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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
Koos Barnard

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PATRICK SMITH joins **Honda Wing George**

Article: Johann van Tonder



The team at Honda Wing George has been bolstered with the addition of Patrick Smith, a 10 year veteran with the Honda Wing brand. Patrick recently moved to George from Cape Town and brings with him a wealth of experience and knowledge.

Patrick was part of the journey Honda embarked on in 2024, looking within at the front-line between the company and the customer to identify and train just the very best Sales and Service people. First impressions are important, but not only that, dealing with knowledgeable, helpful and friendly staff makes the purchasing experience just so much more enjoyable.

Personnel across the country were interviewed to take part in Honda's new Elite Program to become Honda Certified Golden Wing Specialist. Eventually only 11 were chosen. The training program started in October 2024 and the candidates underwent intensive training in Client relations and Service, Product knowledge, they even had some rider training. Coming from different dealerships across the country the candidates also got to know each other and work as a team, rather than competing dealerships, broadening the scope of service that a Honda client can experience. These Honda specialists now work together to solve any and all queries a client might have.

7 successful candidates got certified as Honda Certified Golden Wing Specialists, literally earning their Wings. Patrick Smith was one of these special sales people and another was Dominique Fourie of Honda Wing George, which means the Southern Cape is serviced by two of our very own Golden Wing Specialists.

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“For the family-oriented driver, the space is impressive. The 2,600 mm wheelbase provides plenty of legroom, and the boot is generous enough for a full camping kit or a week’s worth of school sports bags.”

Article:
Carina van Tonder



Suzuki ACROSS

If you've spent any time on the roads, you've noticed that Suzuki has effectively become the "people's brand". They've dominated the small-car and compact SUV space by keeping things simple, reliable, and affordable. But with the arrival of the all-new Suzuki Across, the Japanese brand is stretching its legs into a more premium, tech-heavy territory.

Let's get the "identity crisis" out of the way first. In Europe, the Across is a rebadged Toyota RAV4. For our market, however, Suzuki has sourced a different beast from India (known there as the Victoris).



It sits on the same Global C platform as the Grand Vitara but stretches the tape measure a bit further at 4,360 mm. It's the new flagship, and it feels like a more grown-up, sophisticated sibling in the range.

The real talking point is under the bonnet. The Across uses Suzuki's dependable 1.5-litre K15C engine, but it's paired with a 12V mild-hybrid system. This isn't a full hybrid like a Prius (it won't drive on electricity alone), but the Integrated Starter Generator (ISG) assists the engine under load and recovers energy when you slow down. Output is 76 kW and 137 Nm and while those numbers might not blow the lights out, the focus here is purely on efficiency. Suzuki claims a combined fuel consumption of just 5.3 l/100 km. In a world of R20-plus per litre of petrol, that kind of frugality is a massive selling point. The automatic models also get a proper six-speed torque-converter gearbox, a welcome upgrade over the older four-speed units.

The interior has taken a massive leap forward in terms of digital integration. Even the entry-

level **GL (starting at R349,900)** comes standard with a 10.25-inch digital instrument cluster and a 10.1-inch touchscreen with wireless smartphone mirroring.

If you step up to the **GLX (at R464,900)**, the Across introduces features we haven't seen in a local Suzuki before. You get synthetic leather with copper stitching, ventilated front seats, an 8-speaker Infinity by Harman sound system, a 360-degree camera and a panoramic glass sunroof. The GLX also packs a full suite of Advanced Driver Assistance Systems, including autonomous emergency braking and adaptive cruise control. For the family-oriented driver, the space is impressive. The 2,600 mm wheelbase provides plenty of legroom, and the boot is generous enough for a full camping kit or a week's worth of school sports bags.

The Across doesn't look like the boxy Suzukis of old. It sports a much more sculpted, "sweeping" silhouette with a dynamic stance. The front end is dominated by a large trapezoidal intake and narrow

LED projector headlamps linked by a satin chrome strip. Suzuki has also kept the South African environment in mind by keeping the black plastic cladding around the wheel arches and rocker panels. It gives it a bit of "trail-ready" protection against gravel chips and light brush. Depending on whether you go for the GL or the flagship GLX, you'll get either 17-inch grey alloys or machined dual-tone versions. Crucially, Suzuki still includes a full-size spare, which is a non-negotiable for anyone planning to leave the urban sprawl.

Suzuki has been on an absolute tear in South Africa lately. From the ubiquitous Swift to the cult-classic Jimny, they've mastered the art of the "honest" car. The Suzuki Across is positioning itself as the "smart" choice: a safe, high-tech, and incredibly fuel-efficient family wagon backed by one of the best reliability reputations in the business.

With a promotional 200 000 km warranty, it's clearly built for the long haul.

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24/7



Audi A5 Sedan TFSI 200 kW quattro

BLACK EDITION

Article: Johann van Tonder

Audi has quietly reshuffled its sedan line-up, and the new Audi A5 Sedan effectively steps into the space once occupied by the A4. In South Africa, the range tops out with the 200 kW quattro Black Edition, and on paper it looks like the sweet spot if you want performance with a bit of attitude.

In South Africa, the Black Edition trim is practically the default choice for those who want their Audi to look as fast as it goes. It replaces the traditional chrome bits with high-gloss black accents on the grille, window surrounds, and even the iconic four rings.

Audi has introduced flared wheel arches (which they call "Quattro blisters") that give the car a much wider, more aggressive stance on the road.

The lighting tech is equally impressive: the digital OLED tail lights are capable of changing their light signature to warn following traffic of hazards or accidents

ahead. It is a clever blend of safety and "look-at-me" tech that actually serves a purpose.

Step inside and it's very much classic Audi. Everything feels solid, neatly laid out and well thought through. There's a five-inch digital display handling the driver information and Audi's familiar MMI infotainment system running navigation and connectivity features.

The sport seats strike a good balance between comfort and support, and there's plenty of room for passengers. Even the boot is properly practical, offering 445 litres of luggage space, which means this isn't just a pretty sedan, it's a usable one too. Equipment levels are generous. LED lighting, adaptive cruise control, three-zone climate control, a powered tailgate and a full suite of driver assistance features all come standard.

Under the bonnet sits a 2.0-litre turbo-

charged petrol engine producing 200 kW and 400 Nm, paired to Audi's seven-speed S tronic dual-clutch gearbox and the brand's well-known quattro all-wheel-drive system. The result is properly brisk performance. Audi claims a 0–100 km/h time of around 5.9 seconds, which puts it firmly in quick executive sedan territory.

More importantly, it doesn't feel peaky or dramatic. Instead, the engine delivers smooth, effortless pace with plenty of mid-range punch. It's the kind of car that gathers speed quietly rather than shouting about it. The quattro system also gives the A5 a planted feel through corners. It grips hard, and torque vectoring helps it rotate neatly when you start pushing. Yet the ride never becomes harsh. Audi has managed that tricky balance between sporty handling and everyday comfort. Around town it's calm and composed,

but give it an open stretch of road and it feels surprisingly eager.

Where the A5 really shines is in daily use. It's refined, easy to drive and packed with useful technology. It feels like a car designed for people who spend a lot of time behind the wheel. At around R1.28 million in South Africa, the Black Edition isn't cheap, but it sits comfortably in the premium executive sedan space.

The Audi A5 Sedan TFSI 200 kW quattro Black Edition doesn't try to reinvent the wheel. Instead, it simply does a lot of things very well.

It's quick without being aggressive, stylish without being flashy, and comfortable enough for daily driving. In a market where everyone seems to be pivoting to SUVs, this sedan makes a very strong case for sticking with a low-slung, high-performance four-door.



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NUWE MOTORS, NOU OF GOU, IN SA BESKIKBAAR

Artikels: Carina van Tonder



LEPAS L4

nou in Suid-Afrika beskikbaar

Lepas L4 AMUR – R299 900

Lepas L4 JAVAN – R369 900

Lepas L4 PANTERA – R419 900

Die Lepas L4, 'n nuwe premium kompakte SUV wat styl, tegnologie en werkverrigting kombineer, is nou amptelik in Suid-Afrika beskikbaar.

Elke model bied sy eie kombinasie van tegnologie, gerief en veiligheidsfunksies, wat kopers die geleentheid gee om die weergawe te kies wat die beste by hul leefstyl pas.

Binne die kajuit fokus die L4 op moderne tegnologie en gebruikersvriendelike funksies. Die middelpunt van die stelsel is 'n 13,2-duim 2K-aanraakskerm, wat

maklike toegang tot infotainment en voertuigfunksies bied. Draadlose laai hou slimfone gereed vir gebruik, terwyl 'n 540-grade-kamerastelsel help om 'n volledige uitsig rondom die voertuig te gee – veral handig wanneer jy in digte stadsverkeer of nou parkeerplekke maneuever.

Veiligheid is 'n belangrike fokus vir die Lepas L4. Die voertuig beskik oor 'n versterkte bakstruktuur en 'n volledige Advanced Driver Assistance System (ADAS) wat die padtoestande monitor

en die bestuurder met waarskuwings en ondersteuning help.

Die veiligheidsuiteensetting sluit verders lugsakke, stabiliteitsbeheer en ISOFIX-kindersitplekankers in, wat saam 'n goeie balans tussen aktiewe en passiewe beskerming bied.

Gerief speel ook 'n groot rol in die L4 se ontwerp. Die sogenaamde CloudComfort-sitplekke is ontwikkel om lang ritte meer ontspanne te maak. Hierdie sitplekke beskik oor drievlak-ventilasie en 'n meerlaagstruktuur met sagte skuim

en ondersteunende materiale, wat help om moegheid op lang ritte te verminder.

Lepas ondersteun die L4 met 'n omvattende naverkoopprogram, wat insluit 'n 5 jaar / 150 000 km waarborg, 5 jaar / 75 000 km diensplan, 2 jaar Lepas Care vir DCT-modelle (eerste eienaar) en 'n 10 jaar / 1 miljoen km enjinwaarborg (eerste eienaar).



Audi A3 Sportback S line

Audi Suid-Afrika het die Audi A3 Sportback TFSI 110kW S line plaaslik bekendgestel, 'n nuwe model wat onder die bestaande S line Plus- en S line Black-weergawes in die reeks posisioneer. Met 'n beginprys van **R769 000** maak dit die ingang tot die A3 Sportback-reeks 'n bietjie meer bereikbaar vir kopers wat 'n premium kompakte luikrug soek.

Die nuwe model bring nie groot meganiese veranderinge nie, maar dit help om die A3-reeks meer logies te struktureer. Die idee is eenvoudig: bied dieselfde sportiewe styl en kerntegnologie van die A3, maar teen 'n effens laer prys deur die toerustingvlak effens te vereenvoudig.

Die A3 S line word net as 'n Sportback-luikrug aangebied en sluit steeds 'n ordentlike lys standaardtoerusting soos 18-duim allooiwiele, sportiewe sitplekke met materiaalbekleedsel, LED-hoofligte, 'n panoramiese sondak en ses luidsprekers. Daar is ook praktiese ekstras soos 'n outomaties verduisterende binnespieël, inklapbare buitenspieëls en lae-rug ondersteuning vir die voorste sitplekke.

Met die bekendstelling van hierdie model word die A3-reeks nou duideliker gestruktureer in drie S line-afwerkingsvlakke. Heel eerste is die S line teen R769 000, wat basies die

nuwe intreevlakmodel is.

Daarna volg die S line Plus, wat beskikbaar is as Sportback teen R808 200 en as sedan teen R823 200. Hierdie weergawe voeg 'n meer premium kajuit by, met die S line binnruim pakket, kunsleer/materiaalbekleedsel met "S"-kentekens, SONOS-klankstelsel, 'n platbodem-stuurwiel en uitgebreide ambient-beligting. Bo-aan die reeks is die S line Black, met pryse van R834 500 vir die Sportback en R849 500 vir die sedan. Hierdie model fokus meer op styl en kry onder meer swart 18-duim wiele, swart stilerings-elemente, privaatheidsgetinte ruite en LED-projeksie-ligte by die deure.

Die huidige A3-reeks, wat in 2025 plaaslik bekendgestel is, bly een van Audi se belangrikste modelle in die kompakte premium segment. Soos met ander Audi-modelle in Suid-Afrika, kom die A3-reeks standaard met 'n 5 jaar / 100 000 km Audi Freeway Plan, wat diens en onderhoud insluit. Dit help om die eienaarskapservaring 'n bietjie meer voorspelbaar te maak vir kopers wat hul eerste tree in die Audi-wêreld gee.

Volvo ES90

Volvo het sy nuutste elektriese vlagskip, die Volvo ES90, amptelik in Suid-Afrika bekendgestel. Hierdie groot luukse sedan is volledig elektries en mik reguit na kopers wat 'n ruim, tegnologie gevorderde en stil langafstand-motor soek.

Die ES90 word aanvanklik plaaslik met agterwielaandrywing aangebied. 'n Enkele elektriese motor lewer 245 kW en 480 N.m, wat genoeg is om die groot sedan in 6,6 sekondes van 0–100 km/h te laat versnel. Soos met ander Volvo-modelle is die topspoed elektronies beperk tot 180 km/h.

Krag is egter nie die hoofverhaal hier nie. Die ES90 is gebou vir afstande. 'n 92 kWh-battery gee volgens WLTP-syfers 'n indrukwekkende reikwydte van tot 755 km. Danksy 'n 800-volt-elektriese stelsel kan die battery ook vinnig laai, met 'n 10–80% laaisiklus wat sowat 25 minute neem by 'n geskikte DC-snellaai.

Soos mens van 'n Volvo verwag, speel veiligheid 'n groot rol. Selfs die basiese model kom met 'n hele lys bestuurs-hulpmiddels, insluitend aanpasbare spoedbeheer, baanhouhulp, blinde-

kolmonitering en botsingsvermydingstelsels. Hoër spesifikasies voeg Volvo se Pilot Assist-stuurondersteuning en verbeterde parkeerhulp by, terwyl die topmodel ook 'n 360-grade-kamerastelsel kry.

Die kajuit volg Volvo se bekende Skandinawiese minimalistiese styl. Dit beteken skoon lyne, goeie materiale en 'n baie stil atmosfeer – iets wat elektriese motors natuurlik help skep. 'n Groot panoramiese glasdak laat baie lig in, en hoër modelle kan ook 'n verstelbare elektrochromatiese glasdak kry. Vir klankliefhebbers is daar ook 'n Bowers & Wilkins-klankstelsel beskikbaar.

Die ES90 word in drie afwerkingsvlakke aangebied en verkoop vanaf **R1 590 000**. Die pakket sluit 'n vyfjaar/100 000 km waarborg en diensplan, 'n agtjaar batterywaarborg, 'n GridCars-muurlaai met installasie, drie jaar se in-motor data en twee jaar se gratis openbare laai in.



NUWE MOTORS, NOU OF GOU, IN SA BESKIKBAAR

Artikels: Carina van Tonder



Ferrari **AMALFI SPIDER**

'n oopdak Ferrari vir die kusp

Ferrari se nuutste oopdakmodel is die Ferrari Amalfi Spider. Die ontwerp kom uit Ferrari se eie ontwerpafdeling onder leiding van Flavio Manzoni. Die silhoeët is slank en vloeiend, met 'n sagte materiaal-dak wat die motor se lyne mooi behou, of dit nou oop of toe is.

Die dak kan in **13,5 sekondes** oopvou en werk selfs terwyl jy teen **tot 60 km/h** ry. Wanneer dit oopgevou is, pak dit netjies weg sonder om te veel bagasie-ruimte op te offer.

Ferrari het ook 'n nuwe rooi kleur vir die model bekendgestel, **Rosso Tramoto**, geïnspireer deur die sonsondergange oor die Amalfi-kus in Italië. Dit is 'n dieper rooi met subtiele oranje ondertone wat mooi met die motor se skerp lyne werk.

Binne volg die Amalfi Spider 'n **dubbelkajuit uitleg**. Die bestuurder en passasiers kry elk hul eie "ruimte", maar

alles vloei visueel saam oor die paneelbord en middelkonsole. Die kajuit is redelik minimalisties, met min oorbodige knoppies. Daar is **drie skerms** in totaal. 'n **15,6-duim digitale instrument-paneel** voor die bestuurder, 'n **10,25-duim middelste raakskerm** vir infotainment en voertuigfunksies en 'n **8,8-duim passasierskerm** wat dinge soos G-kragte en enjintoere kan wys. Apple CarPlay, Android Auto en draadlose selfoonlaai is ook deel van die pakket. Onder die enjinkap sit 'n **3,9-liter tweeling-turbo V8**, deel van Ferrari se bekende F154-enjinfamilie. In hierdie

weergawe lewer dit **640 perdekr** en **760 Nm wringkr**. Die krag gaan na die agterwiele deur 'n **agtgang dubbelkoppelaar-ratkas**, wat vir blitsige ratwisselings sorg. 'n Stormlopie van **0-100km/h neem slegs 3,3 sekondes**. **0-200 km/h word in 9,4 sekondes** kaf gedraf. Die **Topspoed is 320 km/h**.

Ferrari het ook die onderstel met moderne tegnologie toegerus, insluitend **brake-by-wire remme**, die nuutste **Side Slip Control 6.1** stabiliteitstelsel en 'n aktiewe agtervlerk wat outomaties verstel om meer afwaartse druk te skep wanneer dit nodig is. Die bestuurder

kan alles beheer via die bekende **Manettino-skakelaar** op die stuurwiel, met vyf modusse van "Wet" tot "Race". Interessant genoeg het die Amalfi Spider 'n bagasieruim wat **255 liter** spasie bied met die dak toe en **172 liter** met die dak oop – genoeg vir 'n naweekwegbreek.

Soos met ander Ferrari-modelle kom die motor ook met 'n **sewe-jaar onderhoudsprogram**, wat alle gereelde dienswerk dek.



Citroën se nuwe **BASALT SUV-COUPÉ**

kom na Suid-Afrika

Citroën Suid-Afrika het bevestig dat die **heel nuwe Citroën Basalt** teen die einde van die eerste kwartaal van 2026 plaaslik bekendgestel sal word. Om die waarheid te sê, ons sal by die bekendstelling wees teen die tyd wat jy hier lees. Hierdie nuwe model bring 'n vars interpretasie van die moderne gesinsmotor na die plaaslike mark en stel 'n **SUV-Coupé-styl** bekend in die gewilde B-segment.

Met sy verhoogde ryhoogte, dinamiese lyne en praktiese uitleg kombineer die Basalt die robuuste voorkoms van 'n SUV met die toeganklikheid en doeltreffendheid van 'n kompakte passasiersmotor, alles in tipiese Citroën-styl.

In terme van posisionering sit die Basalt tussen 'n tradisionele luikrug en 'n kompakte SUV. Dit is ontwikkel vir kopers wat die ruimte en padteenwoordigheid van 'n SUV wil hê, maar steeds die brandstofdoeltreffendheid en toeganklike prysklas van 'n kleiner passasiersmotor verkies. Volgens Citroën is die model veral gemik op jong professionele kopers en groeiende gesinne wat iets meer stylvol en uniek as die gewone aanbiedinge in hierdie segment soek.

Die ontwerp van die Basalt word gekenmerk deur sy **SUV-Coupé-silhoeët**, 'n eerste vir Citroën in Suid-Afrika. Die skuins agterlyn gee die

voertuig 'n sportiewe voorkoms sonder om praktiese bruikbaarheid prys te gee.

Binne fokus die kajuit op ruimte en gemak, met spesiale aandag aan **agtersitplekgerief**, iets wat dikwels in hierdie segment afgeskeep word. Die model beskik ook oor 'n **verhoogde grondvryhoogte**, wat dit beter geskik maak vir Suid-Afrika se uiteenlopende padtoestande.

Soos met ander moderne Citroën-modelle, word die Basalt toegerus met die handelsmerk se **Advanced Comfort®-tegnologie**, wat daarop gemik is om 'n meer ontspanne en gemaklike ry-ervaring te bied. Moderne **infotainment- en konnektiwiteitsfunksies**, sowel as 'n volledige veiligheidsuiteensetting, vorm ook deel van die pakket.

Die Basalt sal die onlangs opgedateerde **Citroën C3** en **C3 Aircross**-reeks aanvul en help om die handelsmerk se posisie in Suid-Afrika se hoëvolume passasiersvoertuigmark verder te versterk.

Meer besonderhede oor plaaslike spesifikasies, toerusting en pryse sal na ons die amptelike bekendstelling bygewoon het in die volgende uitgawe van Ultimate Drive bekend gemaak word.

iCAUR V23 kom in Mei 2026 na SA

Die Suid-Afrikaanse elektriese voertuigmark kry binnekort 'n nuwe speler wanneer die **iCAUR V23** in Mei 2026 plaaslik bekendgestel word. Die model is die eerste voertuig van die iCAUR-handelsmerk, deel van die Chery-groep, wat spesifiek fokus op avontuur elektriese SUV's. Twee weergawes sal by bekendstelling beskikbaar wees, naamlik 'n **2WD-model** en 'n **AWD-variant**.

Wat die V23 onmiddellik laat uitstaan, is sy opvallende ontwerp. Die SUV kombineer vierkantige, robuuste lyne met moderne elektriese tegnologie. Die styl is duidelik retro-geïnspireer, maar terselfdertyd modern genoeg om in die hedendaagse EV-mark te pas. Dit is 'n ontwerp wat waarskynlik koppe sal laat draai, veral onder kopers wat iets anders as die tipiese gladde, futuristiese EV soek.

Die **V23 2WD** word aangedryf deur 'n enkele elektriese motor en 'n **60 kWh-battery**, terwyl die **AWD-model** 'n groter **82 kWh-batterypak** en 'n dubbelmotor met vierwielaandrywing kry. Volgens die vervaardiger kan die model tot **155 kW en 292 N.m** lewer, hoewel finale plaaslike werkverrigtingen reikafstandsyfers nader aan die bekendstelling bevestig sal word.

Wanneer dit by laai kom, ondersteun die V23 **vinnige DC-laai**. Die 2WD-model kan van **20% tot 80%** laai in sowat **36 minute**, terwyl die AWD-weergawe net meer as **40 minute** neem vir dieselfde laaisiklus.

Die onderstel gebruik **MacPherson-voorvering** en 'n **multi-link agtervering**, met skyfremme rondom en geventileerde skywe voor. Die 2WD-model rol op **19-duim wiele** met 255/55-bande, terwyl die AWD 'n meer aggressiewe houding kry met **21-duim wiele** en 265/45 R21-bande. Binne die kajuit fokus iCAUR sterk op tegnologie en gemak. Kopers kan uit **drie binneafwerkings** kies, met **leerbekleedsel en elektriese verstelbare voorste sitplekke** as standaard. 'n **15,4-duim raakskerm** dien as die middelpunt van die infotainmentstelsel en ondersteun **draadlose Apple CarPlay en Android Auto**. 'n **Sewe-luidspreker klankstelsel** is ook standaard.

Veiligheidstoerusting sluit **ses lugsakke**, **ISOFIX-kindersitplekankers**, **ESP en traksiebeheer** oor die hele reeks in. Die AWD-model voeg gevorderde bestuurshulpmiddels by soos **aanpasbare spoedbeheer**, **baanverlaat-waarskuwing**, **blindekol-monitering** en **botsing-waarskuwing**. Die 2WD kry konvensionele spoedbeheer en 'n truratkamera. **LED-hoofligte** is standaard op beide modelle.

Meer besonderhede oor pryse en volledige spesifikasies sal nader aan die plaaslike bekendstelling aangekondig word wanneer die iCAUR V23 sy Suid-Afrikaanse debuut maak.





Chery Teases New Double-Cab Bakkie With

DIESEL PLUG-IN HYBRID POWER

Article: Sam Devon

Bakkies remain the backbone of the South African motoring market, so whenever a new player enters the segment it gets attention.

Chery has now confirmed that it is working on an all-new double-cab bakkie, known internally as the KP31, and it could arrive in South Africa around late 2026 or early 2027. What makes this upcoming model particularly interesting is its powertrain. Chery says the bakkie will debut with what it describes as a segment-first diesel plug-in hybrid system. The setup combines a 2.5-litre turbodiesel engine with electric drive technology. The idea is to deliver the kind of torque bakkie buyers expect, while improving fuel efficiency and reducing noise and vibration.

If it reaches production in the form currently being previewed, it could offer an interesting alternative to the traditional turbodiesel formula that dominates the segment.

The new bakkie will be built on Chery's Kaitan ladder-frame chassis, a new platform designed to support a range of powertrains including conventional internal combustion engines, plug-in hybrids and even fully electric versions in the future. As with most serious workhorse bakkies, the ladder-frame construction focuses on strength and durability.

Chery is targeting the benchmarks that South African buyers know well. Payload is expected to come in at around 1,000 kg, while the braked towing capacity is set at a competitive 3,500 kg. Those numbers place it squarely in the same working territory as established rivals like the Hilux, Ranger and D-Max.

The load bin has also been designed with practicality in mind. Chery says the

design reduces wheel arch intrusion to maximise usable cargo space, and the platform will also support cab-chassis variants for commercial applications.

Off-road capability is clearly part of the brief. The production model is expected to feature triple locking differentials, front, centre and rear, along with a proper low-range transfer case. Dedicated off-road drive modes will also be included.

Another interesting feature previewed is a tight-turn assist function, which helps improve manoeuvrability in challenging terrain by tightening the turning circle when crawling over obstacles.

Additional hardware such as underbody protection, integrated recovery points and a raised air intake further suggests that Chery is taking the

off-road side of the project seriously.

While the diesel plug-in hybrid version will lead the range, Chery has already indicated that a petrol-powered plug-in hybrid derivative is also planned. More details about the full line-up will be released closer to the official reveal.

According to Chery South Africa, the project forms part of the company's broader global expansion strategy. The pick-up segment remains one of the most competitive and important vehicle categories in many markets, including South Africa.

For now the KP31 remains a preview, but if Chery delivers on the promise of diesel-hybrid efficiency combined with proper bakkie capability, it could make for a very interesting newcomer when it eventually reaches local roads.

Chery upgrades the popular

TIGGO 4 CROSS

Article: Sam Devon



When Chery launched the Chery Tiggo 4 Cross in South Africa late in 2024, it quickly found favour with buyers looking for a compact SUV packed with features at a sensible price. The numbers back that up. In 2025 more than 18 000 units were sold locally, putting it among the country's top-selling passenger vehicles.

Now the brand has given the range a mid-cycle refresh, specifically the LiT models. The updated Tiggo 4 Cross LiT MT and LiT CVT arrive at dealerships this month with a handful of upgrades aimed at improving safety, comfort and in-car tech, without pushing the price any higher.

From the outside, the changes are subtle. Both models now feature LED headlights and a full-width rear light strip, giving the small SUV a slightly

more modern look and improving visibility at night. It's a small change visually, but better lighting is always welcome on South African roads.

The bigger updates come in the safety department. Chery has added front side airbags to the specification list, along with seatbelt pre-tensioners and a passenger seatbelt reminder. It's a sensible move, especially in a segment where safety equipment can sometimes be trimmed to keep prices down.

Another practical addition is a rear-view camera, now standard on both LiT models. For many buyers this will be one of the most useful upgrades, particularly when squeezing into tight parking spaces at the mall or at home.

Inside the cabin the focus has been on making the Tiggo feel a little more

comfortable and a little more upmarket. The seats are now finished in faux leather and there's a rear centre armrest for passengers. Automatic models also gain a driver footrest, a small detail that can make long drives a bit more relaxed.

The dashboard is dominated by a pair of 10.25-inch digital screens, one acting as the instrument cluster and the other handling infotainment duties. Large displays like these have become common in modern cars, and in the Tiggo they help give the cabin a clean, modern feel.

Connectivity is another area where the Tiggo 4 Cross keeps up with current expectations. Wireless Apple CarPlay and Android Auto are included, allowing drivers to mirror their smartphone apps without plugging in a cable. There's

also keyless start and a voice assistant system, while the audio system has been upgraded for improved sound quality.

On the road, smart cruise control is included to make highway driving easier, something many drivers will appreciate on longer trips.

Perhaps the most important part of the update is that Chery has managed to add these features without increasing the price. The Tiggo 4 Cross LiT MT remains at R279 900, while the LiT CVT automatic is priced at R309 900.

In a market where vehicle prices seem to climb every year, that alone is likely to keep the Tiggo on many buyers' shopping lists.



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The Gladiator Evolves

Article: Johann van Tonder

Since its 2022 South African debut, where it promptly secured the Specialist Bakkie of the Year title, the Gladiator has carved out a niche for those who find standard double-cabs a bit too "corporate."

The recent refresh brings a much-needed layer of sophistication and tech to the Rubicon model, ensuring its rugged DNA is matched by modern comfort.

The most immediate change is the styling. Jeep has introduced a refreshed seven-slot grille and an integrated antenna, giving the front fascia a cleaner, more purposeful look. For those who want their Gladiator to look less like a military vehicle and more like a high-end cruiser, the removable hard-tops are now color-coded to the body. Inside, the cabin has taken a significant leap forward. The focal point is a new 12.3-inch infotainment center housing the fifth-generation Uconnect 5 system. It is faster, clearer, and far more intuitive than the outgoing unit. Jeep has also

added heated electric leather seats and improved the safety suite by adding two additional airbags (totaling six) and front Park Distance Control (PDC).

In the world of 4x4s, the "Trail Rated" badge is more than just marketing; it is a certification of off-road competence across five categories: traction, ground clearance, manoeuvrability, articulation, and water fording.

The Gladiator Rubicon earns this badge through hardware that remains unrivalled in the segment. When the terrain gets technical, the Rubicon relies on heavy-duty hardware that most bakkies only dream of. It features FOX 2.0-inch performance shocks, which are specifically tuned to handle high-speed dirt sections and washboards without fading. It utilizes the

Rock-Trac 4x4 system with a "4LO" ratio of 4:1 and heavy-duty third-generation Dana 44 axles. To ensure you don't get cross-axled, the Tru-Lok electric front and rear lockers provide maximum traction at the push of a button, effectively turning the Gladiator into a mountain goat. Rounding out the off-road kit is the segment-exclusive electronic sway-bar disconnect: a feature that allows the front wheels to drop significantly further into holes, keeping the tires in contact with the ground and the chassis stable during extreme articulation.

Under the hood, Jeep sticks with the proven 3.6-liter Pentastar V6. Delivering 209 kW and 353 Nm, it provides the low-range grunt necessary for trail crawling and a towing capacity of 3,470

kg. It is mated to a smooth eight-speed automatic transmission that feels composed both on the N2 and on a steep incline off-road.

The Gladiator remains the only bakkie that truly lets the outside in. The aluminum doors are easily removable (with the Torx bit size stamped right on the hinges), and the windscreen can be folded down for a total "doors-off, top-off" experience.

Retailing with a five-year/100,000 km warranty and a full-service plan, the Gladiator remains a premium, specialized choice. It is a vehicle for those who value the journey as much as the destination, now with the tech to make the tarmac sections between the trails a lot more enjoyable.



Volvo EX90

Article: Johann van Tonder

Volvo has never been a brand that chases headlines with wild performance figures or flashy gimmicks. Instead, it has built its reputation on safety, practicality and understated luxury. The new Volvo EX90 sticks firmly to that formula, but with a modern twist: it's fully electric.

In South Africa, it arrives as the brand's new flagship SUV but more than that, for a self-proclaimed petrol-head like myself it is one of the best cars I've driven in the past year. I am not supposed to like EV's, not this much. Under the skin sits a 111 kWh battery pack feeding two electric motors, one on each axle. Together they produce 380 kW and 910 Nm, which is serious grunt for something this size. Put your foot down and the EX90 surges forward far quicker than you'd expect from a large luxury SUV. Volvo claims 0-100 km/h in around 4.9 seconds, which is properly quick by any standard. But speed isn't really the point here. What stands out more is how quiet and smooth everything feels. Electric power

suits a big luxury SUV perfectly. There's no engine noise, no vibration, just a steady wave of torque pushing you down the road.

Step inside and the cabin feels very Volvo. Clean, calm and refreshingly uncluttered. The dashboard is dominated by a 14.5-inch vertical touchscreen, which runs a Google-based infotainment system with built-in navigation and apps. There's also a digital instrument cluster, wireless phone charging, and a seriously impressive Bowers & Wilkins sound system if music matters to you. Material quality is excellent, with a mix of sustainable fabrics, soft trims and minimalist design. It feels modern without trying too hard. The EX90 is

also properly practical. It seats seven adults and still offers usable luggage space, making it a genuine family vehicle rather than just a luxury showpiece.

Range anxiety is still a concern for many South African buyers considering an EV, but Volvo claims up to 604 km of range possible in urban driving. We did some highway work and the range seemed sufficient for a run from Cape Town to George, but with chargers all along the route we quickly topped up in Buffeljags while eating a roosterkoek. Charging isn't painfully slow either. On a fast DC charger the battery can go from 10% to 80% in about 30 minutes. Volvo has always been obsessed with safety, and the EX90 takes that

philosophy to another level. In simple terms, the EX90 is designed to be one of the safest cars Volvo has ever built. There is one catch, and it's a big one. In South Africa the EX90 is offered only in Ultra Twin Motor Performance specification, with a price of about R2.65 million. That places it firmly in the high-end luxury SUV category, but having driven the German competitors I'd have to admit that the Swede is fully on par. It's quick, extremely refined, packed with technology and capable of carrying a family in complete comfort. For buyers who want a large luxury EV with Volvo's traditional focus on safety, the EX90 is about as complete a package as you'll find right now.



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Renault KIGER

Artikel: Dirk Gallowitz

Renault SA het laat in 2025 sy opgekikkerde Kiger reeks in Suid Afrika bekendgestel, maar slegs met normaal ge-aspireerde enjins. Ons het so pas die plaaslike bekendstelling bygewoon waar drie modelle nou met die 3-silinder 1.0 liter turbo-aangejaagde enjin toegerus is. Plaaslik het die Kiger in 2021 die Sandero vervang en was heel gewild in die intree segment waar dit meeding met onder meer die Nissan Magnite, Hyundai Exter, Mahindra XUV 3XO, Suzuki Fronx en Tata Punch.

Almal bied goeie brandstof ekonomie, betroubaarheid en praktiese gerief aan kopers in die hoogs kompeterende segment van klein kompakte en bekostigbare nutsvoertuie (Cross-overs). In die 5jaar sedert die bekendstelling in 2021 het die uitgaande Kiger meer as 28,000 eenhede plaaslik verkoop.

Met die opgekikkerde Kiger wil Renault plaaslik 'n hernude poging aanwend om die momentum van verkope in hierdie segment, wat veral eerste motor kopers teiken, 'n hupstoot te gee. Die modelreeks se afwerkingsvlakke se benaming by die opgekikkerde model verander. Weg is die uitgaande modelle se Life, Zen en Intens afwerkings wat nou vervang word met die Evolution, Techno en Iconic weergawes, wat elk hoër vlakke van standaardtoerusting aan kopers bied.

Tydens die bekendstelling was slegs die normaal ge-aspireerde Evolution met 'n 5-spoed handrat en die 1.0 liter turbo Techno met 5-gang AMT of 'n 5-spoed handrat beskikbaar. Al die opge-

kikkerde modelle word deur die voorwiele aangedryf. Die luukser Ionic weergawe kom eers later vanjaar na Suid Afrika. Die 1.0 liter normaal ge-aspireerde 3-silinder petrolenjin bied piekkragte van 52 kW en 96 Nm terwyl die 1.0 liter 3-silinder turbopetrolenjin 74kW en 160Nm se maksimum kragte lewer.

Die Evolution en Techno handrat weergawes se amptelike brandstofverbruik word aangegee as 5.0 L/100 km, terwyl die Techno AMT model amptelik 6,0L/100km gebruik.

Van buite tref die opgekikkerde Kiger met 'n meer moderne sportiewe voorkoms. 'n Nuwe enjinkap, nuwe voor- en agterbuffers, skermplate voor en agter asook nuwe LED ligte agter, val dadelik op. Die Kiger spog ook nou met die nuwe La Régie Renault kenteken. Ons Techno toetsmodel se pragtige 16" allooiewiele, nuwe LED hoofligte, 205mm grondvryhoogte en dakrelings (so terloops dit kan tot 50kg se vrag hanteer wat ideaal is vir daai naweek kampeer-

toerusting) dra alles by tot die nuweling se sportiewe voorkoms.

Renault SA het seker gemaak dat die opgekikkerde intree Evolution (slegs beskikbaar met 5-spoed handratkas) steeds redelik omvattend toegerus is en goeie waarde bied vir die prys. Dit bied onder meer 'n 8duim raakskerm vir die klank-, kommunikasie- en inligtingstelsels wat ook die tru-kamerabeelde vertoon en met slimfone kan skakel. Die multifunksie stuurwiel bied sateliet skakelaars vir klank en telefoon met elektriesbeheerde vensters en kantspeels om maar 'n paar te noem.

Ons middelvlak Techno se kajuit was ondermeer 'n verkoelde smukkassie om die vloebare verversings koel te hou. Die kajuit is verbasend ruim en ek kon my 1,85m raamwerk gemaklik agter myself laat sit met Renault wat die agterste beenruimte in die opgekikkerde Kiger tot 222mm gerek het. Die bagasieruim kan 405liter laai.

Ons Techno 1.0 turbo model het nogal

verras met hoe gemaklik dit op die mooie Kaap se snelweë en agterpaaie gevaar het met 3 volwassenes aan boord. Die ratkas was gemaklik met gladde oorgooie en het goed met die enjin se 74kW/160Nm piekkragte geskakel. Die onderstel en veerstelsel is goed ontwikkel en bied goeie ritgehalte vir hierdie segment op teer en verbasend ook, op grondpad. Steurende pad-, enjin- en windgeraas was opmerklik laag vir 'n algehele aangename ritervaring. Die remstelsel het ook vertrouwe ingeboesem met beter as verwagte greep en balans deur vinnige swiepe.

Die opgekikkerde Kiger is 'n uitstekende alternatief vir jong en klein families wat bekostigbare en ekonomiese vervoer soek vir die daaglikse sloervervoer werk en kerk toe. Tog kan dit ook ma se krooskarwy doen en boonop naweke die agter grondpaaie hanteer vir 'n piekniek of kuier in die platteland.

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QJMOTOR

SRT 700 SX

*Groot avontuur
teen 'n verrassende prys*

Artikel en Fotos: Johann van Tonder

Die middelgewig-avontuurmark in Suid Afrika is tans een van die mees mededingende segmente in die bedryf. Met reuse soos die Yamaha T7 en die Honda Transalp wat die pas aangee, moet 'n nuweling regtig iets besonder bied om die aandag te trek. Nou het 'n nuwe speler sy naam hier begin vestig, die QJMotor SRT 700 SX.

Die eerste ding wat opval as jy voor die SRT 700 SX staan, is die bougehalte. Die "C-woord" (China) dra dikwels 'n stigma van swak plastiek en twyfelagtige afwerking, maar QJMotor het duidelik besluit om daardie persepsie die nek om te draai. As jy die komponente van nader bekyk, sien jy kwaliteit: Brembo vir die remme, Marzocchi vir die ververing, en Bosch vir die ABS-stelsel.

Maar die verrassing is hoeveel toerusting standaard kom. Daar is 'n groot TFT-skerm, volledige LED-beligting, banddrukmonitering en selfs USB-laai-punte vir jou selfoon of GPS. Voeg daarby verhitte handvatsels en sitplekke, 'n verstelbare windscherm en selfs 'n volledige stel aluminium-tasse (panniers en 'n top-boks). Dit is basies 'n "koop-en-ry" pakket wat jou tienduizende rande spaar op bykomstighede wat jy gewoonlik ekstra sou moes bykoop. Onder die tenk is 'n 698 cc parallel-tweecilinder enjin wat 70 perdekras en sowat 70 Nm wringkras lewer, gekoppel aan 'n seshangratkas. Op die pad voel die enjin glad en toeganklik. Dis nie 'n vuurspuwende sportfiets nie, maar die krag kom mooi lineêr in, veral teen middeltoere waar 'n avontuurfiets die

meeste van sy werk doen. Vir langpadtoer en grondpaaie is dit presies die soort karakter wat jy wil hê.

Op die pad voel die fiets stabiel en voorspelbaar. Die 19-duim voorwiel en 17-duim agterwiel kombinasie gee 'n goeie balans tussen teerpad en grondpadvermoë. Dis nie 'n hardebaard enduro nie, maar vir lang grondpad toerdae werk die pakket baie goed. Die groot 19,5 liter brandstoftenk beteken ook dat jy behoorlike afstande kan aflê tussen vulstasies. Die sitposisie is regop en gemaklik, met goeie beskerming teen die wind.

Die QJMotor SRT 700 SX wys hoe vinnig Chinese vervaardigers besig is om die spel te verander. Dit is nie meer bloot bekostigbare fietse nie, dis goed toegeruste, volwaardige mededingers.

Ja, die handelsmerk het nog nie dieselfde reputasie as die Japannese reuse nie. Maar as jy kyk na die vlak van toerusting en komponente is die SRT 700 SX moeilik om te ignoreer. En dan is daar die pryspunt. Daar is nie mededingers naby hierdie prys nie. Vir ryers wat 'n middelgewig avontuurfiets soek wat kan toer, grondpaaie ry en dit alles doen sonder om die bank te breek, is hierdie QJMotor beslis 'n opsie. En met KMSA se rugsteun agter die handelsmerk, is dit nie net 'n goeie koop nie, maar ook 'n veilige een.

Die QJMotor SRT 700 SX verkoop vir R129 995-00 wat insluit 'n 3 Jaar / 30 000km waarborg.



VESPA TAP

156 and 159

Artikel: Koos Barnard

Piaggio, die vervaardiger van die Vespa, was nog nooit bang om die onbekende aan te durf as daar 'n behoefte is nie. Dit kom 'n mens gou agter as jy deur die Piaggio museum stap in Pontedera, Italië. Hier sien mens 'n hele paar vreemde 2-wiel rygoed in die Vespa vertoonsaal.

Onder andere is daar 'n Vespa met 'n kanon op en onmiddellik neem 'n mens aan dat dit seker maar gemaak is vir een of ander fliek. As jy egter die inligtingstuk lees, kom jy gou agter dat hierdie die Vespa TAP 156 is. Daar was ook 'n 159 later, die syfers na die 1, dui op die jaartal waarin die Vespas gebou was. (1956, 1959)

Na die 2de Wêreld Oorlog, het die Franse Weermag 'n behoefte gehad na 'n ligte tank afweer voertuig wat vining en presies ontplooi kon word in oorlog situasies. Piaggio het voorgestel dat die Vespa 150 gebruik word as die basis vir hierdie beoogde voertuig. Die plan was om hierdie voertuie en die "paratroopers" (soldate) met valskerms uit vliegtuie te ontplooi. Die Vespa sou toegerus word met 'n 75mm terugslaglose (recoilless) geweer daarop. Op die ou einde was die US vervaardigde M20 geweer gebruik. Hierdie geweer was in staat om deur

100mm staal te penetreer.

Ateliers de Construction de Motorcycles et Automobiles of te wel ACMA, wat op daardie stadium Vespas onder lisensie in Frankryk vervaardig het, het toe hierdie Vespas gebou. Die grootste werk was om die struktuur en wiel vellings te versterk om die inpak van 'n valskerm val te demp en om die geweer en voetstuk te dra oor rowwe tereen.

Die TAP kon die soldaat, voetstuk, 6 rondtes ammunisie en 2 x 5 liter houers petrol dra. Daar was ook die opsie om 'n eenwiel sleepwa te trek waarop nog petrol saam gesleep kon word, sou dit nodig wees. Die Vespa kon 'n snelheid van 66 km/uur haal op goeie tereen en 'n afstand van 200 km bereik. Die geweer kon nie vanaf die Vespa gevuur word nie. Dit moes eers op die voetstuk gemonteer word. Die voetstuk was gedra onder die sitplek van die Vespa.

Daar bestaan nie veel aangetekende geskiedenis oor die operasionele gebruik van hierdie "Bazookas" nie. Daar is wel video materiaal wat verfilm was tydens toets operasies. Heelparty van hierdie Vespas was al gevind in verskillende grade van verval, maar daar is klubs wat dit versamel en herstel. Hierdie vergete Vespas het groot versamelwaarde.





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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 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 GLAMT FROM R185 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



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



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 HYUNDAI GRAND I10

A/C, P/S, C/L, E/W, ABS/EBD, AIR BAGS, RADIO/CD/MP3/AUX/USB/BLUETOOTH, REAR VIEW CAMERA PARK ASSIST.

1.0 MOTION/PREMIUM FROM R206 900

1.2 PREMIUM (AUTO) 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



2025 HYUNDAI EXTER 1.2 PREMIUM

A/C, P/S, C/L, E/W, MFS, AIRBAGS, ABS/EBD, INFOTAINMENT SYSTEM WITH RDS/MP3/AUX/USB, ALARM/IMMOBILISER.

MANUAL FROM R223 900

AUTOMATIC FROM R239 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 TGDI 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 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

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