 @ 3,400	540 @ 1,600	N/A	295	2 1/2 Star	11.2L	2,850kg	285kg		9	9
G 55 AMG	\$232,670	4WD	P	5.5L V8	5 Speed Auto	373 @ 6,100	700 @ 2,750	N/A	372	3 Star	15.9L	3,500kg	350kg		9	9
MINI Countryman																
Warranty 3Yr / Unlimited Km 3Yr Roadside Assistance																
Cooper S ALL4 Countryman	\$56,247	AWD	P	1.6L 4 cyl	6 Speed man	135 @ 5,500	240 @ 5,000	5 Star	171	3 1/2 Star	7.3L	N/S	N/S		4	4
Mitsubishi ASX																
Warranty 5Yr / 100,000 Km 5Yr Roadside Assistance																
ASX 4WD Aspire	\$39,990	AWD	D	1.8L TD 4 Cyl	6 Speed man	110 @ 4,000	300 @ 2,000	5 Star	155	3 1/2 Star	5.9L	1,050kg	105kg	6	5	11
ASX 4WD Aspire	\$39,990	AWD	P	2.0L 4 Cyl	CVT Auto	110 @ 6,000	197 @ 4,200	5 Star	192	3 1/2 Star	8.1L	1,050kg	105kg	6	5	11
Mitsubishi Outlander																
Warranty 5Yr / 100,000 Km 5Yr Roadside Assistance																
Outlander XLS	\$52,469	AWD	P	2.4L 4 Cyl	CVT Auto	125 @ 6,000	226 @ 4,100	4 Star	222	3 Star	9.3L	1,500kg	150kg	7	6	13
Outlander VRX	\$56,669	AWD	P	3.0L V6	6 Speed Auto	169 @ 6,250	291 @ 3,750	4 Star	247	3 1/2 Star	10.4L	1,600kg	160kg	7	6	13
Mitsubishi Challenger																
Warranty 5Yr / 100,000 Km 5Yr Roadside Assistance																
Challenger LS	\$49,319	4WD	D	2.5L DiD 4 Cyl	5 Speed man	131 @ 4,000	400 @ 2,000	4 star	219	2 1/2 Star	8.3L	3,000kg	250kg	8	9	17
Challenger XLS	\$61,608	4WD	D	2.5L DiD 4 Cyl	5 Speed Auto	131 @ 4,000	350 @ 1,800	4 Star	259	2 1/2 Star	9.8L	3,000kg	250kg	8	9	17
Mitsubishi Pajero																
Warranty 5Yr / 100,000 Km 5Yr Roadside Assistance																
Pajero GLS	\$66,391	4WD	P	3.8L V6	5 Speed Auto	184 @ 6,000	329 @ 2,750	4 Star	322	2 1/2 Star	13.5L	3,000kg	250kg	8	10	18
Pajero Exceed	\$83,401	4WD	D	3.2L DiD 4 Cyl	5 Speed Auto	147 @ 3,800	441 @ 2,000	4 Star	239	2 1/2 Star	9.0L	3,000kg	250kg	8	10	18
Mitsubishi Triton																
Warranty 5Yr / 100,000 Km 5Yr Roadside Assistance																
Triton GLR	\$49,319	4WD	D	2.5L DiD 4 Cyl	5 Speed man	131 @ 4,000	400 @ 2,000	4 Star	215	2 1/2 Star	9.3L	3,000kg	250kg	8	8	16
Triton GLXR	\$54,969	4WD	D	2.5L DiD 4 Cyl	5 Speed Auto	131 @ 4,000	350 @ 1,800	4 Star	217	2 1/2 Star	9.6L	3,000kg	250kg	8	8	16
Nissan Pathfinder																
Warranty 3Yr / 100,000 Km 3Yr Roadside Assistance																
Pathfinder STL	\$61,747	4WD	D	2.5I TD 4 Cyl	6 Speed man	140 @ 4,000	450 @ 2,000	4 Star	224	2 1/2 Star	8.5L	3,000kg	300kg	8	7	15
Pathfinder TI 550	\$82,561	4WD	P	3.0L TD V6	7 Speed Auto	170 @ 3,750	550 @ 1,750	4 Star	246	2 1/2 Star	9.3L	3,000kg	300kg	8	7	15
Nissan X-Trail																
Warranty 3Yr / 100,000 Km 3Yr Roadside Assistance																
X-Trail STL	\$42,585	4WD	P	2.5L 4 Cyl	CVT Auto	125 @ 6,000	226 @ 4,400	4 Star	214	3 1/2 Star	9.1L	2,000kg	200kg	7	6	13
X-Trail TL	\$47,220	4WD	D	2.0L TD 4 Cyl	6 Speed man	127 @ 3,750	360 @ 2,000	4 Star	191	3 1/2 Star	7.2 L	2,000kg	200kg	7	6	13

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Nissan Patrol																
Warranty 3Yr / 100,000 Km 3Yr Roadside Assistance																
Patrol TI	\$75,946	4WD	D	3.0L TD 4 Cyl	5 Speed man	118 @ 3,200	380 @ 2,000	3 Star	288	1 1/2 Star	10.9L	3,200kg	320kg	8	10	18
Patrol TI	\$79,096	4WD	P	4.8L 6 Cyl	5 Speed Auto	185 @ 4,800	420 @ 3,600	3 Star	393	1 1/2 Star	16.4L	3,500kg	350kg	10	10	20
Nissan Patrol Cab Chassis																
Warranty 3Yr / 100,000 Km 3Yr Roadside Assistance																
Patrol Cab Chassis ST	\$59,809	4WD	D	3.0L TD 4 Cyl	5 Speed man	118 @ 3,400	380 @ 2,400	3 Star	329	1 1/2 Star	12.5L	3,200kg	320kg	8	9	17
Nissan Navara																
Warranty 3Yr / 100,000 Km 3Yr Roadside Assistance																
Navara ST-X	\$55,619	4WD	D	2.5I TD 4 Cyl	6 Speed man	140 @ 4,000	450 @ 2,000	3 Star	224	2 1/2 Star	8.5L	3,000kg	300kg	8	8	16
Navara ST-X	\$52,469	4WD	P	4.0L 4 Cyl	6 Speed man	198 @ 5,600	385 @ 4,000	3 Star	329	2 Star	13.6L	3,000kg	300kg	8	8	16
Peugeot 4007																
Warranty 3Yr / 100,000 Km 3Yr Roadside Assistance																
4007 HDI	\$55,094	AWD	D	2.2L TD 4 Cyl	6 Speed DSG	115 @ 4,000	380 @ 2,000	N/A	192	3 1/2 Star	7.3L	2,000kg	160kg	7	6	13
Porsche Cayenne																
Warranty 3Yr / Unlimited Km 3Yr Roadside Assistance																
Cayenne	\$114,558	4WD	P	3.6L 6 Cyl	8 Speed Auto	220 @ 6,300	400 @ 3,000	N/A	248	3 Star	10.4L	3,500kg	N/S	8	7	15
Cayenne Diesel	\$115,609	4WD	D	3.0L TD 6 Cyl	8 Speed Auto	176 @ 4,000	550 @ 2,000	N/A	195	3 1/2 Star	7.4L	3,500kg	N/S	8	7	15
Cayenne S	\$161,494	4WD	P	4.8L V8	8 Speed Auto	294 @ 6,500	500 @ 3,500	N/A	263	3 Star	11.1L	3,500kg	N/S	8	7	15
Range Rover Sport																
Warranty 3Yr / 100,000 Km 3Yr Roadside Assistance																
Sport TDV6	\$122,294	4WD	D	3.0L TTD 4 Cyl	6 Speed Auto	180 @ 4,000	600 @ 2,000	4 Star	243	2 1/2 Star	9.2 L	3,500kg	350kg	10	8	18
Sport V8 Luxury	\$149,594	4WD	P	5.0L V8	6 Speed Auto	276 @ 6,500	510 @ 3,500	4 Star	324	2 1/2 Star	13.9L	3,500kg	350kg	10	8	18
Sport V8 Super Charge	\$180,464	4WD	P	5.0L V8 SC	6 Speed Auto	375 @ 6,500	625 @ 5,500	4 Star	348	2 1/2 Star	14.9L	3,500kg	350kg	10	8	18
Range Rover Vogue																
Warranty 3Yr / 100,000 Km 3Yr Roadside Assistance																
Vogue TDV8 Luxury	\$197,159	4WD	D	4.4L TD V8	8 Speed Auto	230 @ 4,000	700 @ 3,000	4 Star	253	2 1/2 Star	9.4L	3,500kg	350kg	10	10	20
Vouge V8	\$169,754	4WD	P	5.0L V8	6 Speed Auto	276 @ 6,500	510 @ 3,500	4 Star	326	2 1/2 Star	14.0L	3,500kg	350kg	10	10	20
Vouge Autobiography	\$255,434	4WD	P	5.0L V8 SC	6 Speed Auto	375 @ 6,500	625 @ 5,500	4 Star	348	2 1/2 Star	14.9L	3,500kg	250kg	8	7	15
Renault Koleos																
Warranty 5Yr / Unlimited Km 5Yr Roadside Assistance																
Koleos Privilege	\$47,490	AWD	P	2.5L 4 cyl	CVT Auto	126 @ 6,000	226 @ 4,400	5 Star	228	3 1/2 Star	9.5L	2,000kg	160kg	7	6	13
Skoda Octavia Scout																
Warranty 3Yr / Unlimited Km 3Yr Roadside Assistance																
Octavia Scout	\$43,615	AWD	D	2.0L TD 4 Cyl	6 Speed man	103 @ 4,200	320 @ 2,500	4 Star	160	3 1/2 Star	6.1L	1,600kg	75kg	4	6	10
Ssangyong Actyon																
Warranty 3Yr / 100,000 Km 3Yr Roadside Assistance																
Actyon SUV SPR Wagon	\$38,980	4WD	D	2.0L TD 4 Cyl	4 Speed Auto	104 @ 4,000	310 @ 2,700	N/A	225	2 1/2 Star	8.5L	2,300kg	230kg	7	6	13
Actyon Sport Ute SPR	\$44,130	4WD	D	2.0L TD 4 Cyl	6 Speed Auto	104 @ 4,000	310 @ 2,700	3 Star	225	2 1/2 Star	8.5L	2,300kg	230kg	7	6	13

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Ssangyong Rexton																
Warranty 3Yr / 100,000 Km 3Yr Roadside Assistance																
Rexton RX270 Xdi	\$44,130	4WD	D	2.7L TD 4 Cyl	5 Speed Auto	121 @ 4,000	340 @ 2,400	N/A	233	2 1/2 Star	9.1L	2,300kg	230kg	7	6	13
Ssangyong Korando																
Warranty 3Yr / 100,000 Km 3Yr Roadside Assistance																
Korando SX	\$34,160	AWD	D	2.0L DT 4 Cyl	6 Speed man	129 @ 4,000	360 @ 3,000	N/A	169	N/A	6.4L	2,000kg	80kg	4	6	10
Subaru Forester																
Warranty 3Yr / Unlimited Km 3Yr Roadside Assistance																
Forester XT	\$44,012	AWD	P	2.5L H 4 Cyl	5 Speed man	169 @ 5,200	320 @ 2,800	5 Star	248	3 1/2 Star	10.5L	1,600kg	160kg	7	6	13
Forester S-Edition	\$55,619	AWD	P	2.5L TH 4 Cyl	5 Speed Auto	193 @ 6,000	347 @ 4,800	5 Star	248	3 1/2 Star	10.5L	1,600kg	160kg	7	6	13
Forester 2.0 D	\$44,645	AWD	D	2.0L TDH 4 Cyl	6 Speed man	108 @ 3,600	350 @ 2,400	5 Star	268	3 1/2 Star	6.4L	1,600kg	160kg	7	6	13
Subaru Outback																
Warranty 3Yr / Unlimited Km 3Yr Roadside Assistance																
Outback 2.5i Premium	\$45,994	AWD	P	2.5L H 4 Cyl	6 Speed man	123 @ 5,600	229 @ 4,000	5 Star	209	3 1/2 Star	8.9L	1,500kg	150kg	7	6	13
Outback 3.6 R Premium SN	\$61,049	AWD	P	3.6L H 6	5 Speed Auto	191 @ 5,600	350 @ 4,400	5 Star	242	3 1/2 Star	10.3L	1,800kg	180kg	7	6	13
Outback 2.0 Diesel	\$44,464	AWD	D	2.0L TDH 4 Cyl	6 Speed man	110 @ 3,600	350 @ 2,400	5 Star	168	3 1/2 Star	6.4L	1,700kg	170kg	7	6	13
Suzuki Jimny Sierra																
Warranty 3Yr / 100,000 Km																
Jimny Sierra	\$23,794	4WD	P	1.3L 4 Cyl	4 Speed man	62 @ 6,000	110 @ 4,100	N/A	174	3 1/2 Star	7.3L	1,300kg	75kg	4	9	13
Jimny Sierra	\$25,854	4WD	P	1.3L 4 Cyl	4 Speed Auto	62 @ 6,000	110 @ 4,100	N/A	184	3 1/2 Star	7.8L	1,300kg	75kg	4	9	13
Suzuki Grand Vitara																
Warranty 3Yr / 100,000 Km																
Grand Vitara 3 door	\$29,489	4WD	P	2.4L 4 Cyl	5 Speed man	122 @ 6,000	225 @ 4,000	4 Star	209	3 1/2 Star	8.8L	1,600kg	75kg	4	9	13
Grand Vitara Prestige 2.4L	\$33,727	4WD	P	2.4L 4 Cyl	5 Speed man	122 @ 6,000	225 @ 4,000	4 Star	209	3 1/2 Star	8.8L	1,850kg	150kg	6	8	14
Grand Vitara Prestige 3.2L	\$44,542	4WD	P	3.2L V6	5 Speed Auto	165 @ 6,200	284 @ 3,500	4 Star	249	3 1/2 Star	10.5L	2,000kg	150kg	6	8	14
Grand Vitara Diesel	\$39,907	4WD	D	1.9L TD 4 Cyl	5 Speed man	95 @ 3,750	300 @ 2,000	4 Star	195	3 1/2 Star	7.6L	1,850kg	150kg	6	8	14
Toyota Rav 4																
Warranty 3Yr / 100,000 Km 3Yr Roadside Assistance																
Rav 4 Cruiser	\$41,040	AWD	P	2.4L 4 Cyl	5 Speed man	125 @ 6,000	224 @ 4,000	4 Star	213	3 1/2 Star	9.1L	1,500kg	150kg	7	6	13
Rav 4 Cruiser L	\$48,190	AWD	P	2.4L 4 Cyl	4 Speed Auto	125 @ 6,000	224 @ 4,000	4 Star	213	3 1/2 Star	9.1L	1,500kg	150kg	7	6	13
Rav 4 ZR6	\$54,569	AWD	P	3.5L V6	5 Speed Auto	201 @ 6,200	330 @ 4,700	4 Star	246	3 1/2 Star	10.5L	1,900kg	190kg	7	6	13
Toyota FJ Cruiser																
Warranty 3Yr / 100,000 Km 3Yr Roadside Assistance																
FJ Cruiser	\$49,529	4WD	P	4.0L 6 Cyl	5 Speed Auto	200 @ 5,600	380 @ 4,400	N/A	197	3 1/2 Star	11.4L	2,250kg	225kg	7	10	17
Toyota Kluger																
Warranty 3Yr / 100,000 Km 3Yr Roadside Assistance																
Kluger Grande	\$71,536	AWD	P	3.5L V6	5 Speed Auto	201 @ 2,600	337 @ 4,700	5 Star	271	3 Star	11.6L	2,000kg	200kg	7	6	13
Toyota Prado																
Warranty 3Yr / 100,000 Km 3Yr Roadside Assistance																
Pardo ZR 3 Door	\$72,529	4WD	D	3.0L DiD 4 Cyl	5 Speed Auto	127 @ 3,400	410 @ 2,800	4 Star	225	2 1/2 Star	8.3L	3,000kg	250kg	8	10	18
Prado GXL	\$67,279	4WD	P	4.0L V6	6 Speed man	202 @ 5,600	381 @ 4,400	4 Star	306	3 Star	13.0L	2,500kg	250kg	7	10	17
Prado Kakadu	\$96,679	4WD	D	3.0L DiD 4 Cyl	5 Speed Auto	127 @ 3,400	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	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		
Toyota Prado (CON'T)																Warranty 3Yr / 100,000 Km 3Yr Roadside Assistance		
Landcruiser 200 GXL	\$84,614	4WD	P	4.7L V8	5 Speed Auto	202 @ 5,400	410 @ 3,400	4 Star	341	2 1/2 Star	14.5L	3,500kg	350kg	10	10	20		
Landcruiser 200 Sahara	\$125,564	4WD	D	4.5L DiD V8	6 Speed Auto	195 @ 3,400	650 @ 2,600	4 Star	273	2 Star	10.3L	3,500kg	350kg	10	10	20		
Toyota Hilux																Warranty 3Yr / 100,000 Km 3Yr Roadside Assistance		
Hilux SR	\$36,714	4WD	D	3.0L TD 4 Cyl	5 Speed man	126 @ 3,600	343 @ 3,400	4 Star	214	2 1/2 Star	8.1L	2,250kg	225kg	7	8	15		
Hilux SR5	\$60,664	4WD	D	3.0L TD 4 Cyl	4 Speed Auto	126 @ 3,600	343 @ 3,400	4 Star	214	2 1/2 Star	8.1L	2,250kg	225kg	7	8	15		
Hilux SR5	\$58,539	4WD	P	4.0L 6 Cyl	4 Speed Auto	175 @ 5,200	343 @ 4,800	4 Star	299	3 Star	12.6L	2,250kg	225kg	7	8	15		
Toyota Landcruiser 70																Warranty 3Yr / 100,000 Km 3Yr Roadside Assistance		
Landcruiser 70 Cab Chassis	\$67,462	4WD	D	4.5L TD V8	5 Speed man	151 @ 3,400	430 @ 3,200	4 Star	304	2 Star	11.5L	3,500kg	350kg	10	10	20		
Landcruiser 70 Wagon	\$65,427	4WD	D	4.5L TD 4 Cyl	5 Speed man	151 @ 3,400	430 @ 3,200	4 Star	304	2 Star	11.5L	3,500kg	350kg	10	10	20		
Volkswagen Tiguan																Warranty 3Yr / Unlimited Km 3Yr Roadside Assistance		
Tiguan 103 TDi	\$41,010	AWD	D	2.0L TD 4 Cyl	6 Speed man	103 @ 4,200	320 @ 2,500	5 Star	170	3 1/2 Star	6.5L	2,000kg	100kg	4	5	9		
Tiguan 147 TSi	\$47,534	AWD	P	2.0L TSi 4 Cyl	7 Speed DSG	147 @ 5,100	280 @ 5,000	5 Star	205	3 1/2 Star	8.8L	2,000kg	100kg	4	5	9		
Volkswagen Amarok																Warranty 3Yr / Unlimited Km 3Yr Roadside Assistance		
Amarok Highline	\$64,884	AWD	D	2.0L TDi 4 Cyl	6 Speed man	120 @ 4,000	400 @ 2,500	5 Star	209	3 Star	7.9L	2,800kg	280kg	7	8	15		
Volvo XC60																Warranty 3Yr / Unlimited Km 3Yr Roadside Assistance		
XC60 T5	\$59,672	AWD	P	2.0L T 4 Cyl	6 Speed DSG	177 @ 5,500	320 @ 5,000	5 Star	207	3 1/2 Star	8.7L	1,800kg	150kg	6	6	12		
XC60 D5	\$66,696	AWD	D	2.4L TD 5 Cyl	6 Speed Auto	151 @ 4,000	420 @ 3,250	5 Star	201	2 1/2 Star	7.6L	2,000kg	150kg	6	6	12		
XC60 3.2	\$63,647	AWD	P	3.2L T 6 cyl	6 Speed Auto	179 @ 6,400	320 @ 3,200	5 Star	254	3 1/2 Star	10.6L	1,800kg	150kg	6	6	12		
XC60 T6	\$77,406	AWD	P	3.0L T 6 Cyl	6 Speed Auto	224 @ 5,600	440 @ 4,800	5 Star	251	3 1/2 Star	10.5L	2,000kg	150kg	6	6	12		
Volvo XC70																Warranty 3Yr / Unlimited Km 3Yr Roadside Assistance		
XC70 3.2	\$66,696	AWD	P	3.2L T 6 cyl	6 Speed Auto	179 @ 6,400	320 @ 3,200	5 Star	254	3 1/2 Star	10.6L	1,800kg	150kg	6	6	12		
XC70 D5	\$68,796	AWD	D	2.4L TD 5 Cyl	6 Speed Auto	151 @ 4,000	420 @ 3,250	5 Star	199	3 1/2 Star	7.5L	2,100kg	150kg	6	6	12		
Volvo XC90																Warranty 3Yr / Unlimited Km 3Yr Roadside Assistance		
XC90 3.2	\$77,196	AWD	P	3.2L T 6 cyl	6 Speed Auto	179 @ 6,400	320 @ 3,200	5 Star	254	3 1/2 Star	10.6L	2,250kg	180Kg	6	6	12		
XC90 D5	\$86,121	AWD	D	2.4L TD 5 Cyl	6 Speed Auto	136 @ 4,000	400 @ 2,750	5 Star	253	2 1/2 Star	9.6L	2,250kg	180Kg	6	6	12		
XC90 V8	\$99,246	AWD	P	4.4L V8	6 Speed Auto	232 @ 5,850	440 @ 3,900	5 Star	322	2 1/2 Star	13.5L	2,250kg	180Kg	6	6	12t		

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. All information is believed to be correct at the time of printing. However you should make your own enquiries 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 *As at the time of printing the Ford Territory only had a MLP. 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.

Outback Travel Tips

BY PAUL BLUNDELL



Trip preparation and careful planning is key to organizing an enjoyable, safe and stress free trip or holiday. We have all been guilty of rushing out the door and leaving behind the car keys on the kitchen table!

So how do you prepare for a 4WD trip, camping, towing a camper trailer or caravan? The trick is to be prepared for most situations that could occur.

Firstly, drivers planning their first 4WD or towing trip are well advised to undertake a 4WD Driving Course or Towing Course in their own vehicle to gain a basic knowledge in vehicle control, vehicle recovery and to learn the capabilities of the vehicle and driver.

There are a number of driver training companies or you can also join a 4WD Club for training and camaraderie. There are courses in driver training, sand driving, trip preparation, vehicle recovery, towing, bush mechanics and first aid, just to name a few, which will give you a solid introduction to the basic needs required.

Once you have familiarized yourself with your vehicle make sure that it is up to the challenge. Have a 4WD mechanic complete a pre-trip inspection. Make sure you tell them your trip plans.

Your spare parts kit should include at least fan belts, hoses, fuses, hose clamps, epoxy putty, tie

wire, light globes, gaffer and electrical tape as they are all worth taking and not too heavy. Be sure to take extra water for the radiator, engine oil and transmission oil.

A basic tool and recovery kit should always be carried even if you don't know how to use them. Most outback travellers are frustrated bush mechanics, handymen and self proclaimed vehicle recovery specialists and love to pitch in and help when required. What most detest is finding an ill-prepared vehicle in need of assistance that has no tools or recovery gear. They HATE having to unpack their own vehicle to retrieve their own tools and recovery kit to help someone that has not packed the necessities.

If you do breakdown or get stuck have all your tools and/or recovery kit spread out ready for action and you will normally find that the next vehicle to come along will happily assist.

A basic tool kit should include an assortment of spanners, screwdrivers and a small socket set, wheel brace for both vehicle and trailer, decent jack (standard vehicle jacks are close to useless) and jacking plate, tyre gauge and air compressor, tyre repair kit (plug type), WD40 or similar, hammer, pliers and wire cutters, chisel & file, simple multimeter & 4 meters of 12V wire.

Your recovery kit should include at least a 9m-snatch strap, 2 x D or bow shackles, shovel, axe and gloves.

Other necessities include a first aid kit, torch and batteries, matches, tropical strength insect repellent, sunscreen, compass or GPS, UHF Radio, EPIRB, fire extinguisher and bucket.

If you are going on a once only trip and don't want the added cost of purchasing the entire gear required think about hiring. It is now possible to hire 4WD recovery kits, hand winches, sat phones, EPIRB, UHF Radios, HF Radios, GPS, fridges and an assortment of camping gear etc. See www.ozroamer.com.au for more details.

When traveling to remote areas advise Police or other authorities, and at least 2 other friends or relatives of your departure date, proposed destination, the routes & alternative routes you intend to take and your estimated time of arrival. Always remember to notify those concerned of your arrival once you get there.

The Australian National Four Wheel Drive Council has put together a handy "Remote Trip Advice" form that is easy to complete and give to friends. Visit their site on www.anfwdc.asn.au



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