

[ROADSIDE ASSIST]



CLASSIC HITS

IAIN CURRY GETS ANSWERS

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

Re modern car audio. I've spent thousands of dollars acquiring CDs and want to listen to them. My 2018 Hyundai Tucson has no CD player and Hyundai doesn't have one as an accessory. My family tells me to move on, that CDs are superseded technology.

Ken Window, email

I'm with you, Ken. Why should we pay for songs in digital format when we've already done so with a CD? You can shop online for portable CD players with USB input or Bluetooth. A less fiddly process (if more time consuming) is transferring your CD library onto an SD card or USB stick and plugging into your Hyundai's slot. My CD collection's gone dusty, I'm afraid. I begrudgingly pay \$12 a month for Spotify, even if the sound quality's not as good.

SEPARATION ANXIETY

I'm looking at the Ford Endura as a touring SUV but, due to its lack of promotion, I'm having doubts about its future in Australia. Ford's customer service skirts around the issue when I ask if it's to be discontinued. The Endura suits my needs better than its competitors but I don't want to buy a white elephant.

Lloyd Abbot, email

Ford's Endura large SUV is a pricey but good thing if you don't need seven seats. Fewer than 2000 sold in 2019 for just a 1.8 per cent market share. Matt Moran from Ford Australia says the Endura's an important model for the brand and there's no suggestion it will be discontinued. The fear may come from it being axed last year in the UK (where it's called Edge and struggled for sales). I believe that just leaves Australia and NZ as right-hand drive Endura markets. Haggle hard if you want one; you should score a healthy discount.

GREAT EXPECTATIONS

I'm looking to replace my 2015 Mazda CX-5. Can you tell me what updated or new models are expected in the next year or so?

Chris Wilkinson, email

For a similar size SUV, I'd go the fresh-to-market Toyota RAV4 Hybrid. There's a long waiting list, so get ordering now. The \$39,990 Subaru Forester hybrid's here in March. The new Ford Escape and facelifted VW Tiguan should land this year and there's a new Kia Sportage due next year. No news on a CX-5 update — the slightly smaller CX-30 arriving next month is worth a look.

NEEDS SHIFTING

Has Ford at some time implemented a buy-back scheme to appease Focus customers with problematic automatic transmissions? Our 2013 Focus Titanium is with the dealership for the third time for more remedial work.

Dene Tucker, email

The dreaded Powershift transmission. Ford was fined \$10 million by the ACCC for its handling of Focus, Fiesta and EcoSport customer complaints regarding this auto gearbox. Ford Australia tells me you can call 133 673 to have your case reviewed and confirms it has bought back vehicles in certain cases — no guarantee yours would be. I know your Focus is being investigated now and Ford Australia will respond according to the dealership's findings.

SECRET CODES

I recently fitted four Kumho 225/55R 18 98H tyres to my 2014 Mitsubishi Outlander. Can you explain what the various numbers and letters mean? Considering those numbers, what sort of ride and cornering might I expect from these tyres?

Charles Geddes, email

Ah, the mystifying digits on a car tyre. It'd take a whole page to explain in plain English (Google is your friend here) but basically: 225 (mm) is tyre width from sidewall to sidewall, 55 (per cent) is aspect ratio, R means radial ply construction, 18 (inches) is your wheel rim's diameter, 98 signifies the maximum load for each tyre (750kg for yours) and H is speed index — in your case, the tyres can handle up to 210km/h. Your new tyres are the same specification as factory fitted. The key for ride comfort and handling is the aspect ratio — 55 is the result when dividing the tyre's section height by its section width. A smaller number (50 and under) is deemed low-profile, giving quicker steering response but less cushioning ride. A Porsche 911's tyres are 30, while a Toyota LandCruiser's are 65.



FAMILY UNFRIENDLY

As grandparents on babysitting duties we bought an eight-seat Honda Odyssey. Great purchase until we put baby seats in the second row. The tether strap anchor point is in the roof behind row three, which means you can't move the seats forward, preventing use of the third row. We've had to put the baby seats in the third row, meaning we have to stop the car and get out to reach the little ones on journeys.

Beverley Phillips, email

You have the Odyssey VTi. The higher grade seven-seat VTi-L has middle row Isofix child seat anchor points, plus top tether strap anchor points at the base of these seats, exactly where you'd need them to allow access to third-row seating. This is where a good dealership should have asked your intended use and explained the VTi-L was more suitable for your family. For young families, the VTi with eight seats and poor location of tether strap anchor points is far less friendly.



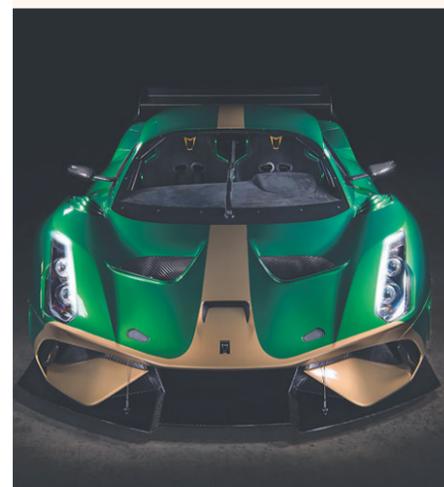
DETROIT IRON

I spotted a Cadillac Seville STS in my local supermarket carpark. It was reasonably new, right-hand drive and had normal NSW registration. Are Cadillacs for sale in Australia? If so, where can I buy one?

Terry Forward, email

I'm not sure quite what you spotted, Terry. The STS ceased production in 2011 and was never right-hand drive. The smaller CTS sedan, pictured,

was going to be sold in Australia from 2008. Dealers were appointed, some cars arrived but the plug was hastily pulled. Clearly some right-hand drive CTSs stayed — there's a 2008 V6 for sale for \$28,990 in Queensland at the moment. More recently, new Cadillacs have been spotted testing in Australia so the brand may yet return. Whether the Cadillac would sell with a Holden badge remains to be seen.



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AUSTRALIA
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AMAZING
MOTORING
RESUME

Geoff Gwilym VACC CEO



It's Australia Day weekend. Time for backyard cricket, a roast, and a road trip to the beach. It has got me thinking about Australian motoring milestones. So here it is, my top 10 Aussie auto hits:

Bathurst. One of the world's greatest endurance races. It consistently delivers wheel-to-wheel racing and close results. Unmissable.

Holden Monaro. My all-time favourite Australian-built car. Make mine a 1969 GTS 350 V8 with manual transmission. Awesome.

Sir Jack Brabham. Three-time Formula 1 world champion and the only person to win a world title in a car of their own design. Unrepeatable.

Australian Formula 1 Grand Prix. The magic Albert Park location sells Australia like nothing else. Iconic.

Australian International Motor Show. No longer with us, but what a ride. For 75 years it dazzled Aussies with the best in motoring. Missed.

Aussie ingenuity. From Formula 1-winning Repco V8s, to Bill Buckle's Goggomobil Dart, and the latest Brabham BT62. We take on the world and often win. Respect.

Motorclassica. A Melbourne favourite bringing world-class entertainment to historic vehicle fans. Classy.

Phillip Island Classic Festival of Motorsport. A must-see every March: racing cars from every era at one of the world's most picturesque circuits. Memorable.

Australian MotoGP. Seeing Jack Miller on the podium last year was hugely satisfying. Can he go one better? Exhilarating.

David Shearer. Australia was building cars back in 1898, not long after the first-ever Benz, built in Germany. Amazing.

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

Share your thoughts
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