

incorporating Western Wheels

# ULTIMATE DRIVE

*Love The Ride*

## Volvo EX30 Cross Country



The added weight of the EX30 Cross Country, combined with proper off-road, high-profile tyres, contributes to a more planted and plush gravel-road experience than most similar-sized crossovers. There were virtually no in-cabin vibrations, a rarity on gravel surfaces.

More on Page 3!

TOURNEO SPORT

07



HONDA FIT

07



QJMOTOR

12



VW TAYRON

15



ALL-NEW ISUZU  
**MU-X**  
Comfortable. Everywhere.

INTRODUCING THE NEW ISUZU MU-X  
**READY FOR ANYTHING**

PRICED FROM **R752 300**



Kempston Motors  
Tel: 044 801 7411



### HONDA WING GEORGE

Visit us at  
2 Hibernia Street,  
George, 6529

Enhance your riding  
experience.



TOURING AWAKENED

# HONDA CB 1000

# GT

## COMING SOON



**PUBLISHER:**  
PROFCOLLECT T/A  
Ultimate Drive  
Reg. nr.: B2009/121425/23)

**EDITOR:**  
Johann van Tonder  
Mobile: 083 355 7485  
trailridermedia@gmail.com

**GRAPHIC DESIGNER:**  
Surene Swanepoel  
info@greyswandesigns.co.za

**SALES:**  
Johann van Tonder  
Mobile: 083 355 7485  
trailridermedia@gmail.com

**CORRESPONDENTS:**  
Richard Wiley; Dirk Gallowitz;  
Carina van Tonder; Sam Devon;  
Nico Boshoff; Peter Pretorius

All content carries copyright  
and may not be reproduced  
without written consent.

**GHOST RUN**  
300 KM NIGHT RUN

She still waits

**WHEN:** 05 April  
**WHERE:** George  
**TIME:** 17:00  
**ENTRY:** R150.00

**WILL YOU PICK HER UP?** → [www.cabc.co.za](http://www.cabc.co.za)

C/O Hibernia Street and, Kerkhof St, George | enquiries@georgepowersport.co.za | 044 874 5435 | www.georgepowersport.co.za



# 1000MT-X

COMING SOON

AUTHORISED DEALER



can-am

SEA-DOO



Marshall



## GEORGE POWERSPORT

Ride the Waves, Conquer the Trails!



“I’m happy to report that the raised ride height and additional body cladding are not merely aesthetic enhancements. They define a distinctly different vehicle from the base model, with tangible differences that become evident on gravel roads.”

Article:  
Nico Boshoff



## Volvo EX30 Cross Country

August 2024 presented me with the all-new Volvo EX30 for a week. When attending a local launch I was immediately intrigued by Volvo’s new design ethos, showcased through the first model in their EX range.

Over recent years, I’ve been privileged to test EVs well into the double figures, and they demand a completely new driving style, one you gradually calibrate yourself into. One of the major EV learnings from that August weekend with the Onyx Black EX30 was not to use one-pedal mode on the open road. Range anxiety was very real at the time, as real-time estimated figures dropped rapidly on a 170 km journey to a campsite. The car kept braking in one-pedal mode while I was trying to feather the throttle to preserve energy. That weekend, I charged twice: once en route to the campsite, and again on the Sunday when returning home.

Last year, during one of April’s long weekends, I attempted a much longer journey in the larger C40 twin motor. Using the

correct coastal setting on the open road made all the difference in eliminating range anxiety, thanks to a free-gliding experience on the any open road. We managed to cover the 350 km from Mosselbay to Somerset West on a single charge, without charging along the way.

After experiencing the EX30 Cross Country we tested last week, I can confidently say that Volvo have taken the EV off-road with this introduction. This is not merely a raised base model with added cladding to push it into the crossover category. From the get-go, it was clear that the ride was softer, thanks to revised damping and higher-profile tyres.

Our test car came fitted with proper off-road tyres, which further boosted confidence during a local birding excursion one evening while searching for a very scarce bird species. When testing the standard EX30 twin motor in 2024, we had to navigate roughly 5 km of jeep track to reach our base camp. We crawled those dusty

kilo-metres to avoid rim damage, while also managing the in-cabin vibrations that usually accompany most crossovers on gravel roads. The afternoon before our trip last week, I lowered the tyre pressures on the EX30 CC from 2.6 bar to 2 bar, adding extra cushioning to the ride.

As an unbiased writer, as I should be, I was genuinely impressed by how solid this Cross Country EV felt on gravel roads that were considerably harsher than the jeep track we previously tackled in the standard EX30. I suspect the added weight of the EX30 CC, combined with proper off-road, high-profile tyres, contributes to a more planted and plush gravel-road experience than most similar-sized crossovers. There were virtually no in-cabin vibrations, a rarity on gravel surfaces.

The additional extras on our test unit, such as the off-road tyres and roof racks, did introduce some extra wind noise. This was acceptable, especially considering the lack of engine noise

inherent to EVs when compared to ICE vehicles. Range was slightly reduced, particularly with the roof racks fitted, but in fairness, any petrol-powered car also consumes more fuel with roof bars on top. During our December holidays, I spotted the orange EX30 Cross Country test unit emerging from a gravel road onto the N2, complete with roof-mounted spotlights. While it certainly looked the part, I wondered how it would perform off-road. I’m happy to report that the raised ride height and additional body cladding are not merely aesthetic enhancements. They define a distinctly different vehicle from the base model, with tangible differences that become evident on gravel roads.

For me, this is undoubtedly the EX30 model to choose in twin motor form. If venturing off the beaten track isn’t on your agenda, however, the single motor extended-range EX30 remains an option.



### **Boshoff Trailer Works**

**SERVICE, MAINTENANCE & ROADWORTHY**



**Estiaan Boshoff 072 138 7777 - Garden Route**

**24/7**

# Honda CR-V

Turns 30:  
Three Decades  
of Getting It Right

Article: Carina van Tonder

30  
CR-V  
THANK YOU 30th ANNIV.



If you've spent any time on South African roads over the past three decades, chances are you've shared the tar with a Honda CR-V. My friend still drives an older model and swears by it. It's one of those vehicles that has never tried to shout the loudest, yet somehow just keeps showing up, year after year, doing exactly what families expect of it. Honda is celebrating 30 years of the CR-V in 2025, and globally the model has now passed the 15-million-unit sales mark. That's a big number, but what really matters is how the CR-V earned its reputation, quietly, reliably and without fuss.

When the CR-V first arrived in the mid-1990s, SUVs were still a bit of a novelty, especially outside of proper off-roaders. Honda's idea was different. The CR-V,

short for Comfortable Runabout Vehicle, was designed to feel more like a car to drive, while offering the space, ride height and practicality buyers wanted. In many ways, it helped define what we now call the modern lifestyle SUV.

South Africans took to that formula quickly. The early CR-Vs became popular with families, outdoor types and anyone who wanted one vehicle that could handle the school run during the week and a gravel road escape on the weekend. It wasn't about rock crawling or low-range heroics, it was about comfort, reliability and ease of ownership.

As the years rolled on, the CR-V evolved with its audience. Each new generation brought more space, better

refinement and improved safety. By the time the third and fourth generations arrived, the CR-V had firmly established itself as a sensible, premium-feeling option in the segment.

The introduction of hybrid power in the fifth generation was another important step. While electrification is still finding its feet locally, South African buyers have become increasingly aware of fuel consumption and running costs. The CR-V's move towards hybrid technology reflects a broader shift in what buyers expect from family SUVs today. The current sixth-generation CR-V, launched internationally in 2022, shows just how mature the model has become. It's bigger, more refined and more confident in its styling, with hybrid versions using Honda's e:HEV system

leading the charge in key global markets. While not all of these variants are available locally yet, it gives a clear indication of where Honda is heading. Honda has also used the CR-V as a test bed for future technology. In 2024, the CR-V e:FCEV became the first plug-in fuel-cell vehicle from a Japanese manufacturer, proof that the nameplate is still very much part of Honda's long-term plans.

Thirty years on, it may not be the loudest or the flashiest SUV out there, but it has earned its place through consistency, comfort and trust. And sometimes, that's exactly what South African drivers want.



**X-RIDER TAKES GOLD FOR  
LOW COST OF  
OWNERSHIP**

ALL-NEW ISUZU  
**X-RIDER**  
FROM R659 100



Kempston Motors George | Tel: 044 801 7411  
5 C. J. Langenhoven Rd, Dormehls Drift, George, 6529

www.isuzu.co.za  
f X o ln

**ISUZU**  
With you, for the long run

# FRONX

SHAPE YOUR *New*



GL Manual



Iconic Coupé SUV Design



LED Reflector Headlights with DRL



Touchscreen Infotainment System  
9" GLX / 7" GL



360° View Camera  
GLX ONLY



Head-Up Display  
GLX ONLY



5.5ℓ/100km  
MT MODEL

FROM

# R299 900

incl. VAT

Retail price includes 4-year/60 000km service plan and a 5-year/200 000km promotional warranty.

**BOOK A TEST DRIVE @**



HOME



OFFICE



DEALER

Discover more at  
[SuzukiAuto.co.za](https://www.suzuki.co.za)

While stocks last. Mandatory insurances are excluded. Pictures shown are for illustrative purposes only. Retail offer valid until 31 Mar 2026. Promotional 5-year/200 000km warranty valid until 31 Mar 2026.

## SUZUKI GEORGE

7 CJ Langenhoven Street, George | Tel: 044 801 7411  
[jaco.pienaar@kmgmt.co.za](mailto:jaco.pienaar@kmgmt.co.za)

Kempston Motor Group Trust is a Juristic Representative of FSP Licence NO. 21248.  
An Authorised Financial Services Provider.





### Scorpio N 4x4 AT Variants:

Z8 Diesel 4x4 AT - R587 999; Z8L Diesel 4x4 AT - R622 999; Z8L Diesel 4x4 Adventure AT - R699 999

## Mahindra

# SCORPIO N

4x4 AT

Article: Nico Boshoff

At the beginning of our recent holidays, our final test car for 2025 was the Mahindra Scorpio N in 4x4 automatic trim. It was certainly a highlight to end the year with this bright red beast, finished with caramel leatherette upholstery that looks like it was sourced straight from your nearest Incanda store.

Our family from the northern parts of South Africa was visiting us at the time, and they were equally surprised by this luxury showpiece, especially considering that Mahindra is a brand that, not too long ago, wouldn't necessarily have been praised for designs that were easy on the eye.

Mahindra also wasn't previously known for offering vehicles with power figures that could confidently compete with established rivals. The all-new Scorpio N, which has been on the market for a couple of years now, certainly doesn't shy away when it comes to numbers on paper. Its 2.2-litre mHawk diesel engine delivers 128.6 kW and 400 Nm of torque, while still producing com-

mendable fuel-consumption figures. One of my former colleagues once did a trip to the Kruger National Park in the older Karoo diesel bakkie and averaged around 15 km/l. That was with only two adults and a toddler on board. In our case, we were mostly between five and seven people, driving in and around town, and still managed economy figures of about 12 km/l. I found that impressive for a large SUV carrying the extra weight and complexity of a proper 4x4 system.

Ride comfort quickly became the main talking point around the coffee table. Somerset West is riddled with speed bumps, yet the Scorpio N barely seemed to notice them. You could glide over bumps at close to the 60 km/h urban speed limit without being jolted by harsh suspension rebound.

The long weekend just before Christmas saw us visiting friends near the scenic Theewaterskloof Dam, where we encountered a fair share of dirt roads. The Scorpio N, despite being far more refined than older Mahindras,

inspires confidence that it's perfectly happy tackling rough tracks, beach sand, or nearby bushveld.

It feels rugged from the get-go, and the pentalink suspension, combined with a locking differential, ensures excellent traction in challenging conditions. The Scorpio N's capabilities are further enhanced by Mahindra's advanced 4XPLORE terrain modes, which intelligently optimise traction for different surfaces. Whether it's snow, sand, mud, or tarmac, and with both 4H and 4L available, the Scorpio N remains firmly in control.

Inside the cabin, there's a generous array of luxury features to keep occupants entertained, or awake. The drowsiness detection system monitors driver alertness and triggers both audio and visual warnings if it senses fatigue, even suggesting a break at the nearest stop. The 8-inch infotainment system is paired with a 12-speaker Sony sound system, which the kids thoroughly enjoyed while playing their holiday playlists.

Most vehicle interiors in South Africa stick to the usual resale-friendly black leather, so I particularly appreciated the caramel brown and black two-tone seats in the Scorpio N. Mahindra calls the colour 'Rich Coffee Black' and it pairs beautifully with the red exterior. Even the dashboard features brown leather inserts, adding to the upmarket feel.

The only change I would consider is replacing the rear bench with two individual folding seats. If you're travelling with six people and want to maximise luggage space, you still have to fold the entire rear bench as if seating seven passengers, which leaves little room for cargo. This is a relatively minor issue and something Mahindra could address with minimal changes to its assembly process.

Starting at **R489,000**, the Scorpio N undercuts comparable Japanese bakkie-based SUVs in our local market by a couple of R100K making it a compelling and worthy contender in the segment.

## LEAPMOTOR C10 REEV STYLE

**Die Suid Afrikaanse motorlandskap word deesdae oorvloedig met nuwe modelle en handelsname vanuit China, sommige weliswaar beter as wat verwag word. Een so 'n beter as verwagte produk is die Leapmotor C10 REEV Style. Leapmotor is 'n Chinese vervaardiger wat wêreldwyd deur die netwerk van die reuse Stellantis motorgroep versprei word.**

Artikel: Dirk Gallowitz

"REEV" is die akroniem vir "Range Extender Electric Vehicle". Wat die Leapmotor C10 REEV besondert maak, is dat dit die eerste SUV en na die BMW i3Rex van 'n paar jaar gelede, slegs die 2de voertuig in Suid Afrika is wat met 'n aparte enjin wat as opwekker dien. Die konsep van REEV aandrywing maak soomlose oorgang moontlik na battery elektriese aandrywing sonder die vrees wat reikafstandbeperkings normaalweg tot gevolg het. Aandrywing is uitsluitlik deur 'n elektriese motor wat 158kW en 320Nm se krag na die agteras stuur. Hierdie motor ontvang krag vanaf 'n 28.4kWh lithium-ion battery pak.

Die maksimum reikafstand met die battery volgelaaie en wanneer slegs in vol elektriese modus gery word, is teoreties 160km. Die 1,5liter 4 silinder Atkinson-siklus petrol enjin wat slegs as 'n kragopwekker funksioneer skop

outomaties in wanneer die batteryvlak te laag raak. Die enjin is eensins aan die aandrywingstelsel gekoppel nie. Gekombineerd bied die C10 REEV se battery en enjin 'n reikafstand van ongeveer 1000km wat 'n amptelike gekombineerde brandstofverbruik van 5,5liter/100km gee.

Die C10 REEV is ook toegerus met 'n 6.6 kW AC laaier aanboord wat 'n vol lading binne 5 ure kan doen. Die stelsel maak egter ook voorsiening vir 'n vinnige DC lading. Dit het ons ongeveer 45 minute geneem om vanaf 20% -100% te laai. 'n Herlaai van 20% tot 50% sal ongeveer 18 minute neem.

Ons Leapmotor C10 REEV Style was uiters luuks en omvattend toegerus. Die voorkoms is modern met 'n agter-aansig wat baie ooreenkoms met 'n Porsche Cayenne het. LED ligte voor en agter asook groot 20" sierwiele rond die stylvolle voorkoms en ontwerp netjies af. Volgens Leapmotor kan die C10 REEV die 0-100kpu lopie

in 8,5 sekondes aflê.

Die minimalistiese tegnologies gefokusede kajuit vertoon lig en weelderig danksy 'n groot (2.1vkm!) panoramiese glasdak met 'n elektriese blindering en sagte beige bekleding. 'n 14,6 duim raakskerm domineer die skakelaarlose voorpaneel met slegs die 10,25duim LCD instrumentpaneel agter die stuurwiel wat verder op die voorpaneel diens doen. Die C10 REEV Style bied ingeboude Sateliet navigasie, dubbelsone outomatiese klimaatbeheer, elektries verstelbare voorste sitplekke, koordlose slimfoonlaaiblad, 'n 360grade kamerasstelsel asook slimfoon interaksie. Die Leapmotor C10 REEV se bagasiaruim kan 546 liter hanteer, maar met die 2dery sitplekke platgevou vergroot die laairuimte na 'n reuse 1375 liter!

Die Leapmotor C10 REEV se ritgehalte en padgedrag het beïndruk al was die veerstelsel eeffe fermere. Tydens ons meer as 1000km se toetsbestuur het die meer as 2 ton gewig

van die C10 nooit opmerklik gepla nie. Verrigting is goed en versnelling en verbystek gemaklik en glad, veral danksy die elektriese motor se moeitelose wringkrag teen lae spoed. Wat veiligheid betref het die Leapmotor C10 'n 5-stêre Euro NCAP veiligheidsgradering geslaag.

Die Leapmotor C10 ding in Suid Afrika mee in 'n hoogs mededingende segment. Die Leapmotor C10 is egter die eerste SUV in Suid Afrika met die "REEV tegnologie". Met Suid Afrika se onbetroubare en onvoorspelbare kragvoorsiening sowel as 'n uiters beperkte laaipunt netwerk, weerhou reikafstandvrees baie plaaslike kopers om vol elektriese motors te koop. Met die C10 REEV word hierdie tekortkominge irrelevant en kan jy die voordele en tegnologie sowel as die verfyndheid wat EV aantreklik maak, ten volle geniet. Die aantrekklike prys maak waarde-vir-geld proposisie net te goed om te ignoreer. Die Leapmotor C10 REEV Style verkoop vanaf R799 900-00.





# FIT for Purpose

Article: Johann van Tonder

## More Tech, Less Fuss

Honda has always leaned into a specific kind of Japanese pragmatism, a philosophy they call Yoo no bi. It roughly translates to finding beauty in everyday items that are refined over time for a specific purpose. In the context of the Garden Route, where a car needs to transition from the school run in George to a scenic weekend cruise over the Outeniqua Pass, the updated Honda FIT fits that description perfectly.

When the 2024 facelift was introduced it wasn't a radical departure from the silhouette we've grown used to, but it marks a significant shift in value. Honda has streamlined the range, discontinued the Executive trim, and focused on making high-end safety tech a standard feature rather than an expensive add-on.

While the iconic, MPV-like shape remains, the exterior has been tightened up. All three grades (Comfort, Elegance, and the range-topping eHEV Hybrid) now sport a honeycomb grille and more sculpted bumpers. The small details make the difference here. Matte

black finishes on the window frames and pillars replace the older trims, and the headlight rings are now blacked out, giving the "face" of the car a more focused, purposeful expression. It's a clean look that feels at home parked at a Knysna waterfront bistro or navigating the tighter suburban streets of George.

The biggest news is the democratization of the Honda SENSING™ suite. Previously reserved for higher-end models, this Advanced Driver Assistance System is now standard across the entire range.

This isn't just a collection of annoying beeps; it's a comprehensive safety net driven by a front wide-view camera with improved night-time operation. Key features include:

- **Collision Mitigation Braking System:** This can detect pedestrians and cyclists even without street lighting, applying the brakes if a collision is imminent.
- **Adaptive Cruise Control:** A lifesaver on the long stretches of the N2, managing the gap between you

and the vehicle ahead.

- **Lane Keep Assist and Road Departure Mitigation:** These systems ensure you stay centered and alert the driver if the car begins to drift toward a curb or grass verge.
- **Auto High-Beam:** Automatically manages your illumination at speeds over 40km/h, reacting to oncoming traffic and environmental light levels.

Inside, the flagship 9-inch HMI Infotainment system is now standard across the board, providing a crisp interface for navigation and media. If you opt for the Elegance grade, you also get a new wireless smartphone charger, reducing cable clutter in the center console.

The "Magic Seats" remain the FIT's secret weapon. Whether you are loading mountain bikes for a trip to the Harkerville trails or packing plants from a local nursery, the ability to flip and fold the rear seats in multiple configurations offers utility that most compact SUVs struggle to match.

The range is powered by Honda's reliable 1.5-litre engine paired with a CVT, while the eHEV Hybrid continues to offer a glimpse into a more electrified future with its impressive efficiency.

Honda has backed the range with a solid 5-year / 200,000km warranty and a 4-year / 60,000km service plan. For those eyeing the Hybrid, the battery carries an extended 8-year / 200,000km warranty for extra peace of mind.

Model Line-up:

- **1.5 Comfort CVT: R 379 900**
- **1.5 Elegance CVT: R 415 900**
- **1.5 Hybrid eCVT: R 544 900**

The refreshed FIT isn't trying to be a rugged off-roader, but as a refined, tech-heavy companion for the daily grind and the occasional coastal escape. It is a more premium product, so it's not on the cheap end of the spectrum. But for someone not on a strict budget and on the hunt for a quality car the FIT remains a sensible buy on the South African market.

## Ford se Nuwe TOURNEO Custom Sport

Artikel: Johann van Tonder



Die moderne bussie het 'n lang pad gekom sedert die dae waar hierdie voertuie geassosieer is met skooltoere en groot gesinne. Terwyl die huidige Ford Tourneo Custom homself reeds as 'n verfynde, tegnologies-gevoerde bussie bewys het, wys die koms van die nuwe Sport-model dat Ford nou mik na 'n koper wat agt sitplekke nodig het, maar nie bereid is om hul persoonlikheid prys te gee nie.

Die Sport-model is nie sommer net 'n paar plakkers en 'n nuwe naam nie. Dit gebruik 'n kort-asafstand (SWB) konfigurasie, wat dit meer kompakte proporsies en beter beweeglikheid gee as die langer weergawes. Die visuele verskil is onmiddellik duidelik: 'n Heuningkoek-rooster en buffers in die voertuig se kleur gee dit 'n aggressiewe

voorkoms. Treffende dubbele swart sportstrepe loop van die voorbuffer oor die dak tot by die agterdeur. 'n Windvlerk (spoiler) agter en 17-duim sportalooiwiele (met 'n 19-duim opsie) rond die pakket af.

Vir plaaslike eienaars is die totale hoogte van onder twee meter 'n kritieke praktiese voordeel. Dit beteken die Tourneo pas gemaklik in 'n standaard residensiële motorhuis.

Onder die enjinkap kry die Sport 'n merkbare hupstoot in krag vergeleke met die Active- en Trend-modelle. Die 2.0-liter enkel-turbo dieselenjin is ingestel om 125kW en 390Nm te lewer, wat 'n stewige stap opwaarts is vanaf die 100kW/360Nm van die res van die reeks.

Die krag word beheer deur 'n agtgang-

omatiese ratkas met vyf ry-modusse: Normal, Eco, Slippery, Tow/Haul, en Sport. Op die golwende paaie van die N2 of die draaie naby Knysna, bied die onafhanklike agtervering 'n vlak van stabiliteit wat nader voel aan 'n groot SUV as 'n kommersiële bussie.

Dit is in die binneruim waar die Tourneo Custom Sport sy prysetiket van R1.2 miljoen regverdig. Die agterste twee rye sitplekke is op 'n spoorstelsel gemonteer. Dit beteken jy kan sitplekke vorentoe of agtertoe skuif, of hulle heeltemal verwyder om plek te maak vir branderplanke of lywige bagasie.

Die "Sport"-tema word binne voortgesit met gedeeltelike leersitplekke met blou aksentstrepe. 'n Groot 13-duim skerm met Ford se SYNC 4-stelsel, wat koordlose Apple CarPlay en Android

Auto insluit. Laastens, deur die lugsak voor na die dak te skuif, het Ford massiewe paneelbord-stoorplek geskep, ideaal vir skootrekenaars of dokumente.

Die voertuig is propvol veiligheids-tegnologie, insluitend aanpasbare spoedbeheer (Adaptive Cruise Control), blindekol-monitoring (BLIS), en tru-remsitstelsels. Vir die eienaarbestuurder bied die FordPass-toepassing moderne gerief: jy kan die enjin op 'n afstand aanskakel om die lugversorging te aktiveer voordat jou passasiers inklim ná 'n dag in die son.

Die Tourneo Custom 2.0L SWB Sport 8AT prys vanaf R1,218,000. Dit sluit 'n ses-jaar/90,000km diensplan en 'n vier-jaar/120,000km waarborg in.

# MOTORING NEWS

Compiled by Carina van Tonder

## Chery Tiggo 7 CSH

*Five-Star Peace of Mind*

The Chery Tiggo 7 CSH has recently backed up its premium ambitions by securing a full five-star Euro NCAP safety rating, proving that this compact SUV is built to handle more than just the school run.



In one of the world's most rigorous testing programs, the Tiggo 7 CSH showed its mettle. The results are telling:

- **82% for Adult Occupant Protection**
- **85% for Child Occupant Protection**
- **80% for Vulnerable Road Users**
- **78% for Safety Assist Systems**

The structural integrity is the standout here. Engineers utilized high-strength steel for roughly 60% of the body, with the most critical load-bearing zones reinforced by 1,500 MPa hot-formed steel. This isn't just marketing jargon; it means the passenger cabin remained stable during frontal offset and side-impact tests, providing "good" or "adequate" protection where it counts most.

For those looking at the plug-in hybrid (PHEV) variant, Chery hasn't overlooked the complexities of an electrified powertrain. The battery is encased in a 780 MPa high-strength steel underplate with an IP68 rating, ensuring that even in a collision, power is isolated instantly. This commitment to real-world durability is a major reason why the Tiggo 7 CSH is a finalist in the 2026 South African Car of the Year (SACOTY)

awards. With eight airbags as standard and a suite of driver-assistance tech designed to intervene before a mistake becomes a mishap, it offers a level of security that feels genuinely earned. It's a balanced, capable machine that brings global safety standards to our local roads without the "premium" price tag usually attached to such ratings.

## CITROËN REFINES THE C3 AND AIRCROSS FOR 2026



Citroën is doubling down on its reputation for comfort and value with the local arrival of the 2026 C3 and Aircross. These updates target the heart of the budget-conscious market, adding functional features that make a tangible difference to daily driving in the Garden Route.

The most significant changes across both ranges focus on convenience. Every model now includes ProxiSense keyless entry and push-button start, along with cruise control and an auto-dimming rearview mirror. If you frequently find yourself on the N2 between George and Knysna, the addition of cruise control will be a welcome relief for maintaining steady speeds on the long stretches.

The C3 remains a solid choice for those needing a compact hatch with SUV-inspired styling. It keeps its 10-inch HD touchscreen with wireless smartphone integration, but safety has been bolstered with six airbags and Electronic Stability Programme (ESP) as standard. The 1.2-litre Turbo variant, paired with a six-speed automatic gearbox, provides the necessary torque for tackling the steeper climbs around our coastal passes.

The Aircross continues to offer one of the most flexible packages in its price bracket, particularly the seven-seat configuration with removable third-row seating. The 2026 model introduces a new floating digital instrument cluster and a refreshed dashboard layout. With generous ground clearance and "Advanced Comfort" suspension, it is well-suited for weekend trips to the gravel turn-offs near the Lakes District.

**Pricing and Warranty**

The range offers strong value, supported by a 5-year/100,000 km factory warranty:

- MAX MT: **R269,500**
- C3 MAX Turbo AT: **R311,500**
- Aircross PLUS (5-seater): **R294,500**
- Aircross MAX Turbo AT (7-seater): **R388,900**

Both models carry recognized safety credentials, with the Aircross and C3 achieving five-star and four-star Bharat NCAP ratings respectively.

## OMODA C5 SHS

**1,000 Kilometres on a Single Tank**



OMODA is set to expand its local footprint this March with the introduction of the C5 SHS (Super Hybrid System). As the brand's top-seller, the C5 has already carved out a niche for its avant-garde styling, but this new hybrid derivative adds a layer of efficiency that makes a lot of sense for South African long-distance travel.

The heart of the C5 SHS is a turbocharged 1.5-litre petrol engine paired with an electric motor and a 1.83 kWh battery. Together, they produce a healthy 165 kW and 310 Nm of torque, allowing for a 0 to 100 km/h sprint in 7.9 seconds. While the punch is there for overtaking on the N2, the real story is the range. OMODA claims a combined fuel consumption of 5.3 L/100 km, which suggests a theoretical range of over 1,000 km on a single tank. For those of us based in George, that is a round trip to Cape Town. Driving dynamics are handled by a Dedicated Hybrid Transmission (DHT). The system is designed to let the electric motor do the heavy lifting in low-speed traffic, with the

petrol engine kicking in when more grunt is required. This transition is aided by noise-suppressing glass, aiming for a refined cabin experience even when the road surface gets coarse.

Inside, the C5 SHS maintains the high-tech feel the brand is known for:

- **Dual 12.3-inch screens handling infotainment and driver data.**
- **Wireless Apple CarPlay and Android Auto integration.**
- **Eight-speaker sound system and leather upholstery.**
- **Power-operated tailgate for added convenience during the weekly shop.**

Safety remains a priority with 20 driver assistance systems included, covering everything from Blind Spot Detection to Lane Change Assist. Pricing and final local specifications will be confirmed closer to the March launch.



**TUNLAND G7 SINGLE CAB - FROM R329 900\***

**FOTON GEORGE**

17 Rand Street, George  
Tel: 044 008 5041



**TIGGO 4 CROSS**

**FOR EVERY KIND OF YOU**



TIGGO CROSS ME  
FROM

**R359 900**

**10**  
YEAR | 1 MILLION KM  
ENGINE WARRANTY

**GEORGE**

47 York Street, George  
Tel: 044 008 5041

**MOSSELBAY**

Shop 97, Langeberg Mall  
Tel: 044 050 5881

**KNYSNA**

2 Main Road, Knysna  
Tel: 044 302 2600

SOUTHERN CAPE CHERY GROUP 1 AUTO





# Officially Lands in George

Article: Johann van Tonder

The Garden Route's motorcycling scene just got a significant injection of "Ready to Race" energy. On February 7th, KTM officially opened its doors in George, marking a strategic expansion for the brand in the Western Cape. In a move that creates a powerhouse hub for local riders, the new KTM dealership shares its premises with **TEX Motorcycles**. This makes the site a true multi-brand destination, as it is already the authorized home for Yama-

ha, Vespa and TVS. For riders in the Garden Route, having this variety of hardware under one roof is a massive win for convenience and community. The opening day was far from a quiet affair. KTM pulled out all the stops, offering fresh coffee and a fleet of test units for those eager to feel the Austrian engineering for themselves. The star of the demo fleet was undoubtedly the **KTM 1390 Super Adventure EVO S**. With its revised ergonomics and that

monster of a motor, it was the most sought-after seat of the day, proving that George riders still have a massive appetite for high-performance touring. However, the real "eye candy" was parked on the showroom floor: the **KTM 990 RC R**. While not yet available for test rides, having this pure-bred sport-bike on display was a statement of intent. Its aggressive styling and track-focused DNA drew a constant crowd, serving as a reminder that KTM hasn't

forgotten its racing roots. For Wayne and the team at **TEX Motorcycles**, adding the Orange brand to their stable solidifies their position as a go-to motorcycling destination in George.

Whether you are looking for a weekend commuter or a liter-class adventurer to tackle the Swartberg Pass, this corner of the Garden Route just got a lot more interesting.



Artikel: Johann van Tonder

## Die opkoms van Chinese motorfiets -handelsmerke

CFMoto, QJMotor, Loncin, Zongshen, Voge en ander name wat tot onlangs vir baie ryers onbekend was, het binne 'n verrassend kort tyd deel van die hoofstroom-motorfietswêreld geword. Vandag is hierdie handelsmerke nie net mededingend nie, maar in baie gevalle maatstawwe vir waarde, tegnologie en werkverrigting. Die vraag is nie meer of Chinese vervaardigers saak maak nie, maar hoe groot hul invloed reeds is, en waarheen dit op pad is. CFMoto - van quads tot wêreldverhoog Een van die bekendste Chinese name is sonder twyfel CFMoto. Die maatskappy, amptelik Zhejiang Chunfeng Power Co., is reeds in 1989 in Hangzhou gestig deur Lai Guoqiang. Aanvanklik het hulle enjins vervaardig, met

'n verrassende silyn in seiljagte, voordat hulle in die vroeë 2000's begin het om volledige voertuie te bou, hoofsaaklik ATVs. 'n Sleutelomskakeling het in 2011 gekom toe CFMoto 'n strategiese vennootskap met KTM aangegaan het. Wat begin het as komponent- en enjinsamewerking, het in 2017 ontwikkel tot 'n gesamentlike onderneming. Vandag word sekere KTM-modelle in China vervaardig, terwyl CFMoto self voordeel trek uit KTM-afgeleide tegnologie. Modelle soos die 800MT en 800MT-X het bewys dat Chinese vervaardigers nie meer net "goedkoop alternatiewe" is nie, maar volwaardige mededingers. CFMoto se toetreding tot Moto3 in 2022 het hul motorsport-ambisie verder bevestig.

QJMotor - die reus agter bekende name.

Indien daar een Chinese vervaardiger is wat werklik massief is, is dit QJMotor, die eie handelsmerk van die Qianjiang Group. Qianjiang is sedert 2005 die eienaar van Benelli, staan ook agter Morbidelli en het produksiesamewerking met Harley-Davidson vir die Chinese mark.

Qianjiang, wat sedert 2016 deel is van die Geely-groep (wat ook Volvo, Polestar en Lotus besit), het verlede jaar meer as 1,5 miljoen motorfietsse vervaardig. Hul uitvoerarm, Keeway, produseer ligter modelle en het in 2021 die MBP-handelsmerk bekend gestel. Ná die dood van Giancarlo Morbidelli het MBP in 2024 die regte op die Morbidellinaam bekom en reeds nuwe modelle soos die C1002V en T1002V bekend gestel.

Sedert 2026 begin Qianjiang ook motorfietsse direk onder die QJMotor-naam na Suid Afrika uitvoer, met 'n aggressiewe uitbreidingsstrategie wat die handelsmerk vinnig op wêreldvlak wil vestig.

Loncin se storie begin beskeie in 1993 as 'n herstellwinkel in Chongqing, maar het ontwikkel tot 'n wêreldwye vervaardigingsreus. Vandag produseer Loncin enjins, motorfietsse en ATVs, met 'n jaarlikse kapasiteit van meer as 2,5 miljoen motorfietsse.

'n Deurslaggewende oomblik was die strategiese vennootskap met BMW Motorrad in 2005. Loncin vervaardig onder meer die enkelsilinder-enjins vir BMW se G-reeks, later ook die tweesilinder F-reeks en selfs volledige C400-skoeters. Hierdie tegniese kennis het in

2018 gelei tot die bekendstelling van Loncin se eie premium-handelsmerk, Voge.

Voge se DS900X, gebaseer op BMW se F900-platform, het in 2024 'n Europese treffer geword danksy hoë spesifikasies, geloofwaardige werkverrigting en 'n aantreklike prys. Nuwer modelle soos die DS625X wys ook hoe Chinese vervaardigers suksesvol bestaande konsepte kan herinterpreteer.

Zongshen - die stille miljoenvervaardiger

Zongshen, gestig deur Zuo Zongshen in 1982, het ook vanuit nederige begin gegroei tot 'n reusevervaardiger met 'n jaarlikse produksie van meer as een miljoen motorfietsse. Hoewel hul naam minder prominent is, voorsien Zongshen enjins en volledige modelle aan verskeie uitvoerhandelsmerke, insluitend Lexmoto in Europa. Hul fokus bly grootliks op ligter en meer bekostigbare motorfietsse vir ontwikkelende markte.

Waarom dit saak maak Chinese motorfietsvervaardigers is nie meer randfigure nie. Hulle bou op dekades se produksieskaal, toeneemende tegniese samewerking met gevestigde handelsmerke en aggressiewe wêreldwye uitbreiding. Vir ryers beteken dit meer keuse, beter waarde en toenemende tegniese geloofwaardigheid.

Die vraag is nie meer of Chinese handelsmerke die mark gaan verander nie - dit het reeds gebeur. Die enigste vraag is wie die volgende groot speler gaan wees.

# SWIFT



## R10 000 DEAL ASSIST



**SUZUKI | TAVCOR**

\*Special is only applicable to selected models, limited colours & on presentation of this advert

Mossel Bay ☎ 044 695 3012 🌐 [tavorsuzuki.co.za](http://tavorsuzuki.co.za)

\*Model/s shown may vary from actual stock. T's & C's Apply. E & OE. Tavorcor Motor Group (Pty) Ltd, an Authorised Financial Service Provider FSP no.10213.





# QJMotor

## Lands in South Africa

Article: Johann van Tonder Photos: Brian Cheyne

**The South African motorcycling landscape just got a serious shake-up. QJMotor has landed on our shores, brought in by KMSA (the same heavyweights behind Kawasaki and SYM).**

They have launched with a seven-bike offensive that targets everything from the weekend breakfast run to long-distance Karoo touring and the price point is unbelievable.

But let's start with the elephant in the room: the Quality Question. Before we look at the metal, let's talk about the "C-word" (China). QJMotor is the parent company of Benelli and a manufacturing partner for Harley-Davidson and MV Agusta. This isn't "backyard" engineering. When you walk up to these bikes, you'll notice names like Brembo, Marzocchi, and Bosch stamped on the components. The fit and finish are genuinely impressive, with paintwork and switchgear that feel robust enough for South African conditions.

There is a Seven-Bike Lineup. The first to grab my attention was the SRT 900 SX, the Flagship Adventure. It's a

904cc parallel-twin pushing 95hp. It comes fully spec'd right out of the box, featuring crash bars, aluminum panniers, and a top box as standard. **Price: Around R169,995.** To put that in context, you're getting a fully kitted liter-class adventurer for the price of a barebones middleweight from the European brands.

Then there is the SRT 700 SX. Essentially the "sweet spot" for many Adventure riders. It uses a 698cc twin and, like its big brother, comes with the full luggage suite and spoked wheels. **Price: Roughly R129,995.** It's aimed directly at the heart of the adventure market.

Looking for a V4 Power Cruiser? Enter the SRV 600 V. This is the wildcard. A 600cc V4 engine in a cruiser frame. It's got that muscular, urban-warrior stance and a unique exhaust note you won't find elsewhere in this segment. **Price:**

**R119,995.** For a V4-powered machine, that is an eye-opening figure.

On the Superbike side there is the SRK 800 RR. A four-cylinder screamer that QJ is currently racing in the World Supersport Championship. It's aggressive, features winglets (because 2026), and packs 120hp. **Price: R139,995.** This is "old school" superbike pricing for modern tech. If a middleweight sportbike is what you are after the SRK 600 RC is the bike to look at. Another four-cylinder option, but a bit more approachable. It's a dedicated track-day tool or a sharp Sunday morning carver for the Outeniqua Pass. **Price: R129,995.**

Or if you are on a serious budget or just entering the world of sportbikes, the SRK 450 RR is the perfect solution. Don't let the capacity fool you. This 421cc inline-four (yes, a tiny four-cylinder) is built to rev. It's lightweight,

comes with Brembos, and is arguably the most fun bike in the initial lineup. **Price: R104,995.** It's the perfect entry point into high-performance riding.

The heavy hitter in the street category is the SU 9 / Super 9. It features styling cues clearly influenced by their Italian partners (MV Agusta) and a 921cc four-cylinder engine. It's a head-turner. **Price: R189,995.**

The real clincher here isn't just the price: it's the peace of mind. Buying a new brand can be a gamble, but with KMSA's 50-year track record in South Africa, the backup should be there.

In a world of "prestige" price tags that pay for the badge, QJMotor is offering a very compelling alternative. They provide more "bike" for your Buck (often saving you R50,000 to R80,000 compared to the established competition). New bikes has just become affordable again.

## Cancellation of the Eden Classic Car & Motorcycle Show 2026

Article: Peter Pretorius

**The Eden Classic Car Group on the Cape Garden Route has decided that it will not be staging a car and motorcycle show in 2026, following the very successful events held in Sedgefield in 2024 and 2025.**

This decision was not taken lightly. Over the past few years, the experienced organisers have set very high standards for these shows, but, after careful consideration, the group has realised that it will not be able to deliver the same level of experience in 2026.

There are several contributing factors to making this decision. The owner of the Scarab Village site in Sedgefield is currently revamping a section of the area previously used as display space for the show. This will require the development of a completely new layout for vehicle displays. As the upgrades are still in progress the organisers are unable, at this stage to assess whether the same display ambience can be achieved.

The organisers have also encountered challenges on the human resource front. Many members of the organising

committee were involved in running the original high-profile Knysna Motor Show for nine years, followed by a further two years organising the Eden Classic Car and Motorcycle Shows. They believe the time has come for this group to step back from such a demanding undertaking. In addition, with an ageing membership base, succession planning for key organising roles within the group has become increasingly difficult. These roles require significant expertise, dedication, and the ability to manage sponsorships, exhibitors, and multiple planning commitments simultaneously. The organisers are also mindful of the fact that they do not wish to compromise on the high standards achieved at previous shows.

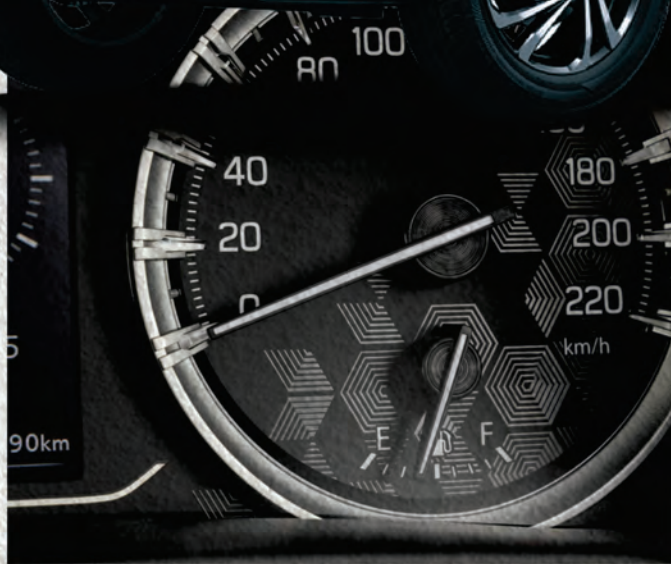
As a result, the future of the Eden Classic Car Group organising a major motor show is currently under review. Thanks to the success of the last two shows, the Eden Classic Car Group was able to raise R100,000 for needy charities in Sedgefield, which was greatly appreciated and made the effort truly worthwhile.



# GRAND VITARA

XOXO

## R15 000 DEAL ASSIST



**SUZUKI** | **TAVCOR**

\*Special is only applicable to selected models, limited colours & on presentation of this advert. Offer valid for January 2026 only.

📍 Knysna 📞 044 382 2807 🌐 [www.tavcorsuzuki.co.za](http://www.tavcorsuzuki.co.za)

\*Model/s shown may vary from actual stock. T's & C's Apply. E & OE. Tavor Motor Group (Pty) Ltd, an Authorised Financial Service Provider FSP no.10213.



# MOTORING NEWS

Compiled by Carina van Tonder



## THE T-ROC Grows Up

Volkswagen South Africa has just pulled the covers off the second-generation T-Roc, and the headline news isn't just the sharper styling (it's significantly bigger). Set to land in local showrooms in the second half of 2026, the new T-Roc is effectively bridging the gap between a compact crossover and a full-sized family SUV.

While the previous T-Roc was a stylish, albeit snug, choice for the Garden Route's urban commutes, the new model has undergone a massive growth spurt. It is **122 mm longer** than its

predecessor, with a wheelbase that has stretched by 28 mm.

That translates to real-world practicality:

- **Boot Space:** Increased by 30 liters to a total of 475 liters.
- **Legroom:** The MQB evo platform (shared with the new Tiguan) makes the cabin feel like it's moved up a weight class.
- **Presence:** It now sits on wheels up to 20 inches, giving it a much more planted stance on the road.

Volkswagen is playing a "top-down" strategy here, trickling tech from the Touareg and Tiguan into this segment. We're seeing the debut of a windscreen heads-up display (a first for the T-Roc) and the IQ.LIGHT LED matrix headlights. Even the VW logos are now illuminated, connected by a light strip that has become the brand's modern signature.

Inside, the focus has shifted toward premium tactility. The dashboard features a new fabric structure, and the R-Line models will offer 14-way ergoActive

seats with a massage function. It's a clear move to pull buyers away from more expensive "prestige" rivals.

The T-Roc has always been the "cool sibling" in the VW SUV stable. By adding actual utility and more sophisticated tech to that style, VW is making it very hard to justify the jump to a larger vehicle. It remains a five-seat all-rounder, but one that finally has the interior breathing room to match its bold exterior.

## THE NEW CARAVELLE

South Africa's Icon Goes High-Voltage



The Volkswagen "Bus" is a permanent fixture in South African culture. From the early T1 units that rolled off the Kariega assembly line 70 years ago to the refined T6.1, it has carried families and businesses across every corner of the Republic. Now, mid-way through 2026, the T7 Caravelle is arriving with a radical shift: it is a plug-in hybrid (PHEV).

The new Caravelle eHybrid 4MOTION isn't just about efficiency; it is about versatile power. By pairing a 1.5 TSI turbocharged petrol engine with two electric motors (one on each axle), VW has created an all-wheel-drive system without a traditional, heavy mechanical propshaft. This setup delivers 350 Nm of system torque almost instantly, making it surprisingly capable on the passes of the Western Cape.

For the daily commute, the 19.7 kWh battery offers an electric-only range of up to 91 km. That is enough to handle most school runs and office

trips without burning a drop of fuel. When the battery does run low, it supports 50 kW DC rapid charging (taking you from 10 to 80 percent in just 26 minutes), which is a vital feature for our growing local charging network.

One standout feature for the South African lifestyle is the standard stationary air conditioning. Because it is electric, you can cool or heat the cabin while parked, charging, or even camping without the engine running. It is a game-changer for summer road trips through the Karoo.

While the tech is cutting-edge, the spirit remains familiar. It is still a luxury all-rounder that prioritizes comfort and space. By blending high-tech TSI power with an electric rear axle, VW is ensuring the Caravelle remains an excellent option for long-distance South African travel.

## The Return of the Workhorse

### Volkswagen Launches NEW VIVO XPRESS

Volkswagen Commercial Vehicles is officially re-entering the urban delivery fray. Starting February 2026, the Kariega-built Vivo Xpress returns to meet the skyrocketing demand for "last-mile" delivery and light-duty fleet solutions in South Africa.

It has been nearly a decade since we last saw a new Xpress on the local price lists. While the second-generation Vivo did not initially offer a van variant, the explosion of e-commerce and local courier needs has made the A0 City Van segment impossible to ignore. Because it is manufactured right here in the Eastern Cape, it carries a distinct advantage in parts availability and specialized South African engineering.

The formula is simple and effective: take the proven Polo Vivo platform, remove the rear seats, and create a secure, enclosed cargo area. This design offers a massive benefit over traditional small bakkies because it

provides integrated security without the added cost or weight of an aftermarket canopy. To further harden the vehicle for local conditions, specialized options like "Smash & Grab" film and steel window guards are available directly from the factory.

Under the hood sits the dependable 1.4-liter engine producing 63 kW. While it is not built for the racetrack, it is tuned for efficiency and durability in heavy stop-start traffic. The metrics that really matter for business owners are the 490 kg payload capacity and the 15,000 km service intervals.

**At R279,990 (including VAT and emissions tax)**, the Vivo Xpress is positioned as a high-value entry point for security firms, medical couriers, and small businesses. It comes standard with a 3-year/120,000 km warranty and a 6-year anti-corrosion guarantee.



# VW Tayron

## 1.4 TSi Life DSG 7-sitplek

Artikel: Dirk Gallowitz



Volkswagen SA het laasjaar die langverwagte opvolger van die Tiguan Allspace plaaslik bekendgestel in drie modelweergawes. Al drie weergawes word toegerus met Volkswagen se beproefde 1.4 liter viersilinder turbo aangejaagde petrolenj. Ons het onlangs die voorreg gehad om die middelafwerkingsvlak Tayron LIFE met 7-sitplekke vir 'n week te kon toets-bestuur.

Die nuwe Tayron is groter in lengte en breedte as die Tiguan Allspace wat dit vervang, hoofsaaklik om 3 rye sitplekke gerieflik te kan bied. In Volkswagen se SUV modelreeks sit die nuwe Tayron bo die 3de generasie Tiguan, maar onder die Touareg wat blykbaar binnekort van die toneel gaan verdwyn.

Die Tayron se voorkoms is modern. Die neus en agterkant vang die oog met 'n vars en moderne ontwerp met veral die ontwerp van LED lighulpe wat die Tayron onderskei. Die rooi verligte VW kenteken ontwerp is veral treffend. Die LED hoofligte bied 'n outomatiese domp/skerp-funksie. Pragtige

opsionele 19" Catania sierwiele rond die prentjie af.

Die VW Tayron se kajuit vertoon en voel aansienlik meer premium as die uitgaande Tiguan Allspace met beter bougehalte, duurder materiale en algehele afwerking. Die 12,9" inligtingskerm is opgegradeer en bied nou vinniger reaksies en intuïtiewe integrasie met hoë gehalte grafika. Wat opval is dat VW weer skakelaars in die Tayron teruggebring het vir hoof funksies soos die ligte, ritmodus en klankvolume. Ook die skakelaars op die multifunksie stuurwiel hoef nie meer met 'n vingerskuif te werk nie.

Die 7-sitplek Tayron "Life" model soos getoets bied ondermeer aanpasbare spoedbeheer, baanhouhulp, 3-sone klimaatbeheer, 9 lugsakke asook atmosfeerbeligting vir die kajuit met 10 kleuropsies. Ons toetsmodel was toegerus met die opsionele groot elektriesbeheerde panoramiese glasdak. Ook opsioneel ekstra in ons toetsmodel was die Varena leersitplekke met die voorste sitplekke wat oor elektriese

verstelling, 3 geheuestellings asook masseer- en verhitting funksies beskik. Die kajuit bied meer as genoeg been-, kop- en skouerspasie vir die 2de ry met sitplekke wat na agter of vorentoe kan skuif en rugleunings wat kan teruglê. Die 3de ry sitplekke vou gelyk plat om die laairuimte agter, met toegang danksy die opsionele elektriese ondersteunde agterklap, groter te maak. Opgeslaan bied die 2 sitplekke egter net genoeg spasie vir jong kinders.

Die Tayron word aangedryf deur Volkswagen se bekende 1.4 TSi 4silinder turbopetrol enjin wat 110kW en 250Nm se maksimum kragte lewer. Krag word na die voorwiele gestuur deur VW se 7-gang DSG dubbelkoppelaar outomatiese ratkas. Amptelik gebruik die Tayron 7,6L/100km, maar ons syfer het oor ongeveer 1000km se gemengde gebruik op 8,6L/100km te staan gekom. Die 1,4 TSi enjin in die Polo en ander kleiner VW modelle is gemaklik rondom 6,0 liter/100km en die hoër verbruik by die Tayron kan toegeskryf word aan die swaarder en groter bak. Daar word wel

'n 2.0liter 4Motion en 'n 2.0Liter Hibried plaaslik verwag. Die 0-100kpu lopies word aangegee as 9,2 sekondes met 'n topspoed van 207kpu.

Op die pad is die Tayron heel gemaklik teen snelweespoed en sukkel ook nie te veel met verbystek nie. Die Tayron bied gemaklike en verfynde ritdinamika met goeie balans en greep waar dit nodig is. Alhoewel ons toetsmodel oor 'n opsionele verstelbare sleepstelsel met 'n elektroniese sleepstelsel toegerus was, het ons nie die sleepvermoë en/of die sleepstelsel kon toets nie.

Ter opsomming is die VW Tayron 'n lekker gesinswa.

Die Volkswagen Tayron 1.4TSi Life DSG kos **R853,800-00** en sluit in 'n 3jaar/120,000km waarborg en 'n 5jaar/90,000km diensplan met 15 000km diensintervalle.



## Tayron

More space for all



# VALENTINE'S MONTH DEALS WORTH FALLING FOR.



CHOOSE FROM OUR WIDE RANGE OF AVIS CERTIFIED LOW KILOMETER ONE YEAR OLD VEHICLES.

## VW POLO VIVO 1.4 5 DR (NEW SHAPE)

2024 MODELS FROM R215 900

2025 MODELS FROM R224 900



### RENAULT KWID 1.0 5 DOOR

A/C, P/S, C/L, E/W, REAR PDC, REVERSE CAMERA, AIRBAGS, ABS/EBD, FRONT FOG LAMPS, BLUETOOTH/USB/AUX.

2024 CLIMBER FROM R155 900

2025 DYNAMIQUE ZEN FROM R159 900

2025 CLIMBER FROM R169 900



### 2024 TOYOTA VITZ

A/C, P/S, REMOTE C/L, FRONT AIRBAGS, MFS, ABS/EBD BRAKES, ALLOY WHEELS, PARK DISTANCE CONTROL REAR, BLUETOOTH.

1.0 XR (MAN) FROM R174 900

1.0 XR (AUTO) FROM R189 900



### SUZUKI DZIRE

A/C, P/S, C/L, E/W, E/M, FRONT A/B, ABS/EBD, RADIO/BLUETOOTH/USB/AUX.

2024 1.2 GA (MAN) FROM R185 900

2024 1.2 GL (AUTO) FROM R213 900

2025 1.2 GA (MAN) FROM R195 900



### 2024 SUZUKI CELERIO

A/C, P/S, C/L, E/W (FRONT), MFS, REAR PDC, 15" ALLOY WHEELS, FRONT FOG LAMPS, RADIO/BLUETOOTH/USB.

1.0 GL FROM R167 900

1.0 GL AMT FROM R185 900



### SUZUKI CIAZ

A/C, P/S, C/L, E/W, AIRBAGS (FRONT), ABS/EBD, MFS, IMMOBILIZER/ALARM, LARGE 480L BOOT, RADIO/BLUETOOTH/USB/AUX.

2024 1.5 GL (MAN) FROM R205 900

2024 1.5 GL (AUTO) FROM R214 900

2025 1.5 GL (AUTO) FROM R239 900



### 2025 SUZUKI SWIFT (FACELIFT)

A/C, P/S, C/L, E/W, E/M, MFS, AIRBAGS (FRONT), RADIO/BLUETOOTH/USB/AUX, ABS/EBD, FRONT FOG LAMPS, ALARM/IMMOBILISER.

1.2 GL FROM R204 900

1.2 GL+ FROM R218 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

2024 1.5 XS (AUTO) FROM R243 900

2025 1.5 XI (MAN) FROM R229 900

2025 1.5 XS (AUTO) FROM R259 900



### 2024 HYUNDAI VENUE

A/C, P/S, REMOTE C/L, E/W, MFS, AIRBAGS, ABS/EBD, BLUETOOTH/USB.

1.2 MOTION FROM R229 900

1.0 TGD I MOTION DCT FROM R309 900



### 2024 VW POLO SEDAN

A/C, P/S, C/L, E/W, E/M, MFS, REAR PDC, 7" TOUCHSCREEN, MOBILE PHONE INTERFACE.

1.6 BASE (MAN) FROM R245 900

1.6 TIPTRONIC (AUTO) FROM R260 900

1.6 LIFE FROM (MAN) R259 900

1.6 LIFE TIPTRONIC (AUTO) FROM R285 900



### 2024 VW POLO 1.0 TSI 5 DOOR

A/C, P/S, REMOTE C/L, E/W, AIRBAGS, LED LIGHTS, ALARM/IMMOBILISER, HILL ASSIST, TYRE PRESSURE INDICATOR, ABS/ESP, ASR, EDL, EDTC, 6.5" COLOUR TOUCHSCREEN, USB TYPE C, 4 SPEAKERS.

FROM R257 900



### 2024 SUZUKI FRONX 1.5 GLX A/T

A/C, P/S, REMOTE C/L, E/W, E/M, AIRBAGS (FRONT), ALLOY WHEELS, BLUETOOTH/USB.

FROM R309 900



### 2025 TOYOTA URBAN CRUISER 1.5 XR (AUTO)

A/C, P/S, C/L, E/W, E/M, PDC, CRUISE CONTROL, KEYLESS START, REVERSE CAMERA, TOUCHSCREEN RADIO.

FROM R329 900



### VW T-CROSS 1.0 TSI

A/C, P/S, REMOTE C/L, E/W, C/C, AIRBAGS, ABS/EBD, MFS, PDC, STABILITY CONTROL, BLUETOOTH, DAY LIGHTS, FOG LAMPS, MAGS.

2024 COMFORTLINE DSG FROM R339 900

2024 LIFE DSG FROM R365 900

2025 LIFE DSG FROM R379 900



### 2025 TOYOTA COROLLA CROSS 1.8 XS

A/C, P/S, REMOTE C/L, E/W, FRONT AIRBAGS, ABS/EBD, HILL ASSIST, REAR PDC/CAMERA, MFS, CRUISE CONTROL, MAGS, LED LIGHTS, RADIO/USB/BLUETOOTH.

FROM R375 900



### HAVAL JOLION 1.5T CITY PLUS DCT

A/C, P/S, C/L, E/W, 17" ALLOY WHEELS, LED LIGHTS, 10.25" TOUCHSCREEN, APPLE CARPLAY & ANDROID AUTO, KEYLESS ENTRY & START, REAR PARKING SENSORS & CAMERA, CLIMATE CONTROL, LANE DEPARTURE ASSIST.

2024 FROM R299 900

2025 FROM R325 900



### 2024 FORD EVEREST 2.0D BI-TURBO XLT (AUTO)

A/C, P/S, REMOTE C/L, E/W, E/M AIRBAGS, CLIMATE CONTROL, ALLOY WHEELS, BLUETOOTH, CRUISE CONTROL, ELECTRIC HEATED SEATS, KEYLESS ENTRY & START, TOW BAR.

4X2 FROM R719 900

4X4 FROM R749 900



### 2024 AUDI Q2 35 TFSI URBAN EDITION

A/C, P/S, C/L, E/W, LED HEADLIGHTS, FRONT & REAR PDC, AUDI SMARTPHONE INTERFACE & APPLE CAR PLAY.

FROM R499 900



### 2024 TOYOTA FORTUNER GD-6 R/B 4X2 (AUTO)

A/C, P/S, KEYLESS C/L, E/W, ABS/EBD, MFS, PDC, AIRBAGS, TRACTION/STABILITY CONTROL, CRUISE CONTROL, TOWBAR, BLUETOOTH.

2024 2.4 FROM R565 900

2024 2.8 FROM R625 900

2025 2.4 FROM R619 900

2025 2.8 FROM R699 900



### 2023 MERCEDES VITO 116 2.0 CDI TOURER PRO A/T

A/C, P/S, C/L, E/W, ABS, MFS, BLUETOOTH, TRACTION CONTROL, STABILITY CONTROL, HILL ASSIST, DOUBLE SLIDING DOORS.

FROM R569 900

AND MANY MORE, VISIT OUR WEBSITE TO VIEW OUR FULL RANGE OF VEHICLES.

## VISIT ONE OF OUR BRANCHES TODAY

**BELLVILLE:** Brug Road, Bellville. Tel: (021) 945 1710. Wilbert 082 835 9593, Lucille 072 119 8690, Mellory 071 985 5054, Nosiphiwo 073 875 7435.

**WYNBERG:** 369 Main Road, Wynberg. Tel: (021) 762 9223. Bev 083 664 8435, Luvo 073 761 8919, Garth 081 412 3779, Sharelle 083 956 9413.

## AVIS CAR SALES BENEFITS

- \* 1 Year Young Cars
- \* 30 Day Exchange Plan
- \* Full Service Histories
- \* Balance of Service, Motor & Maintenance Plan on certain vehicles.

- \* Finance Available
- \* Price excludes on the road & registration fees
- \* Pictures may vary.
- \* E&OE.

WE TRY HARDER

AVISCARSALES.CO.ZA

**AVIS** | CAR SALES