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02



ALFA JUNIOR VELOCE

05



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06



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08



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Honda ACTIVA125

Artikel: Carina van Tonder

Honda het sy skoeter-aanbod in Suid-Afrika uitgebrei met die bekendstelling van die nuwe Activa125. Met 'n aanbevole verkoopprijs van R27 999 is die Activa125 een van Honda se mees bekostigbare tweewielers. Tog bied dit moderne tegnologie wat daarop gemik is om brandstofverbruik en onderhoudskoste so laag moontlik te hou. Die skoeter word aangedryf deur 'n 123,9 cc vierslag-enjin met Honda se Efficient Smart Power (eSP)-tegnologie en PGM-FI elektroniese brandstofinspuiting. Die enjin lewer 6,2 kW teen 6 500 opm en 10,5 Nm wringrag, wat meer as voldoende behoort te

wees vir stadsverkeer, pendelwerk of afleweringsdienste. Soos die meeste skoeters is die Activa125 toegerus met 'n outomatiese CVT-ratkas, wat bestuur eenvoudig maak. Die onderstel gebruik teleskopiese voorvering en 'n verstelbare agterskokbreker, terwyl 'n skyfrem voor vir goeie remwerk sorg. Met 'n massa van slegs 107 kg, 'n sitplekhoogte van 765 mm en 162 mm grondvryhoogte is die Activa125 maklik hanteerbaar selfs in digte verkeer. Praktiese toerusting sluit LED-hoofligte, 'n USB-C-laaipoort, 'n kombinasie van analoog- en digitale instru-

mentasie, asook beide 'n middel- en systaander in. Honda se fokus op duursaamheid bly ook deel van die pakket. Die Activa125 word verkoop met 'n twee jaar onbeperkte kilometerwaarborg, wat ekstra gemoedsrus bied vir eienaars wat daagliks baie kilometers aflê. Die Honda Activa125 is by handelaars beskikbaar in Matt Axis Gray Metallic, Pearl Igneous Black, Pearl Precious White en Pearl Siren Blue.

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ooit.”

Artikel: Dirk
Gallowitz

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- RB Legend 6AT MHEV: **R945 500**
- 4x4 Legend 6AT MHEV: **R999 900**

Ingesluit by die prys is 'n 3jaar/100,000km waarborg en 'n 9diens /90,000km diensplan waarvan die diensintervalle elke 10,000km moet plaasvind. Die battery vir die 48V hibriede stelsel word gedek deur 'n 8jaar/195,000km waarborg.



TOYOTA SE NUWE

HILUX

Toyota Suid Afrika het einde Junie 2026 die 9de generasie van sy immergewilde Hilux bakkie in 'n asemrowend mooi Namibië bekendgestel en ons was daar. Na ongeveer 1000 kilometer se vinnige sout en grondpaaie was ons dit eens, die 2026 Hilux is ongetwyfeld beter op hierdie oppervlaktes en ritomstandighede as wat enige van die vorige 8 generasies was.

Hilux is nie net Toyota se suksesverhaal in Suid Afrika in terme van verkope nie, maar was ook vir baie besighede, boere en avontuur en veldry liefhebbers 'n vertrouwensvenoot oor meer as 6 dekades. Dit is seker die model wat plaaslik die hoogste loyaliteitsaanhang geniet. Juis daarom was dit vir Toyota belangrik dat die 9de generasie ontwikkel word om die groeiende behoeftes van 'n meer modern en jonger klient aan te spreek sonder om dit wat die Hilux eienaar oor dekades aan verknog geraak het, na te laat. Die gevolg is 'n taaier, veiliger, maar meer modern Hilux as ooit.

Ons was bevoorreg om die Taiwanese hoofontwerper van die nuwe Hilux te ontmoet en kon oor aandete heerlijk en insiggewend gesels oor die nuwe ontwerpfilosofie konsep wat Toyota "Cyber Sumo" noem waar "Cyber" die klem plaas op die groeiende belangrikheid van gevorderde tegnologie en digitale integrasie by moderne mobiliteit. "Sumo" weer verteenwoordig stabiliteit, sterkte en taaheid wat oor jare deur Hilux gevestig is.

Die vooraansig van die 2026 Hilux is geskoei op die ontwerptaal van die nuwe generasie RAV en Corolla Cross waar smaller LED hoofligte en 'n breër, meer prominente sierrooster nou visueel sterker na vore tree. Nuwe sierwiel ontwerpe, insignia en ligontwerpe beklemtoon die meer moderne voorkoms. Agter is daar nuwe LED ligte, herontwerpte agterklap asook 'n praktiese sytrap wat in die bak ingebou is. Die herontwerpte rolstaaf agter die kajuit onderstreep die sportiewe kenmerke van die nuwe dubbelkajuit Hilux Legend model.

Die grootste vernuwing is egter binne die kajuit waar gefokus is op goeie ergonomiese ontwerp, nuwe en verbeterde tegnologie asook aansienlike verbeteringe ten opsigte van gerief. Daar is sterk ooreenkomste met die nuwe generasie Toyota Land Cruiser Prado waar klem gelê is op gebruikersvriendelike interaksie, 'n goeie mengsel van digitale en fisiese skakelaars, asook sigbaarheid. Verder bied

die herontwerpte voorste sitplekke uitstekende ondersteuning en heerlike gemak. Verbeterde en hoë gehalte bekledsel waaronder sagte aanraking waar voorheen harde plastiek was, bring 'n luukser en meer verfynde ambiaans na die kajuit. Herontwerpte stoorplekies asook meer USB koppel-punte in die kajuit is 'n definitiewe pluspunt.

Die Legend topmodel waarmee ons tydens die bekendstelling gery het, bied ondermeer 'n vol digitale 12.3 duim instrumentehuls asook 'n 12.3 duim infotainment raakskerm in die middel van die voorpaneel wat koordlose laai en koppeling met slimfone bied. Daar is omvattende skakeling met die voertuig se ekoselsel deur middel van Toyota Remote en MyToyota toepassings waar eienaars toegang het om sekere stelsels van die Hilux te bestuur, soos ondermeer om die voertuig se status oor 'n afstand te monitor, oop en/of toe te sluit en die voertuig in groot parkeerruimtes te "vind".

Toyota Motors SA het die 9de generasie reeks vereenvoudig en het tydens die bekendstelling slegs gefokus op 4 modelle waarvan almal toegerus word met die beproefde 2,8 GD-6 turbodiesel viersilinder enjin wat 150kW/500Nm se piekkragte lewer. By al die modelle word krag na die wiele gestuur via 'n 8-gang outomatiese ratkas. Die SRX 2.8 GD-6 dien as intree model vir beste waarde as dubbelkajuit in beide agterwiel

en 4-trek weergawes. Die RAIDER 2.8 GD-6 dien as brug tussen werk en leefstyl gebruik beskikbaar as dubbelkajuit in beide agterwiel en 4-trek weergawes. Die RAIDER X2.8 GD-6 bied hoër vlakke van tegnologie en beter vermoë op pad en in veld. Beschikbaar in Dubbelkajuit en Xtra Cab in beide agterwiel en 4-trek weergawes. Die LEGEND 2.8 GD-6 MHEV is die topmodel met premium afwerking en is toegerus met die 48-volt Mild Hybrid tegnologie. Die model is beskikbaar slegs as dubbelkajuit in beide agterwiel en 4-trek aandrywing.

Toyota Motors SA het intussen bekendgemaak dat 'n 2.4GD-6 model met 'n 6-spoed hantratkas in agterwiel en 4-trek weergawes binnekort by die reeks gevoeg gaan word.

Ten spyte van kritiek dat die "nuwe Hilux" steeds met 'n "vorige generasie" enjin aangedryf word, voel en ry die 9de generasie Hilux soos 'n geheel nuwe model. Na my ervaring in Namibië tydens die bekendstelling van die 2026 Toyota Hilux dubbelkajuit is ek oortuig, na meer as 50jaar se ervaring met Hilux (en nee ek besit vir die afgelope 25jaar nie 'n Hilux nie, maar ek toetsbestuur gereeld een), dat die 9de generasie Hilux die beste Hilux is wat ek nog bestuur het.

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Honda's E-CLUTCH

It's not what you think

Article: Johann van Tonder

I recently had the opportunity to ride Honda's TransAlp with the new E-Clutch. Forget what you thought and forget what you heard. You need to experience this to fully grasp it. This is not a different DCT automatic option. It's not "the best of both worlds" between auto and manual. Its not automatic at all. It is a normal manual bike. You still ride and shift gears. You still have a clutch like on a normal bike. It's just optional to use it. So how does it work? You start the bike, put the bike in first, twist the throttle and ride off. You can not stall it. And then you run up and

down the gears, manually like normal, and stop. And stopping without the clutch does not stall the bike. Very user friendly. One of the biggest benefits is in stop-start traffic. You simply select first gear and ride away without touching the clutch. The clutchless upshifts and downshifts that are generally smoother and faster than what most riders can achieve manually. On twisty roads, this helps maintain momentum. On adventure bikes like the Transalp, the system can reduce the chances of stalling when negotiating difficult terrain. Riders can focus more on throttle

control and line selection rather than clutch modulation. On the XL750 Transalp with the throttle-by-wire system, the E-Clutch can actually "blip" the throttle during downshifts. This helps match the engine revs to the wheel speed for ultra-smooth transitions. For the Transalp in particular, this also improves upshifts even when the rear wheel is spinning (for example, off-road), since the system monitors front and rear wheel speed to control engagement. You can pull the clutch lever at any time and ride exactly as you would on a traditional motorcycle.

Perhaps the greatest benefit of Honda's E-Clutch is that it makes motorcycling more accessible to newcomers. For many new riders, learning how to coordinate the clutch and throttle without stalling can be intimidating. The E-Clutch takes care of that task automatically, allowing riders to concentrate on riding and building confidence from the moment they get on the bike. If you get the chance, I highly recommend taking one of the Honda E-Clutch models for a spin.



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Alfa Romeo Junior Elettrica

VELOCE

Very many moons ago, when the Alfa Romeo badge sat on models such as the Sud, the Giulia, the 1750 and more, the Italian sporting bolide was a common sight on roads in SA. An Alfa was no A-to-B car and that's how the brand would like to be viewed today. There is still an element of intrigue about the brand, the last example of which I drove carried a Tonale badge. That was also moons ago so the offer of a week behind the wheel of the company's electrically motivated SUV/Crossover curiously named "Junior," most definitely raised my curiosity level.

Article: Richard Wiley

Having said that, I should mention that this model name did actually adorn various Alfas in the past. Two models of the Junior EV are offered in SA, the 115kW Elettrica and 206 kW/345Nm Elettrica Veloce as tested, but before we get to the "go," I do want to mention the "show." You see, I think the Elettrica is a mighty fine-looking piece of kit, especially in the stunningly attractive metallic red paintwork dubbed Red Brera. Comment about the exterior aesthetics would be meaningless if the most unusual 20-inch Venti alloys weren't singled out. Painted in an attractive mid-grey, they sport just four slender spokes that, as the name Venti suggests, reveal an awful lot of the braking system. Up front, blood red branded brake calipers clamp huge steel discs.

Open a door, courtesy of keyless entry, and you're greeted by a cabin that's appealing to the eye in design terms. The dash harbours a centrally mounted 10.25-inch touchscreen infotainment unit complete with full smartphone compatibility, two USB ports, sound system with separate volume controls, Bluetooth and voice commands, while the 10.25-inch primary instrument cluster is customisable and home to screeds of info about what's potting with the inflow and outflow of energy apart from speed and distance. All this is viewed through a fully adjustable and very attractive leather-bound, multi-function steering wheel. Now to the most important matter, I guess - how does the Junior drive and for how long on one charge? I've already revealed the specs of that front-mounted electric motor that drives the

front wheels through a fancy Torsen limited slip differential, but I haven't yet disclosed a claimed 0-100 time of 5.9s and a max of 200km/h. Nor a claimed 410km WLTP range, but more about that in a moment. The off-the-line time puts the Junior in Golf GTI MK7 territory but as ever with electric propulsion, it's the effortless and silent application of torque that generates a deep-seated feel-good factor. The thrust is just so easily accessed while the near silent progress delivered in urban driving is most relaxing, and in a way, at odds with the undeniably sporting pretensions of the Junior, pretensions which can be altered courtesy of three driving modes. At higher speeds, the Alfa feels altogether composed, delivering excellent grip, first rate directional stability and responsive steering that's

pleasantly weighted. I also appreciated the ability of the Junior to ward off torque steer, even when pressed hard from a standstill. Now to the 64-million-dollar question that always surrounds EVs – range and recharging. First off, forget that WLTP claim of 410km range unless you're prepared to drive everywhere at 50km/h and never enjoy that thrusting, effortless acceleration. I'd suggest 350km range is nearer the mark. In my case, the instrument cluster displayed 54% residual battery capacity with 160km on the odo. Happily, Stellantis backs the Junior EV with a generous package. That means the battery is covered for 8 years/150 000km, while the vehicle enjoys 5-year/100 000 km warranty cover along with a service plan that parallels that period.

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GWM GEORGE STEL BEKEND DIE ORA5

Artikel: Johann van Tonder

GWM George het die splinternuwe ORA 5 amptelik bekendgestel, en die model bring iets vars na Suid-Afrika se uiters mededingende kompakte SUV-mark. In plaas daarvan om kopers tot een aandryfstelsel te beperk, is die ORA 5 beskikbaar met 'n tradisionele petrolenjien, 'n hibriede aandrywing of as 'n volledig elektriese model. Dit beteken kopers kan die tegnologie kies wat die beste by hul leefstyl pas, sonder om na 'n ander model hoef te kyk. Hoewel die ORA-naam internasionaal bekend geword het vir sy retro-geïnspireerde ontwerp, slaan die ORA 5 'n meer praktiese rigting in. Die kenmerkende ronde LED-hoofligte bly deel van die ontwerp, maar word nou gekombineer met 'n moderne SUV-profiel, dakrelings en 'n hoër ryposisie. Met 'n lengte van 4,47 meter en 'n

wielbasis van 2,72 meter bied die ORA 5 ruim kajuitspasie, terwyl dit steeds maklik in stadsverkeer hanteerbaar bly. Die binneruim is modern en minimalisties, met gehaltemateriaal en 'n dubbel-skerm uitleg wat deur GWM se nuutste Coffee OS-inligtingstelsel aangedryf word. Slimfoonintegrasie, stembeheer en 'n gebruikersvriendelike koppelvlak maak die stelsel maklik om te gebruik, terwyl die luukser modelle ook met 'n panoramiese glasdak beskikbaar is wat die kajuit 'n ruim en oop gevoel gee. Veiligheid bly een van GWM se sterk punte. Elke ORA 5 word standaard met ses lugsakke en 'n volledige pakket gevorderde bestuurderhulpstelsels toegerus om bestuur veiliger en minder stresvol te maak. Die grootste gesprekspunt is egter die verskillende aandryfstelsels.

Vir kopers wat by 'n tradisionele petrolenjien wil bly, is daar 'n 1,5-liter turbo wat 105 kW en 210 Nm lewer. Dit word gekoppel aan 'n sewespoed dubbelkoppelaar-ratkas en behoort meer as voldoende werkverrigting vir daaglikse pendelwerk en langpadreise te bied. Die hibriede model neem dinge 'n tree verder. Hier werk dieselfde 1,5-liter turbo saam met 'n elektriese motor om 'n indrukwekkende gekombineerde 164 kW en 476 Nm te lewer. GWM se toegewyde hibriede ratkas bestuur outomaties die oorgang tussen petrol- en elektriese aandrywing, wat gladde versnelling, sterk verbygaanvermoë en beter brandstofverbruik verseker sonder dat die voertuig ingeprop hoef te word. Vir diegene wat gereed is vir volledig

elektriese ry, beskik die ORA 5 BEV oor 'n elektriese motor wat 150 kW en 260 Nm lewer. Die 58,3 kWh-battery bied 'n beweerde NEDC-ryafstand van tot 520 km op 'n enkele lading, wat dit geskik maak vir daaglikse gebruik én langer ritte met behoorlike beplanning. Pryse begin by R364 900 vir die ORA 5 1.5T Super Luxury en styg tot R599 900 vir die vlagskip Ultra Luxury BEV. Die hibriede modelle vul die gaping netjies tussen die twee. Elke ORA 5 word ondersteun deur 'n 7 jaar/200 000 km waarborg, 'n 7 jaar/75 000 km diensplan, sewe jaar se padbystand, asook 'n 8 jaar/150 000 km batterywaarborg op die hibriede en elektriese modelle.

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Vespa vier 80 jaar, George ry saam met die wêreld

Artikel: Johann van Tonder

Terwyl duisende Vespa-entoesiaste regoor die wêreld die ikoniese Italiaanse bromponie se 80ste bestaansjaar gevier het, het George beslis sy deel gedoen om die mylpaal behoorlik te vier.

Nagenoeg 90 Vespas het in George byeengekom vir 'n indrukwekkende massarit wat vanaf York straat na die Outeniqua Lifestyle Centre gery het. Vir enige motor- of motorfietsentoesias was dit 'n besonderse gesig om soveel Vespas van verskillende eras saam op die pad te sien.

Een van die groot trekpleisters was die oudste deelnemende Vespa, 'n pragtige 1957-model wat aan Danie Smit behoort. Die Vespa was 'n wrak wat op n plaas in die Weskus gelê het, maar wat nou pragtig gerestoureer is. Saam met dié klassieke Vespa het George Yamaha ook die splinternuwe 2026 Vespa 310 uitgestal, 'n mooi simbool van hoe die handelsmerk oor agt dekades ontwikkel het sonder om sy unieke karakter te verloor.

Die vieringe is moontlik gemaak met die ondersteuning van Outeniqua Lifestyle Centre, Polpetta Italian Restaurant en Bossa Restaurant, wat as borge opgetree het en gehelp het om die dag in 'n ware fees vir Vespa-aanhangers te omskep.

Die plaaslike byeenkoms was deel van 'n wêreldwye viering van Vespa se 80ste verjaardag. In Rome, die tuiste van die ikoniese handelsmerk, het meer as 25 000 Vespa-ryers uit 67

lande saamgetrek vir een van die grootste Vespa-byeenkomste nóg. Duisende kleurvolle Vespas het deur die strate van die Italiaanse hoofstad gery, onder meer verby die wêreldberoemde Kolosseum, 'n gepaste huldeblyk aan een van die bekendste voertuie wat nog ooit gebou is.

Vespa se verhaal het in 1946 begin toe Piaggio 'n eenvoudige, bekostigbare en stylvolle vervoermiddel vir die naoorlogse Italië in Pontedera (waar dit vandag steeds gebou word) ontwikkel het. Min kon voorsien dat dié klein Vespa sou uitgroeï tot 'n wêreldwye kultuurikoon. Vandag is Vespa veel meer as net vervoer. Dit verteenwoordig Italiaanse ontwerp, vryheid, avontuur en 'n leefstyl wat generasies lank mense bymekaar bring.

Volgens Granville en Huida Shenker, wat die George-viering georganiseer het, was die dag 'n viering van veel meer as net die Vespas self.

"Baie dankie aan almal wat saam met ons Vespa se ongelooflike 80ste bestaansjaar gevier het. Julle teenwoordigheid het die dag besonders gemaak, van die lag, stories en kuier tot die bewondering vir hierdie ikoniese Vespas wat al geslagte lank mense met styl en vryheid vervoer. Hierdie mylpaal gaan nie net oor Vespa se geskiedenis nie, maar ook oor die besondere gemeenskap wat die handelsmerk vandag nog lewendig hou."

As die opkoms in George enige aanduiding is, lyk dit of Vespa se storie nog lank nie klaar geskryf is nie.





KTM George expands support for Husqvarna and GasGas riders

Good news for motorcycle enthusiasts in the Garden Route. KTM George has officially expanded its offering and is now an authorised servicing agent for both Husqvarna and GasGas motorcycles. The move is a welcome addition for local riders, who until now often had to travel significant distances for factory-approved servicing and maintenance.

With KTM, Husqvarna and GasGas all forming part of the Pierer Mobility Group, the dealership is well equipped to service all three brands using trained technicians, specialised diagnostic equipment and genuine parts.

For owners, it means greater convenience, reduced travel time and the peace of mind that comes with having expert support right on their doorstep. As adventure riding and off-road motorcycling continue to grow in popularity across the Garden Route, this expanded service offering is a timely boost for the local riding community.

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Audi S3

The sweet spot in Audi's performance line-up?

Article: Johann van Tonder

Every time Audi launches a new RS3, it steals the headlines. The five-cylinder engine. The outrageous performance. The rally heritage. The soundtrack. It's the car every petrolhead wants to talk about. I drove and wrote about it myself recently. But after spending time behind the wheel of the new Audi S3, I'm beginning to wonder whether the RS3's slightly overlooked little brother might actually be the smarter buy. Hear me out.

The latest S3 has quietly become a seriously capable performance car. Under the bonnet sits Volkswagen Group's familiar EA888 2.0-litre turbocharged four-cylinder engine, but this is no ordinary GTI motor. It now produces 245 kW and 420 Nm, putting it well into proper sports car territory. Audi claims 0-100 km/h in just 4.7 seconds, and from behind the wheel, that figure feels entirely believable. Launch it properly and it simply disappears down the road. Power goes to all four wheels through Audi's quattro system and a lightning-fast seven-speed S tronic gearbox. Grip is immense, regardless of the road surface. Wet roads? Gravel on the apex? Mid-corner bumps? The S3 simply shrugs them off and gets on with the job. What really impressed me, though, wasn't the outright pace. It was how approachable the performance is. The RS3 constantly reminds you that

it's a serious performance machine. The S3 feels more relaxed. You can drive it quickly without feeling like you're only scratching the surface of its capabilities. On a twisty mountain pass, you find yourself carrying more speed simply because the car feels so predictable and confidence inspiring. Audi has also given the new S3 some meaningful chassis upgrades. The torque splitter technology borrowed from the RS3 helps rotate the car through tighter corners, reducing the understeer that older fast Audis were often criticised for. It feels more agile than any previous S3, yet never nervous. It's still unmistakably an Audi. The steering is precise rather than overflowing with feel, and everything happens with clinical efficiency rather than wild drama. But that's part of its charm. Inside, the cabin strikes an excellent balance between everyday comfort and

sporting intent. The beautifully sculpted sports seats offer plenty of support without becoming tiring on long journeys, while the digital displays and updated infotainment system are among the best in the business. Then there's the question every enthusiast eventually asks. Should you spend the extra money on the RS3? If your heart says five cylinders, then nothing else will do. The RS3 remains one of the greatest performance hatchbacks ever built. Its charismatic 2.5-litre turbocharged five-cylinder engine delivers 294 kW and a soundtrack that pays tribute to Audi's legendary Group B rally cars. It's a future classic. But it also comes with a significantly higher asking price. The S3, on the other hand, delivers perhaps 90 percent of the real-world performance for substantially less money. Unless you're chasing lap times

or absolutely have to own that iconic five-cylinder engine, the S3 never leaves you feeling short-changed. In fact, there's an argument that it's the easier car to live with. The ride is more forgiving, fuel consumption is more reasonable, insurance costs are lower, and you won't constantly feel tempted to drive everywhere at ten-tenths. Perhaps that's the S3's biggest achievement. It doesn't try to outshine the RS3. Instead, it quietly carves out its own identity as a genuinely usable everyday performance car that can commute comfortably during the week and put a massive grin on your face every time an empty mountain pass appears on the weekend. For many South African buyers, that's probably the sweeter spot. The RS3 remains the poster car. The S3 might just be the one you'd actually want to own.

'n Week saam met die CITROËN BASALT

Artikel: Carina van Tonder



Daar is motors wat jou binne die eerste vyf minute beïndruk, en dan is daar motors wat stadig maar seker onder jou vel inkruip. Die nuwe Citroën Basalt val beslis in laasgenoemde kategorie. Ons het onlangs 'n week saam met die Basalt deurgebring en hoe langer ons hom bestuur het, hoe meer het ons verstaan wat Citroën probeer bereik het. Hierdie is nie 'n warm luikrug wat jou hartklop laat versnel nie, en hy probeer ook nie voorgee hy is 'n luukse SUV van meer as R600 000 nie. Nee, die Basalt is eerder daarop gemik om styl, praktiese bruikbaarheid en gemak teen 'n baie billike prys te bied. En daarin slaag hy nogal goed. Die eerste ding wat mense opmerk, is natuurlik die ontwerp. Die koepee-SUV-profiel laat die Basalt anders lyk as die meeste kompakte SUV's op ons paaie. Waar baie vervaardigers deesdae veilig speel, bring Citroën weer 'n bietjie Franse flair na die segment. Gedurende ons toetsweek

het verskeie mense gevra watter voertuig dit is, iets wat nie dikwels met 'n kompakte SUV gebeur nie. Binne is die verrassing nog groter. Die kajuit voel ruim en lugtig, met genoeg plek vir vier volwassenes om gemaklik lang afstande aan te pak. Selfs die agtersitplekke bied meer beenruimte as wat die buite-afmetings laat vermoed. Die 470 liter bagasieruim is ook groot genoeg vir 'n gesinsnaweek of inkopies, en die volgrootte spaarwiel is 'n bonus wat al hoe minder algemeen raak. Onder die enjinkap sit Stellantis se bekende 1,2-liter driesilinder turbo-petrolenjini wat 81 kW en 205 Nm lewer. Op papier klink dit dalk nie indrukwekkend nie, maar in die praktyk verrig hy sy werk met min moeite. Die ses-gang outomatiese ratkas pas mooi by die enjin en sorg vir gladde ratwisselings sonder onnodige gejaag. Gedurende ons week met die Basalt het ons stadsverkeer, oop pad en selfs

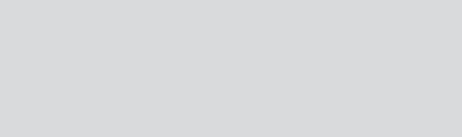
'n paar grondpaaie aangedurf. Wat die meeste uitgestaan het, was hoe gemaklik die rit is. Citroën het nog altyd 'n reputasie vir goeie ritgehalte gehad, en die Basalt hou daardie tradisie lewendig. Hy absorbeer slaggate en ongelykhede beter as baie van sy mededingers, sonder dat die hantering daaronder ly. Die stuur is lig genoeg vir parkeerterreine en stadsverkeer, maar bied steeds voldoende gevoel wanneer die pad begin kronkel. Dit is dalk nie 'n sportiewe bestuurder se droom nie, maar vir die tipiese gesin wat elke dag werk toe ry en oor naweke die langpad aandurf, tref die Basalt 'n uitstekende balans. Die Plus-model bied reeds 'n indrukwekkende lys standaardtoerusting, insluitend LED-hoofligte, 'n 10-duim raakskerm, digitale instrumentepaneel, ses lugsakke, spoedbeheer en parkeersensors. Die duurder Max voeg hoofsaaklik ekstra geriefs- en luuks-

heidskenmerke by. Na 'n week agter die stuur het ons met een gevolgtrekking weggestap: die Basalt probeer nie die vinnigste of mees luukse SUV in sy klas wees nie. Sy fokus is eerder om elke dag maklik, gemaklik en stylvol te maak. Teen 'n beginprys van R354 900 bied die Citroën Basalt iets wat al hoe skaarser raak: 'n motor met persoonlikheid. En ná 'n week saam met hom dink ons dit is dalk sy grootste verkoopspunt.

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MAZDA CX-5

Still One of the Classiest SUVs on the Road

Article: Sam Devon

The family SUV market has never been more competitive. Buyers can choose from everything from value-packed Chinese newcomers to long-established Japanese and Korean favourites. Yet, despite increasing competition, the Mazda CX-5 continues to carve out its own niche by offering something that many rivals struggle to match, a genuinely premium driving experience without the premium price tag.

The current CX-5 may not be the newest vehicle in the segment, but it remains one of the most complete packages available. It doesn't try to impress with oversized screens or gimmicky technology. Instead, Mazda has focused on getting the fundamentals right, and the result is an SUV that feels remarkably mature and refined. From the moment you climb inside, the CX-5 gives the impression of a vehicle from a class above. The dashboard layout is clean and uncluttered, while the soft-touch materials, quality switchgear and solid construction create an upmarket atmosphere. Everything feels well screwed together, and even after years on the market, the cabin still feels contemporary. Unlike many manufacturers that have moved almost every function into a touchscreen, Mazda retains physical controls for climate settings and a rotary controller for the infotainment

system. It might seem old-fashioned at first, but once you're on the move, it proves to be far less distracting and much easier to use. Under the bonnet, South African buyers can choose between two naturally aspirated petrol engines. The entry-level 2.0-litre engine delivers around 121 kW and 213 Nm, while the larger 2.5-litre produces 140 kW and 252 Nm. Both are paired with Mazda's smooth six-speed automatic transmission, with selected derivatives also available with all-wheel drive. The CX-5 isn't about outright performance. Instead, it delivers effortless, linear acceleration and a relaxed driving character. The steering is accurate, the suspension strikes an excellent balance between comfort and handling, and highway refinement is among the best in the segment. Whether you're commuting through town or covering hundreds of kilometres on a family holiday, the CX-5

always feels composed. This is where Mazda's philosophy of Jinba Ittai – the feeling of horse and rider moving as one – really comes through. There's a natural connection between driver and vehicle that many crossovers simply don't offer. The CX-5 competes against some serious rivals, including the Toyota RAV4, Volkswagen Tiguan, Hyundai Tucson, Kia Sportage, Honda CR-V and Nissan X-Trail. More recently it also faces stiff competition from Chinese brands such as the Haval H6, Chery Tiggo 8 Pro and Jaecoo J7, all of which offer generous specification levels for the money. Yet the Mazda appeals to a different type of buyer. This is the SUV for someone who appreciates quality over gimmicks. Someone who enjoys driving, values excellent build quality and prefers understated elegance over flashy styling. It suits professionals, young

families and empty nesters equally well, offering enough space for everyday life while maintaining a distinctly premium feel. Safety equipment is comprehensive, with features such as adaptive cruise control, lane-keeping assist, blind-spot monitoring, autonomous emergency braking and multiple airbags available across much of the range. The CX-5 may not shout the loudest in a crowded showroom, but perhaps that's exactly its strength. It quietly goes about its business, delivering comfort, refinement and driver satisfaction every single day. In a market increasingly obsessed with the latest technology and the biggest screens, the Mazda CX-5 reminds us that true quality never goes out of fashion. It remains one of the most premium-feeling SUVs you can buy without stepping into a luxury badge, and for many buyers, that makes it one of the smartest choices in its class.

TATA TIAGO

Article: Nico Boshoff

Recently, we tested the Tata Tiago, a car that finds itself competing in an increasingly crowded supermini segment, with rivals from China and the rest of the world all fighting for a slice of the affordable hatchback market.



When I first received the keys to the Tiago, I couldn't help but notice that its name almost makes you think of Volkswagen's Taigo. On paper the names are similar, but that's where the comparison ends, as the VW costs well over twice as much. My initial impression, confirmed by several colleagues, was that the Tiago is a surprisingly attractive little hatchback. Its styling is easy on the eye and reflects the design confidence of a company that also owns Jaguar Land Rover. It certainly changes one's perception of a manufacturer that has traditionally focused on affordable motoring. From the moment I climbed inside, it was clear that Tata had made a genuine effort with the cabin. In this price bracket, it's common for manufacturers to cut costs with cheap-looking interior plastics, yet the Tiago feels better put together than expected. The entry-level model starts at just R189,900, comfortably undercutting the R200,000 mark. Turning the traditional ignition key

brings the car to life, while the illuminated Tata logo on the steering wheel subtly lights up – a neat touch that's completely hidden when the car is switched off. The lighter-coloured plastic inlays, likely made from a combination of durable automotive polymers, brighten the cabin and create the impression of a more robust interior, even if the surfaces remain hard to the touch. While we're on the subject of the interior, it's worth mentioning a few welcome features. Hill Hold Assist, for example, prevents the car from rolling backwards when pulling away on an incline. Imagine doing your driver's licence test in this! If you're interested in the full specification list, Google will happily fill in the rest. Under the bonnet sits a naturally aspirated 1.2-litre three-cylinder petrol engine. As I've mentioned before when reviewing other vehicles, three-cylinder engines often feel more eager than the numbers suggest. Their characteristic off-beat firing order and larger individual cylinder capacity create a

sense of torque that makes them feel more energetic than similarly sized four-cylinder engines. They also sound more mature than you might expect from a modest 1.2-litre powerplant. One morning I had to drive to Caledon, and climbing Sir Lowry's Pass was accomplished mostly in fourth gear. Yes, I was the only occupant, and the car is fitted with a five-speed manual gearbox, but it was still an impressive showing from the Revotron engine, which produces 63 kW. For perspective, not too many years ago a 1.3-litre Toyota Tazz offered only around 55 kW. Once again, that distinctive off-beat three-cylinder soundtrack is likely to put a smile on the face of many young professionals looking to buy their first new car after university. Our test vehicle was finished in Daytona Grey, a colour that adds a touch of sophistication to a car that costs less than R200,000 in South Africa. From the outside, it probably looks as though motoring journalists spend every day driving luxury cars. The reality is that owning a vehicle and

keeping it on the road is what matters most to many South Africans. Spending time behind the wheel of this little hatchback reminded me just how enjoyable a small, lightweight car can be. It felt perfectly at home threading its way through Cape Town's narrow one-way streets, where its compact dimensions became a genuine advantage. The Tata Tiago deserves serious consideration if you're shopping for an affordable runabout. It offers honest value for money, enough equipment to make everyday driving comfortable, and an engine with plenty of character. Add to that a 5-year/125,000 km warranty, and with fuel prices continuing to climb, it's a car that should also be kind to your wallet, especially if you occasionally enjoy making the most of that charismatic three-cylinder soundtrack.



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INDUSTRY NEWS

Compiled by Carina van Tonder

Tata Osprey heading to South Africa
Tata Motors Passenger Vehicles South Africa has confirmed that the all-new Osprey SUV will join its local line-up during the third quarter of 2026. While the vehicle is sold as the Nexon in many international markets, South African buyers will know it as the Osprey, a name chosen to reflect the adventurous lifestyle the compact SUV is aimed at. Styling is modern and bold, featuring full LED headlights, sequential daytime running lights and a dual-tone panoramic sun-roof. Inside, Tata has focused heavily on technology, with a 10.25-inch infotainment touchscreen, matching 10.25-inch digital instrument cluster and the brand's IRA 2.0 connected vehicle system, allowing owners to monitor and interact with the vehicle through a smartphone app. The cabin seats five occupants and offers a practical 382-litre luggage compartment. Other highlights in-

clude ventilated leatherette seats, a premium dashboard design, a 360-degree camera system, blind-view monitor and front and rear parking assistance. Safety is expected to be one of the Osprey's biggest selling points. The SUV earned a five-star Global NCAP safety rating and comes equipped with six airbags, Electronic Stability Programme (ESP) and Level 2 Advanced Driver Assistance Systems (ADAS), making it one of the safest vehicles in its class. Although Tata has not yet confirmed local engine specifications or pricing, the Osprey is expected to strengthen the brand's rapidly expanding presence in South Africa. Following the successful return of Tata passenger vehicles to the local market, the Osprey will become another important addition alongside the Tiago, with more new models expected to follow over the coming months.



TATA OSPREY

heading to South Africa

MITSUBISHI TRITON BI-TURBO

joins South African line-up



Mitsubishi Motors South Africa has expanded its Triton range with the arrival of the new Triton Bi-Turbo, which now takes its place as the flagship model in the local line-up. Alongside it, the Triton GLS also receives a fresh styling update with darker exterior finishes for a tougher, more contemporary look.

The biggest news is under the bonnet. The familiar 2.4-litre four-cylinder turbodiesel has been upgraded with a two-stage bi-turbo system, increasing outputs to 150 kW and 470 Nm. The smaller turbo improves low-end response, while the larger turbo delivers stronger performance higher up the rev range. Power is sent through a six-speed automatic transmission and Mitsubishi's proven Super Select II 4WD system, complete with a rear differential lock. One of the standout features of Super Select II is that it allows drivers to engage four-wheel drive on the move at speeds of up to 100 km/h, making it particularly useful when road conditions suddenly change from dry tar to wet roads or gravel. Seven selectable drive modes further tailor the vehicle for everything from everyday driving to more demanding off-road adventures. The Triton Bi-Turbo also retains the practicality expected of a modern double cab, offering a 1,000 kg payload and a 3.5-tonne towing capacity. Inside, Mitsubishi has added a long list of comfort and technology upgrades. These include synthetic leather seats with suede inserts, dual-zone climate control, a 9-inch touchscreen infotainment system, wireless Apple CarPlay and Android Auto, a 7-inch digital driver display, and a six-speaker sound system. The updated Triton GLS models benefit from black exterior trim, dark-finished 18-inch alloy wheels and smoked rear light housings, giving them a more rugged appearance without any increase in price.



VW opens pre-orders for all-new T7 Multivan Caravelle
Volkswagen Commercial Vehicles has officially opened pre-orders for the all-new T7 Multivan Caravelle, ushering in a new era for one of South Africa's most iconic people movers. More than 70 years after the first Kombi rolled off the production line in Kariega, the latest Caravelle combines modern technology, hybrid efficiency and premium comfort in a versatile package.



AUDI RS E-TRON GT

performance arrives as the most powerful Audi ever

Audi South Africa has added a new flagship to its performance range with the arrival of the RS e-tron GT performance, the most powerful production model the brand has ever built. While the price tag of R4 906 100 puts it firmly in supercar territory, the numbers are enough to grab any enthusiast's attention. Power comes from a dual-motor electric drivetrain driving all four wheels through Audi's renowned quattro system. Under normal driving it delivers up to 550 kW, but activate Launch Control and output climbs to an astonishing 680 kW. That translates into a claimed 0-100 km/h time of just 2.5 seconds, before the electronically limited top speed of 250 km/h. Audi has also introduced several new performance technologies. An exclusive RS Performance Mode sharpens the suspension, power delivery and thermal management for spirited driving, while Push-to-Pass temporarily unlocks an additional 70 kW for up to ten seconds, giving the driver extra punch when overtaking. The chassis is equally impressive. Standard equipment includes adaptive air suspension with continuously variable damping, massive 21-inch alloy wheels and Audi ceramic brakes with red calipers. Inside, buyers are treated to electrically adjustable RS Sport Seats Pro, Fine Nappa leather, Audi's Virtual Cockpit Plus, MMI navigation and a premium Bang & Olufsen 3D sound system. The new Audi RS e-tron GT performance is now available in South Africa from R4 906 100. The price includes a 5-year/100 000 km Audi Freeway Plan, an 8-year/160 000 km high-voltage battery warranty, and comprehensive charging equipment for home and public charging.

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INDUSTRY NEWS

Compiled by Carina van Tonder

Audi South Africa has officially launched the third-generation Q3, bringing a fresh look, new technology and greater refinement to one of the brand's most popular compact SUVs. Available in both traditional SUV and sleeker Sportback body styles, the new Q3 aims to raise the bar in the premium compact SUV segment. The redesigned Q3 features a bolder exterior with a wider Singleframe grille, sharper body lines and improved aerodynamics. It is also the first Audi

in its class to offer optional Digital Matrix LED headlights and Digital OLED rear lights, giving it a distinctive appearance both day and night. Inside, Audi has introduced a more modern, driver-focused cabin centred around an 11.9-inch digital instrument cluster and a 12.8-inch MMI touchscreen. Standard features include navigation, wireless connectivity, ambient lighting, leather upholstery, dual-zone climate control, front and rear parking sensors, an electric

tailgate and seven airbags. South African buyers can choose between two engine options. The 1.4-litre TFSI petrol engine produces 110 kW and 250 Nm, while the 2.0-litre TDI diesel delivers the same 110 kW but with a stronger 360 Nm of torque, making it ideal for long-distance touring. Both engines are paired with Audi's S tronic automatic transmission. The Q3 is offered in Advanced, S line and S line Black trim levels, with

higher-spec models adding larger alloy wheels, sportier styling and additional driver assistance features. Pricing starts at R814,200 for the Q3 1.4 TFSI SUV, while the flagship Q3 Sportback 2.0 TDI S line Black is priced at R1,002,300. Every new Audi Q3 is sold with a 5-year/100,000 km Audi Freeway Plan, giving buyers added peace of mind as the latest generation of this popular premium SUV arrives in local showrooms.



Audi launches the all-new **Q3**

GEELY COOLRAY

arrives in South Africa



Geely has expanded its South African line-up with the arrival of the all-new Coolray, a compact SUV that aims to shake up one of the country's most competitive market segments. Already one of Geely's biggest global success stories, the Coolray combines sporty styling, strong performance and a generous list of standard features at an attractive price.

Power comes from a 1.5-litre turbocharged four-cylinder petrol engine producing 128kW and 290Nm. Paired with a seven-speed wet dual-clutch transmission driving the front wheels, the Coolray can sprint from 0-100km/h in a claimed 7.6 seconds while returning a combined fuel consumption figure of 6.5L/100km. Drivers can choose between Eco, Comfort, Sport and Adaptive driving modes. Inside, every model features a 14.6-inch infotainment touchscreen, an 8.8-inch digital instrument cluster, wireless Apple CarPlay and Android Auto, automatic climate control and keyless entry. Higher-spec Vanguard and Vertex models add leather upholstery, ambient lighting, a power-adjustable driver's seat, a 540-degree camera system and additional airbags, while the flagship Vertex also includes a panoramic sunroof, wireless phone charging, an electric tailgate and a full suite of advanced driver assistance systems.

The new Geely Coolray is available in three derivatives:

- Coolray 1.5TD 7DCT Nova – R369,900
- Coolray 1.5TD 7DCT Vanguard – R399,900
- Coolray 1.5TD 7DCT Vertex – R429,900

All models are sold with Geely Care+, which includes a 5-year/150,000km vehicle warranty, a 5-year/150,000km engine warranty, a 5-year/50,000km service plan and five years of roadside assistance.



FIAT TRIS

electric three-wheeler coming to South Africa

FIAT has unveiled an interesting new addition to its global line-up, the all-electric TRIS, which is expected to arrive in South Africa and selected Sub-Saharan African markets towards the end of 2026.



BMW adds entry-level iX2 eDrive20 to South African line-up

BMW South Africa has expanded its electric vehicle range with the introduction of the new iX2 eDrive20. Positioned as the entry point into the iX2 range, the newcomer offers the same sporty coupé-SUV styling as its siblings while providing a more affordable way into BMW's growing electric line-up.

Power comes from a single electric motor driving the front wheels, producing 150kW and 250Nm of torque. BMW claims a 0-100km/h time of 8.8 seconds and an electronically limited top speed of 170km/h. A full charge delivers a claimed driving range of up to 470km, making the iX2 suitable for both daily commuting and longer trips.

The battery can be charged at up to 22kW using AC charging, while DC fast charging of up to 130kW allows for quicker top-ups on longer journeys.

Despite being the entry-level model, the iX2 eDrive20 comes well equipped. Standard features include BMW's Driving Assist Professional package with adaptive cruise control, lane-keeping assist, speed limit recognition and other advanced driver assistance systems. Parking Assist Plus is also standard, adding surround-view cameras and parking assistance to make manoeuvring in tight spaces easier.

The exterior is distinguished by BMW's illuminated Iconic Kidney Glow grille, adaptive LED headlights, a panoramic glass sunroof and 19-inch alloy wheels. Inside, buyers get electrically adjustable sport seats, wireless smartphone charging and BMW's latest digital cockpit.

The iX2 joins the fully electric iX1 xDrive30e and the plug-in hybrid X1 xDrive30e, giving customers another electrified option in BMW's compact SUV range.

The BMW iX2 eDrive20 is priced at **R1,300,000**. The price includes BMW's Motorplan as well as an eight-year/160,000km battery warranty, offering buyers additional peace of mind as they make the move to electric mobility.



All-New JMC VIGUS

Artikel: Johann van Tonder

First impressions count, and the all-new JMC Vigus certainly made a strong one. We'll have the vehicle for a longer test soon, where we'll dive into fuel consumption, towing ability, off-road performance and everyday ownership. But after spending some initial time behind the wheel one thing became clear: this is a bakkie that offers far more than you might expect from the price tag. Let's be honest. Many buyers automatically start looking at compact SUVs when shopping in this price bracket. But perhaps they're asking the wrong question. Instead of settling for a crossover with limited practicality, why not consider a double-cab bakkie that can comfortably carry the family during the week, tackle work duties during the day and head off on a camping adventure over the weekend?

That is exactly where the new Vigus makes a compelling case. From the outside, it certainly looks the part. The bold grille, modern LED lighting and muscular proportions give it plenty of road presence. It doesn't look like a budget alternative, and with a growing range of accessories available, owners will be able to personalise it into anything from a workhorse to a serious lifestyle vehicle. Open the door and the pleasant surprises continue. The cabin strikes a sensible balance between modern technology and everyday usability. Twin digital screens immediately catch your attention and give the interior a contemporary feel. Thankfully, JMC resisted the temptation to bury every function inside the touchscreen. The controls you use most often, like the climate control and

audio volume, are still operated by proper physical knobs and buttons. That may sound like a small thing, but after driving countless vehicles that require three menu presses just to adjust the fan speed, it's something you'll appreciate every single day. The materials used throughout the cabin won't be mistaken for premium luxury finishes, but that's actually part of the appeal. They're durable, practical and look easy to keep clean. Muddy boots, sandy towels, wet dogs or sticky fingerprints from the kids won't have you constantly worrying about damaging expensive trim. This feels like a cabin that was designed to be lived in rather than simply admired. On the road, the Vigus impressed. It feels composed and easy to drive, with light steering and good visibility making it far less intimidating than some larger

bakkies. Whether you're navigating city traffic or heading out on the open road, it quickly feels familiar. Perhaps the biggest takeaway from our first drive is just how much value JMC has packed into the Vigus. You get the practicality of a proper double cab, modern technology, an attractive design and genuine lifestyle versatility at a price that overlaps with many compact SUVs. For buyers who enjoy an active lifestyle, that's a difficult combination to ignore. You can load bicycles, camping gear or building materials into the load bin without a second thought, yet still have room for the family in comfort. It really is a vehicle that can wear many hats.



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2025 1.2 GA (MAN) FROM R190 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 R190 900
1.2 GL+ FROM R197 900
1.2 GL+ CVT FROM R212 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 R195 900
(AUTO) FROM R229 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 R195 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 R205 900
1.5 XS (AUTO) FROM R245 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.
(MAN) FROM R205 900
(AUTO) FROM R225 900



2024 HYUNDAI VENUE
A/C, P/S, REMOTE C/L, E/W, MFS, AIRBAGS,
ABS/EBD, BLUETOOTH/USB.
1.2 MOTION FROM R219 900
1.0 TGD I MOTION DCT FROM R279 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 R235 900
1.6 TIPTRONIC (AUTO) FROM R239 900
1.6 LIFE FROM (MAN) R249 900
1.6 LIFE TIPTRONIC (AUTO) FROM R270 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 R255 900
1.0 TSI (WITH MAG RIM) FROM R260 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 R309 900



HAVAL JOLION 1.5T CITY PLUS DCT
A/C, P/S, C/L, E/W, 17" ALLOY WHEELS, LED LIGHTS,
10.25" TOUCHSCREEN, APPLE CARPLAY & ANDROID
AUTO, KEYLESS ENTRY & START, REAR PARKING
SENSORS & CAMERA, CLIMATE CONTROL, LANE
DEPARTURE ASSIST.
2024 FROM R269 900
2025 FROM R289 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



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 R354 900
2025 LIFE DSG FROM R359 900



2025 TOYOTA COROLLA CROSS 1.8 XS
A/C, P/S, REMOTE C/L, E/W, FRONT AIRBAGS,
ABS/EBD, HILL ASSIST, REAR PDC/CAMERA,
MFS, CRUISE CONTROL, MAGS, LED LIGHTS,
RADIO/USB/BLUETOOTH.
FROM R349 900



2024 AUDI Q2
A/C, P/S, C/L, E/W, LED HEADLIGHTS,
FRONT & REAR PDC, AUDI SMARTPHONE
INTERFACE & APPLE CAR PLAY.
1.4 TFSI TIPTRONIC FROM R415 900
3.5 TFSI URBAN EDITION FROM R485 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 R599 900
2025 FROM R629 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 FROM R559 900
2.4 4X4 FROM R589 900
2.8 4X2 FROM R629 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.
FROM R675 900

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Nosiphiwo 073 875 7435 Lihle 076 348 8008.

WYNBERG: 369 Main Road, Wynberg. Tel: (021) 762 9223.
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Sharelle 083 956 9413.

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