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With 295mm of ground clearance and 850mm of wading depth, it provides a heavy-duty backbone for high-spec overlanding builds, allowing for heavy rooftop tents, auxiliary systems, and gear without constantly dancing around gross vehicle mass limits.

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Honda
CB1000 GT

Article: Johann van Tonder

A serious sports-tourer that
blends the punch of a litre-
class inline-four with the
touring finesse that many
riders crave.

For riders with a passion for travel and especially keen on machines that can do both road and long-haul touring duty the CB1000 GT presents an interesting proposition. At its heart the CB1000 GT uses a liquid-cooled DOHC inline-four engine (1,000 cc) derived from the same basic architecture that powers the CB1000 Hornet and traces back to the CBR1000RR Fireblade line. This gives the machine sportbike-level thrust, but tuned in a way to make sense for both spirited rides and longer haul touring. The presence of modes for "Tour" and "Standard" riding hint at the all-rounder intention. The design of the CB1000 GT mixes

aggressive sport DNA with touring sensibilities: a sculpted fairing (developed using CFD for wind protection). Ergonomics lean toward comfort: the bar and peg position are set for longer-distance stability and reduced rider fatigue, while the sub-frame has been beefed up relative to the Hornet to handle luggage and pillion load. Standard kit is generous: heated grips, cruise control, knuckle-guards, quick-shifter, centre-stand, and detachable panniers (37L left, 28L right) are included in the base specification. The 21-litre tank and decent power output suggest good highway range and overtaking punch. The electronic suspension, upright ergonomics and

touring kit work in favour of comfortable longer rides. At 229kg wet, while not feather-light, the weight is reasonable for a fully-loaded sports tourer and the lowish seat height (825mm) keeps accessibility good. Electronics include six-axis IMU, ride modes (Sport, Rain, Tour, Standard, User), full-colour 5" TFT display with smartphone connectivity via Honda RoadSync and smart key ignition. The Honda CB1000 GT is a compelling "one-bike-does-it-all" machine: sportbike blood, touring comfort, modern electronics, and real world practicality. And it is available for pre-orders now!

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Ride the Waves, Conquer the Trails!



It is a purpose-built industrial machine designed to bridge the gap between the standard Ranger and the heavy-duty trucks...

Article: Johann van Tonder



HEAVY METAL: THE FORD RANGER SUPER DUTY

For the South African bakkie market, 2027 is shaping up to be an exciting year. Ford has officially confirmed that the Ranger Super Duty is headed our way, and make no mistake, this is not just another dress-up kit.

It is a purpose-built industrial machine designed to bridge the gap between the standard Ranger and the heavy-duty trucks that, until now, we've only seen in North American imports.

Developed by Ford's International Markets Group, the Super Duty is a complete re-engineering of the platform. We are looking at a machine that addresses the specific, high-stress requirements of mining, agriculture, forestry, and emergency services.

Key performance metrics indicate a massive shift in capability. The braked towing capacity jumps to 4,500kg, a sub-

stantial 1,000kg increase over the standard range. Rated for nearly 2,000kg, this platform is built to carry the weight that breaks lesser bakkies. It rides on a wider track with 33-inch all-terrain tyres, supported by a reinforced chassis, heavy-duty axles, and the most robust rear differential ever fitted to a production Ranger. A 130-litre fuel tank comes standard, which is a massive win for remote-area work and long-haul overlanding.

Ford is leaning into its Ford Pro™ Convertor program for this launch. This is the right move, as it allows for factory-backed customisation for industry-specific needs, such as secure mining transport or emergency medical modules.

For those of us who spend our time chasing horizons, the Super Duty presents a formidable proposition. With 295mm of ground clearance and 850mm of wading depth, it outstrips the Raptor and the Tremor in sheer physical positioning. It provides a heavy-duty backbone for high-spec overlanding builds, allowing for heavy rooftop tents, aux-

iliary systems, and gear without constantly dancing around gross vehicle mass limits.

Think of factory-integrated pop-up campers, modular drawer systems with heavy-duty load-bed reinforcement, or dedicated battery-management housings for true off-grid independence. Because these modifications are assessed and supported by Ford, you maintain the confidence of a factory warranty while building a rig that can genuinely handle the most remote corners of the continent.

With a gross vehicle mass (GVM) of 4,500kg, there is a strong possibility that this

vehicle will require more than a standard Code B license to operate legally on our roads. Ford is currently navigating the homologation process, and will keep us updated on the licensing requirements as they are finalised closer to the 2027 launch date.



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ISUZU Brei D-Max Extended Cab-Reeks Uit met Nuwe 4x4 Model

Artikel: Johann van Tonder

Vir baie Suid-Afrikaanse bakkiekoopers was die keuse nog altyd eenvoudig. As jy 'n suiwer werkesel benodig, koop jy 'n enkelkajuit. As gesinsgerief belangrik was, kies jy 'n dubbelkajuit.

Die Extended Cab het egter nog altyd 'n interessante middelgrond gebied, met ekstra pakuimte agter die sitplekke sonder die groter grootte en koste van 'n dubbelkajuit. Nou maak ISUZU dié opsie nóg aantrekliker met die bekendstelling van die nuwe D-Max 1.9 Ddi HR LS A/T 4x4 Extended Cab. Hierdie model vul 'n belangrike nis in die plaaslike mark. Baie kopers benodig die laaivermoë en sleepvermoë van 'n werksbakkie, maar het nie noodwendig vier volwaardige deure nodig nie. Terselfdertyd wil hulle die gemoedsrus hê wat 'n 4x4-stelsel bied wanneer grondpaaie, plaasroetes of avontuurroetes aangepak word. Onder die enjinkap sit ISUZU se beproefde 1,9-liter turbo-dieselenjin wat 110 kW en 350 Nm lewer. Hoewel

dit nie die brute krag van die groter 3,0-liter D-Max-modelle bied nie, het die 1,9-liter reeds bewys dat hy betroubaar, ekonomies en bekostigbaar is om te onderhou. Die enjin word gekoppel aan 'n sesgang-outomatiese ratkas wat glad skakel en die enjin gemaklik binne sy wringkrakband hou. Vir bestuurders wat baie ure op die pad deurbring, maak die outomatiese ratkas die daaglikse bestuurservaring merkbaar meer ontspanne. Die toevoeging van 'n volwaardige 4x4-aandryfstelsel maak die Extended Cab aansienlik meer veelsydig. Of dit nou nat plaaspaadjies, modderige konstruksie terreine of afgeleë kampplekke is, die ekstra traksie bied waardevolle gemoedsrus. Die LS-spesifikasie sorg ook dat gerief

nie afgeskeep word nie. Die kajuit beskik oor 'n moderne inligting- en vermaakstelsel met slimfoonverbinding, spoedbeheer en 'n uitgebreide veiligheidslys. Die agterste halfdeure maak dit maklik om toegang te kry tot die pakuimte agter die voorste sitplekke, ideaal vir gereedskap, kamptoerusting of waardevolle bagasie. Een van die Extended Cab se grootste voordele bly sy praktiese aard. Die langer bak bied meer bruikbare laairuimte as baie dubbelkajuite, terwyl die voertuig steeds makliker hanteerbaar bly as sommige van die groot leefstylbakkies op die mark. Daar is ook iets verfrissend aan die eenvoud van hierdie pakket. Terwyl baie moderne bakkies al hoe meer luuks en duur word, fokus die D-Max Extended Cab steeds daarop om sy

werk goed te doen. Vir boere, kontrakteurs, avonturiers en klein sake-eienaars kan die nuwe D-Max 1.9 Ddi HR LS A/T 4x4 Extended Cab dalk een van die slimste modelle in die ISUZU-reeks wees. Dit kombineer die handelsmerk se bekende betroubaarheid en taaiheid met die veelsydigheid van vierwielaandrywing en die gerief van 'n outomatiese ratkas. In 'n mark waar leefstyl-dubbelkajuite toenemend die kollig steel, herinner hierdie nuwe ISUZU ons daaraan dat praktiese bruikbaarheid steeds saak maak. En vir baie kopers kan dit dalk die ideale balans wees.



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BYD ATTO 8

Artikel: Johann van Tonder Fotos: Juandry Kleinhans

Vir gesinne wat op soek was na 'n groot sewesitplek-gesinsvoertuig was die keuse tot onlangs eenvoudig.

'n Fortuner, Everest, Prado of dalk een van die duurder Europese opsies het gewoonlik bo-aan die lys verskyn. Die meeste was diesel-aangedrewe voertuie wat gebou is vir lang afstande, sleepwerk en grondpaaie. Nou is daar 'n ander, nuwe en interessante opsie. Die nuwe BYD Atto 8 volg egter 'n heel ander resep. In plaas van 'n groot dieselmotor kombineer BYD se vlagskip-SUV 'n turbo-aangejaagde petrolenjin met elektriese motors en 'n groot battery. Die doel is om die ruimte en praktiese bruikbaarheid van 'n groot gesinsvoertuig te bied, maar met die laer brandstofverbruik en gladde werkverrigting van 'n moderne geëlektrifiseerde aandryfstelsel. Die syfers spreek vanself. Die vlagskip-vierwielaangedrewe model lewer 'n indrukwekkende 359 kW en 675 Nm. Dit is syfers wat mens eerder

met verrigting-SUV's assosieer as met 'n voertuig wat kinders skool toe neem. Volgens BYD kan die Atto 8 van 0 tot 100 km/h in minder as vyf sekondes versnell! Maar spoed is nie eintlik die hoofdoel van 'n voertuig soos hierdie nie. Wat belangrik is, is hoe moeiteloos die Atto 8 dit doen. Die onmiddellike wringkrak van die elektriese motors maak verbygaan maklik, terwyl die petrolenjin sorg dat lang afstande sonder enige kommer aangepak kan word. Anders as 'n suiwer elektriese voertuig hoef bestuurders nie oor laaipunte of reikafstand te bekommer nie. Vir Suid-Afrikaners wat gereeld vakansies aanpak of lang afstande ry, is dit 'n groot voordeel. Binnelangs beïndruk die Atto 8 onmiddellik. Die kajuit is ruim, modern en tegnologies gevorderd. 'n Groot draaibare

raakskerm vorm die middelpunt van die instrumentpaneel, terwyl die sewesitplek-uitleg genoeg buigsaamheid bied vir groter gesinne of ekstra passasiers. Die gehalte van die afwerking wys ook hoekom BYD homself van die ander nuwe fabrikate onderskei. Die materiaal-gebruik en bougehalte voel premium en die ontwerp is modern sonder om ingewikkeld te wees. Die BYD bied 'n blik op die toekoms, waar elektriese doeltreffendheid en langafstand-vermoë hand aan hand gaan. Dit gaan waarskynlik nie die voorkeurkeuse wees vir iemand wat gereeld moeilike 4x4-roetes aanpak nie. Kopers wat laestrek, ewenaarslotte en ernstige veldryvermoë soek, sal steeds na voertuie soos die Land Cruiser Prado kyk. Maar vir gesinne wat die meeste van hul tyd op teer-paaie, in die dorp en op vakansiereise

deurbring, bied die Atto 8 iets nuuts en verfrissends. Miskien is die grootste verrassing dat BYD nie meer net op prys kompeteer nie. Met voertuie soos die Atto 8 wys die vervaardiger dat hy gereed is om op tegnologie, verfyning en innovasie mee te ding. Hierdie is 'n gesofistikeerde, luukse en kragtige SUV wat sy man kan staan teen die gevestigde Europese name. As jy in die mark is vir 'n gesins-SUV wat tegnologie en styl perfek balanseer, gaan toetsbestuur hom. Wees net gewaarsku: sodra jy daardie onmiddellike wringkrak ervaar en die luukse kajuit beleef, gaan jy baie moeilik weer teruggaan na 'n enjin wat nêr brandstof verbrand.

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EMZOOM NOVA

lands under R360,000

Article: Sam Devon

When Chinese manufacturing giant GAC Motor launched the Emzoom crossover in South Africa back in late 2024, it made a bold statement with sharp angles and a punchy powertrain.

However, with the mid-tier Executive and top-flight R-Style models pushing toward the half-million-rand mark, it remained out of reach for a large slice of the budget-conscious local market. Distributor Salvador Caetano South Africa has addressed that gap directly by expanding the local line-up. The introduction of the new entry-level GAC Emzoom Nova aggressively drops the entry price to R359,900, significantly undercutting its stablemates by R90,000 while retaining the mechanical components that define the range. Often, a lower entry price means sacrificing performance for a weak, naturally aspirated base engine. GAC has resisted that temptation. The Nova features the exact same third-generation 1.5-litre turbocharged direct-injection petrol engine found in the flagship derivatives with a Power Output of 130kW and 270Nm of torque, mated to a Seven-speed wet dual-clutch automatic transmission, sourced

from Schaeffler. A run from 0-100 km/h takes 8.0 seconds flat with an official average fuel economy claim of 6.2L/100km. On paper, this makes the Nova the most powerful crossover in its specific price bracket. For context, established segment rivals under R400,000 generally offer substantially lower out-puts. Power is delivered exclusively to the front wheels, and the driver can toggle between three driving modes (Eco, Comfort, and Sport) depending on road conditions or personal preference. To bring the price down, certain cosmetic and interior adjustments were necessary. From the outside, the Nova retains the highly geometric design theme, sharp LED daytime running lights, and a slightly revised front grille. The most noticeable exterior downgrades are the wheels and the door mechanism. While more expensive models get 18-inch rims and automated pop-out door handles, the Nova

rides on smaller 17-inch alloy wheels and features manual hidden door handles that must be pressed to release. Inside, the cabin remains a modern, practical space. The premium all-leather seating of the top tiers is replaced by a durable synthetic leather and fabric combination. The core technology infrastructure remains robust, anchored by a standard 10.25-inch digital touchscreen display that supports wireless Apple CarPlay and Android Auto. Additional standard convenience features include keyless entry, remote engine start via the key fob, cruise control, and an electronic parking brake. The vehicle is built on GAC's high-strength steel chassis architecture, which carries a five-star ASEAN NCAP safety rating. However, buyers should note that the Nova features a basic passive safety setup consisting of dual front airbags, traction control, stability control, and rear parking sensors, omit-

ting the advanced electronic driver-assistance systems found on the Executive trim. Where GAC aims to build serious consumer confidence is in the after-sales package. The Emzoom Nova is sold with a standard two-year or 30,000 km service plan. More importantly, it includes a highly competitive lifetime engine warranty for the original owner. If the vehicle is sold, this reverts to a standard five-year or 150,000 km factory warranty for subsequent owners. At a time when South African motorists are facing severe financial pressure, the Nova offers a compelling blend of high performance and modern cabin tech at an accessible price point, backed by substantial warranty peace of mind.

GAC GS3 EMZOOM
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BMW's

Tribute to the Mountain Course

To celebrate the 115th running of the legendary Isle of Man TT in 2026, BMW Motorrad has unveiled a very special collector's edition superbike, the new BMW M 1000 RR Limited Edition Isle of Man TT. Production will be limited to just 115 units worldwide, making it **one of the rarest modern BMW motorcycles yet.**

The bike is based on the already extreme M 1000 RR M Competition, but adds a host of exclusive styling details and collector-focused touches inspired by the iconic TT Mountain Course. Finished in classic British Racing Green matt paintwork, the bike features graphics depicting sections of the famous Isle of Man circuit, with left-hand corners shown on the left fairing and

right-hand corners on the right side. Other standout details include a carbon-fibre airbox cover with TT branding, an Alcantara seat, Satin Chrome aluminium fuel tank, black swingarm and individually milled numbering on the top yoke. Each buyer also receives a certificate of authenticity. Mechanically, it remains every bit the superbike weapon. The M 1000 RR is

one of the fastest production motorcycles on the planet and continues BMW's strong recent success at the TT, where riders like Peter Hickman and Michael Dunlop have claimed multiple victories aboard BMW machinery. Hickman also set the current outright TT lap record in 2023 on a BMW M 1000 RR, averaging an astonishing 219.4 km/h around the mountain course.

BMW says the Limited Edition is aimed at riders and collectors wanting exclusivity alongside uncompromising performance.

For fans of superbikes and TT history, this could become one of the most desirable modern BMW motorcycles ever built.



Bakkie Meat, SUV Bones:

LDV Terron 9

The traditional line dividing South African workhorses from family cruisers has blurred completely. Modern buyers expect a single vehicle to tackle the daily school run, handle the open road, and haul a heavy load without skipping a beat. The LDV Terron 9 steps directly into this sweet spot, aiming to deliver double-cab utility wrapped in the refinement of a premium SUV.

Priced from R779 900, the Terron 9 enters a fiercely competitive market dominated by established names like the Hilux, Ranger and D-Max. However, LDV believes there is room for something different, especially for buyers wanting strong specification levels without moving deep into seven-figure territory. Under the bonnet sits a 2.5-litre turbo-diesel engine producing 164kW and 520Nm, paired with an eight-speed ZF automatic gearbox and four-wheel drive system. Towing capacity is rated at 3 500kg, putting it right in line with the segment heavyweights. Multiple drive modes are available, including Mud, Sand, Rock and Crawl settings, while front and rear differential locks should make the Terron 9 more than capable away from the tar.

Visually, the LDV has a bold, upright design with a wide stance, LED lighting and 20-inch alloy wheels. Ground clearance is rated at 220mm, while the 3 300mm wheelbase gives it a large road presence. Inside is where the Terron 9 really pushes the SUV angle. The cabin features leather trim, dual 12.3-inch screens, a JBL sound system, dual-zone climate control and heated and ventilated seats. The flagship version even adds a massage function for the driver and a panoramic sunroof. Safety specification is equally extensive, with seven airbags, autonomous emergency braking, blind-spot monitoring, lane assist systems and a five-star ANCAP safety rating.

The Terron 9 is backed by a five-year/200 000km warranty and is available in six colours, including Desert Yellow and Spruce Green. Whether South Africans are ready to embrace another new bakkie brand remains to be seen, but the LDV certainly arrives with plenty of specification and a strong focus on comfort and versatility.

THE ULTIMATE CRUISER:

SVI's 6x6 MAX Recon

When you think of the Toyota Land Cruiser 70 Series, you likely picture a reliable workhorse navigating a muddy track in the Eastern Cape or hauling gear across the Karoo. It is a vehicle that defines legendary durability. Now, take that proven platform and apply a tactical, military-grade evolution. Meet the SVI MAX Recon 6x6, a machine that pushes the Land Cruiser architecture to its absolute limit.

Developed by the local specialists at SVI Engineering, the MAX Recon is a rapid-deployment 6x6 that transforms the venerable 70 Series into a true force of nature. By adding a third axle, SVI has significantly boosted the vehicle's payload capacity and off-road stability. The conversion is comprehensive: it features a sophisticated bogie suspension system and locally manufactured heavy-duty differential casings, all while retaining Toyota components to keep maintenance manageable in remote environments. Drivers can toggle between 6x2, 6x4, or full 6x6 engagement, allowing the vehicle to adapt its traction to the terrain beneath it. While this isn't a vehicle you will be picking up from your local dealership (it requires specific end-user certificates), its engineering is fascinating. The cabin features Level B6 ballistic

protection, including a roof engineered specifically to deflect drone attacks. The modularity is the real highlight, though. The windshield can fold flat, and the doors are designed for quick removal, allowing the crew to adapt the vehicle for reconnaissance, anti-aircraft duties, or even as a mobile drone operations base. From a technical standpoint, the ability to mount everything from a 60mm mortar to sophisticated electronic warfare suites demonstrates the incredible versatility of the base platform. SVI has turned a humble, trusted chassis into an apex tactical tool. For those of us who appreciate the mechanical genius behind the Land Cruiser, seeing it reach this level of capability is nothing short of impressive.





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Suzuki

ACROSS

Article: Nico Boshoff 1.5 GL 6AT

Suzuki recently added to their product range with the introduction of the all-new Across. This is the first Suzuki ever to employ an electric tailgate, which certainly adds real exclusivity to it, giving it honours in the more exclusive sub-division previously unoccupied by the popular Japanese brand.

Merely three weeks after the launch, we were privileged to receive the 1.5 GL model, which, considering the fact that it costs a full R92 000 less than the GLX model, is in my opinion the clear winner from the trio of Across models available. I know I am saying that without even testing the top-end model, but on paper, R92K extra for a car with the same engine and gearbox set-up should give you more than just the X-factor of extra buttons in-cabin. Personally, I will be curious to test the entry-level manual version, which is just me being old school and enjoying a stick shift in lesser-powered cars. Commuting for the first couple of days had me adapting to the 1500 powertrain in a car which is larger than your typical entry-size 1.5L crossover. Having said that, the more I drove the car and calibrated my expectancy in line with what's on offer, I started enjoying the Across more towards the end of the

week. On arrival, I honestly assumed it was another CVT gearbox set-up that I just had to accept, but was pleasantly surprised to learn that a conventional automatic gearbox was mated to the hybrid set-up. At first, I thought the ECU was programmed to mimic gear changes very well, like with some Hondas, but then went to confirm reality on the spec sheet. Another surprise was the actual engine spec rating at 75.8 kW and 136.8 Nm, a first with an automaker actually being so honest as to list figures to the first decimal. The in-cabin experience was pleasant, with a ride much softer than most entry crossovers supporting the more luxury-focused character of the Across. The cloth seats were comfortable and supportive and in-car entertainment is covered with Android Auto or Apple CarPlay. But unlike the many Chinese derivatives that rely on in-cabin entertainment strictly controlled from sub-

menus off the centre screen, Suzuki is shining again with the Across having the necessary functions control-led from real buttons. There is a life-size volume knob close to the driver, accompanied by air circulation and aircon buttons. In-cabin exclusivity is further accomplished with golden inserts within the dashboard. Both automatic derivatives come equipped with new 6-speed transmission boxes, a significant upgrade from the 4-speed transmissions found in other Suzuki derivatives. Also, the fact that the Across does not employ a CVT gearbox gives you the option of towing a trailer if needed. The addition of the 12-volt hybrid support adds around 2.2 kW towards the total power output, which adds more efficiency than real power that you can feel underfoot. We did manage a respectable 7.3 l/100 km combined economy during our week, which for the size of the Across I

believe was quite respectable. All in all, an attractive car wearing a German tuxedo with those fancy LEDs all round.

Go and test one, you'll be pleasantly surprised!



hey, Google, CAN I PARK HERE?

Article: Sam Devon

Volvo Cars and Google aim to create a new generation of contextually aware driving experiences by bringing together the best of their respective technologies, leveraging the latest advancements in AI and Google Gemini. As part of a world first, Volvo Cars and Google will demonstrated Google Gemini vehicle camera integration in the EX60, at the Google I/O conference in May. This paves the way for a future where, with the driver's permission, Gemini will be able to see and understand its surroundings from the perspective of the car in real time. This will enable a more helpful driving experience for things like recalling a

road sign, making sense of lane markings or simply asking for more information about a landmark or a restaurant. Take parking as an example. By reading and interpreting parking signs in real time, the system helps drivers quickly understand restrictions and time limits. These concepts provide an early look at how contextually aware AI experiences will in the future become part of the every-day driving experience. This is made possible by the Gemini model's multi-modal understanding, the EX60's neural processing engine and software-defined architecture.

Soon, Volvo Cars will also be among the first to introduce Immersive Navigation from Google Maps into its cars. With a new 3D view, Immersive Navigation offers even more intuitive guidance for drivers, helping them stay informed and focused on the road. Drivers will see their route brought to life with redesigned buildings, tunnels, overpasses and more, making it easy to quickly understand complex roads and turns. This is particularly valuable in urban environments where skyscrapers and dense intersections can make it difficult to see the road ahead. It also delivers more natural voice guidance with helpful instructions that

call out real-world landmarks in addition to distance and timing, such as "Go past this light and take the next left after the library." By aligning what drivers hear with what they see, navigation becomes even easier to follow.

Immersive Navigation from Google Maps will first be available in the **Volvo EX60, EX90 and ES90**.





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MODEL EN PRYSE

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Alle Toyota Land Cruiser FJ-modelle word met 'n 9-dienste/90 000 km-diensplan (intervalle teen 10 000 km) en 'n 3-jaar/100 000 km-waARBorg verkoop met kliente wat addisionele diens- en waARBorgplanne by Toyota se nasionale handelaars kan koop.

NUWE TOYOTA LAND CRUISER FJ BEKENDGESTEL

Oulik en Bekwaam

Artikel: Dirk Gallowitz

Toyota Suid-Afrika Motors (TSAM) het pas die splinternuwe Toyota Land Cruiser FJ plaaslik bekendgestel en ons was daar. Die kompakte nuweling bekend as die Land Cruiser FJ, fokus op avontuurgerigte veldry vir 'n nuwe generasie en moenie verwar word met die FJ Cruiser van 'n paar jaar gelede nie. Die heel nuwe Land Cruiser FJ wat aansluit by die bestaande Land Cruiser 300, Land Cruiser Prado en Land Cruiser 70-reeks in die Toyota stal, is ontwerp en ontwikkel met die filosofie van “Vryheid en Vreugde” as konsep.

Die Toyota Land Cruiser-nalatenskap is in 1951 geloods met die eerste BJ-model en het oor die jare gegroei tot een van die mees gerespekteerde voertuigmodelreekse ter wereld. Die nuwe Land Cruiser FJ is met dieselfde filosofie as kern ontwerp ten einde 'n nuwe generasie kopers ook die gees van vryheid te laat ervaar in die soeke na avonture in die buiteland en veld en pas die nuweling dan ook perfek in by die res van Toyota se ikoniese en hoogs bekwame veldrymodelle. Juis daarom is die Land Cruiser FJ gebou op Toyota se beproefde leerraamplatform en IMV argitektuur wat ook diens doen in ander outentieke Land Cruiser-modelle. Die onderstel en platform is omvattend verfyn ten einde ook dieselfde betroubaarheid, sterkte en rigiditeit te kan bied wanneer veeleisende uitdagings in die veld aangedurf word. Vir die doel is ondermeer ook ekstra strukturele versterking en mildelike gebruik van hoësterkte staal ingespan. Verder dra die kort asafstand van 2580mm ook by tot beter stabiliteit en rygerief. In ver-

gelyking met die Land Cruiser Prado is die nuwe FJ 350mm korter en 125mm smaller. Die asafstand is 270mm korter as die van die Prado. Die resultaat is 'n draaisirkel van 5,5m wat vir uitstekende maneuvreerbaarheid in die veld en knap parkeerruimtes van die stad sorg.

Van buite vertoon die Land Cruiser FJ modern en ten spyte van 'n robuuste vierkantige ontwerp, word die onbetwiste klassieke Land Cruiser trekke beklemtoon met die nuwe FJ se sterk horisontale lyne en hoeke, uitgebreide modderskerms en wye voetspoor. Die boksie ontwerp-elemente, wat deur 'n dobbelsteenmotief geïnspireer is, bring 'n avontuurlike karakter wat 'n jonger generasie sal aantrek. Die Land Cruiser FJ se neus trek aandag met 'n prominente TOYOTA-erfenis-sierrooster wat aan weerskante beklemtoon word met vierkantige ligdiode-kopligte asook duursame glyplate en prominente modderskerm detail. Van agter beskou onderstreep die nuweling klassieke veldryontwerpenmerke met 'n agter deur, waarop die noodwiel monteer is, wat prakties na die kant oopmaak en agterligte wat hoog langs die kant gemonteer is om die robuuste voorkoms te beklemtoon. Van die kant beskou staan die Land Cruiser FJ VX soos ons bestuur het (daar is ook 'n goedkoper GX weergawe), hoog bo die 18" allooiwiele wat met 265/60 H/T rubber beklee is. Die wiele vertoon nietemin effe te klein vir die bak, maar werk uitstekend op die pad en die veld. Swart dakrelings, verwyderbare sytrappe, beskermende bekleding en baie kort inklim- en uitryhoeke, rond die nuweling se doelgemaakte voorkoms af.

Binne bied die Land Cruiser FJ 'n praktiese en veelsydige kajuit wat as gemaklik modern beskryf kan word. Die voorpaneel is tradisioneel horisontaal uitgelê en die instrumentasie en ander skakelaars is gemaklik binne die bereik van die bestuurder. 'n 7"-TFT-multi-inligtingskerm is netjies ingepas met die breë middelkonsole en etlike nutsbergplekke prakties intuitief uitgelê, terwyl die instrumentpaneel laag

agter die stuurwiel geplaas is vir beter uitsig vanuit die bestuurdersitplek. Die Land Cruiser FJ bied gemaklik sitplek vir 5 insittendes met kniebeskerming vir die bestuurder en genoeg pakplek agter vir die naweek se basiese kamptoerusting. Die GX-weergawe is binne beklee met duursame materiaalbekleedsel, terwyl die VX-topmodel met sintetiese leerafwerking afgewerk is. Die binneruim is egter slegs beskikbaar in swart afwerking.

Die nuwe FJ word in beide GX en VX modelle toegerus met Toyota se bewese turbolose 2TR-FE-petrolenj in van 2.7-liter, wat maksimum 122kW @ 5200rpm en 245Nm @ 4000rpm lewer. Aandrywing na die wiele is met 'n kompakte en uiters doeltreffende sesgang-automatiese ratkas. Danksy Toyota se Super ECT-tegnologie is die aandryfstelsel spesifiek gekalibreer om gladde laespoedrybaarheid, verbeterde heuvelafbeheer en versnellerreaksie, asook uitstekende veldry-vastrap en gemaklike ooppadry te bied. Met 'n laer eerste rat word klim- en vastrap verbeter, terwyl 'n langer sesde rat brandstofekonomie tydens lang afstande verbeter. Brandstofverbruik word amptelik as 10,7 L/100 km in 'n gekombineerde siklus.

Die Land Cruiser FJ, soos sy Land Cruiser stalmaats, is ontwerp om elke ry-oppervlak met gemak te kan hanteer en word daarin ondersteun met 'n veerstelsel wat bestaan uit 'n hoëgemonteerde dubbele mikveervervoering asook 'n vierskakel-soliede agtervering met 'n laterale stang. Toyota se witjasse het ook gesorg dat ritverfyning en NVH (geraas, vibrasie en hardheid) aansienlik verbeter is, terwyl ook bykomende aandag gegee is aan verbeterde dempingsmateriaal, isolasie en aërodinamika vir 'n meer verfynde en stiller kajuitervaring.

Die FJ maak gebruik van 'n deelytdse vierwielaandrywingstelsel met opsies vir H4- en L4-modusse ten einde sand, modder, rotse, grond en ander laegreep-oppervlakke met vertroue te kan hanteer. Danksy LC Prado-afgeleide voorste aandrywingskomponente asook 'n ligte Fortuner-gebaseerde

skroefas om duursaamheid, verpakking en werkverrigting te vervolmaak, lewer hierdie stelsels gesamentlik die soort vermoë soos wat verwag word van 'n voertuig met die Land Cruiser-kenteken. Verdere veldrytegnologie sluit in 'n agterste ewenaarslot, afdraande-hulpbeheer (DAC), opdraande-wegtrekhulpbeheer (HAC), ECT- tweede modus asook voertuigstabiliteitsbeheer.

Ongeag die model GX of VX, bied beide weergawes 7 lugsakke, voertuigstabiliteitsbeheer, afdraande-bystandbeheer, 'n volgrootte noodwiel en 'n 8"-multimediaskerm met ses luidsprekers. Die grootste verskil tussen die twee modelle lê in veiligheid- en tegnologie-spesifikasies. Die VX is ondermeer toegerus met Toyota Safety Sense 3.0, wat 'n reeks gevorderde bestuurdershulpstelsels byvoeg, maar die stelsel is nie op die GX beskikbaar nie. Die VX kry ook 'n blindespotmonitor.

Volgens Toyota is die avontuurlustige heelwat jonger (meestal tussen 30 en 40jaar) individue wat vryheid, verkenning en outentieke ervarings soek, die ideale koper van die nuwe Land Cruiser FJ. Met die Land Cruiser FJ open Toyota 'n nuwe, veel meer bekostigbare toegangspoort tot die Land Cruiser-familie. Ons is van mening dat selfs die ouer garde, soos die uwe, en waarvan baie voormalige Land Cruiser eienaars was, die nuweling graag sal wil besit. Gegewe die prys van die nuwe FJ sal diesulkes nou kan bekostig om weer 'n Land Cruiser aan te skaf om ook die nuwe FJ se filosofie van Vryheid en vreugde nogmaals te kan beleef.





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Ferrari Luce

Die Mislukking van Vandag,
of die Versamelstuk van Môre?

Artikel: Johann van Tonder

Ferrari het sy naam gebou op skreeuende V12's, karaktervolle V8's en van die mooiste sportmotors wat nog ooit vervaardig is. Daarom was dit onvermydelik dat die Italiaanse vervaardiger se eerste volledig elektriese model, die Ferrari Luce, verdeeldheid sou saai.

Ferrari het nog altyd gegaan oor meer as net verrigting. 'n Ferrari is emosie. Dis die geluid van 'n V12 wat teen 'n bergpas weerklink. Dis die vibrasie, die meganiese gevoel en die drama van 'n verbrandingsenjien. Die ontvangs was, om dit sagkens te stel, yskoud. Die grootste kritiek is op die ontwerp. Sommige motorentoesiaste vergelyk die Luce se ontwerp met dié van 'n Nissan Leaf, terwyl ander gesê het dit lyk eerder soos 'n slimfoon op wiele as 'n Ferrari. Die betrokkenheid van die bekende Apple-ontwerper Jony Ive het ook nie gehelp nie. Die Luce voel meer soos Silicon Valley as Maranello. Die reaksie was só sterk dat Ferrari se aandeelprys in die dae ná die bekendstelling merkbaar teruggesak

het. As jy egter na die tegniese spesifikasies kyk, skuil daar 'n tegnologiese meesterstuk. Die Luce beskik oor vier onafhanklike elektriese motors wat 'n gesamentlike 725 kW in Performance-modus lewer. Die resultaat? 'n 0–100 km/h-tyd van 2.5 sekondes, 200 km/h in minder as sewe sekondes en 'n topspoed van 310 km/h. Dit plaas die Luce stewig in hipermotor-gebied. Die geskiedenis wys dat motors wat aanvanklik verwerp word, dikwels later versamelstukke word. Dink maar aan die Ferrari 308 GT4. Toe dié motor in die 1970's verskyn het, het baie Ferrari-puriste die Bertone-ontwerp verafsku. Vandag word dit as een van die interessantste klassieke Ferraris

beskou. Dieselfde geld vir motors soos die BMW Z1, Porsche 914 en selfs die DeLorean. Hulle was nie onmiddellik gewild nie, maar hul uniekheid en skaarsheid het hulle later baie gesog gemaak. Is die Luce bestem om 'n versamelstuk te word? Versamelaars koop dikwels geskiedenis eerder as logika. Dit is Ferrari se eerste EV. Die eerste Ferrari waaraan Jony Ive meegewerk het. Die eerste vyfsitplek-Ferrari. En waarskynlik die mees omstrede Ferrari van die moderne era. Diegene wat vandag die motor haat vir sy "iPhone-voorkoms," mag dalk oor dertig jaar die mense wees wat teen hoë pryse na hom soek as die motor was wat Ferrari se grootste sprong ooit verteenwoordig

het. Of dit nou 'n meesterstuk of 'n mislukking is, een ding is seker: die Luce het mense laat praat. En in die wêreld van Ferrari was "verveeldheid" nog altyd die grootste sonde van almal. Hoe dit ook al uitdraai, niemand gaan hierdie Ferrari vergeet nie.



Mercedes-Benz Vito Tourer

DIE SLIM KEUSE

Artikel: Sam Devon



In die wêreld van luukse mensevervoer is daar min voertuie wat dieselfde status as die Mercedes-Benz V-Class geniet. Dit is die gesinswa vir die elite. Die toonbeeld van Duitse ingenieurswese. Maar wat as ek vir jou sê dat jy dieselfde Duitse ingenieurswese, dieselfde bougehalte en dieselfde betroubaarheid kan kry sonder om die prys van 'n klein huisie te betaal? Ons het onlangs die Mercedes-Benz Vito Tourer onder hande gehad en agtergekom dat 'n regte waarde-aanbieding ook 'n Duitse kenteken op die neus kan hê. Die grootste geheim agter die Vito Tourer is sy stamboom. Dit is nie bloot 'n handelsvoertuig met sitplekke nie. Die Vito Tourer rol van dieselfde produksielyn af in dieselfde fabriek as die gesofistikeerde V-Class. Dit beteken dieselfde streng kwaliteitskontrole, dieselfde robuuste onderstel-argitek-

tuur en dieselfde aandag aan detail wat Mercedes-Benz se reputasie gebou het. Wanneer jy die Vito Tourer bestuur, besef jy gou dat die verskil tussen hom en die V-Class nie in die "hardeware" lê nie, maar in die "sagteware" of meer spesifiek, die afwerking. Waar die V-Class gelaai is met blink chroom, sagte leer en ambient-beligting, hou die Vito Tourer dinge eenvoudig, funksioneel en doelgerig. Die besparing in prys is nie omdat Mercedes-Benz op veiligheid of strukturele integriteit gesny het nie. Die verskil sit in die binneruim. In die Vito Tourer kry jy duursame materiale wat ontwerp is om die slytasie van die daaglikse lewe, of dit nou kinders se modderige skoene of bagasie in 'n besigheidsomgewing is, te weerstaan. Die instrumentepaneel is minder "bling" en meer "besigheid". Jy kry steeds al

die noodsaaklike tegnologie, uitstekende ergonomie en die gemaklike sitposisie waarvoor die merk bekend is. Vir baie kopers is dit eintlik 'n voordeel. Jy hoef nie bekommerd te wees dat 'n kind per ongeluk jou leersitplek gaan hak nie. Die binneruim is gebou om te werk. Onder die enjinkap van die nuwe Vito Tourer skuil Mercedes-Benz se beproefde 2.0-liter vier-silinder turbo-diesel-enjin (selfde as in die V-Class), maar spesifiek ingestel om 'n optimale balans tussen ekonomiese brandstofverbruik en langtermyn-duursaamheid te handhaaf. Die enjin is gekoppel aan Mercedes se gesofistikeerde 9-spoed outomatiese ratkas en lewer verbruiksyfers van 8 en selfs minder liters per 100km. Die Vito is nie ingestel om die vinnigste op die pad te wees nie, maar eerder om die mees betroubare "werkperd" te wees wat duisende kilometers se gebruik kan weerstaan sonder om

jou in die steek te laat. Boonop is die rygerief uitstekend en verrassend verfynd. Die stuur is lig genoeg vir stadsgebruik, en die ritkwaliteit is goed. Die V-Class is ongetwyfeld meer luuks, maar jy betaal 'n aansienlike premie vir daardie ekstra luukses. Die Vito gee jou 90% van die funksionaliteit teen 'n baie meer realistiese begroting. Die Vito Tourer is die ideale voertuig vir die gesin wat groot is. Die bougehalte is solied, die veiligheidstelsels is modern, en die algemene gevoel is dat jy iets ry wat ontwerp is om jare se harde werk te hanteer sonder om uitmekaar te val. Die Vito Tourer is die berekende, slim keuse. In die huidige ekonomiese klimaat is daar niks so aantreklik soos "waarde vir geld" wat met 'n Driepuntster-kenteken op die neus kom nie. Die V-Class-ervaring, minus die pryskaartjie.

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