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HYUNDAI'S DOUBLE ACT

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Hyundai has refreshed its Creta range in South Africa, and the two-model line-up brings an interesting choice: a more affordable family SUV or a considerably more powerful N Line for buyers who enjoy driving. **Read more on Page 3!**

GEELY RIDDARA

10



MITSUBISHI PAJERO

12



VW TUKAN

14



MAHINDRA LIFESTYLER

14



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HONDA WING

ROAD TOUR

heads to George for a big day

Article: Johann van Tonder



The Honda Wing Road Tour 2026 is currently making its way across South Africa and will reach Honda Wing George on Saturday, 3 October, where it will form part of a particularly significant day for local motorcycle enthusiasts.

The visit will coincide with the official launch of the new Honda Wing George dealership, which is set to operate as a flagship Honda Wing facility in the region. The new dealership represents an important investment in the Garden Route motorcycle market and gives local riders access to Honda's latest motorcycles, products and dealership support from a dedicated new home.

At the same time, the George Power Sports dealership will also officially open, adding another important motorcycle and powersports destination to the local market.

The Honda Wing Road Tour itself gives riders and enthusiasts an opportunity to get closer to the Honda motorcycle range, see what is new and spend time with the wider Honda riding community. For anyone considering a new motorcycle, it is also an ideal opportunity to explore the range and speak directly to the people behind the brand.

Adding another layer to the day, the Turkana Challenge 3 prize draw will also take place at the event. After months of riding, exploring and completing challenges, participants will finally find out who walks away with the prizes.

With a national Honda road tour, two dealership launches and the Turkana draw all happening together, 3 October is shaping up to be one of the biggest motorcycle days of the year in George. For Garden Route riders, it should be well worth putting in the diary.

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The updated Creta is not an entirely new generation, but the changes are substantial enough to give it **a different character.**

Article: Carina van Tonder

PRICING:

The entry-level 1.5 Premium CVT costs **R434 900**, which is R44 000 less than the outgoing 2024 model. It uses a naturally aspirated 1.5-litre four-cylinder petrol engine producing 84 kW and 144 Nm, driving the front wheels through a continuously variable transmission. This is the sensible option for buyers who prioritise comfort, predictable running costs and every-day practicality over outright performance.

New Looks, More Tech



for
CRETA
and
STARIA

Hyundai has refreshed its Creta range in South Africa, and the two-model line-up brings an interesting choice: a more affordable family SUV or a considerably more powerful N Line for buyers who enjoy driving. The updated Creta is not an entirely new generation, but the changes are substantial enough to give it a different character. The new front-end styling, revised lighting and redesigned cabin move it closer to Hyundai's latest design language, while the arrival of the turbocharged N Line adds something the outgoing local range lacked. The Creta measures 4 330 mm long and 1 790 mm wide, with 190 mm of ground clearance. That places it firmly in the compact SUV market, competing with vehicles such as the Kia Seltos, Toyota Corolla Cross, Volkswagen T-Cross and an increasingly competitive selection of Chinese alternatives. Standard Premium equipment includes 17-inch alloy wheels, electrically folding mirrors, keyless entry and start, Apple CarPlay, Bluetooth, USB charging and a 4.2-inch driver information display. Safety features include front, side and curtain airbags, stability control, hill-start assistance, tyre-pressure monitoring, ISOFIX mountings and a reversing camera. At R569 900, the new Creta

1.5T N Line DCT is a rather different proposition. Its 1.5-litre turbocharged petrol engine produces 117.5 kW and 253 Nm, paired with a seven-speed dual-clutch transmission. That extra torque should make a noticeable difference in every-day driving, particularly when accelerating onto a highway or overtaking. The N Line also gets a more purposeful appearance, with a satin-black grille, 18-inch alloy wheels, distinctive trim, LED lighting and a panoramic sunroof. Inside, the specification includes leather upholstery, wireless phone charging and a comprehensive driver-assistance package. Adaptive cruise control, blind-spot detection, lane-departure warning, pre-collision assistance and a 360-degree camera are among the highlights. The important distinction is that N Line is not a full Hyundai N performance model. It is a sportier version of a practical family SUV, and that is probably the right balance for most buyers. Both derivatives include a 7-year/200 000 km warranty and 4-year/60 000 km service plan. Hyundai also introduced the facelifted Staria, updating its distinctive people mover with revised styling, a more modern dashboard and improved tech-

nology. The most noticeable exterior changes are at the front, where redesigned bumpers and radiator grilles give the Staria a cleaner appearance. The signature horizontal daytime running light has also been revised, while new wheel designs and an updated rear bumper complete the refresh. Inside, the biggest improvement is the move to two 12.3-inch displays, replacing the previous 10.25-inch screens. A redesigned centre fascia, updated dashboard and new steering wheel bring the cabin more in line with Hyundai's latest models. The familiar 2.2-litre turbodiesel remains, producing 130 kW and 430 Nm, paired with an eight-speed automatic transmission. Hyundai quotes fuel consumption of approximately 8 L/100 km.

The range covers both **commercial** and **passenger** transport needs, with five derivatives available. The 3-seater Panelvan sells from **R719 900**, the 9-seater Executive from **R959 900** and the flagship Luxury model tops out at **R1 324 900**. All models include a 7-year/200 000 km warranty. Executive and Elite derivatives receive a 6-year/90 000 km service plan, while the Luxury gets a 7-year/105 000 km plan.



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2026 RENAULT DUSTER

Artikel:
Dirk Gallowitz

MOOIER, BETER EN
MEER BEKOSTIGBAAR

Renault SA het onlangs sy opgedateerde Duster in Suid-Afrika bekendgestel en ons was aangenaam verras tydens die plaaslike bekendstelling in die mooiste Kaap. Die 2026 Duster word gebou in Renault se fabriek in Chennai Indië, wat beteken dat die Roemeense Duster met Europese spesifikasies amptelik iets van die verlede is.

Plaaslik sal die Duster modelreeks beskikbaar wees in vyf variante met 'n keuse van twee enjins en twee ratkaste. Ongelukkig het die einde ook aangebreek en sal daar geen dieselenjin of 4-trek weergawes weer wees nie. Die huidige model met 4-trek aandrywing sal vir die afsienbare tyd egter steeds in die plaaslike mark te koop wees. Die intreemodelle van die nuwe Duster maak gebruik van 'n 1.0-liter turbo-aangejaagde petrolenjin wat 74 kW en 160 Nm lewer. Dit is beskikbaar met 'n 6-gang handratkas. Die tweede opsie is 'n 1.3-liter turbopetrolenjin wat 116 kW en 260 Nm se piekkragte lewer en gekoppel word aan 'n opsie van of 'n 6-gang handratkas of 'n 6-gang dubbelkoppelaar-ratkas, wat Renault as EDC beskryf. Alle modelle stuur die krag na die voorwiele. Kliente kan kies uit vier afwerkings-

vlakke met die goedkoopste Evolution as intreevlak. Daarna is daar twee Techno weergawes met die Techno + 'n nuwe en beter spesifikasie afwerking. Die luukste en topmodel is die Icon en dit was ook die model wat ons tydens die plaaslike bekendstelling bestuur het. Renault het subtiele veranderinge buite aangebring vir 'n meer sportiewe en avontuurgerigte voorkoms met “DUSTER” op die voorste rooster, treffende her-ontwerpte LED-koplige, 'n volwydte LED-ligbalk agter en mooier sierwiele. Binne is die kajuit nou effe groter en aansienlik vernuwe en herontwerp met 'n opgedateerde paneelborduitleg asook 'n nuutontwerpte dubbelskerm-inligtingvermaakstelsel. Verder is veiligheid nie nagelaat nie en die 2026 is toegerus ondermeer met ses lugsakke, stabiliteitsbeheer, heuwelwegtrekhelp,

banddruksensors en 'n truspieëlkamera. Die modelle met hoër spesifikasievla-ke word toegerus met 'n groot digitale bestuurderskerm, koordlose slimfoon-laaier, 'n verbeterde klankstelsel, ge-ventileerde voorsitplekke, panoramiese son-dak, dubbelsone-klimaatbeheer asook 'n elektriese bagasiebak. Verder is daar verskeie ADAS-funksies as standaard waaronder aanpasbare spoedbeheer, blindekolwaarskuwing, verkeerstekenherkenning, baanhou-bystand, aktiewe noodrem en 'n 360-grade kamerastelsel. Hoewel daar dalk nie 'n 4x4-weergawe is nie, het die Duster 'n grondvryhoogte van 212 mm (vergeleke met 209 mm op vorige modelle), 'n naderingshoek van 26.9 grade en 'n vertrekhoek van 34.7 grade. Tydens die bekendstellingsrit het ons beide teer en grondpaaie aangedurf en

was beïndruk met die lae wind-, pad-, band- en enjingeras wat selfs teen ooppadspoed die kajuit binnedring. Verder was die ritgehalte indrukwek-kend op grond en teer en het greep, balans en min bakrol deur hoëspoed draaie en swiepe, 'n groot verbetering teenoor die uitgaande model. Sitplek gerief asook kop-, skouer- en been-spasie vir 5 insittendes was bogemid-deld. Die intree model kos R339 999 terwyl die top model jou R499 999 uit die sak sal jaag. Pryse sluit 'n 5-jaar/150 000 km-waarborg in asook 'n 3-jaar/45 000 km-diensplan en met diensintervalle wat elke 15 000 km of 12 maande moet plaasvind.



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PRYS: R589 900

OMODA C7

1.6 TGDIElegance

Artikel: Dirk Gallowitz | Foto: Johann van Tonder

Omoda is die luukse handelsmerk van die Chinese vervaardiger Chery. In Suid Afrika was die Omoda C5 die eerste model van hierdie handelsnaam wat plaaslik bekendgestel is. Sedertdien het die vlagskip C9 ons mark getref en einde laasjaar het die C7 tussen die twee ingeskuif en daarmee die hoogs mededingende middelgrootte SUV marksegment betree met drie afwerkingsvlakke.

Die C7 modelreeks bestaan tans uit 'n intreevlak Luxury, middelvlak Elegance en topmodel SHS inprop-hibried. Ons het die Elegance 1.6TGDIElegance model vir 'n week kon toets. Die Omoda C7 se treffende stilering en ontwerp buite laat die koppe draai en onderskei die C7 van sy C5 en C9 stalmaats. Die Elegance-afwerking bied ondermeer sportiewe rooi remknypers, LED's agter die voorste buffer en 'n unieke agterligontwerp wat die oog vang. Die kajuit van die C7 is gelaai met 'n omvattende lys van gevorderde tegnologie, prakties en ergonomies goed uitgelê met gemaklike sitplekke vir 5 volwasse insittendes en 'n bagasieruim wat goed vergelyk met die soortgelyke modelle in hierdie segment. Die voorpaneel word gedomi-

neer deur 'n massiewe 15.6"-skerm met vele premium-funksies ten einde toegang tot alle klank-, kommunikasie- en navigasie inligting asook voertuig- en ritfunksies. Die C7 1.6 TGDIElegance word aangedryf deur 'n 1.6-liter turbo-aangejaagde viersilinderenjin wat 145 kW en 290 Nm wringkrag lewer. Die krag word na die voorwiele gestuur deur 'n sewegang-dubbelkoppelaar-ratkas (DCT). Die enjin-ratkas kombinasie sorg vir goeie verrigting en dit beïndruk met gemaklike versnelling wanneer daar op die ooppad verbygesteek moet word en het gemaklik in alledaagse gebruik in stedelike verkeer hanteer. Amptelik word brandstofverbruik vir die C7 1,6L TGDIElegance model in 'n gekombineerde siklus aan-

gegee as 7.5 L/100 km. Ons syfer na ongeveer 1000km se ooppad, grondpad en stadsry was ongeveer 8,7L/100km, maar dan is my pedaalvoet redelik aan die swaar kant en gegewe die C7 se stewige grootte en ruim luukse kajuit, is dit na ons mening steeds 'n uitstekende syfer. Die C7 het ons baie beïndruk met 'n heerlik gemaklike kajuit, uiters goeie en hoë vlakke van moderne toerusting, bestuurdergerief en hulpstelsels wat beter en gemakliker werk as meeste van die kompetisie wat in hierdie segment meeding. Teen R589,900-00 is die Omoda C7 uitstekend geprys, bied relatief goeie brandstofekonomie vir hierdie tipe en grootte voertuig, 'n modern en aantreklike voorkoms asook segmentleidende waarborge. In geheel

is ons oortuig die Omoda C7 'n uiters goeie waarde-vir-geld aanbieding wat nie ignoreer behoort te word nie. Ons voorstel aan voornemende kopers in hierdie segment is om ook die Omoda C7 te gaan toetsbestuur as jy 'n voertuig oorweeg in hierdie prysklas.



VOLVO

ES90

ULTRA

Last year, we drove all the way to Port Elizabeth in a Volvo C40 from Cape Town, partly to see how far we could reach on one charge, but also to experience an electric car on a holiday that included a picturesque long road trip.

Article: Nico Boshoff

When the ES90 made its debut, first online as sketches with spec sheets, I got excited as I saw a possible hidden treasure in the making. I was honestly looking forward to test-driving it, especially because, on paper, it already appeared to be a candidate to extend our current furthest distance on one charge. The fact that the ES90 for the South African market comes only with the single-motor setup also labelled it as a long-range 'ranger'. So, where does this Swede fit in? It is clearly not an SUV, but it has more ground clearance than a 7 Series. It is not a Volvo S90 with an electric motor either, as the whole rear window lifts with the boot, offering you a big boot with huge access to load even a bike, with the seats folded down. It is not even close to a V90 estate due to its

outer dimensional shape, although it offers similar practicality. Although it is listed on Volvo's website as a saloon, for me it falls more into a category somewhere between a fastback and a shooting brake. For years, the market has been suffocated by SUVs and crossovers. It was honestly rewarding to head out on a road trip with a saloon-stanced car, eagerly waiting to hug some bends as the road provided them. We left Somerset West with a fully charged battery and drove all the way to Mossel Bay, where we stayed over. If I hadn't done it with the C40 back then, I would have struggled to believe that I could easily reach Mossel Bay on one charge. We basically reached the fast charger at Langeberg Mall with 15% left in the 'tank' after 350 km. The next day, we had about 380 km towards PE, and I had already planned our stopover charge around Tsitsikamma. We decided to stop at Buffelsriver, where we arrived at the second GridCars charger, which struggled to

communicate with the Volvo. It engaged with the car after being plugged in, but then disconnected again, leaving the car on its own. Well, we had 310 km worth of battery in the 'tank' and moved on towards our destination. We still had chargers listed along the route and were not challenged with any form of range anxiety. We arrived in PE with even 100 km left on the charge. We actually drove for a couple of days on the charge that was left in the battery. After a great weekend we were ready for the road trip back to Cape Town. Between me and my 'wingman', Garth, we felt that we had enough charge under the belt to aim for Riversdale and we reached the charger around the corner from Engen after 464 km, with 5% or 23 km left in the 'tank'. We had conquered. And it felt amazing. With 245 kW, it will get you to 100 km/h in a respectable 6.6 seconds. It is the ultimate red-wine blend, made up of limousine-grade luxury, power and Swedish sophis-tication, with a completely new identity.

The ES90 Core starts from R1,590,000, which, if you look at the rest of the market, gets you a lot of car, and more, for the money. Surely, the ES90 will be outsold by the EX60 that has just launched, but the limited on-road numbers make it turn heads when seen.





FORD TERRITORY

One for the test-drive list

Article: Johann van Tonder

The Ford Territory surprised us, mainly because it offers more SUV than we expected for the money.

At 4 685 mm long, the Territory is a substantial five-seat family SUV, positioned below the Everest in Ford's local range. Yet pricing starts at R534 900 for the Ambiente, rising to R584 900 for the Trend and R643 900 for the Titanium. That puts it directly into territory, excuse the pun, occupied by an increasingly strong group of Chinese SUVs. And there is an interesting twist. The Territory itself is built in China at JMC's Fushan plant, part of Ford's long-standing relationship with Jiangling Motors Corporation. So simply dis-

missing it because of where it is built would rather miss the point. Where it differs from many of its Chinese rivals is in some of the details. For starters, there isn't the almost obligatory 1.5-litre turbopetrol under the bonnet. Instead, Ford uses a 1.8-litre EcoBoost turbopetrol, producing a healthy 138 kW and 318 Nm, paired with a seven-speed dual-clutch automatic transmission. It is front-wheel drive, with Ford claiming fuel consumption of around 7.4L/100 km. The cabin was another pleasant surprise. It is modern and suitably digital,

including a large touchscreen, but Ford hasn't fallen into the trap of moving absolutely everything onto that screen. Frequently used functions still have proper physical controls. Want to adjust the volume or mirrors? You can simply reach for a button or switch rather than start searching through menus while driving. That sounds like a minor point until you live with a car every day. Space is another Territory strength. Rear passengers have generous legroom, while the 448-litre boot expands to 1 422 litres when the rear seats are

folded. Higher-spec versions add features such as adaptive cruise control, ventilated leather seats, a panoramic roof and a 360-degree camera. Is the Territory automatically better than an Omoda, Haval, Chery or one of the other increasingly capable alternatives? Not necessarily. And that is exactly the point. Our advice when spending this sort of money is always the same: drive everything, compare properly and then make an informed decision. Just make sure the Ford Territory is on that test-drive list.

Ford opens new dealership in Knysna

Ford has strengthened its presence along the Garden Route with the opening of a new Ford dealership in Knysna.

The new facility gives customers in Knysna and surrounding areas more convenient access to Ford's latest

passenger vehicles, SUVs and bakies, including popular models such as the Ranger, Everest, Territory and Puma. For local Ford owners, the dealership also brings sales, servicing and after-sales support closer to home, which is particularly welcome in a region where

buyers previously often had to travel further for dealership assistance. The opening is another sign of the growing importance of the Garden Route as a motoring market, with its mix of local families, business owners, retirees and lifestyle buyers. For Ford, the new Knysna dealership

provides a useful additional foothold between George and the Eastern Cape, and for customers, another local option when it comes time to test-drive, buy or service a vehicle.

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2026 GAC GS3

Emzoom Nova

Artikel: Dirk Gallowitz

Prys: R359 900

Ingesluit by die prys bied die GAC GS3 Emzoom 1.5T Nova 'n 5-jaar/150 000 km voertuigwaarborg en 'n lewenslange enjinwaarborg vir die eerste eienaar. Ook ingesluit is 'n 2-jaar/30 000 km diensplan. Dienste moet met intervalle van 15 000 km of 12 maande gedoen word.

Die GS3 Emzoom, 'n klein, voorwiel-aangedrewe turbopetrol kompakte SUV is in 2024 in Suid-Afrika bekend-gestel as 'n alternatief vir die Haval Jolion Pro, Omoda C5, Chery Tiggo Cross en Toyota Corolla Cross. Onlangs het GAC 'n intreevlak 1.5T Nova by die modelreeks gevoeg en die Emzoom GS3 Nova kompeteer nou teen dieselfde prys as die Chery Tiggo Cross 1.5T Million Edition en is boonop slegs R20 000 duurder as die intreevlak Omoda C5 1.5T 230T Street+, twee van die Nova se direkte teenstanders in hierdie hoogs mededingende segment. Die GAC GS3 Emzoom is sekerlik een van die mooier kompakte SUV's in Suid-Afrika. Die nuweling se ontwerp bied 'n dapper, sportiewe voorkoms met sterk aksentlyne en 'n treffende vooraansig. Die Nova se kajuit is pragtig modern en uitstekend sportief uitgelê soos ook te

vinde by die ander Emzoom modelle en is na ons mening klasleidend in hierdie segment. In die middel op die voor-paneel is 'n 10.25-duim-aanraakskerm wat gemaklike en intuïtiewe toegang bied tot voertuig-, rit-, klank-en kommunikasie stelsels danksy die beskikbaarheid ondermeer van koordlose Apple CarPlay en Android Auto. Sleutellose toegang met afstandbe-heer, 'n elektroniese parkeerrem, heu-welwegtrekhulp en 'n multifunksie-stuurwiel asook, spoedbeheer om maar net enkeles te noem, bied 'n redelik goed toegeruste kajuit aan insittendes. Die Nova bied genoeg kajuitruimte met redelik kop-, skouer- en beenspasie vir 5 insittendes ook danksy die Nova se opmerklik wyer kajuit. Amptelik bied die Nova bagasieruimte van 341 liter met die agterste sitplekke regop geplaas. Platgeslaan vergroot dit na 1 271 liter. Die GAC GS3 Emzoom Nova is toege-

rus met 'n 1.5-liter, turbo-aangejaagde 4-silinder-enjin wat maksimum 130 kW en 270 Nm se piekkragte lewer. Hierdie klasleidende kragte sorg vir lewendige verrigting en maak ook die Nova een van die kragtigste motors in sy segment. Aandrywing na die voorwiele is danksy 'n 7-gang dubbelkoppelaar-ratkas (DCT). Amptelik word die 0-100 km/h aangegee as 8.0 sekondes, 'n syfer wat die Nova boonop een van die vinnigste voertuie in sy segment en teen sy prys maak. Brandstofverbruik in 'n gemengde siklus word amptelik aangegee as 6.2 L/100 km vir die Nova. Tydens ons toetstyd het ons meer as 'n 1000km afgelê en het 7,6l/100k in 'n gemengde gebruik van ooppadry en stadskruip behaal wat die Nova veel meer ekonomies maak as enige van die ander 1.5liter turboaangejaagde vier-silinder petrolenjins in enige van die

ander Chinese vervaardigde motors wat ons tot dese onder hande gehad het. Die GAC GS3 Emzoom Nova het ons verras met bogemiddelde ritgehalte, selfs op grondpad en het uitstekend hanteer op die ooppad met goeie greep, balans en stabiliteit en selfs wanneer daar effe gas gegee was deur uitdagende draaie en swiepe was bakrol merkbaar min. Stuurgevoel was ook relatief goed, waar die gewig en terugvoer aangenaam verras het in vergeleke met ander Chinese motors wat ons al bestuur het. Dit moet grootliks te danke wees aan die veerstelsel wat met gewone Mac-Pherson-stutte voor en wringstawe agter werk en goed opgestel is.



TUNLAND G7 DOUBLE CAB - From R399 900*



Article: Richard Wiley

Chery Tiggo 7

ULTRA PLUG-IN HYBRID

Given the current proliferation of Chery models and related blood brothers carrying the same genes but different brand names, it's really hard to credit that the Chery side of the conglomerate only began production as recently as 1999, using a chassis derived from VW's SEAT Toledo model.

Sure, that's now more than a quarter of a century ago but the sheer volume of Chery-badged derivatives that have been produced in that time highlights just how the Chinese have changed the face of the motor industry in terms of reduced development times. They just seem to have something re-

latively fresh to present at the drop of a hat to exaggerate a tad, and one such example is the subject of this assessment, the Tiggo 7 Plug-in Hybrid in Ultra trim which offers two powered, heated and cooled front seats, an auto dipping mirror, an 8-speaker Sony sound system and a plethora of ADAS installations as the primary benefits over the slightly cheaper Plus model. With due regard for the asking price, the level of fitments within that cabin is decidedly appealing and includes a decent array of soft-touch surfaces up front at least, 3-position seat memory for the driver with the seats, auto air con, electric windows all-round, a large sunroof, a phone charge pad, ambient lighting, dual level centre console, fully adjustable steering wheel with haptic switches, cruise control, Bluetooth and more. The driver's side displays speed in analogue form as well as distance, range and fuel reserves and informs which of the available Eco, Normal or Sport driving modes is selected via the

console-mounted rotary controller. The primary infotainment screen is endowed with clear graphics and decently logical menus along with nav and is fully smart phone compatible. It should be obvious by now that the Tiggo 7 is well endowed niceties but it's the motive power that's surely most important and here this PHEV derivative delivers rather interesting figures that show peak power of 265kW and torque maxing out at a healthy 530Nm. These figures are delivered by a combination of a 1.5-litre turbo petrol engine and dual electric motors that gel together seamlessly via a dual mode hybrid transmission (DHT). Note that the vehicle can be driven in all-electric mode on its 18.3kWh battery (EV) for up to a claimed 93km which is just what the doctor ordered if owners indulge in lots of town running. I didn't attempt any home charging, but Chery speaks of a 3-hour docking for a full charge while 8 hours is needed if the "onboard"

charger is used. Using a DC fast charger, their figures show just 19 minutes is on the cards to get from 30% to 80% capacity, but that sort of charger is hiding away out of my usual reach as my local juicer needed exactly one hour to deliver 100% from 25%. This review reveals that the Tiggo 7 PHEV lacks for little and offers much in terms of creature comforts and generous equipment levels in relation to its asking price. Most significantly, it delivers realistic real-world range of around 900km which includes a very practical all-electric range.

PRICING: Chery Tiggo 7 PHEV Ultra from R679 900
WARRANTY: Vehicle: 5yr/150 000km (engine 10yr/1 million km first owner), Battery: 10yr/unlimited km, Service: 5yr/60 000km

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GEELY RIDDARA

*brings a very different kind of
bakkie to South Africa*

Article: Sam Devon



South Africans are used to thinking of bakkies in fairly traditional terms: diesel engines, ladder-frame chassis, big torque figures and a workhorse character. Geely's new Riddara RD6 takes a very different approach. Riddara is Geely Auto Group's new-energy bakkie brand and has now officially arrived in South Africa. Rather than taking a conventional diesel bakkie and electrifying it, the RD6 was designed from the outset around a dedicated new-energy platform, with the aim of combining proper bakkie capability with the refinement and driving experience of an SUV. The RD6 is based on Geely's M.A.P platform, which itself evolved from the company's SEA architecture. The idea

is to deliver a quieter, more spacious cabin, a lower centre of gravity and instant electric torque, while still retaining the load-carrying and towing ability expected from a serious bakkie. There are three derivatives in the local line-up. The entry-level Aspire Econ 2WD produces 180 kW and 309 Nm and is priced at R611 900. The Aspire Econ 4WD steps up to 280 kW and 485 Nm at R681 900, while the flagship Apex RD6 4WD delivers an impressive 315 kW and 595 Nm for R781 900. Performance in the top model is strong by any standard. Geely claims 0-100 km/h in 4.5 seconds, while the dual-motor system can switch between two- and four-wheel drive in as little as 20

milliseconds. Ground clearance is 225 mm, wading depth is 815 mm, and the Apex offers a payload of up to 1 030 kg and towing capacity of up to 3 000 kg. The two four-wheel-drive versions use a 73 kWh battery, with claimed NEDC ranges of 424 km for the Apex and 390 km for the Aspire Econ 4WD. The 2WD uses a 63 kWh battery and has a claimed range of 369 km. DC charging is supported at up to 110 kW, while a useful 6 kW Vehicle-to-Load function allows the bakkie to power equipment, camping appliances or even provide backup electricity during load-shedding. Inside, the Riddara is much closer to a modern SUV than a traditional work bakkie. The Apex gets a 14.6-inch

infotainment screen, a 10.2-inch digital instrument display, wireless charging, an eight-speaker audio system, panoramic roof, leather upholstery and ventilated front seats. There is also 70 litres of storage in the front trunk and another 48 litres beneath the rear seats. At 5 260 mm long, the RD6 still has proper bakkie road presence, but its design is cleaner and more SUV-like than the traditional one-tonner formula. Whether South African bakkie buyers are ready to go fully electric remains the big question. But with strong performance, genuine load-carrying ability, useful range and very competitive pricing, the Riddara certainly gives them something new to think about.



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The TVS TRAK 150 and HLX 125 are utility-focused motorcycles purpose built for commercial use and fleet operations. The continued expansion in

TVS 2-Wheeler Workhorses for Commercial Delivery and Personal Mobility

South Africa's on-demand delivery segment, including category expansion beyond food into high-frequency convenience retail, is driving demand for agile, lower-cost delivery mobility. The TVS TRAK 150 AND HLX 125 are fast becoming the leading 2-wheelers behind South Africa's commuting and income mobility.

Bikes built to work

The TVS TRAK 150 is a delivery bike workhorse, powered by a single-cylinder 4-stroke 150cc engine that delivers 8.8 kW of power and 12.3 Nm of torque. An Intelligent Oil Cooler (IOC) delivers improved durability and low-RPM torque delivery, making it ideal for hauling loads from a standstill. Equipped with a 5-speed constant mesh transmission and a 12-litre fuel tank, the bike comes standard with practical delivery additions like a USB charging port, crash bars, and a chain protector. The Trak 150 is purpose-built with a heavy-duty rear carrier to securely transport goods. **Pricing from R21 499.**

The TVS HLX 125 follows the same brief in a lighter, more fuel-conscious package. Daily Commuting is a breeze, ideal for standard city and town travel where fuel conservation is the top priority. Suited for light cargo, courier tasks, and moderate stop-and-go urban trips, economy is a focus, featuring a lighter frame and a fuel-efficient 124.53cc engine (delivering around 8 kW and 11 Nm) designed to keep daily running costs minimal. **Pricing From R 19 999.**

These bikes bring excellent build quality not often experienced in bikes in this class, and it's this reliability behind TVS' serious sales volumes globally, cementing it as one of the most trusted names in personal mobility and commercial delivery transport across more than 57 countries.

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9 Commercial Close, George



INDUSTRY NEWS

Compiled by Carina van Tonder

Mitsubishi PAJERO is back, and coming to SA

Mitsubishi has unveiled the all-new Pajero, reviving one of the brand's most iconic names after global production ended in 2021. The new-generation model will be built in Thailand and is destined for more than 100 markets, including South Africa. First launched in 1982, the Pajero built its reputation on durability, comfort and serious off-road ability, helped in no small part by its success in the Dakar Rally, where it claimed 12 victories, including seven consecutive wins.

The new model stays true to that heritage with a ladder-frame chassis, Mitsubishi's Super Select 4WD-II system and Super-All Wheel Control. Drivers can select between 2H, 4H, 4HLc and 4LLc, while seven drive modes cover Normal, Eco, Gravel, Snow, Mud, Sand and Rock. Power comes from a newly developed 2.4-

litre turbodiesel engine producing 480 Nm, paired with an eight-speed automatic transmission. Mitsubishi has not yet confirmed the power output. Off-road credentials include 230 mm ground clearance, a 30.4-degree approach angle, 22.6-degree breakover angle and 25.8-degree departure angle. Inside, the Pajero moves firmly into premium SUV territory with twin 14.3-inch displays, wireless smartphone connectivity, a 12-speaker Yamaha sound system and improved cabin insulation. Safety technology includes adaptive cruise control, lane-keeping assistance, forward collision mitigation, front cross-traffic alert, eight airbags and a 3D surround-view camera system. For South African buyers, the return of the Pajero is significant. This is not simply a badge revival, but a proper body-on-frame, diesel-powered off-roader aimed squarely at families and adventurers who still value genuine 4x4 capability.



All new

Audi Q5 arrives in South Africa

Audi South Africa has launched the latest-generation Q5, bringing a fresh design, new technology and updated petrol and diesel engines to its popular midsize luxury SUV range. The line-up includes the Q5 SUV, Q5 Sportback, SQ5 SUV and SQ5 Sportback, with all models offered in sporty S line specification. The new generation is built on Audi's Premium Platform Combustion architecture and introduces a significantly redesigned interior and more advanced digital features. Inside, the focus is on Audi's new Digital Stage, combining an 11.9-inch virtual cockpit with a large 14.5-inch curved MMI touchscreen. Standard equipment includes electrically adjustable sport seats, three-zone climate control, adaptive cruise control, surround-view cameras, wireless phone charging and a comprehensive suite of driver assistance systems. The Q5 offers three powertrain choices. The 2.0 TFSI petrol produces 200 kW and accelerates from 0 to 100 km/h in 5.7 seconds, using quattro all-wheel drive and a seven-speed S tronic transmission. For buyers doing longer distances, the 2.0 TDI diesel develops 150 kW and 400 Nm. At the top of the range, the SQ5 uses a 3.0-litre turbocharged V6 petrol engine producing 270 kW and 550 Nm, enough for 0 to 100 km/h in 4.5 seconds. Practicality remains important, with luggage capacity of up to 520 litres in the SUV and 515 litres in the Sportback. Pricing starts at R1 295 000 for the Q5 2.0 TFSI S line SUV, while the flagship SQ5 Sportback Black costs R1 635 000. All models include Audi's 5-year/100 000 km Freeway Plan.



Pricing for the all-new

VW T-ROC

Volkswagen has launched the second-generation T-Roc in South Africa, bringing a larger body, more technology and a noticeably more upmarket interior to the compact SUV segment. Positioned between the Taigo and Tiguan, the new T-Roc is 122 mm longer than before, while its wheelbase has grown by 28 mm. The extra size translates into improved passenger space and a useful 475-litre boot. Three derivatives are available: Life, R-Line and R-Line Black Style. The entry-level Life comes with 16-inch alloy wheels, LED headlights, Park Assist, a reversing camera, a 10.3-inch infotainment system, Digital Cockpit and ambient lighting. The R-Line adds a sportier appearance, IQ.Light LED Matrix headlights, 18-inch alloy wheels and sports comfort seats, while the flagship R-Line Black Style brings black exterior detailing, privacy glass and 19-inch alloy wheels. Inside, the redesigned dashboard is cleaner and more modern, with infotainment screens of up to 12.9 inches depending on specification. Wireless smartphone connectivity is included, while higher derivatives can be equipped with a head-up display, Harman Kardon audio system and panoramic sunroof. All models use Volkswagen's familiar 1.4-litre TSI turbopetrol engine, producing 110 kW and 250 Nm, paired with an eight-speed Tiptronic automatic transmission. Safety and driver assistance features include Park Assist and a reversing camera as standard, while the optional IQ.DRIVE package adds adaptive cruise control, lane-keeping assistance, blind-spot monitoring and rear cross-traffic alert. Pricing starts at R599 900 for the T-Roc Life, with the R-Line at R689 900 and R-Line Black Style at R709 900. All models include a 3-year/120 000 km warranty and 5-year/90 000 km EasyDrive Service Plan.

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INDUSTRY NEWS

Compiled by Carina van Tonder



Mahindra LIFESTYLER

confirmed for 2027 launch

Mahindra has confirmed that its long-awaited new lifestyle bakkie will reach international markets as the Mahindra Lifestyler, with its first launch scheduled by April 2027. South Africans may already recognise it. The bakkie was first shown in concept form in Cape Town in August 2023 as Mahindra's Global Pik Up, and South Africa is specifically listed among the key international markets being targeted.

The production model will be known as the Scorpio Lifestyler in India, but simply Mahindra Lifestyler elsewhere. Mahindra says the newcomer has been developed from the outset as a global midsize pickup, combining genuine workhorse ability with the comfort, technology and refinement increasingly demanded by lifestyle bakkie buyers. It uses Mahindra's next-generation body-on-frame platform, so despite the lifestyle positioning, this is still intended to be a proper bakkie rather than an

SUV with a load bin attached. The company is promising competitive payload ability, durability, modern safety technology and improved refinement. Three versions have already been previewed to demonstrate the different personalities Mahindra has in mind. The Valley Edition focuses on a combination of work and leisure, the Reef Edition has a stronger outdoor and recreational flavour, while the Trail Edition is aimed more directly at adventure and off-road use.

The production vehicle has been designed at Mahindra India Design Studio in Mumbai and engineered at Mahindra Research Valley in Chennai. For Mahindra, this is an important model. The brand already has considerable experience with work-focused pickups, including the Pik Up sold in South Africa, but the Lifestyler takes aim at the more sophisticated and highly competitive double-cab lifestyle market. That means it will eventually find itself

competing for attention with established names such as the Toyota Hilux, Ford Ranger and Isuzu D-Max. Mahindra has not yet released final engine specifications, payload figures, equipment levels or South African pricing, so those details will have to wait. What is clear is that South Africa forms an important part of the Lifestyler's international plans, making this one of Mahindra's most interesting new models to watch heading into 2027.

LDV Terron 9 “SAFEST BAKKIE BY FAR” IN SA



The LDV Terron 9 has received a strong vote of confidence from Automobile Association of South Africa CEO Bobby Ramagwede, who described the five-star ANCAP-rated double cab as the “safest bakkie by far” in South Africa. Ramagwede made the comments at LDV South Africa's recent rebranding event in Johannesburg, highlighting the significance of the Terron 9's five-star ANCAP safety rating. ANCAP, the Australasian New Car Assessment Programme, applies stringent crash and safety testing standards similar to Euro NCAP. For buyers, the more important point is what the Terron 9 brings to the table in everyday use. Standard safety equipment includes seven airbags, autonomous emergency braking, forward and rear collision warning, lane safety systems, blind-spot assistance, parking and visibility aids, traction control, hill-start assist, hill descent control and tyre-pressure monitoring. The Terron 9 sits at the premium end of LDV's local bakkie range and is available in two specifications, with pricing from R779 900. Power comes from a 2.5-litre turbo-diesel engine producing 164 kW and 520 Nm, paired with an eight-speed ZF automatic transmission and four-wheel drive. Braked towing capacity is rated at 3 500 kg. Inside, LDV has clearly aimed for an SUV-like experience rather than a traditional workhorse cabin. Equipment includes leather upholstery, dual 12.3-inch displays, a JBL sound system, dual-zone climate control, a heated multifunction steering wheel and heated and ventilated front seats. The driver's seat also features a massage function. That combination of safety, performance and comfort makes the Terron 9 one of the more interesting newcomers in South Africa's increasingly crowded double-cab market. The AA's comments are an endorsement rather than an official local safety ranking, but the five-star ANCAP result gives the Terron 9 a solid and independently tested safety credential.



VW TUKAN

Could this be SA's next small bakkie?

Volkswagen has now fully revealed its new Tukan compact bakkie in Brazil, and the latest information makes it even more interesting for South African buyers. The Tukan will enter production at Volkswagen's São José dos Pinhais plant in Brazil during 2027, effectively replacing the long-serving Saveiro in that market. More importantly, Volkswagen has now shown both single-cab and double-cab versions. The single cab was unveiled in basic Robust specification, with steel wheels, black protective cladding and a longer load bed. It is clearly aimed at businesses and workhorse users. At the opposite end is the double-cab Extreme, which has a much stronger lifestyle focus, with alloy wheels, a sports bar and more expressive styling. It could appeal to buyers who want bakkie practicality without the size, price and bulk of a Hilux, Ranger or Amarok. The Tukan uses Volkswagen's MQB unibody architecture, rather than a traditional ladder-frame chassis. For bakkie duty, however, Volkswagen has given it a rigid rear axle with leaf springs to improve load-carrying ability. Final engine outputs, dimensions and payload figures have not yet been officially announced. So, will it come to South Africa? Nothing has been formally confirmed for local showrooms yet, but there is increasing reason to be optimistic. Volkswagen Group Africa has been investigating a locally produced small bakkie, and management has indicated that a Tukan-based model could potentially be manufactured at the Kariega plant in the Eastern Cape from around 2029. That would make considerable sense. South Africa once had a healthy market for smaller bakkies, but buyers today have very few options below the traditional one-tonne class. If Volkswagen can build the Tukan locally and price it correctly, the Robust could become an affordable business tool, while the Extreme could create an entirely new lifestyle alternative. For now, it remains one to watch, but the possibility of a locally built small Volkswagen bakkie suddenly looks far more realistic.

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FROM R195 900
2025 1.4 (MAN)
FROM R202 900
2024 1.6 LIFE TIP (AUTO)
FROM R227 900
2025 1.6 LIFE TIP (AUTO)
FROM R239 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 R145 900
2025 DYNAMIQUE ZEN FROM R149 900
2025 CLIMBER FROM R169 900



2025 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 R172 900
1.0 XR AMT (AUTO) FROM R179 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 (OLD SHAPE) FROM R185 900
2025 1.2 GA (OLD SHAPE) FROM R190 900
2025 1.2 GA (NEW SHAPE) FROM R198 900
2025 1.2 GL+ FROM R215 900
2025 1.2 GL+ CVT FROM R234 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 (3 CYLINDER ENGINE) FROM R183 900
1.2 GL+ FROM R194 900
1.2 GL+ CVT FROM R205 900



**2025 HYUNDAI GRAND i10 1.0
MOTION/PREMIUM**
A/C, P/S, C/L, E/W, ABS/EBD, AIR BAGS,
RADIO/CD/MP3/AUX/USB/BLUETOOTH,
REAR VIEW CAMERA PARK ASSIST.
(MAN) FROM R189 900
(AUTO) FROM R223 900



SUZUKI CIAZ 1.5 GL (AUTO)
A/C, P/S, C/L, E/W, AIRBAGS (FRONT), ABS/EBD,
MFS, IMMOBILIZER/ALARM, LARGE 480L BOOT,
RADIO/BLUETOOTH/USB/AUX.
2024 FROM R185 600
2025 FROM R219 900



2025 TOYOTA STARLET
A/C, P/S, REMOTE C/L, E/W, A/B, ABS, CLOTH
SEATS, INFOTAINMENT SYSTEM, BLUETOOTH.
1.5 XI (MAN) FROM R199 900
1.5 XS (AUTO) FROM R235 900



2025 SUZUKI GRAND VITARA
A/C, P/S, C/L, E/W, MFS, AIRBAGS, INFOTAINMENT
SYSTEM, RADIO/MP3/CD/USB/BLUETOOTH,
REVERSE CAMERA, CRUISE CONTROL, ABS/EBD.
1.5 GLA/T FROM R299 900
1.5 GLX A/T FROM R345 900



FORD EVEREST 2.0D BI-TURBO XLT A/T
A/C, P/S, C/L, E/W, MFS, NAVIGATION, REAR
CAMERA, LANE ASSIST, TOWBAR, LEATHER SEATS,
PARKING ASSIST, 7 SEATER, STABILITY/TRACTION
CONTROL, 6 AIRBAGS, XENON HEADLIGHTS.
2024 FROM R629 900
2025 FROM R659 900



VW POLO SEDAN
A/C, P/S, C/L, E/W, E/M, MFS, REAR PDC,
7" TOUCHSCREEN, MOBILE PHONE INTERFACE.
2024 1.6 BASE FROM R224 900
2024 1.6 TIPTRONIC FROM R229 900
2025 1.6 TIPTRONIC FROM R262 900
2024 1.6 LIFE FROM R239 900



2024 VW POLO (5 DOOR)
A/C, P/S, REMOTE C/L, E/W, AIRBAGS, LED LIGHTS,
HILL ASSIST, ABS/ESP, ASR, EDL, EDTC,
COLOUR TOUCHSCREEN, USB.
1.0 TSI FROM R230 900
1.0 TSI (WITH MAG RIM) FROM R230 900
1.0 TSI LIFE FROM R269 900
1.0 TSI LIFE DSG FROM R309 900



2025 TOYOTA URBAN CRUISER
A/C, P/S, C/L, E/W, E/M, PDC, CRUISE CONTROL,
KEYLESS START, REVERSE CAMERA,
TOUCHSCREEN RADIO.
1.5 XS (MAN) FROM R280 900
1.5 XR (AUTO) FROM R295 900



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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 R255 900
2025 FROM R282 900



2025 SUZUKI S-PRESSO 1.0 GL AMT
A/C, P/S, REMOTE C/L, E/W, E/M, AIRBAGS,
ESP/ABS/EBD, RADIO/BLUETOOTH STEERING
WHEEL CONTROLS, TOUCHSCREEN WITH
APPLE CARPLAY / ANDROID AUTO.
FROM R149 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 R338 900
2025 LIFE DSG FROM R343 900



**2025 TOYOTA COROLLA CROSS 1.8 XS
(FACELIFT)**
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 R339 900



2024 AUDI Q2
A/C, P/S, C/L, E/W, LED HEADLIGHTS,
FRONT & REAR PDC, AUDI SMARTPHONE
INTERFACE & APPLE CARPLAY.
1.4 TFSI TIPTRONIC FROM R415 900
3.5 TFSI URBAN EDITION FROM R445 900



**2024 AUDI Q3 SPORTBACK 3.5 TFSI
S-TRONIC**
A/C, P/S, C/L, E/W, 18" MAGS, MFS, HEATED
FRONT SEATS, CRUISE CONTROL, PDC,
REAR VIEW CAMERA, MEDIA INTERFACE,
ON BOARD COMPUTER, BLUETOOTH.
2024 FROM R587 900
2025 FROM R599 900



2025 TOYOTA FORTUNER GD-6 R/B (AUTO)
A/C, P/S, KEYLESS C/L, E/W, ABS/EBD, MFS, PDC,
AIRBAGS, TRACTION/STABILITY CONTROL,
CRUISE CONTROL, TOWBAR, BLUETOOTH.
2.4 4X2 (NEW SHAPE) FROM R539 900
2.8 4X2 FROM R595 900



2024 T6.1 KOMBI 2.0 TDI TRENDLINE DSG
A/C, P/S, C/L, E/W, E/M, AIRBAGS, 8 SEATER,
ABS BRAKES, RADIO/AUX/USB, TOW BAR.
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