

[ROADSIDE ASSIST]

THEN THERE WERE TWO



TACC

WHO ARE WE, TO YOU?

Bruce McIntosh
TACC State Manager



Some people think of the Tasmanian Automotive Chamber of Commerce (TACC) as a government body. It's understandable. Given we've been around for nearly 100 years and there are TACC 'accreditation' signs dotted around the place, I'd forgive you for assuming we have more of a governance role in the industry.

In reality, we provide tools, services and advice to our nearly 400 member-businesses, so they can keep you – the motorist – safely on the road.

By going to a TACC member, you can sleep easy knowing you are working with someone who has access to:

- Cutting edge technical information, so they can properly service and repair your vehicle
- Environmental programs, tools and templates to ensure they can play their part on the sustainability front
- Dedicated workplace relations and health and safety experts, so they are always across consumer rights and look after their staff.

We also run a program that places young Tasmanians into automotive apprenticeships. We provide them with the tools (figuratively and literally) to help them get and stay employed. It's good for member-businesses and good for the Tasmanian economy, and a program that I am particularly proud of as State Manager at TACC.

There's more. We advocate on behalf of our members on a government level – and we also campaign for Tassie motorists. Most recently, we ran a community promotion and competition to raise awareness about the importance of having choice of repairer. While we live in a world of individualism, sometimes a collective voice can't be beaten when it's time to get something done.

So, that's TACC's job in a nutshell. We're here for our members, so that they can be here for you.

Look for the orange sign.
TACC: You're in good hands.

Prepared by Tasmanian Automotive Chamber of Commerce



IAIN CURRY GETS ANSWERS

WRITE TO MOTORING AT
[CARS@NEWS.COM.AU](mailto:cars@news.com.au) OR
PO BOX 2808, GPO SYDNEY, 2001

I've spent three months looking at new SUVs and I'm down to two – the Mitsubishi Outlander ES and Nissan X-Trail ST. I've driven both, they have similar specs and pricing, I average about 20,000km a year of country driving and am not interested in alternative. Which would you choose? I'm just retired and watching my pennies.

Phil Pomeroy, email

I've just tested the Outlander and X-Trail and the Mitsubishi's the pick. The Nissan's an old model lacking safety such as blind-spot warning, lane departure warning and radar cruise control. It feels a generation older than the new Outlander: an all-new X-Trail arrives later this year, so Nissan fans should wait for it. The Outlander has been recently (and comprehensively) updated and features all the aforementioned safety kit. Make sure the Outlander you're considering is the new 2022 model – its specification is much better than the X-Trail's. I found the Nissan slightly better on fuel (8.0L/100km vs the Outlander's 8.4L/100km), but X-Trail services are \$1641 for five years/50,000km versus Outlander's \$995 for five years/75,000km. Mitsi's 10-year warranty is twice as long as Nissan's too, just to ram home the advantage.

NOISE CANCELLATION

My 2008 Mazda3 is due new tyres. Most of my driving is highway, so which tyres do you recommend for lowering road noise?

John Robinson, email

Unlike the current generation Mazda3, older versions are notorious for disturbing road noise. Better tyres will improve things but won't totally solve it. After many readers recommend Michelin Primacy 4 tyres I finally fitted some to my VW Golf. They're not the cheapest (about \$170 each for your Mazda) but I've been very impressed with their quietness.

ADULTS ONLY

We're happy with our Hyundai ix35 but need to fit two elderly parents and an adult-sized teenager in the back. It's a bit squishy for them so could you recommend a sedan or SUV that comfortably holds five adults and can cope with the occasional 400km round trip? Our budget is \$30,000 plus the value of the ix35.

James Steven, email

You don't say which ix35 you have, so I'll average out their used value to \$15,000, giving you a \$45k

budget. Your choice would have been huge two years ago with such money, but stock shortages and soaring prices work against you in 2022. If time's no issue, get on the waiting list for a Kia Sportage SX Plus petrol (about \$45,500 drive-away) or Hyundai Tucson Elite 2.0 petrol (about \$43,500 drive away). Excellent SUVs with reclining rear seats for extra comfort, although the middle seat is a tad firm on each. Sedan-wise, it may be a boring choice but there's huge value and rear space in a Toyota Camry. Ex-demos are available at around \$40,000, but if you can wait, get an Ascent Sport Hybrid on order and those 400km trips will be more frugal too.

UNDER CHARGING

My Mazda3 is 12 months old and done 10,000km. From day one I've been getting the message: "Low battery risk, start vehicle to charge 12v battery." At times it happens after I've turned off the engine, or just by opening the doors despite me switching the internal lights to off. The same thing can happen even after a 250km trip. I asked Mazda and they said the battery was probably not fully charged, but I think they should fix it. It's become very hard to put up with.

Kevin Brandie, email

Your car is under warranty and it's been a problem from brand new so the Mazda dealer really should be investigating a solution. Push them to do so. Mazda forums suggest it's a known problem for Mazda3s and Mazda CX-30s and many suggest there's some kind of parasitic draw on the battery. Some have found engaging the electronic handbrake before switching the car off helps, or locking the car when it's parked – many don't if it's in a garage, for example. Overseas, Mazda offers software updates for the problem, along with the service alert number SA-002/22. Call Mazda Australia and see if it's available for your car. If so, the dealer should update it for free.

TRACTION TEST

I've just collected our new Toyota RAV4 XSE Hybrid AWD and it drives beautifully. But how can I check if it's all-wheel-drive? There are no badges on it saying so.

James and Thelma Turner, email

There are some fun off-road experiments you can do to prove it's all-wheel-drive, but the easiest thing is just check the buttons around your gear shifter. If you have a 'Trail' mode button, it's all-wheel-drive.

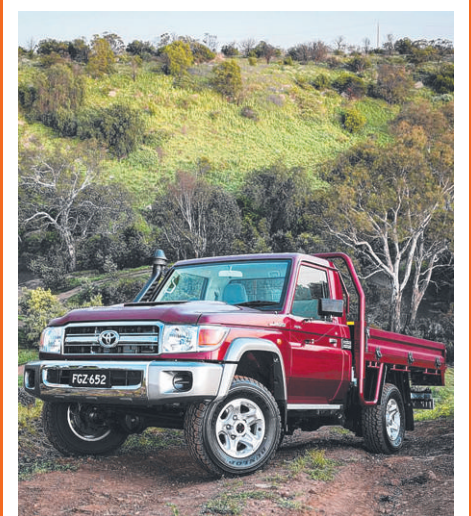
FUEL PRICE SHOCK

How come all the petrol stations' underground tanks were empty so that they had to raise the

fuel price immediately there was a spike in oil prices?

Alex Gallacher, email

Seems that way, doesn't it? Mark McKenzie from ACAPMA – the peak body representing Australian servos – said petrol price spikes usually take about two weeks to respond to oil price jumps. This month we've seen Brent crude reach \$US139 (\$188) but it's now dropped to \$US119 (\$161). In March 2021 it was roughly half that at \$US61 (\$83). With some countries banning Russian oil exports due to its invasion of Ukraine, plus the oil price volatility, don't expect a significant fall in bowser prices anytime soon. Sorry.



V8 FOREVER

I'll be in the market for a new Toyota LandCruiser single cab utility in the next year. Does Toyota have plans to drop the current V8 and install the V6 turbo from the LandCruiser 300 Series? I'd be prepared to wait for the V6 upgrade.

Robert Turner, email

Toyota Australia has announced the workhorse 70 Series (ute, Troopie and wagon) will receive updates this year, but these are expected to be to meet ADR rules for side-impact protection. Commercial vehicles are required to comply by November this year. There's been no suggestion the 300 Series' V6 will be part of this update, and that's probably how most 70 Series buyers would like it. If Toyota isn't forced to drop the diesel V8 (for emissions reasons, etc.) they'll be in no rush. I reckon it'll be a number of years before we see a V6 70 Series.