

## [ ROADSIDE ASSIST ]

## WAIT OUT BACK



## IAIN CURRY GETS ANSWERS

WRITE TO MOTORING AT  
CARS@NEWS.COM.AU OR  
PO BOX 2808, GPO SYDNEY, 2001

I have a 2016 Subaru Outback, a fantastic all-rounder. I'm due an update and have read about the next generation Outback, recently released in the US. Seems a big improvement with 2.5-litre turbo. When will it come to Australia and will we get the turbo?

Gary Discher, email

Long wait, I'm afraid. Subaru Australia's David Rowley says it's anticipated here "by early 2021." In America, most models have a naturally aspirated 2.5-litre engine – the turbo is a 2.4-litre with 194kW/376Nm. Rowley can't confirm Australia specifications and says the turbo is among "ongoing discussions". I'd say it's very likely and worth waiting the year or so before updating your Outback.

## OUT OF PETROL

I own a petrol 2012 Nissan D40 Navara, a great vehicle with no problems. With the negative press for diesel engines lately, are any major brands going to make a petrol 4WD ute? If so, could you recommend one with a bit of punch?

Peter Caunt, email

Petrol 4WD dual-cab utes have gone the way of the dodo. Turbo diesels have more low-down torque, ideal for off-roading and towing, better fuel economy and are (arguably) more durable. Toyota held out longest, fitting its HiLux with 175kW 4.0-litre V6 until October 2017. You could hunt for a used or ex-demo example. By my reckoning there are only two petrol 4WD utes on sale now: the giant \$79,950 RAM 1500 with 291kW V8 – and the 95kW Chinese JMC Vingus LX for \$24,990. As a replacement for your Navara, I couldn't recommend either. The future for dual-cab utes, beyond diesel, is likely to be hybrid and electric, not petrol.

## BURNING ISSUE

Re defending E10 fuel. I cannot believe these people advocate its use. I liken it to adding 10 per cent methylated spirits to your whiskey to increase the alcohol content. Not a good idea by any measure. Rest assured not all your readers share that view.

Mark S. James, email

Re E10. I used to travel 100,000km a year. I had a Holden Calais then a Commodore SS, both only using E10 and both went 350,000km with no engine troubles. I suggest your mechanic is biased or taking the safe option.

Jeff Myers, email

Who knew E10 fuel could evoke such passion? As stated before, do your own research, draw your own conclusions, and then decide if you want to put E10 in your tank. Personally, I don't.

## CONSUMER COMPLAINTS

You referred the owner of a Hyundai iMax with a blown engine to the ACCC if Hyundai weren't helpful. In my experience, the ACCC say they



## THE JOY OF SIX

I'd like a 2014-15 BMW 435i, up to \$60,000, but can't find my preferred colour and spec. I'm keen on its six-cylinder engine – I'd had it in my old BMW 335i and missed it when I changed to the four-cylinder 428i. A 2015-16 430i is similar money – I've been told to change the exhaust and the four-cylinder will sound like a six. Should I get the newer 430i? Julie Giedrojc, email

No, not the newer four. The silky BMW inline six-cylinder is the one you've fallen in love with. And that's understandable – it's one of the greatest engines ever. The four-cylinder (185kW/350Nm) is good but lacks the soul of the 435i's turbo six (225kW/400Nm). No aftermarket exhaust will conceal or compensate for that. Wait and watch the listings. It's worth hanging on for the 435i, the car you really want.

don't get involved with individual cases but rather gather evidence to bring a generalised case against an errant manufacturer or supplier. In my case, they took note of my treatment at the hands of Audi Australia – gearbox issues in my A5 Sportback – and referred me to Queensland's Office of Fair Trading. They were of no use, telling me I'd have to pursue my complaint in the courts. It's a pity the ACCC don't prosecute individual breaches of laws and industry guidelines they've put in place and are so proud of.

Steve Newland, email

The ACCC has a section on its website (acc.gov.au) listing what it can and can't do for consumers. Worth a read. Let's hear from any readers who've had a positive outcome from the ACCC on a car related issue?

## NO PICTURES PLEASE

With the proliferation of driver-assist tech in modern cars, I wonder why dash cams haven't made it on to the list of "must have" driver aids. It could easily be integrated into the rear-view mirror, and turned off by the owner if they don't wish to use it. Why aren't they fitted? Cost? Meanwhile, what's the best dash cam to buy as we wait for them to be standard?

John Wallis, email

Cost maybe – but also if our every move is filmed it feels a bit big brother, doesn't it? We've enough CCTV cameras and facial recognition tech out there already. If a dash cam is factory fitted, does the manufacturer get access to the footage even if



we don't want them to? That said, I know they're really useful in apportioning fault in an accident. Audi and Citroen have optional OEM dash cams. For aftermarket versions, get one that records in high-definition (4K if possible), has a looping feature and can record clearly at night.

## SLIP, SLOP, SLAP

The clear coat on the roof and bonnet of my 2007 Hyundai Tiburon has started peeling off. It seems common here in Tasmania but nobody can say what causes it. It isn't covered under insurance as it's deemed weather related wear-and-tear unlike, say, hail. It's expensive to repair. How can I prevent it happening again?

Louise Turner, email

The culprit: ultraviolet rays. My smash repair mate tells me: "Prevention is the only way, so make sure you wax your car a couple of times a year and if possible, don't leave it outside." Sadly, only an expensive respray will properly remedy your car's solar damage.



## All class

COLLECTABLE  
VEHICLE  
MOVEMENT  
IS FUTURE  
FOCUSED

Geoff Gwilym VACC CEO



Melbourne's full of great events at this time of year. But if, like me, you really love special vehicles, then nothing beats Motorclassica. Held from October 11-13 at the Royal Exhibition Building, Motorclassica is a world-class smorgasbord of desirable and collectable cars and motorcycles.

This year celebrates 100 years of Bentley, Citroen and Alvis, and 60 years of Mini. After drooling over gorgeous examples from these famous marques, be sure to pop upstairs to see the amazing collection of classic motorcycles from famous names such as BSA, Harley-Davidson and BMW.

Returning to Motorclassica this year is Live Restoration Theatre, presented by VACC member Maskell's Customs & Classics from Shepparton. This business, and others like it, are at the heart of the classic and collectable vehicle movement.

But we need more of them.

People from the classic car world tell me they're concerned about the dwindling number of specialised tradespeople who can maintain and repair their vehicles, people with specialised skills in coach building, radiator repair, trimming and mechanical work.

To help, Motorclassica is running FutureLab, with hundreds of high school students being exposed to rare trades. Top marks to the organisers for seeing the big picture and doing something positive for the movement.

Skilling the next generation touches every motorist in the country, not only collectors of older, specialised vehicles. There are currently 35,000 unfilled automotive jobs across Australia. If we don't close that gap motorists may find it increasingly difficult to have timely vehicle repairs.

Prepared by the Victorian Automobile Chamber of Commerce in the interest of better motoring.



Share your thoughts  
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