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JETOUR T2 2.0 XWD XPLORA



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indrukwekkend

Die nuwe Jetour T-reeks het die Suid-Afrikaanse mark getref met 'n treffende ontwerp wat duidelik teen gevestigde 4x4-reuse mik. Hul aggressiewe pryse en unieke 10-jaar enjin-waarborg maak hulle die nuwe uitdager vir avontuurlustige Suid-Afrikaners.

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BMW 7-SERIES

06



911 GT3 S/C

07



QJ MOTOR SRT900

10



LC PRADO

10



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HIDDEN RIDES

of the

GARDEN Route

Article: Johann van Tonder

When most people think of the Garden Route, the same names usually come up:
Swartberg Pass, The Hell, 7 Passes, Montagu Pass, Seweweekspoort, Prins Alfred's Pass.
They're famous for good reason - sweeping views, dramatic climbs, and a solid place in South Africa's travel lore.
But here's the thing: beyond the "bucket list" routes lies another world of gravel tracks, forgotten passes, and back-roads that few ever ride or drive. These are the hidden veins of the Garden Route, where adventure isn't measured in kilometres but in the dust on your boots and the stories you'll take home.
Honda Wing George in collaboration with Trailrider Media will be bringing a publication about those lesser-known treasures - roads with names that roll off the tongue like secrets:
Paardepoort, Oude Muragie, Kammanassie, Attakwaskloof, Gysmanshoek, Duiwelspiek, Bosluiskloof. Some cut through thick indigenous forest, others snake across barren mountains, and a few dive into valleys where time seems to have stood still.

These are not highways. They are tracks made for **4x4s, SUVs and motorcycles**, for travellers who like their coffee with a bit of dust and their scenery with a touch of the unexpected. Each route has its own character - from gentle meanders where the air smells of fynbos, to rugged climbs that test your gears and your nerves.

This is your invitation to clients of Honda Wing George to discover a different Garden Route - one that whispers instead of shouts, one that rewards curiosity and rewards those who wander a little further.

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of the

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Die T2 se voorkoms tref die oog met 'n aggressiewe voorkant en boksagtige ontwerp. Van agter beskou is daar ooglopende trekke na die Land Rover Defender.

**Artikel:
Dirk Gallowitz**

PRYSE:

**Jetour T2 2.0T
Xplora 7DCT
4WD:
R639 900**

Insluitend 'n 7 jaar/200 000km waarborg, 'n 10 jaar/1-miljoen km enjin waarborg vir die eerste eienaar asook 'n 7 jaar/75 000km diensplan.

2026 JETOUR T2 2.0 XWD XPLORA



Verrassend indrukwekkend

Net meer as 'n jaar nadat die Chinese handelsnaam Jetour, 'n sub-divisie in die Chery Holding Group stal, die Suid Afrikaanse motortoneel betree het met die Dashing en X70 Plus, het Jetour Suid Afrika die T-reeks in November 2025 plaaslik bekendgestel met twee modelle, naamlik die T1 en T2 kompakte sportsnutse.

Die T2 is effe groter as die T1 met beide modelle wat verskeie afwerkingsvlakke aan kopers bied. Ons het onlangs die topmodel T2 2.0T XWD Xplora vir 'n week bestuur en was aangenaam verras.

Die T2 se voorkoms tref die oog met 'n aggressiewe voorkant en boksagtige ontwerp. Van agter beskou is daar ooglopende trekke na die Land Rover Defender. Die ontwerp is duidelik avontuurgerig en met 'n grondvry-hoogte van 220mm sal veldry liefhebbers sekerlik die moontlikhede van ruwwer terrein wil ondersoek. Die laairuimte is 580liter, wat tot 1494 liter vergroot as die agtersitplekke platgevou word.

In die plaaslike marksegment sal die T2 kompeteer met GWM

se Tank300 of selfs die Toyota Fortuner, maar die grootste verskil is dat die Tank en Fortuner 'n bak op leerraam ontwerp is, terwyl die Jetour 'n "Monocoque" sportsnuts soos die Land Rover Defender is. Terwyl die Jetour nie ontwerp is om lae strek uitdagings in die veld te oorwin nie, beskik dit nietemin oor 'n meganiese slot vir die agterste ewenaar. Die totale visuele impak is doelgerig veldry en het baie aandag getrek en belangstelling ontlok tydens ons toetsweek.

Die T2 se kajuit is verbasend ruim met bogemiddelde been-spasie vir die agterste insittendes. Verder is die moderne kajuit ergonomies goed uitgelê en uitstekend toegerus. Die bekleeëdsel en ander materiale in die kajuit vertoon luuks en is goed afgewerk. Die Jetour 2.0T Xplora XWD soos getoets was omvattend toegerus met ondermeer 'n 15.6 duim volkleur raakskerm waarop alle rit- en voertuiginfo beskikbaar was insluitend die kommunikasie- en 9-luidspreker Sony klankstelsel. Die stelsels is ook koordloos geïntegreer met AppleCarPlay en Android Auto koppeling. 'n 540-grade kamerastelsel, agterste parkeersensors, band-

drukmonitor, glassondak en outomatiese LED hoofligte asook 'n dakrak is standaard ingesluit.

Ons toetsmodel Jetour T2 Xplora XWD was toegerus met 'n 2.0 liter turbopetrol enjin wat 180kW en 375Nm se piekkragte lewer. Aandrywing is na al vier die wiele met behulp van 'n 7-gang dubbelkoppelaar outomatiese ratkas. Verder het ons toetsmodel ook beskik oor Jetour se "XWD" 4-trek stelsel met hulp van 8 aandryf modusse. Ons brandstof verbruik na ongeveer 1200km in 'n gekombineerde siklus van ooppad, stadsverkeer en grondpad ry was 8,7L/100km, wat verras het.

Die Jetour T2 Xplora soos getoets is ideaal vir ligte veldry avonture eerder as om soos Kingsley Holgate of Livingston die ongetemde boendes te gaan probeer tem. Die ratkas en enjin werk uitstekend en saam met die intelligente Borg Warner XWD 4trek stelsel en met 8 modusse om van te kies, is die Jetour T2 Xplora gemaklik in die veld waar baie in sy segment dit nie gaan maak nie. Met uitdagings wat grade 3, 4 of 5 veldry roetes bied waar 'n lae-strek stelsel se tegniese ver-

moës benodig word, gaan die T2 Xplora heel waarskynlik suksel. Die Fortuner en Tank 300 se diesel enjins met hoë vlakke van wringkrag teen lae enjin toere bly maar die beter opsie vir veldry. Ons T2 toetsvoertuig het egter uitstekend op teer- en grondpad roetes gegaan met lae geraasvlakke wat wind, pad en enjin geraas in die kajuit betref en vaar beter as meeste teenstanders wat in dieselfde segment meeding. Hantering, ritdinamika, greep en balans is gemiddeld tot beter vergeleke met die mededingers. Prys en waarborge maak die T2 Xplora egter 'n beter opsie met beter waarde vir geld. Ons kan verstaan hoekom die Jetour tans so goed verkoop in Suid Afrika.



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Building Dreams in the Garden Route

Kelston Group Launches **BYD Knysna**

Article: Johann van Tonder

The Garden Route's motoring landscape continues to evolve, and the latest sign of that change is the opening of the new BYD Knysna dealership by the Kelston Motor Group.



Situated on Main Road in Knysna, the new dealership strengthens BYD's growing footprint in South Africa and gives local buyers easier access to one of the world's fastest-growing new-energy vehicle brands. For many South Africans, BYD is still a relatively new name, but globally the Chinese manufacturer has become a major player in the electric and plug-in hybrid vehicle market. The brand has gained attention for combining modern technology, impressive specification levels and competitive pricing, particularly in the EV and hybrid sectors.

The new Knysna dealership joins Kelston's expanding BYD network, which already includes branches in George, Gqeberha, East London and Jeffreys Bay. Visitors to the new facility can expect to get up close and personal with BYD's acclaimed local lineup including vehicles such as the Dolphin hatchback, Atto 3 SUV, Seal sedan, Shark 6 bakkie and the new Sealion range of plug-in hybrids. The new dealership is expected to focus strongly on customer education and test-drive experiences, helping buyers better understand the realities

of EV and hybrid ownership in South African conditions. That remains an important part of the process, especially for motorists making the jump to electrified motoring for the first time. Whether EVs become mainstream quickly or gradually, one thing is clear: brands like BYD are no longer future players waiting in the wings. They are now firmly part of the local motoring conversation. And while transitioning to an electric vehicle can be daunting, the Kelston Group's involvement provides a vital layer of trust. With their decades of experience in the South African

motor industry, they understand that a car is only as good as the service behind it. Whether you're a lifelong petrolhead curious about the "instant torque" lifestyle or a dedicated eco-warrior looking for your next zero-emission ride, the new BYD Knysna dealership is set to become a landmark for the future of motoring in the Southern Cape. The dreams are built; now, it's time to drive them.



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* Figures vary across the range.



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BMW 7 Series

The Flagship Leaps Into the Future

The BMW 7 Series has long served as the benchmark for Munich's engineering prowess, but the seventh-generation model, set to arrive in South Africa in the fourth quarter of 2026, represents more than a mere facelift. This is the most extensive update in the nameplate's 49-year history, serving as a bridge to the upcoming "Neue Klasse" era.

Visually, the new 7 Series adopts a monolithic design language that demands attention. The exterior is defined by the illuminated "Iconic Glow" kidney grille and minimalist crystal headlights, creating a presence that is imposing without being cluttered. Local models will ride on 21-inch wheels as standard (featuring run-flat technology), though 22-inch factory options are now available for those seeking a more planted

stance. Inside, the cabin has been transformed into a digital sanctuary. The standout feature is the new BMW Panoramic iDrive, which includes a dedicated passenger screen and the massive 8K Theatre Screen for rear occupants. It is a space designed equally for the driver and the chauffeured, utilizing a blend of leather, wood, and crystal glass to maintain a premium, tactile feel.

BMW continues its "technology openness" by offering a diverse range of powertrains. South African buyers can look forward to the 740i and 740d xDrive combustion engines, the M760e xDrive plug-in hybrid, and the fully electric i7 50 xDrive. The electric flagship now boasts a range exceeding 600 km (WLTP), thanks to new cylindrical battery cells that improve energy density and charging efficiency.

Under the skin, the 7 Series retains its dual personality. Standard two-axle air suspension ensures the wafting ride quality expected of a luxury limo, while Integral Active Steering provides the agility of a much smaller car. It remains a sophisticated tool for the long-haul South African commute, blending peak comfort with genuine driving engagement.



Geely E2

The conversation around electric vehicles (EVs) in South Africa is shifting from "when" to "how much." While high-end luxury EVs have dominated the local narrative, the arrival of the Geely E2 marks a significant turning point.

It is a compact, rear-wheel-drive hatchback that bypasses the usual corporate fluff and delivers exactly what urban commuters need: a practical, zero-emission tool at a price point that finally competes with traditional internal combustion cars.

Priced from R339,900 for the Aspire and R389,900 for the Apex, the E2 is positioning itself as the most accessible entry point into the EV market. For the Garden Route commuter or the city dweller, the 325 km (WLTP) range is more than sufficient for a week of typical driving. Power comes from an 85 kW motor paired with a 39.4 kWh Lithium Iron Phosphate (LFP) battery, a chemistry known for its durability and safety. On the road, the E2 prioritizes efficiency and urban agility. It manages the 0 to 50 km/h sprint in 4.6 seconds, making it punchy enough for traffic

gaps, though its 130 km/h top speed reminds you its natural habitat is the suburbs rather than the long-haul national roads.

The interior layout is surprisingly generous. Because it is built on a dedicated EV platform, the floor is flat, maximizing legroom. Practicality is a highlight: you get a 375-litre boot and an additional 70-litre "frunk" under the nose, perfect for storing charging cables. The tech suite is modern, featuring a 14.6-inch touchscreen and full smartphone integration.

If you opt for the Apex, the package rounds out with vegan leather, a 360-degree camera, and a full suite of driver assistance systems. With an 8-year battery warranty and an included home wallbox charger, Geely is making a strong case for South Africans to finally make the switch.

JAC Motors Launches Fuel-Efficient T8 DOUBLE CAB

PRICED AT R349,900

The South African bakkie market is famously brand-loyal and highly competitive, but as fuel prices and living costs continue to climb, the conversation is shifting toward the bottom line.

JAC Motors has leaned into this reality with the launch of the T8 2.0L CTi Comfort, a derivative that officially takes the title of the lowest-priced double cab in the country.

At R349,900, the T8 Comfort isn't just a budget play: it is a calculated move to capture entrepreneurs and fleet owners who need a multi-passenger workhorse without the premium "lifestyle" price tag. While the price gets you through the door, the real story for the long-term owner is the fuel efficiency. In recent testing at the Gero-tek facility, the T8 managed a notable 6.1 L/100 km at a steady 115 km/h, suggesting that the 1,100 km range from its 76-litre tank is a realistic target for careful drivers.

duc- ing 104 kW and 320 Nm. Paired with a six-speed manual gearbox, the power delivery is geared toward steady torque rather than high-speed performance, making it well-suited for hauling its 900 kg rated payload or towing up to 2,000 kg (braked).

Inside, the cabin avoids the "stripped-out" feel often found in entry-level workhorses. Standard features include air conditioning, cruise control, leatherette seats, and a multifunction steering wheel. With over 70 dealers across Southern Africa and a 5-year/100,000 km warranty, the T8 Comfort offers a grounded, practical alternative for those who prioritize utility over badge prestige.

Under the hood sits the proven 2.0-litre common-rail turbo-diesel engine, pro-





THE NEW

911 GT3 S/C

Wind in the Hair, 9,000 RPM in the Ears! For years, the purist's recipe for the perfect 911 has been a simple one: a naturally aspirated engine, a manual gearbox, and a relentless focus on weight reduction. Usually, this formula is reserved for the track-ready Coupés, but Porsche has just broken its own mould. The new 911 GT3 S/C arrives as an open-top athlete that blends the mechanical soul of the GT3 with the freedom of a cabriolet.

By combining a fully automatic roof with a high-revving 4.0-litre flat-six, Porsche has created something rare: a convertible that refuses to compromise on its GT credentials. Porsche has obsessed over the scales to ensure the S/C remains agile. Despite the addition of the hydraulic roof mechanisms, the car weighs in at just 1,497 kg. At the heart of the experience is the 4.0-litre boxer engine. Delivering 375kW

and 450Nm of torque, it is a unit that lives for the upper reaches of the rev counter. With the roof down, the acoustic experience is intensified, allowing the mechanical howl of the flat-six to fill the cabin as it climbs toward a 9,000 rpm redline. True to its "Street Classic" (S/C) moniker, the car is available exclusively with a short-ratio six-speed manual transmission. There is no PDK option

here: this is a car for those who want to be physically involved in the process of driving. It will reach 100 km/h in 3.9 seconds and top out at 313 km/h, but the numbers are secondary to the tactile feel of a short-throw gear lever and a perfectly weighted clutch. The interior is a balance of "GT" minimalism and premium finishes. It remains a strict two-seater, swapping rear seats for a lightweight bulkhead.

Standard Sports Seats Plus keep you braced through the corners, though carbon-fibre buckets are available for those wanting the full racing feel. For the South African enthusiast who values the journey over the destination, it might just be the ultimate way to experience our coastal roads.



Subaru

OUTBACK

The Subaru Outback has spent three decades carving out a niche as the thinking person's alternative to the traditional SUV.

While it was once a raised wagon, the seventh-generation model (arriving locally in late 2026) has fully transitioned into SUV territory.

International markets are already weighing in, with the latest iteration picking up "Best New Car" accolades and top-tier safety ratings from the IIHS in the United States.

For the South African owner, the Outback's appeal has always been its "go-anywhere" utility without the cumbersome footprint of a ladder-frame 4x4. The new model retains the core mechanical layout that defines the brand: a Boxer engine paired with Symmetrical All-Wheel Drive. Globally, two powertrains are available:

- **2.5-litre naturally aspirated Boxer: 137 kW and 254 Nm.**
- **2.4-litre turbocharged Boxer: 194 kW and 382 Nm.**

Both engines utilize the Lineartronic CVT, a transmission Subaru has re-

fined over years to better mimic the steps of a traditional automatic under hard acceleration. Safety remains a non-negotiable cornerstone for the brand. The new Outback features the latest version of EyeSight Driver Assist technology, which acts as a second set of eyes for the driver by monitoring traffic, pedestrians, and cyclists. This system, combined with the inherently stable low centre of gravity provided by the flat-four engine, makes it one of the most composed vehicles in its class when the weather turns or the tar ends. While local specifications and pricing will only be confirmed closer to the fourth-quarter launch, the Outback's evolution suggests a vehicle that is more rugged than before, yet remains focused on the practical, everyday usability that South African families expect. It is a calculated move to keep the nameplate relevant in a market increasingly dominated by aggressive SUV styling.

LDV STRENGTHENS

COMPREHENSIVE

WARRANTY PACKAGES

With so many new models, options and quality vehicles available in South Africa, the warranty that a brand offers is becoming an increasingly important differentiator. Recognising the increasing importance of a stand-out warrantee, LDV South Africa offers one of the most comprehensive warranty packages in the local automotive market.

A consistent warranty foundation is offered across both passenger and commercial vehicles in its range, which includes the LDV T60 bakkie range, Terron 9, LDV panel vans and the LDV D90 family SUV. All models are covered by a comprehensive 5-year / 200 000 km factory warranty and 5-year roadside assistance throughAA.

Supporting ownership plans are also offered, which differ slightly across the range. Passenger models including the T60, T70, D90 and Terron9 include a 5-year / 100 000 km service plan as standard, while commercial vehicles including the G10 and Deliver9 offer an optional service plan that can be purchased separately. Passenger models also benefit from a more

extensive service schedule, including a key 95 000 km major service that covers belt and tensioner replacement. Across the board, the warranty includes full engine and drivetrain cover, which is transferable - a benefit not always offered across the South African automotive market.

The warrantee also extends to specific components with defined terms for items including tyres, batteries, glass and wear-and-tear parts. In addition, all vehicles require a 5 000 km / 6-month run-in service, which includes an initial oil and filter change to ensure long-term reliability. Any spare parts also come with a 12 month / 20 000km warranty, effective from the date of invoice.





FERRARI Purosangue

Quick Specs: Ferrari Purosangue Handling Speciale

Engine: 6.5L V12, Naturally Aspirated
Power/Torque: 533kW @ 7,750 rpm / 716Nm
Performance: 0–100 km/h in 3.3 seconds, Top Speed > 310 km/h

The Ferrari Purosangue already stands alone in the motoring world as a high-riding thoroughbred that refuses to be called an SUV. However, for those who find the standard setup a bit too compliant Maranello has introduced the **Handling Speciale** configuration. This isn't a new model, but a factory-fitted package designed to tighten the Purosangue's reflexes without stripping away its ability to serve as a genuine four-seater daily driver. The heart of the Handling Speciale lies in the recalibration of Ferrari's sophis-

ticated active suspension system. By fine-tuning how the car manages weight transfer, engineers have managed to reduce body movement by 10%. On the road, this translates to a more "compact" feel, making a sizeable vehicle feel significantly more agile when transitioning through successive corners. The steering and mechanical responses have been sharpened to feel more direct, ensuring that the Purosangue reacts with more urgency to driver inputs. It is a setup clearly aimed at the owner who prioritizes driver

engagement over ultimate waft-ability. The 6.5-litre naturally aspirated V12 remains the star of the show, delivering 533kW and 716Nm. In this configuration, the eight-speed dual-clutch gearbox has been remapped for more decisive, aggressive shifts, especially when the Manettino is toggled to 'Race' or 'ESC Off'. When you're working the paddles in manual mode above 5,500 rpm, the gear changes are notably crisper. To match the increased urgency, the cabin sound has been revised. The V12 soundtrack is now more pronoun-

ced at startup and under hard acceleration, providing a constant acoustic reminder that there are twelve cylinders working under that long hood. Ferrari continues to include its seven-year Genuine Maintenance programme, covering regular service intervals (20,000 km or once a year). This remains a strong selling point for local owners, providing peace of mind that the high-revving V12 is being looked after by Maranello-trained technicians.



Chery unveils all-new TIGGO V at Auto China 2026

Chery has unveiled the all-new Tiggo V at Auto China 2026 in Beijing, marking a significant step forward in flexible, multi-purpose mobility. Designed to redefine family mobility, the Tiggo V introduces a highly adaptable vehicle concept that seamlessly transitions between multiple body styles. With flexible seating configurations, it is engineered to function as an SUV, MPV, or even a bakkie, offering a versatile solution for modern lifestyles. With a focus on practicality and innovation, the Tiggo V combines comfort, advanced intelligent technology, all-terrain capability and strong fuel efficiency. These are key considerations for South African motorists navigating rising fuel costs and varied driving conditions. "The Tiggo V reflects a deep understanding of how South African customers use their vehicles," says Verene Petersen, National Marketing and Communications Manager for Chery South Africa. "It is not just about getting from A to B; it is about having a vehicle that supports every part of your life-

style. Whether for work, leisure or family commitments, the Tiggo V is designed to provide flexibility, value and peace of mind." The adaptable design allows the Tiggo V to transition between multiple roles, offering a compelling solution for families seeking versatility without compromise. Its introduction also reinforces Chery's commitment to innovation and customer-focused mobility solutions in both global and local markets. The Tiggo V builds on the success of the Chery Tiggo 4 Pro, which has quickly become a strong contender in South Africa's compact SUV segment. Since launching in late 2021, it has grown into one of the brand's top performers, with over 18,000 units sold in 2025, making it the fourth best-selling passenger vehicle in the country.

The final model name for the South African market, along with local specifications and timing, will be confirmed in the coming months.

Jetour T-Series i-DM The Boxy Off-Roader Finds its Spark

Since Jetour landed on South African soil in late 2024, the brand has moved with an aggression rarely seen in the local market.

After shifting over 4,500 units of the petrol-powered T-Series in just six months, the manufacturer is now doubling down on its "Travel+" philosophy by introducing the T1 and T2 i-DM (Intelligent Dual Mode) plug-in hybrids. The headline figure here is a combined power output of 265kW. What makes the i-DM system particularly relevant for South African long-distance travel is the claimed 1,200km total range. By pairing a traditional combustion engine with a high-capacity battery, Jetour has addressed the primary concern of local EV adoption: range anxiety. You can whisper through the streets of George on pure electric power during the week, then head into the Karoo without scouting for a charging station every two hours.

The T-Series i-DM is designed to be lived with. Key highlights include Fuel Consumption with potential for as low as 1.1L/100km depending on battery usage. DC fast charging can take the

battery from 30% to 80% in under 30 minutes (roughly the time it takes for a coffee stop at a farm stall). An onboard system automatically manages the transition between petrol and electric power to optimize efficiency based on your driving style. Visually, the T1 and T2 retain the bold, boxy silhouette that has made them a hit with buyers looking for a "defenderesque" aesthetic without the astronomical price tag. The rugged exterior is balanced by a tech-heavy cabin featuring dual-screen displays, wireless charging, and a panoramic glass sunroof. The new models are available immediately across Jetour's 55 national dealerships.

Pricing:
Jetour T1 i-DM: from R689,900
Jetour T2 i-DM: from R779,900





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Toyota Land Cruiser

Prado

Artikel: Dirk Gallowitz

Dis moeilik om te glo dat dit al 15 jaar is sedert die vorige **Toyota Land Cruiser Prado J150** plaaslik bekend gestel is. Daardie model het vir meer as 'n dekade sterk verkoop, ondanks tegnologie wat teen die einde van sy leeftyd begin agterraak het. Dit sê baie van die Prado se naam en reputasie in Suid-Afrika.

Nou is daar 'n nuwe generasie, en dié keer is dit nie net 'n opdatering nie, dit is 'n groot sprong vorentoe. Die nuwe **Toyota Land Cruiser Prado** staan op dieselfde GA-F platform as die **Toyota Land Cruiser 300**, wat beteken beter strukturele styfheid, meer moderne dinamika en groter verfyning. Hy sit steeds onder die LC300 in die reeks, maar bied baie van dieselfde luukse en vermoë teen 'n meer bekostigbare prys. Onder die enjinkap kry jy 'n bekende 2.8 GD6 turbodiesel, maar hier met 150 kW en 500 Nm. Op papier lyk dit dalk effens minder indrukwekkend as sommige mededingers, maar in praktyk pas dit die Prado se karakter goed. Die kraglewering is glad en lineêr, en op die oop pad voel die voertuig ontspanne en

stabiel. Selfs teen 100 km/h is daar genoeg reserwe vir verbysteeke. Brandstofverbruik van om en by 7.1 L/100 km tydens ons rit is ook indrukwekkend vir 'n permanente 4x4. Die nuwe 8-spoed outomatiese ratkas maak 'n groot verskil. Ratwisselings is gladder en die kajuit voel stiller en meer verfyn as voorheen. Dit dra by tot die Prado se gevoel as 'n langafstand-toerder eerder as net 'n harde veldryer. Op die pad is die verskil tussen oud en nuut duidelik. Die nuwe Prado rol en leun minder in draaie en voel baie meer seker op sy voete. Modelle soos die VX-R en First Edition kry 'n verstelbare stabiliseerderstang wat wielartikulasie vir veldry verbeter, maar ook stabiliteit op teer verhoog. Dis 'n slim stelsel wat die Prado meer veelsydig maak as ooit

tevore. Van die teer af bly die Prado in sy element. Of dit nou sand, grondpaaie of tegniese terrein is, die voertuig voel byna onaantasbaar. Ja, daar is baie knoppies en instellings, maar die Multi-Terrain Select-stelsel maak dit eenvoudig deur die regte modus vir sand, modder of klippe te kies. En as dinge skeefloop, is daar Crawl Control, wat teen baie lae spoed outomaties traksie bestuur om jou los te kry. Dis iets wat jy moet sien om te glo. Prakties gesproke is die nuwe Prado groter as voorheen, met meer kajuit- en bagasieruimte. Die derde ry sitplekke vou nou elektries op hoër spesifikasie modelle, wat dit makliker maak om tussen passasiers- en laaimodus te wissel. In vyfsitplek-konfigurasie is die

bagasieruim besonders ruim. Binne is daar genoeg tegnologie om by die moderne mark te pas, sonder om oorweldigend te wees. Die meeste modelle kry 'n groot infotainment-skerm, draadlose Apple CarPlay en Android Auto, asook verhitte en geventileerde sitplekke. Pryse begin by **R1 296 300** en styg tot net onder R1.5 miljoen vir die First Edition. Elke model kom met 'n 3 jaar/100 000 km waarborg en 'n 9-diens/90 000 km diensplan. Die nuwe Prado is nie net 'n opvolger nie, hy is meer modern, meer verfyn en steeds ongelooflik bekwaam. Vir baie Suid-Afrikaners bly dit die maatstaf vir 'n luukse 4x4 wat werklik alles kan doen.

QJMOTOR SRT 900SX

Article: Brian Cheyne



At the beginning of the year, QJMOTOR was officially launched in South Africa by KMSA Distributors. The same company that imports Kawasaki, SYM, KAYO, LIFAN and BRC MOTO. At the launch event, we were told that the pricing on the bikes will be aggressive, but to be honest, we were not expecting just how aggressive it will be. They launched a total of seven new models, two of which are in the adventure category. One is a 700 cc and the other a 900 cc. Both bikes have parallel twin engines and a long list of standard equipment. The first one I got to ride was the SRT 900 SX. The SRT has all the adventure bike cues, including spoked wheels and the

ubiquitous beak. At only R169 995 you will be excused for thinking that the quality will be lacking. That could not be further from the truth! Die bike is equipped with fully adjustable Marzocchi suspension, and Brembo brakes. It does not stop there either. The price includes the full set of aluminium panniers and top box. These boxes are lined, and the top box lid has two small pockets built in. It also comes standard with a heated rider seat, heated grips, cruise control and blind-spot warnings in the mirrors. There is even a dedicated camera in the front mudguard that acts as dashcam. If you connect it via the app, you can control the recording of you ride, and it even records your voice. When you sit on the bike, the seat feel

plush and comfortable and the substantial, 24 litre fuel tank rises up quite high making you feel like you are sitting 'in' the bike, rather than 'on' it. You also feel the 257 kg of weight. The bike feels heavy, but that is almost par for the course in this category. The dashboard is a TFT unit that displays all the important information. On the road, the SRT feels very good, and the suspension does a good job of keeping the SRT tracking true. The engine delivers 70 kW of power and 90 Nm of torque, and has enough grunt to make it an enjoyable ride. In my opinion, the fueling needs some work, especially at low speeds. Once you open the throttle, though, the 904 cc engine really pulls well, and the bi-directional quickshifter works smoothly.

Looking at the SRT then, it will make a wonderful companion on long rides with two up. With the big tank you will go far between fill-ups, so it is a good thing the seat is so comfortable. Even though it has a 19” front, the bike’s weight might make you hesitant to venture too far off the beaten track. The bike does have its quirks, but at that price, you are getting a lot of motorcycle.



SWIFT

R10 000
DEAL ASSIST





Article: Richard Wiley

Motor industry sleuths will almost certainly know that Audi's marketing gurus in Ingolstadt got themselves into a bit of a badging pickle at the time everyone thought EVs would begin ruling the roost.

Audi A5 Sedan

TFSI 200kW quattro Black Edition S tronic

In fact, they saw a need to assign even model numbers to EVs and odd numbers to ICE models and that meant the apparent end of the model range carrying a “4” on the rump if a dirty old combustion engine was assigned to do duty.

In many respects, it was the A4 that was seen as the backbone of the brand so the pending erasure of history as far as ICE models were concerned was a tad hard to fathom. Indeed, with the benefit of hindsight, Audi's hierarchy obviously came to the same conclusion and subsequently announced an “as you were” model ID system, but this announcement was too late to keep the letter “5” from being attached to the then newest model range which would normally be identified with a “4”. Talk about being at sixes and sevens!

This rather lengthy introduction has been slipped in to explain how the A5 badge found its way onto what is a supremely elegant but enormously practical liftback that doesn't strictly replace what you knew as the A5 of yore. Badging aside, I simply have to disclose that I see this newcomer through rose tinted spectacles as its low-slung disposition, sweeping roofline and well-defined haunches struck a chord with not just me but half the occupants of the estate on which I reside. Maybe the stunning but optional Ascari Metallic Blue paintwork added to the visual appeal as did the carbon fibre mirror housings, the huge red brake calipers and the optional 20-inch Audi Sport alloys that house 245/35 rubber. I don't think I've ever hosted a press car that attracted so much attention since the diminutive Alfa Romeo 4C about 12 years ago!

If models such as the TT and the R8, not to mention huge one-piece grilles, set Audi design apart all those years ago, it was the company's mastery of interior detailing that scaled new heights and which established this brand, without question, as THE established purveyor of classy interiors. It wasn't just the quality of the materials or the precision with which components fitted together that stood out though. It was detail execution sourced in classy touches such as knurled switch gear, dimpled metal trim embellishers, the

stitching used on seating (eg: baseball stitch), the avoidance of pseudo metal detailing and so on.

This made the detail elements of this A5's interior especially interesting and on that score, it's pleasing to report that notable niceties included (optional) electric steering wheel adjustment, fully trimmed interior window frames, metallised pedals and lots of soft touch surfacing in the upper regions, along with the incorporation of alcantara-like materials around the midriff. The beautifully trimmed and heavily bolstered (R67 000 optional S pack) sports seats show off their flawless quilted leather coverings to extra good effect thanks to white stitching that breaks up the rather pervasive blackness on show. Cut pile carpeting along with a fine fabric roof lining simply add to the appealing if mildly “technical ambience” which is sourced largely in the provision of not two, but three, large digital displays, part of the R44 000 infotainment package pro. Happily, a separate volume switch for the optional R27 500 B&O sound system is provided. And it is a simple process to call up the variable driving modes on offer.

One of the more interesting, if disturbingly expensive options fitted to this A5 was a panoramic glass roof with switchable transparency that relieves someone's bank account of an eye-watering R38 000, while an auto folding/retracting tow bar commands R21 600. But these pale next to the R100 000 asked for the “tech pro” package that delivers heated seats and steering wheel, fancy digital OLED lights, an enhanced parking system and 360-degree camera, plus a head-up display.

In all, this A5 boasted R396 700 worth of options, a figure that included – I kid you not - R1 000 for a tyre repair kit. Reassuringly, this model incorporates more standard-fit active and passive safety aids than you ever knew existed, so no complaints there, nor with the standard equipment levels, but if this model has attracted your attention, please bury yourself in the Audi configurator to find out just what options you can do without.

As I've clearly indicated, this A5 really is a swoopy looking device, so the ques-

tion to be answered is whether the go matches the show. The familiar VW Group 2.0 turbo 4 lurks under the sleek bonnet and harbours no fewer than 200 kW waiting to be liberated along with a generous dollop of 400 Newtons. All this energy is funnelled through a 7-speed S tronic transmission that in turn delivers to all four flashy wheels via Audi's famed quattro system.

Grip, traction and stability in all conditions are therefore unimpeachable and at higher speeds, even on undulating surfaces, chassis equanimity is enhanced by adaptive damping. Nothing exemplifies a “four-square” feel better than this, while on smooth motorway surfaces, refinement is excellent thanks to effective quelling of external noise generators. Wind and mechanical disturbances (all doors have double seals) are especially well deflected, and that muscular, strong performing engine only betrays its presence at very high revs. Look for 0-100 times in under 6 seconds and for cruising fuel consumption in the mid-8s, rising to 10 in urban use.

I've always been a fan of dual clutch transmissions having owned vehicles so equipped over the last 19 years. I concede that very low speed throttle sensitivity can be an issue, but this aspect has been mitigated over the years, doubtless by revised throttle mapping, and the 7-speeder in this Audi was exemplary. Shifts were fast and smooth and easily influenced by throttle position while the manual override and ability to lock the transmission in lower gears while traversing hilly terrain in particular, provided excellent levels of driver control.

As for the brakes, they proved to be progressively weighted and immensely powerful with none of the early snatchiness once associated with the brand.

This Audi A5 in top spec as tested here could almost qualify as a work of art, so elegantly is it rendered. For sure, Ingolstadt has seriously raised the projected persona of what is really an A4, such that it has its two primary German rivals - C-Class and 3-Series – beaten on pure visual appeal. The problem with this specific model though

is an increasingly common one for European-based manufacturers and that is - guess what? – price. With the extras detailed above, this A4 will strip your account of **R1 678 500**. By contrast, if that's the right description, you can get your hands on an equally pretty A5 S line with 146kW/340Nm for a “mere” R1 123 000. Your neighbours probably won't spot the difference, and your new purchase is still pretty enough to encourage you to set up your bedding in the garage. Sadly, I can only dream!

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ISUZU MU-X

Article: Johann van Tonder

In a market dominated by heavy-hitters like the Toyota Fortuner and Ford Everest, the MU-X has quietly built a loyal following among buyers who value durability, comfort and old-school reliability over flashy gimmicks. And with this latest update, ISUZU has sharpened the formula without losing what made the MU-X appealing in the first place. The front-end styling has been updated with a bolder grille, redesigned LED headlights and revised bumpers that give the SUV a more modern and upmarket appearance. New wheel designs and subtle cosmetic tweaks at the rear help keep the MU-X looking fresh, but thankfully ISUZU hasn't gone overboard trying to turn it into something it's not. Inside, the cabin feels more refined

than before. Higher-spec models now feature improved materials, updated infotainment and additional driver assistance systems. There's a larger touchscreen with wireless Apple CarPlay and Android Auto, along with a cleaner dashboard layout that finally feels properly modern. Importantly, ISUZU has also improved safety technology across the range. Buyers now get a more comprehensive suite of driver aids including adaptive cruise control, lane departure warning, autonomous emergency braking and blind-spot monitoring on selected models. Under the bonnet, the familiar 3.0-litre turbodiesel engine remains the heart of the range, and that's good news. Producing 140kW and 450Nm, it might not dominate the spec-sheet war, but

the engine has earned a strong reputation for reliability and real-world usability. It delivers its power smoothly, works well with the six-speed automatic gearbox and feels perfectly suited to long-distance South African travel. On the road, the MU-X continues to impress with its comfort. It rides softer than many ladder-frame rivals and feels settled on gravel roads, which will matter to buyers who regularly travel outside the cities. Noise levels are well controlled and the driving position is excellent for long journeys. Off-road capability remains a strong point too. The 4x4 models feature low range, a rear diff lock and decent ground clearance, making the MU-X more than capable of handling trails, campsites and rough rural roads. One of the MU-X's biggest strengths is

that it doesn't try too hard. In an era where many SUVs are becoming increasingly complicated, ISUZU has stuck to a proven formula: solid engineering, practical comfort and dependable performance. For families, touring enthusiasts and buyers who plan to keep their vehicle long after the warranty expires, the new MU-X makes a strong case for itself. It may not shout the loudest in the segment, but it remains one of the most sensible and capable large SUVs on South African roads today.



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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 GL AMT 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.

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2024 FROM R299 900

2025 FROM R325 900



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FROM R499 900



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