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On 14 February, we will celebrate the pioneers who steered the motoring world into motion. Not only is it 140 years since the first motorcar was patented, but also a century since Mercedes Benz joined the fray. Our next Old Car Show will honour this remarkable history with a rare collection of engines on display. More on Page 3!

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The Honda XL750 Transalp carries a strong legacy, and recently got a series of practical and visual updates that further refine its role as a versatile mid-capacity adventure tourer. Inspired by the original Transalp launched in 1986, the current model continues to balance long-distance comfort, everyday usability and genuine off-road ability.

2026 Honda XL750 TransAlp Smoother, More Precise, Enhanced, all-day Comfort

Article: Johann van Tonder

The most noticeable update is a revised front end. A new dual LED projector headlight gives the Transalp a sharper, more modern look, drawing design cues from the Africa Twin. The upper fairing has also been reshaped to improve airflow around the rider's helmet, while a revised Durabio screen improves wind management and clarity. Internal aerodynamic changes further enhance stability and agility on the road.

Power still comes from Honda's 755cc parallel twin engine, delivering 67.5kW and 75Nm. Throttle By Wire allows riders to choose between four preset riding modes, Sport, Standard, Rain

and Gravel, as well as a fully customisable User mode. Honda Selectable Torque Control with integrated wheelie control, adjustable engine braking and switchable rear ABS provide confidence across varying surfaces. The steel diamond frame is paired with quality Showa suspension, including 43mm upside-down forks and a Pro-Link rear shock. Both ends receive revised damping settings for 2025, improving compliance on rough terrain while maintaining on-road comfort. Braking is handled by dual front discs with two-piston calipers, while the 21-inch front and 18-inch rear wheels remain ideal for mixed-surface riding. Technology has also been upgraded. A new five-inch TFT display offers

improved visibility and integrates Honda RoadSync smartphone connectivity, controlled via a four-way toggle switch. Features such as auto-cancelling indicators and Emergency Stop Signal technology add to everyday safety.

With new colour options, updated accessories and subtle refinements throughout, the XL750 Transalp strengthens its position as a capable all-rounder. Whether commuting, touring or exploring gravel back roads, it remains one of Honda's most balanced adventure motorcycles.

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By 1885, they developed a vertical-cylinder version, installing it into the world's first internal-combustion motorcycle, the Petroleum Reitwagen.



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2026 George Old Car Show

Visionaries who shaped the motoring history! As we build excitement for the 2026 George Old Car Show some of the spotlights shine on Ferdinand Porsche and Gottlieb Wilhelm Daimler, some of the most influential and complex pioneers in automotive engineering.

Article and photos:
Supplied by
Southern Cape Old
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CONTACT

GEORGE OLD CAR SHOW

14 Feb 2026

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9 AM – 5 PM

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<https://itickets.co.za/events/484148>

Born in 1875 in Bohemia, Porsche grew up in his father's workshop and secretly attended technical classes at night. Fascinated by electricity, he built his first electric motor as a teenager and later moved to Vienna to work at Béla Egger & Co, studying engineering whenever he could. In 1898, he created the advanced Egger-Lohner C.2 Phaeton, an early electric car with hub-mounted motors and even four-wheel drive. Soon after, he introduced the world's first petrol-electric hybrid, the Lohner-Porsche Mixte, produced in more than 300 variations.

Porsche went on to design winning performance cars at Austro-Daimler, and later engineered iconic supercharged machines at Mercedes, including the legendary SSK. In 1931, he founded his own company, which eventually created early prototypes for the Volkswagen Beetle, and after WWII his son Ferry Porsche launched the first Porsche 356, laying the foundation of the brand we know today.

Pioneering, brilliant, and historically significant, Porsche's ideas continue to influence motoring around the world. Another spotlight will be on Gottlieb Wilhelm Daimler, a German engineer, industrial designer and industrialist and one of the greatest pioneers of internal-combustion engines and automobile development. He invented the high-speed liquid petroleum-fuelled engine, reshaping the future of mobility. Daimler and his lifelong business partner Wilhelm Maybach shared one goal: to create small, high-speed engines that could power any vehicle.

In 1883, they designed a horizontal cylinder, liquid-petroleum engine known as Daimler's Dream.

By 1885, they developed a vertical-cylinder version, installing it into the world's first internal-combustion motorcycle, the Petroleum Reitwagen. The following year, they fitted a larger version of the same engine into a coach and a boat, a major step forward for automotive engineering.

In 1890, Daimler and Maybach formed Daimler Motoren Gesellschaft (DMG) and sold their first automobile in 1892. Although illness and conflict with stockholders led to Daimler's temporary resignation in 1893, both he and Maybach returned to the company the following year.

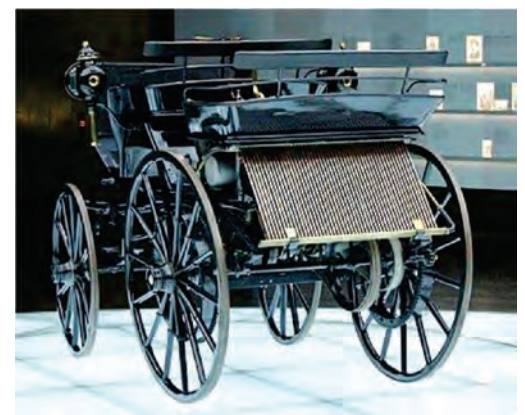
Earlier in his career, Daimler and Maybach worked at Deutz-AG-Gasmotorenfabrik under Nicolaus Otto, where Otto developed the four-stroke cycle engine in 1876, later known as the Otto Cycle.

Personal differences eventually pushed Daimler and Maybach to leave the company, paving the way for their independent engine development. In 1883, Daimler patented his first engine, and by 1885 he and Maybach perfected a 0.5 hp vertical single-cylinder engine used in the Reitwagen. On 8 March 1886, they secretly installed a 1.1 hp engine into a stagecoach, which became the first four-wheeled vehicle to reach 16 km/h (10 mph). Engine demand grew rapidly, especially for boats.

In 1889, they built the Stahlradwagen, their first purpose-built automobile, presented in Paris the same year.

Daimler founded DMG in 1890, and although he avoided incorporating earlier to protect his inventions, the company eventually grew into a major manufacturer. Daimler died in 1900; Maybach left the company in 1907. Years later, DMG and Benz & Cie, who had once been rivals, merged on 28 June 1926, forming Daimler-Benz AG, uniting the legacy of two of automotive history's greatest pioneers. Daimler's motto: "Das Beste oder nichts" ("The best or nothing").

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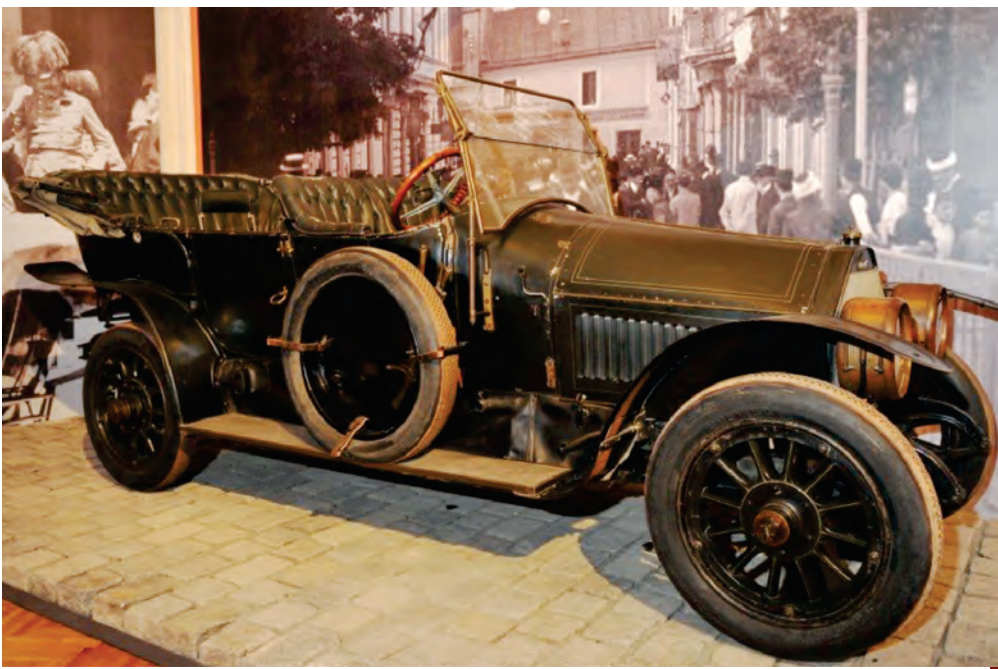
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DIE AARTSHERTOG SE MOTOR

Die sluipmoord op die Oostenrykse troonopvolger, Aartshertog Franz Ferdinand en sy vrou, op 27 Junie 1914 (108 jaar gelede) in Sarajevo word algemeen beskou as die direkte oorsaak van die Eerste Wêreldoorlog.

Op daardie middag was daar reeds 'n mislukte poging om 'n bom na die motor te gooi, en as gevolg daarvan is die roete van die motor terug na die treinstasie op die laaste oomblik verander. Almal is hieroor in kennis gestel, behalwe die aartshertog se chauffeur! Die gevolg is dat hy verkeerd afgedraai het, die motor tot stilstand moes bring om in trurat te kom en, soos die noodlot beskik, toe reg voor die straatkafée stop waar die sluipmoordenaar, Gavrilo Princip, op die sygaardjie sit!

Nou, so 'n kans kan jy nie verspeel nie en blitsig pluk Princip 'n rewolwer uit en skiet die adelike egpaar dood!

Van daardie dag af is daar 'n stroom van eienaardige gebeure rondom die motorkar waarin die sluipmoord plaasgevind het.

Artikel: Daniël Lötter

Die motor was 'n luukse 1910 model Gräf & Stift, bloedrooi van kleur en met die registrasienommer A III 118 – en daarvoor is daar ook 'n eienaardige storie!

Na die sluipmoord en die afloop van die Oorlog word die motor ontdek in die kelder van die Burgemeester van Sarajevo se woning. Dit word netjies reggemaak en Bosnië, nou deel van die nuwe koninkryk van Joego-Slawië, se nuwe Goewerneur neem die motor in gebruik as ampsmotor.

Binne die eerste jaar is die motor betrokke in 4 ongelukke, die laaste van so 'n aard dat die eerbare Goewerneur se arm geamputeer moet word! Hy sweer hoog en laag dat hy nie weer in die ding sal klim nie!

Die motor word verkoop aan dokter Srikis, 'n bekende geneesheer in Sarajevo, wat hom nie steur aan die reputasie wat die motor nou begin saamdra nie. Vir ses maande gaan dit goed, totdat die motor een middag buitekant die stad onderstebo in 'n sloot ontdek word – met dr Srikis se verminkte liggaam onder dit.

Een van dr Srikis se kollegas koop die motor en restoureer dit opnuut, maar na 6 maande is sy eens florerende praktyk bankrot. Om die een of ander rede loop sy pasiënte in strepe weg. Inderhaas

verkoop hy die motor aan 'n Switserse renjaer om 'n ekstra geldjie in die hande te kry.

Op pad Switserland toe keer die nuwe eienaar die motor op 'n bergpas in die Dolomiete om en rol 'n hele ent teen 'n krans af, bo-oor die klipmuutjie en kom met 'n gebreekte nek onder 'n boom te lande. Daar is nie veel skade aan die motor nie en 'n boer daar naby koop dit vir 'n appel en 'n ei. Hy maak die motor self reg en ry vir 'n paar maande veilig daarmee rond. Op 'n middag vrek die motor uit die bloute en die boer laat roep sy buurman om dit te kom sleep na die naaste motorhawe. Onderweg daarheen, sonder enige logiese rede of verklaring, skakel die rooi motor meteens aan en spring met al sy mag na vore - reg agter in die voorste motor vas. So erg is die slag dat die tou afruk en die voorste motor van die pad af teen 'n wal afrol met die rooi motor agterna. Albei boertjies sterf.

Die motor staan vir 'n paar jaar iewers op die plaas voordat meneer Tiber Hirschfeld dit koop en opnuut restoureer. Hy besluit dat die kleur van die kar die probleem is en laat dit liewer oorspuit in 'n donker blou. Op die dag toe hy die motor in ontvangs neem, nooi hy vier vriende om met hom saam te ry na 'n troue waar die motor die bruidskar gaan wees. Skaars 5 kilometer van die kerk tref die motor 'n ander een reg van voor. Hirschfeld en al vier sy passasiers

sterf in die ongeluk.

Die motor, nou met 'n skrikwekkende reputasie word vervolgens na Wene verskeep waar dit vir die soveelste keer gerestoureer word en in die Oorlogsmuseum uitgestal word. Die adjunkurateur van die museum, Herr Karl Brunner, is baie trots op die uitstalling en wys dit baie graag vir besoekers.

Op die middag van 17 Julie 1944 is daar 'n Geallieerde bombardement van Wene. Die museum word aan flarde geblaas. Karl Brunner se lyk word onder die puin gevind, reg langs die wrak van die motor.

Een laaste keer word dit gerestoureer en verskuif na 'n ander vleuel van die herboude museum, in 1955. Die motor is nou 'n sobere vaalgroen kleur en een van die gewildste artefakte in die museum, tesame met die uniformbaadjie wat die aartshertog op daardie 27 Junie 1914 aangehad het. Maar daar is nog een sinistere kinkel in die kabel. Die motor se registrasienommer op daardie dag wat die begin van die Eerste Wêreldoorlog aangekondig het, was A III 118. A is die eerste letter van die Alfabet en in die Romeinse telling is 1 (een) die hoofletter I. Nou is daar nog 3 keer die hoofletter I gevolg deur 118 (eenhonderde en agtien). Dit kan dus ook gelees word as I III 118, of anders geskryf: 11-11-18.

En dit was die datum waarop die Oorlog vier jaar later eers tot 'n einde sou kom.



Suid-Afrika se eerste ernstige motorongeluk

Artikel: Sam Devon



Op 1 Oktober 1903 het Suid-Afrika sy eerste ernstige, aangetekende mo-

torongeluk beleef, by die Maitland-spoorwagoorgang naby Kaapstad. In

'n tyd toe motors nog 'n nuuskierigheid was en perdekarre die paaie oorheers het, sou hierdie voorval 'n belangrike voetnota in ons vervoer-geskiedenis word.

Die voertuig was 'n nuwe 24 pk Darracq, bestuur deur Charles Garlick, met sy vriend Harry Markham en hul chauffeur, Snellgrove, as passasiers. Die motor het die spoorlyn binnegegaan deur 'n oop hek, maar voordat hulle die oorkant kon bereik, het die agterste hek gesluit, wat die motor vasgekeer het op die spoor.

Met geen tyd of ruimte om terug te trek nie, is die Darracq deur die Johannesburg Express getref. Die impak was hewig. Snellgrove is uit die voertuig geslinger en het dit wonderbaarlik oorleef. Garlick het slegs ligte beserings opgedoen, maar Markham is ernstig beseer en het 'n gebreekte dybeen opgedoen. Die motor self is ernstig beskadig.

Ten spyte van die omvang van die on-

geluk het die storie nie daar geëindig nie. Die Darracq is later by die Garlick-werkswinkel herbou. 'n Nuwe onderstel is uit Parys bestel en die voertuig is weer in diens gestel. Hierdie herstelwerk het die Garlick-werkswinkel gevestig as een van die vroegste motorherstel-fasiliteite in Kaapstad, in 'n era toe motorwerktuigkunde nog in sy kinderskoene was.

Die voorval is opgeteken in Early Motoring in South Africa deur R. H. Johnston, en dien vandag as 'n herinnering aan hoe vinnig tegnologie die wêreld verander het, en hoe gevaarlik daardie pioniersdae soms was.

Meer as 'n eeu later ry ons steeds met dieselfde respek vir die pad, maar met baie beter remme, veiligheidsmaatreëls en ervaring.



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Tata Harrier 2.0TD

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Outo

Tata het na 'n afwesigheid van omtrent 6jaar weer 'n toetrede tot die Suid Afrikaanse motortoneel gemaak met 'n reeks van 4 passasiermotors. Een van die modelle is 'n middelgrootte SUV wat as die Harrier bekend staan en plaaslik in drie afwerkingsvlakke beskikbaar is. Ons het onlangs die topmodel Harrier Fearless+ 2.0 dieselturbo met 'n outomatiese ratkas vir 'n week onder hande gehad.

Artikel: Dirk Gallowitz

Die Tata Harrier verras en trek aandag met 'n moderne voorkoms en stilering wat skerp hoeke en sterk aksentlyne vertoon. Dis nogal 'n mooi motor. Die ontwerp met LED ligte voor onderstreep die fors voorkoms wat die Harrier laat uitstaan tussen van sy mededingers. Van kompetisie gepraat, die Harrier veg vir 'n plekkie in 'n segment waar mededinging uiters straf is. As petrol of hibriede weergawes bygereken word, is Toyota se Corolla Cross en Urban Cruiser asook die Suzuki Grand Vitara en 'n horde aanbiedings uit China boonop uiters aantreklike alternatiewe. Soek jy egter 'n diesel spesifiek is die enigste ander kompetisie die Hyundai Tucson, Kia Sportage en Vw Tiguan.

Die 2025 Tata Harrier is 4605mm lank, 2131mm breed en staan 1718mm hoog. Grondvryhoogte is 'n skaflike 205mm. Die bagasieruim kan 445 liter laai en met die 2de ry sitplekke

platgeslaan, vergroot die laairuimte tot 815 liter. Die agterklap maak elektries oop en toe met die sleutel, of vanuit die kajuit met 'n knoppie asook met 'n skakelaar op die agterdeur. Verder bied die model Harrier die funksie om dit met voetbewegings onder die agterste buffer oop en toe te maak. 18" allooiwiele dra by tot 'n treffende voorkoms.

Die topmodel Tata Harrier Fearless+ se ruim en gerieflike kajuit is omvattend toegerus met tegnologie en gerief funksies. Die materiale asook die skakelaars in die kajuit vertoon en voel van goeie gehalte. 'n Praktiese en gerieflike bydrae in die Harrier is die kopstutte wat ontwerp is om effe om die kop te vou. Ook opvallend is die gerief en spasie vir die agterste passasiers wat meer as genoeg been en kopspasie bied selfs vir 6vt plussers soos ek. Blindings by die agterste kantvensters bied privaatheid vir die 2de ry insittendes terwyl lugventilate in die B-pilare vir geriefliker klimaatbeheer agter sorg.

Die voorpaneel is skoon en ergonomies uitgelê, met 'n 12,3" infotainment raakskerm, 'n 10'25" Digitale instrumentpaneel asook 'n aantal USB-A en USB-C koppel-punte voor en agter. Addisionele geriewe sluit in 'n elektriese pa-

noramiese sondak, koordlose slimfoon laaier, aparte beheerknoppe vir die klimaatbeheer, koordlose koppeling via Android Auto en Apple CarPlay asook sleutellose toegang en aan/afskakel funksies. Wat veiligheid betref is die Tata Harrier omvattend toegerus met die nuwe generasie ADAS stelsels wat onder meer Vlak 2 bestuurderhulp insluit, 7 lugsakke en 'n 360° kamera-stelsel met parkeersensors rondom die voertuig.

Die Tata Harrier is toegerus met 'n 2.0-liter viersilinder turbodiesel enjin wat 125kW en 350 Nm se piekkrigte lewer. Krag gaan na die voorwiele met behulp van 'n 6-gang outomatiese ratkas met ratspane agter die stuurwiel. Die ratkas bied 3 ritmodusse naamlik "City, Sport en Eco" en die Harrier Fearless+ is ook toegerus met 'n beperkte-gly ewenaar en 'n ewenaarslot. Die rit- en terrein-funksies word beheer met 'n ronde Terreinbeheer knop in die middelkonsole tussen die voorste sitplekke. Alhoewel die Harrier se outokas slegs 6 ratte bied, is die gewillige 2.0liter turbodiesel uitstekend gepaar met die ratkas vir goeie kragoortrag, uitstekende inrat versnelling en brandstofekonomie.

Brandstofverbruik word amptelik aan-

gegees as 6,6L/100km, maar ons kon onder sekere omstandighede tydens ons meer as 1200km 6,1L/100km behaal in 'n gemengde siklus van dorps-, plaaspad- en ooppadry.

Op die pad hanteer die Harrier gemaklik en padvas met die onderstel en veerstelsel wat vertrouwe inboesem. Op die ooppad was die kajuit relatief stil en die rit was heel gerieflik. Op grondpad, met sinkplaat gedeeltes het die veerstelsel (McPherson stutte voor en kronkelvere agter) verbasend goed die ongelikhede hanteer. In geheel het die Harrier beter presteer as wat ons verwag het met verrassend goeie ritgehalte, veral op grond, danksy ook ondermeer die 18" wiele en 60 profiel bande.

In geheel bied die nuwe Tata Harrier 2.0TD Fearless+ outomaties 'n goeie mengsel van moderne en sportiewe voorkoms met 'n gerieflike, ruim en goed toegeruste kajuit. Voeg daarby 'n suinige dieselenjin met wakker verrigting en relatief goeie padgedrag en die Harrier behoort regmerkies te kry by meeste gesinne se kriteria vir 'n SUV van hierdie grootte.

Honda onthul

BASE STATION-PROTOTYPE

Artikel: Sam Devon

Die konsep fokus op toeganklike buitelogavonture en is lig genoeg om deur kompakte SUV's soos die Honda CR-V, sowel as voertuie soos die Toyota RAV4 en selfs elektriese modelle, gesleep te word.

Die Base Station is ontwikkel met modulariteit, slim tegnologie en doeltreffende uitleg in gedagte.

Dit volg Honda se bekende "Man Maximum, Machine Minimum"-filosofie, wat daarop gemik is om maksimum leefruimte binne 'n kompakte buite-afmeting te skep. Die resultaat is 'n reiswa wat in 'n standaard motorhuis of parkeerplek kan pas, maar binne verrassend oop en lig voel.

Vyf groot syvensters laat natuurlike lig toe en kan verwyder of met bykomstighede vervang word. Die dak kan opgelig word om tot sewe voet se

staanruimte te bied, terwyl 'n agterklap maklike toegang tussen die kampeerterrein en die wa moontlik maak. Die uitleg bied slaapplek vir vier mense, met 'n futon-styl sitplek wat in 'n dubbelbed omskep en 'n opsionele kinderbed.

Honda het ook aandag gegee aan praktiese gebruik. Die prototipe beskik oor programmeerbare omgewingsbeligting rondom die vensters, wat ook die kampeerterrein snags kan



verlig. Die modulêre ontwerp maak voorsiening vir bykomstighede soos 'n lugversorger, buitelogstort en 'n eksterne kombuis met lopende water en 'n induksieplaat.

Krag word voorsien deur 'n standaard litiumbattery, 'n omsetter en geïntegreerde sonpanele, wat nul-emissie gebruik weg van die kragnet moontlik maak. Eksterne kragbronne soos kampeerterrein-aansluitings of Honda-kragopwekkers kan ook mak-

lik gekoppel word.

Hoewel die Base Station tans nog 'n prototipe is, wys dit hoe Honda sy bestaande avontuurgerigte reeks, insluitend ligte bakkies, ATV's, kragopwekkers en motorfietse, met nuwe idees wil aanvul. Die fokus bly op eenvoud, praktiese gebruik en toeganklikheid vir beide ervare kampeerders en nuwelinge.

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Nog ses Chinese motorhandelsmerke op pad na Suid-Afrika in 2026

Artikel: Sam Devon

Die invloed van Chinese voertuigvervaardigers na Suid-Afrika toon geen teken van afplating nie. Ná die terugkeer van Geely, MG en JMC in 2025, asook Chana wat nou onder sy volle naam, Changan, bedryf word, word nog ses nuwe Chinese handelsmerke vir 2026 verwag. Interessant genoeg is drie van dié ses deel van Geely se uitgebreide handelsmerkportefeulje.

Teen die einde van 2025 was daar reeds 18 Chinese motorhandelsmerke aktief in die plaaslike mark. Dit sluit in name wat nou al bekend is in die plaaslike mark, soos BAIC, BYD, Chery, GWM, Geely Haval, JAC, Jaecoo, Jetour, MG en Omoda, asook handelsmerke wat nou naam begin maak soos Changan, Deepal, DFSK, Dongfeng, GAC, JMC, LDV en Leapmotor. Nie name wat jou oupa sou geken het nie. Motors van Chery en GWM verskyn reeds gereeld in die top 10 Naamsa-maandelikse verkoopsy-

fers.

Van die nuwe aankomlinge in 2026 is Denza, 'n handelsmerk wat aan BYD behoort, waarskynlik die eerste wat in 2026 plaaslik sal debuteer. Denza beplan om twee SUV's bekend te stel uit die toegewyde Fangchengbao-reeks, wat sterk op veldry fokus. Die Denza B5 en B8 is albei prop-in hibriede aandryfstelsels en rus op leerraam-argitektuur. Die B5 deel selfs sy platform met die BYD Shark.

Die B5 kombineer 'n 1,5-liter turbo-petrolenjin met twee elektriese motors, aangedryf deur 'n 31,8 kWh Blade-battery. Die resultaat is 'n indrukwekkende 505 kW en 760 Nm, met 'n 0-100 km/h stormlopie van net 4,5 sekondes. Die suiwer elektriese reikafstand word op 125 km (CLTC) geraam, met 'n totale reikafstand van sowat 1 200 km.

Die groter B8, met sewe sitplekke, verruil die 1,5-liter-enjin vir 'n 2,0-liter-eenheid en 'n groter 36,8 kWh battery.

Dit lewer 550 kW, bereik 100 km/h in 4,8 sekondes, en bied 'n elektriese reikafstand van ongeveer 100 km. Ook hier word 'n totale reikafstand van 1 200 km aangehaal.

Geely se herintrede bring ook die bekendstelling van die Furizon, Zeekr en Riddara handelsmerke. Hoewel besonderhede tans skraap is, dui die aankondiging van Riddara daarop dat Geely moontlik beheer oorgeneem het van die plaaslike verspreider, Enviro Automotive.

Meer inligting oor hierdie drie handelsmerke word na verwagting later vanjaar bekend gemaak.

Die vierde Chery-verwante handelsmerk in Suid-Afrika sal iCaur wees. iCaur sal aanvanklik met twee elektriese, veldry-georiënteerde modelle bekendgestel word - die 03T en die retro-geïnspireerde V23, laasgenoemde duidelik beïnvloed deur die Toyota Land Cruiser 70-reeks. Albei is reeds

verlede jaar by die Kyalami Festival of Motoring vertoon.

'n Derde model, die V27, sal later in 2026 volg met 'n kraglewering van 335 kW. Finale spesifikasies sal eers ná die plaaslike bekendstelling bevestig word. Die vyfde Chery-verwante handelsmerk, Lepas, sal ook in 2026 arriveer. Soos Omoda, Jaecoo, Jetour en iCaur, sal Lepas as 'n afsonderlike handelsmerk met eie handelaars en identiteit funksioneer.

Die naam is afgelei van "leopard" en "passion", en die handelsmerk sal bo die hoofstroom Chery-reeks geposisioneer word. Aanvanklik sal drie modelle - L4, L6 en L8 - bekendgestel word, almal gebaseer op bestaande Chery-produkte, maar met unieke ontwerpkenmerke.

Soos met die ander nuwe toetreders, sal volledige besonderhede eers ná die amptelike bekendstelling bekend wees.

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BYD Dolphin Surf

Watt a value winner!

Article & Photos: Richard Wiley

The name of this super-compact Chinese EV perhaps suggests to cricket lovers that availability will be restricted to KZN, but happily that is not the case as it's available nationally in two trim levels at prices that may just bring electric mobility within reach of more Saffers. Be thankful that the model's home market name, "Seagull," was not applied in Mzansi and be equally thankful that lower production costs in China have seen to it that the two derivatives dubbed Comfort and Dynamic retail at well under R400 000, the precise respective price tags showing R339 900 and R389 900 before the application of any incentives.

Battery capacity represents the primary difference between the two, with the Dynamic model as tested sporting a 38,8kWh reserve and its stablemate, 30kWh. This translates into an "official" range of 295km for the former and up to 400km in urban use, but as ever, driving style is hugely influential when it comes to real world range which experience

suggests would pan out at a useful 300km or so in a mix of motorway and urban use.

Output of the front mounted electric motor amounts to 55kW/135Nm directed through the front wheels courtesy of a single speed transmission but let it be known at the outset that real world "performance" belies those conservative figures. Passive safety is cared for by a full array of air bags which partly account for this BYD's remarkable 5-star Euro NCAP safety rating that in turn is massaged by the use of high tensile steel for the body structure.

Visually, the main item of in-dash interest is centred on a 10,1-inch rotating central touch screen with BYD App and Android Auto/CarPlay compatibility. The unit responds to voice commands and delivers decent graphics and sound output among other functions and is supplemented by a very small (7.1-inch) primary instrument cluster that nonetheless keeps the driver fully informed as to what is

happening as far as use of 'electrons' and associated range is concerned. Even tyre pressures are permanently displayed.

The output of the electric motor, sent to the front wheels via a single speed transmission in this Dynamic model, is sufficient to ensure that no problems at all are experienced in keeping up with motorway traffic, and grunt away from the lights and when tackling gradients could best be described in Rolls-Royce language as "adequate." As for the charging aspect, BYD claims that a 30% to 80% charge of the Blade battery (LFP chemistry) can be achieved in just 30 minutes via a 40kWh charger.

On a related subject, I was fascinated to observe how power consumption is influenced by terrain and prevailing conditions. With the aid of a strong Cape tail wind and a flat motorway, it was common to see 10kWh on the dial at 120 clicks but come the other way, and that figure rose to around the 14s. Gentle use of the accelerator on mild

downhill runs saw figures in the low 6s but energetic work raised this to the 18s. For the most part, I suggest an average of 12kWh is achievable.

I found the BYD Surf to be something of a revelation not just in terms of EV vehicles generally, but in overall terms as it offers fantastic value for money and a stunningly broad array of standard equipment. As an urban warrior, it has so much going for it because the range is barely restrictive, and further, it's comfortable, appears to be well constructed and it is well finished judging by the quality of the paintwork and the lack of interior rattles.

Indeed, this model could well change opinions about EVs and the support package that comes with this sub-**R400 000** vehicle is most attractive as the following reveals: Warranty 3yr/100 000km plus additional 5yr/100 000km for the battery pack. Service Plan: 3yr/60 000km.



FOTON



MARS V7 TUNLAND V DOUBLE CAB - **FROM R9 999 PM**

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OMODA C5 LUX

Article: Richard Wiley

If ever a model telegraphed the arrival in RSA of the Chinese armada, it's the Omoda. Its distinctive "crossover" styling and dense specification delivered at prices that consumers thought had passed by the traditional market a few years ago rattled a few cages, so let's see how this Lux model, number two of four in terms of specification in the Omoda range, stacks up.

Whether the brassy grille styling generates universal appeal is open to debate but there's no doubting that the sporty bodywork rendering ensures that the model successfully distances itself from the utilitarian brigade. Panel gaps proved to be close and accurate, and all doors opened and closed with precision. No rattles or squeaks were noted.

The slick appearance is further enhanced by the use of body colour (heated and folding) mirror housings and door handles, and by a matching roof spoiler which sits atop a very steeply raked rear window. A powered sunroof is also present along with a

powered tailgate and LED lighting. Inside, the equipment fest continues. Keyless access is a given to a cabin in which the seats are very smartly tailored and deeply scalloped to provide good posture and support. The driver benefits from electric adjustment and from a fully adjustable steering wheel that ensures a near-perfect reach relationship between helm and pedals. The split rear seat offers very good head room and excellent foot room along with air vents, a folding armrest, USB connectivity, cup holders and ISOFIX mountings.

The centrepiece of the interior is the digital display made up of two 10,25-

inch screens. The driver display shows off all any keen owner would want to know about operations while the voice-controllable centre screen sends the beat through eight speakers and is fully smartphone compatible. Wireless charging is also on-board as is auto, multi-zone air con, traffic proximity warning, cruise control, an electric park brake and ambient lighting. Hidden away are a host of airbags and a full assembly of electronic safety aids.

Under the shapely bonnet sits a turbo-charged four-cylinder mill displacing just 1,5 litres and delivering up to 115kW and 230Nm. It should despatch the 0-100 run in just over 9s for those in

a hurry. Thanks largely to the use of dual seals and the precision fit of the doors, wind noise is well contained. Where the Omoda C5 Lux truly stands out is in the value for money stakes. Given the exceptionally generous standard equipment levels, the asking price is incredibly attractive and the service and warranty back-up joins the party.

Pricing as at November 2025:
From: R425 900 Warranty: 5yr/150 000km (Engine 10yr/1 million km first owner). Service plan: 5yr/70 000km

Jaecoo J7

GLACIER

Article: Richard Wiley

1.6T



If the Chinese invasion of the automotive sector has stirred up a looming hornet's nest in terms of possibly seeing off a number of traditional manufacturers. This Jaecoo J7 in posh Glacier guise is a classic example. Jaecoo belongs to parent company Chery, but so too does the Omoda nameplate which accounts for why so many SUVs from China have engines of common displacement. The Jaecoo and Omoda branding is applied to more premium models destined for younger buyers in international markets, but my totally unscientific observations suggest that many middle-aged gentry who can no longer afford European brands are now switching allegiances because they can still enjoy loads of familiar niceties at a much more accessible price level.

Under the bonnet is a 1.6 litre turbo-charged mill that is claimed to produce peaks of 145kW and 290 Newtons. That's sufficient to get the 4,5 metre/1,94 tonne J7 up to 200 km/h after breasting the 100 km/h mark in around 8 seconds. Drive is sent to the front

wheels via a 7-speed dual clutch transmission, the operation of which is governed by which of three drive modes, Standard, Eco and Sport, is selected.

The presence of smart, red brake calipers did not escape my notice, and happy to report, the all-disc system operated with aplomb, offering powerful retardation and a well-judged level of boost which made feathered stops easy to achieve. A multitude of electronic aids including tyre pressure monitoring and hill hold/descent control are in attendance to add to the safety and convenience factor. Indeed, the bodywork execution is neat and very tidy and reminiscent in the smallest of ways of a famed Brit luxury SUV. In this instance, and my view was shared by many observers, the most unusual and oddly named "Model Green" paintwork had much to do with this J7's slick appearance.

Glossy and smoothly applied, this coating was complemented by close and accurate panel gaps and by the use of retracting door handles which enhance

the smooth flow of the flanks. Inside, the attention to detail continues with nicely finished door jambs and hefty hinges evident on close inspection. To my surprise, and delight, I noted that all four inner window frames were recipients of moulded coverings, a most unusual practice in this price range. And the large, automated tailgate is fully trimmed and exposes a 584L/1349L luggage area, the primary space featuring a carpeted floor. The spare lurks underfloor.

The heated and cooled front seats offer power adjustment which means getting lined up with the heated, multi-adjustable steering wheel and its numerous controls is a doddle. The centre armrest is refrigerated and the split folding back seat also features a centre armrest and offers good all-round space for what is a medium sized SUV. Ambient lighting is on hand too along with niceties such as illuminated vanity mirrors, dual layer centre console with charge pad, dual zone auto air con, powered windows and mirrors, panoramic sunroof, front and rear radar, remote entry/start and

much, much more. Pride of place in the simply executed fascia goes to a 13.2-inch touch screen that incorporates nav, Bluetooth, Sony sound system feeding eight speakers, full smartphone compatibility, voice activation, four USB ports and more. This display is linked to an HD panoramic camera which hugely assists with accurate parking. The driver is assisted by an informative 10,25-inch LCD display that reveals almost everything except for what was consumed at breakfast on the day! By now, I think everyone knows that vehicles sourced from China offer unusually generous equipment levels for the price asked. This Jaecoo J7 Glacier is nothing less than astonishing on this front being more comprehensively equipped than many vehicles selling for more than twice the December 2025 asking price of around R599 900. It's not all about equipment though, as the J7 is underpinned by modern mechanicals that collectively deliver a pleasing drive.

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BIKE NEWS 2026

The Year of Bold Moves and Big Engines

COMPILED BY JOHANN VAN TONDER

2026 will be an exciting year in the biking world. At the EICMA 2025 Motorcycle Show manufacturers came with fresh ideas, surprising engine layouts, and a renewed focus on adventure and performance. From Honda's wild new V3 to Kawasaki reviving a cult classic, and CF Moto shaking up both touring and superbike segments, there is something for every type of rider. The new bikes tell a clear story: the horizon for motorcycling is broader, bolder, and more exciting than ever. Here is our breakdown of six bikes that will steel the headlines.



A *Light Adventure* Icon Returns

Kawasaki officially revived the KLE500 name with a modern take on a lightweight adventure bike.

The 2025 model is not just a retro revival. It is a modern, lightweight adventure bike aimed squarely at riders who want simplicity, affordability, and reliability without the size and weight of big-bore machines.

Power comes from a 451 cc parallel-twin producing an estimated 47hp, not earth-shattering, but well suited for accessible

touring and light off-road work. The bike features a 21-inch front wheel, long-travel suspension, switchable ABS, and optional luggage. The styling is simple and functional, aimed at riders who value reliability and affordability over advanced electronics. With a projected weight 192kg, it should be easy to manage on gravel and dirt.

Kawasaki is positioning the KLE500 as a back-to-basics adventure machine for new riders, commuters, and overlanders who want simplicity.

Honda V3R 900 E-Compressor Prototype

At EICMA 2025, Honda unveiled what might be its most daring concept yet: the V3R 900 E-Compressor, powered by a compact 900 cc, 75° V3 engine paired with an electronically controlled compressor.

This isn't just a gimmick. Honda claims this setup delivers torque and responsiveness rivaling a 1,200 cc engine, thanks to the compressor's ability to regulate boost irrespective of revs.

Designed under the banner of "Non-Rail Rollercoaster," Honda says it aims to combine the thrill of performance with unearthed predictability and control. The prototype's styling underscores that

vision: asymmetrical side fairings lend it a futuristic, aggressive look, while the tank features Honda's new "Flagship Wing" emblem, hinting at where future top-tier models might head.

If brought to production, the V3R could redefine the idea of a naked bike: relatively light, compact, but delivering surprise power via its forced-induction system. This not just a concept. It is a shot across the bow, a promise that Honda still has serious performance firepower to unleash. Honda may use the V3 in adventure bikes, midrange tourers, and sporty naked. The message is clear. Honda is ready to break out of its conservative mould and try something genuinely different.



Yamaha Tenere 700 World Raid 2025:

Refinement Over Reinvention

Yamaha's Tenere 700 has become one of the most popular adventure bikes in the world, so the updated 2025 World Raid version received plenty of attention at EICMA.

Instead of radical changes, Yamaha focused on refining what already works. The World Raid still features the beloved CP2 engine, known for its reliability and broad torque curve. For 2025, Yamaha claims improved cooling efficiency and a smoother low-rpm response, which should help during technical riding. The twin 23-litre tanks remain, giving the bike outstanding range for long-distance off-road touring.

Suspension upgrades were the big story. The new KYB units offer better heat management and more consistent damping over long, rough stretches. Yamaha also updated the electronics suite with traction control, cruise control, and a new off-road ABS mode that feels more intuitive and less intrusive.

The ergonomics stay true to the bike's rally roots. A flatter seat, slimmer midsection, and improved standing position make the 2025 World Raid even more travel-ready. Yamaha clearly listened to riders, choosing evolution rather than revolution, and the result is a more polished and capable global-travel machine.



Honda expands the E-Clutch models

What Is Honda's E-Clutch? The E-Clutch is an electronically controlled clutch system that lets you start, stop, upshift, and downshift without using the clutch lever.

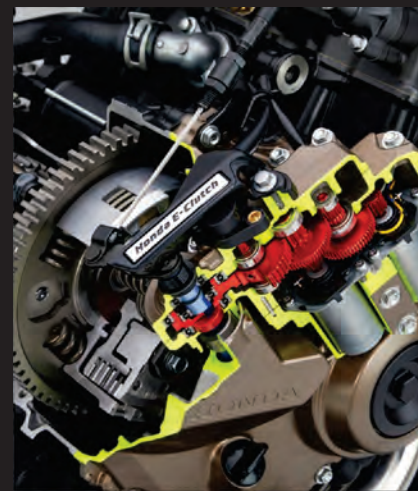
It works faster and smoother than a traditional quickshifter, and gives a more relaxed, user-friendly ride. You still have the clutch lever available: if

you ever want manual control, you can use it.

Honda revealed that for the 2026 model year, the E-Clutch will be offered on five additional motorcycles: The XL750 Transalp, the CB750 Hornet, the NX500, the CB500 Hornet and the CBR500R.

On the XL750 Transalp and CB750 Hornet, because they use a throttle-by-wire system, the E-Clutch can actually "blip" the throttle during downshifts. This helps match the engine revs to the wheel speed for ultra-smooth transitions. For the

Transalp in particular, this also improves upshifts even when the rear wheel is spinning (for example, off-road), since the system monitors front and rear wheel speed to control engagement. On the NX500, the rider can adjust the foot-shift pedal force (Soft, Medium, Hard) or even disable the system — and the moment you touch the clutch lever, control reverts to manual. By rolling out E-Clutch to more models, Honda is making its advanced semi-automatic clutch tech more accessible. Honda's E-Clutch models are expected to reach the South African market by the end of 2026.



CF Moto MTX1000: A Serious New Contender



CF Moto is no longer the quiet newcomer. With the MTX1000, the brand is stepping confidently into the heavyweight adventure arena.

The bike unveiled at EICMA looks like a genuine rival to the Africa Twin, KTM 1290 Adventure, and BMW GS models. The MTX1000 runs a 999 cc V-twin producing around 130 horsepower and strong torque across the rev range. The engine is paired with an advanced electronics package featuring cornering ABS, multiple riding modes, off-road traction control, and a huge full-colour display. CF Moto has clearly gone premium with this one.

Suspension components appear to be

high-spec, with long travel and the option of semi-active damping. The bike also features a 21-inch front wheel, confirming its off-road intentions. Build quality looked impressive on the floor, with clean welds, solid plastics, and neat cable routing. CF Moto is aggressively raising its standards and the MTX1000 proves it.

The ergonomics felt comfortable and adventure-focused, with a tall stance, a commanding view forward, and wide handlebars. If pricing follows CF Moto's usual structure, the MTX1000 could seriously shake up the segment by offering big-bike capability at a competitive price.

CF Moto 1000cc V4 Superbike: A Shockwave from China

If there was one bike that truly shocked traditionalists, it was CF Moto's new 1000 cc V4 superbike. The brand has been building momentum for years, but a full-blown V4 superbike was a bold and unexpected move.

The engine is a compact, high-revving V4 rumoured to produce over 200 horsepower. At EICMA, the bike looked like a proper race machine, with aggressive aerodynamics, winglets, top-tier suspension, and premium brakes. CF Moto emphasised that this is not a design exercise but a production-intended platform.

Electronics appear to be on par with the European elite. Riders can expect a full suite of traction control, launch control, cornering ABS, and multiple engine maps. The TFT display is crisp and packed with information. Fit and finish were impressively tight, reinforcing that CF Moto intends to play in the big leagues.

If pricing comes in below Ducati, Aprilia, and Honda, the V4 superbike could turn the segment on its head. It was one of the most photographed bikes of the show and a major statement of intent from the fast-growing Chinese manufacturer.



Suzuki SV7 GX: The Legend Evolves



Suzuki's beloved SV650 may be bowing out in some markets, but its spirit is very much alive.

At EICMA, Suzuki introduced the SV7 GX, a sporty middleweight tourer powered by a revised version of the iconic 645 cc V-twin. To modernise the platform, Suzuki added ride-by-wire throttle, three riding modes, and a bi-directional quickshifter. Traction control is also there (three levels plus off), giving the SV-7GX flexibility from spirited cornering to more relaxed touring. Its frame is a steel trellis, riding on 17" alloy wheels shod with Pirelli Angel GT II tyres. Suspension is handled by a 41 mm fork and a preload-adjustable monoshock (125 mm front / 129 mm rear travel).

Comfort and touring are clearly on

Suzuki's agenda: a 17.4-litre fuel tank promises more than 400 km of range, while a 4.2" TFT screen, smartphone connectivity (Ride Connect+), full-LED lighting, adjustable windshield, and optional luggage (panniers, top box) round out the package, giving the GX a premium feel without drifting into high-price territory.

The bike should appeal to seasoned riders who appreciate the SV heritage and newcomers who want a genuinely versatile middleweight option: Sporty when needed, touring-capable when asked, and grounded in Suzuki's trusted V-twin legacy.

For pricing, Suzuki says the SV-7GX will arrive around mid-2026, with value in mind - an enticing alternative to heavier or more aggressively tuned machines.



Suzuki Dzire

GL+ 5MT

Artikel: Nico Boshof

starting from only R229 900

When we received the Suzuki Dzire, my immediate, market-formed thoughts were fairly predictable: this is a car we're going to test that will likely end up populating Uber fleets. Most entry-level compact sedans today are a direct result of where the original automobile shape began, a practical machine focused first on function, comprising four doors and a boot. On paper, all of this sounds rather bland, and visually not particularly easy on the eye. More on that later.

Driving to work in the Dzire the following morning, my initial excitement from the Suzuki Swift we had previously tested, also in manual form, was quickly stirred again. The reason is simple: the Dzire is built on the same Heartect platform. It houses the same 1.2-litre petrol engine paired to a five-speed manual gearbox, and immediately feels familiar, almost

like slipping back into the Swift.

To emphasise once more, that off-beat three-cylinder soundtrack from the 1.2-litre powerplant is actually rather enjoyable. It has a character that will convince any young professional they're driving an old-school, fast-revving VTEC. It sounds and feels quick long before a local traffic officer might disagree with your enthusiasm on the highway.

Step inside, and practicality once again takes centre stage. The boot is the Dzire's clear advantage over the Swift. With 378 litres on offer and a deep loading area, it swallowed sports equipment from our three kids with ease. We put this to the test several times during the week between various hockey sessions, and it never complained.

With tongue in cheek, one can tell from

a mile away that this car was built in India, largely thanks to the beige seats. Apart from cricket, India clearly has a deep appreciation for cream-coloured upholstery, as most cars we test from the region arrive similarly trimmed. Personally, I don't mind something different from the sea of resale-friendly black interiors that flood the South African market, but if that is your preference you can now have a black interior too.

As we applauded in our Swift review, the multi-function steering wheel feels genuinely premium. Despite this being a budget offering, it comes standard with features that would have been reserved for luxury saloons just a couple of decades ago. Cruise control, for example, was once the domain of high-end sedans, yet here it is, fitted to an entry-level Suzuki. It was a simple feature like hill-start assist that brought

me the most joy. In a manual car, not having to worry about rolling backwards on a Cape Town incline is a small luxury that quickly becomes appreciated.

Stepping out of the Dzire brings us back to its sedan proportions. Suzuki has done a commendable job with the exterior styling, adding chrome accents to lift the overall look. And if you are that Uber buyer, opting for the XL premium badge, provided you keep the car clean, wouldn't feel out of place at all. Passengers are likely to feel well looked after, thanks to the comfortable seating and a sound system that is surprisingly good, something my young daughter discovered quickly with her favourite playlist.

Well done, Suzuki, another solid over, keeping the sales figures comfortably beyond the double digits, with a model, starting from only R229 900.



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Foto: Ralf Christian Kunkel



Borgwards is my lewe

Artikel: Hans Heese

'n Ware Borgward-entoesias is die ou wat weier om in 'n BMW te klim!

In die Klein-Karoo het ons destyds net Fords en Chevs geken. Maar hier rondom 1957 het 'n vindingryke ondernemer op Uniondale, ene mnr. Keller, 'n groot, nuwe, diamantvormige kenteken van gebakte emalje in swart, wit en rooi op sy voormalige fabriek se muur aangebring. In die middel van die diamant het 'n naam gepryk waarvan ons nog nooit gehoor het nie: BORGWARD. Dit was juis in hierdie tyd dat ek begin het om die basiese beginsels van motorbestuur onder die knie te kry. Ek het met my pa se ou Ford Zephyr geoef. Eers net vorentoe en agtertoe, maar later ook langer ritte op plaaspaaie onder Pa se wakende oog.

Toe ek egter kort daarna die jongste uitgawe van die motortydskrif Car by oom Hubert van der Spuy se winkel raakloop, was die skrif aan die muur vir Pa se Zephyr. Want in Car was daar 'n padtoets van die nuwe sportiewe en blitsvinnige Isabella. Vir 'n aspirantrenjaer soos ek was die saak glashelder: Pa moes so een in die waenhuis hê. Gelukkig was dit nie moeilik om my half-Duitse pa te oortuig van die spoed en padhouvermoë en die algemene verdienste van dié produk uit Bremen nie. (Hoewel die praktiese voordele van die Isabellastasiewa seker nie sy tipies Pruisiese spaarsamige gemoed skade berokken het nie.) Die eintlike rede vir Pa se belangstelling in die Borgward, sou ek later uitvind, was dat hy 'n voorste Broederbonder was en die Borgward was die Broeders se gunsteling-wiele. (Die rede hiervoor was dat Gerald Wolman, die Borgwardhandelaar vir Kaapland, besef het dit sal sy verkope net goed doen as hy sy direksie vol pak met Broeders.) Broeders of te nie, die nuwerwetse, hoëverrigting-Isabellas, asook die Lloyds en Goliaths wat by Keller se garage uitgestal was, het gou-gou die kopers van die distrik laat toustaan. Om die waarheid te sê, dinge het so goed verloop dat Keller inderhaas 'n Borgward-werktuigkundige uit Duitsland moes "invoer" om die Klein-Karoo se vloot Borgwards aan die gang te hou.

En soos dit 'n ondernemende man betaam (Keller was immers ook die dorp se begrafnisondernemer en tydens die oorlog ook 'n vervaardiger van tabakpype), het hy sommer ook 'n paar verbeterings aan die Goliaths aangebring en gepatenteer! Vandag is ek skaam as ek onthou hoe ek as hoërskoolseun die dorp snags wakker gehou het met my middernagtelike jaagsessies met die Isabella. Om nie te praat van die skade wat ek my pa laat ly het met die klein ongelukkigies en gekraakte silinderkoppe terwyl ek as student met die einste Isabella stasiewa aan tydrenne in die Boland deelgeneem het nie.

Tot my pa se dankbaarheid is ek uiteindelik in 1967 Malawi toe om my eie geld as onderwyser te gaan

verdien. Ek het wiele nodig gehad en het amper geswig vir 'n '58 Isabella wat ek in die Malawi Times gesien het. Die beskrywing van die motor – "battered but not beaten" – het my egter hond se gedagtes laat kry en ek het verbygehou.

In die jare daarna was daar weer 'n geleentheid of twee om 'n Isabella te koop, maar praktiese oorwegings het altyd in die plek van 'n hartsbesluit gestaan. Met ouderdom kom wysheid en ek het besef dat ek 'n groter bewonderaar van Carl Borgward se tydlose Isabellas is as wat ek 'n paneelklopper of werktuigkundige is. En met die Isabella was laasgenoemde nogal belangrik! Carl Friedrich Wilhelm Borgward is in 1890 in Altona naby Hamburg gebore; die seun van 'n koleverkoper. Maar die name wat hy ontvang het, was allesbehalwe gewone middelklasname. Die "Carl" het gekom van Karel die Grote, die "Friedrich" van Frederik die Grote en "Wilhelm" van die gewilde keiser van Duitsland.

Met sulke name kon hy natuurlik nie anders nie as om bo sy nederige agtergrond uit te styg, en eindelijk was die naam Borgward wêreldwyd bekend: van Addis Abeba in Ethiopië, waar keiser Haile Selassie spesiale Borgward-lykwaens uit Duitsland bestel het, tot by Keller se garage in Uniondale.

Wat Borgward natuurlik spesiaal gemaak het, was dat hier 'n eienaar was wat nog aktief betrokke was by die ontwerp en bou van die motor wat sy naam dra – anders as in die geval van Peugeot, Renault, Ford en Chevrolet wie se oorspronklike vervaardigers dekades reeds dood was.

Ná skool het ek Stellenbosch se ingenieursbiblioteek gefynkam vir nog meer oor dié fassinerende maatskappy. Ek het geleer van modelle waarvan ek nooit geweet het nie: sy miniatuur-Goliath-tenk wat met afstandbeheer dinamietladings kon gaan "aflaai" op die gevegsfront, sy groot HL-reeks vragmotors wat aan die oostelike front diens gedoen het, en die artillerievoertuie en troepedraers met rusperbande wat onder lisensie tydens die oorlog gebou is.

Ook die náoorlogse Borgward Hansa motors wat as 'n strukturele eenheid en nie op 'n onderstel nie (soos destyds die gebruik was) gebou is. Dié motors, met hul nuwe voorkoms en modderskerms wat deel was van die bakwerk, was die eerste werklike nuwe Duitse ontwerpe ná 1939. Hoewel sommige van sy vooroorlogse modelle reeds in Suid Afrika te sien was, het Borgward in 1955 formeel tot die Suid Afrikaanse mark toegetree ná 'n ooreenkoms tussen Carl Borgward en Apie le Roux van Johannesburg en Gerald Wolman van Kaapstad.

Daar was later selfs sprake van 'n monteeranleg vir Isabellas en Borgward-lorries in Johannesburg, maar dit het nooit 'n werklikheid geword nie, ten

spyte daarvan dat Borgward se uitvoer na Suid-Afrika 22% van sy totale uitvoer verteenwoordig het en die motors beter in Suid-Afrika verkoop het as in Amerika.

Die kleurvolle, vindingryke Borgward was egter nie 'n goeie sakeman nie. Uiteindelik het die terugroep van sy Arabella-modelle, vir noodsaaklike aanpassings om die motors waterdig te maak, en 'n ambisieuse projek om Duitsland se eerste helikopter, die Colibri, te bou sy kapitaal uitgeput. Verder het hy bly vasklou aan die uitgediende idee om drie aparte bemarkingsorganisasies te hê om sy Borgward-, Goliath- en Lloyd-modelle te verkoop. Skuldeisers het op hom toegesak en die Bremense senaat moes tot sy redding kom. Besit van sy maatskappy is oorgedra aan 'n algemene handelsmaatskappy met die Bremense senaat as hoofaandeelhouer.

Toe dinge steeds nie wou vlot nie, is 'n man van BMW aangestel om die geregtelike bestuur oor te neem. Dié het aanbeveel dat Borgward bankrot verklaar word – ten spyte daarvan dat dit uiteindelik geblyk het daar genoeg geld was om elke krediteur se skuld ten volle te vereffen.

Daarom dat jy vandag nog die ware Borgward-entoesias kan identifiseer as die ou wat weier om in 'n BMW te klim! (Baie Duitsers, daarenteen, sê BMW staan vir "Borgward Macht Weiter" – Borgward gaan voort – omdat so baie van Bremen se ingenieurs uiteindelik by BMW 'n heenkome gevind het.) Die verlies van sy onderneming was vir Carl Borgward te veel en op 28 Julie 1963 is hy aan 'n hartaanval oorlede.

Ná die ineenstorting van die Borgward-groep in 1961 het Apie le Roux en Gerald Wolman vergeefs gepoog om die bankrot maatskappy in Suid-Afrika te hervestig. Uiteindelik is die fabriek uitmekaargehaal en in Mexiko heropgerig, waar enkele Borgward 230 GL-modelle 'n paar jaar lank vervaardig en na Duitsland uitgevoer is.



Wyle Prof. Hans Heese het geskiedenis gedoseer by Maties en was 'n stigterslid van Galimoto Media. Van al die ou goed waarvan hy gehou het, was Borgwards en ou Peugeots sy gunsteling.

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1.2 GL (AUTO) FROM R213 900



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1.2 GL FROM R206 900
1.2 GL+ CVT FROM R235 900



TOYOTA STARLET
 A/C, P/S, REMOTE C/L, E/W, A/B, ABS, CLOTH SEATS, INFOTAINMENT SYSTEM, BLUETOOTH.
2024 1.5 XI (MAN) FROM R217 900
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2025 1.5 XI (MAN) FROM R230 900
2025 1.5 XS (AUTO) FROM R265 900



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 A/C, P/S, REMOTE C/L, E/W, MFS, AIRBAGS, ABS/EBD, BLUETOOTH/USB.
1.2 MOTION FROM R239 900
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 A/C, P/S, C/L, E/W, E/M, MFS, REAR PDC, 7" TOUCHSCREEN, MOBILE PHONE INTERFACE.
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FROM R329 900



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4X2 FROM R739 900
4X4 FROM R759 900



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2.4 GD-6 R/B FROM R565 900
2.8 GD-6 R/B FROM R625 900



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