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Land Cruiser FJ

The new Toyota Land Cruiser FJ brings proper off-road ability, rugged styling and a surprisingly modern interior to a more compact package. A smaller Land Cruiser with big appeal, but not without compromise.

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KTM 1390 S ADV R

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EDITOR:

Johann van Tonder
Mobile: 083 355 7485
trailridermedia@gmail.com

GRAPHIC DESIGNER:

Surene Swanepoel
info@greyswandesigns.co.za

SALES:

Johann van Tonder
Mobile: 083 355 7485
trailridermedia@gmail.com

CORRESPONDENTS:

Dirk Gallowitz; Carina van
Tonder; Richard Wiley;
Sam Devon; Nico Boshoff;
Andre van Tonder

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Could the CFMOTO 450MT become the Next Adventure

LEGEND?



Article: Johann van Tonder

Every era of adventure motorcycling seems to produce one machine that defines it. Not because it is the fastest or most expensive, but because it captures the spirit of exploration and earns the trust of riders across the globe.

In the early 1980s, it was the BMW R80 G/S. It introduced a new way of thinking, proving that one motorcycle could comfortably tackle both tar and dirt. Then came the Honda XRV750 Africa Twin, inspired by Dakar and revered for its reliability. It became a true globetrotter, carrying riders across continents and building a reputation that remains strong decades later. The Kawasaki KLR650 followed a different path. It wasn't glamorous, but it was affordable, dependable and easy to repair. It became the bike of choice for countless overlanders who valued simplicity over sophistication. Now the question is whether the CFMOTO 450MT could become this

generation's legendary adventure bike. It certainly has the right ingredients. It is light enough to inspire confidence off-road, capable enough for long-distance touring and, perhaps most importantly, affordable enough to put adventure riding within reach of more people. Rather than chasing ever-bigger engines and more complex technology, the 450MT focuses on balance and usability. Of course, legendary status isn't awarded at a launch event. It is earned over years of hard riding, thousands of kilometres and countless stories told around campfires. The R80 G/S, Africa Twin and KLR650 became icons because they proved themselves in the

real world. The CFMOTO 450MT still has that journey ahead of it. But early signs are promising. Riders are already taking them on transcontinental trips, remote expeditions and demanding off-road adventures. If history is anything to go by, legends aren't built by specifications alone. They're built by the people who ride them. The 450MT may just have what it takes to become the defining adventure motorcycle of a new generation.

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The FJ looks fantastic, feels solid, has a genuinely good interior and, importantly, feels like a proper Toyota 4x4 rather than an SUV dressed up to look adventurous.

Article and Photos:
Johann van Tonder

PRICING:

In South Africa the range starts at **R714 000** for the GX, with the better-equipped VX priced at **R761 400.**



LAND CRUISER

FJ

Toyota's new Land Cruiser FJ fills a very interesting gap in the local market. It is smaller and cheaper than the Land Cruiser Prado, but still carries the Land Cruiser name, proper body-on-frame construction and genuine off-road hardware. In South Africa the range starts at R714 000 for the GX, with the better-equipped VX priced at R761 400.

That places it in a space occupied by lifestyle SUVs such as the GWM Tank 300, while also putting it within reach of buyers looking at higher-spec Fortuners and similar adventure vehicles.

Our first impressions were very positive.

One of the biggest surprises is

the interior. Toyota's Hilux and Fortuner cabins have started to feel dated over the past few years, although the latest Hilux has improved matters considerably. The FJ feels like a proper step forward.

The dashboard is upright and functional, but there is a sense of modernity that some recent Toyota 4x4s have lacked. It still feels tough enough to handle dust, mud and family use, but it is also a genuinely comfortable place to spend time. The controls are logically positioned, visibility is good and the whole cabin feels appropriate for a vehicle that will probably spend as much time carrying families as it does exploring gravel roads.

Dimensionally, the FJ is quite compact by Land Cruiser standards. Toyota lists it at 4 575 mm long and 1 855 mm wide, with a 2 580 mm wheelbase, making it around 350 mm shorter than the Prado. It seats five rather than seven.

Underneath, however, this is no soft-roader.

The FJ uses a part-time four-wheel-drive system, with low-range capability and a rear differential lock, giving it the kind of hardware you expect from something carrying the Land Cruiser badge.

The contentious part is under the bonnet.

South African models use Toyota's familiar 2.7-litre naturally aspirated four-cylinder

petrol engine, producing 122 kW and 245 Nm, paired with a six-speed automatic transmission.

There is nothing particularly wrong with the engine. It is proven, simple and smooth enough, but this is where you cannot help wondering how good the FJ would have been with a turbodiesel.

At 245 Nm, it simply does not have the effortless low-down shove that South African bakkie and SUV buyers have become accustomed to. You notice that when accelerating, climbing hills or asking the FJ to work harder. It gets the job done, but you need to use the throttle and allow the engine to rev.

Toyota rates braked towing capacity at 2 500 kg, so technically it can tow a respectable load. But if towing a large caravan or heavy trailer regularly is high on your priority list, the lack of diesel torque would make me look elsewhere.

Then there is fuel consumption. Toyota's official figure is 10.7 L/100 km. In our driving, however, we saw around 16 L/100 km in town and 13.2 L/100 km on the open road. Those are difficult numbers to ignore, especially with fuel prices where they are.

And that will probably be the FJ's biggest criticism.

But concentrating only on the engine misses much of what makes this vehicle appealing. The FJ looks fantastic, feels

solid, has a genuinely good interior and, importantly, feels like a proper Toyota 4x4 rather than an SUV dressed up to look adventurous.

It also has character, something increasingly rare in modern vehicles.

For someone wanting a compact, serious 4x4 for weekend exploring, camping and everyday family use, without moving up to the size and price of a Prado, the Land Cruiser FJ makes plenty of sense. After our first drive, we like it. A lot.

We will spend more time with the FJ before delivering a full verdict, particularly off-road and over longer distances, but the first impression is that Toyota has created a very appealing little Land Cruiser. If only they would give us a diesel.

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JAECOO J5

INFERNO

Article and Photo: Richard Wiley

Those who have ventured onto the highways and biways of mainland China tell me that SA only sees a small proportion of the car models the domestic market is offered. As I've noted before, many badges are sourced from the same master so different body shells hide the same mechanicals but, in one case, I can report that the body shell in question looks for all the world as though it was designed in the British Midlands and not in the shadow of the Great Wall of China.

Gaining access to the cabin is easy enough thanks to a key-less system and once on board, it quickly becomes apparent that the simple design elements adopted outside have seamlessly transferred to the inside. In two words, the cabin is 'simply rendered' to the extent that it takes on a near-clinical look. So, while the simplicity of the cabin architecture actually hides an element of operational complexity, it would be wrong not to mention that the smart-phone connectivity of this unit worked well in terms of Android Auto and/or Apple Car Play functionality, but operation of the cabin climate and a few other functions would be better left to separate controls. It is also my view that the multiple ADAS monitors can stretch the nerves a bit, even if some can be silenced. However, the presence of six

airbags is reassuring. As you have probably already guessed, the J5 is powered by the group's ubiquitous 1.5 litre turbo four that delivers peaks of 115kW/230Nm. You don't need to be a member of a mechanical investigative unit to work out while sitting in your armchair or on your bar stool, that such figures (and displacement for that matter) are not going to set the world alight, and so it is. But thanks in the main to turbocharging and the early arrival of meaningful torque, the J5 feels perfectly adequately motivated to undertake daily routines without inducing annoyance factors. In other words, it will perform with the same characteristics at sea level and at altitude and that means it will cruise easily at the national speed limit, it will keep up with traffic flow, and it won't feel easily defeated by obstacles such as

gradients. But it won't lead the pack away from the lights (it'll hit 100 in around 9.5s) and it will make its exertions audibly obvious if you choose to give it stick. As for ride, and with due regard for the variability provided by different driving modes of which NORMAL was the most accommodating, the J5 shrugs off the effects of everyday road imperfections with aplomb as there is a sensible level of pliancy built into the system but not too much to unduly disturb cornering tenacity or to promote excessive body roll. Stopping this Jaecoo was no hardship as the anchors provided reassuring and well-weighted retardation that allowed for easy feathering. At the end of my week with the J5 Inferno, I have to make the point that hidden away within that ordinariness is a well-constructed, thoroughly well-

equipped contender that performs predictably and offers truly brilliant value for money in relation to the totality of the package. And don't look past the fact that there are three models sitting lower in the (ICE) J5 pecking order that may make an even more compelling case for themselves in the value stakes.

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KTM 1390 Super Adventure **R**

Article: Andre van Tonder

There is a moment when you first walk up to the new 2026 KTM 1390 Super Adventure R and wonder whether adventure bikes have simply become too much. It is tall, purposeful and intimidating, with a 1 350 cc V-twin producing around 127 kW (that's around 173 hp) and 145 Nm. Then you get on, start rolling, and something surprising happens. That is perhaps the defining characteristic of the 1390 SuperAdventure R. On paper it is a monster. Fully fuelled it weighs around 248 kg, the seat is 880 mm high and there is a 23-litre fuel tank between you and the horizon. Yet once moving, it feels considerably smaller and more manageable than those numbers suggest. Fellow road testers have reached much the same conclusion, noting how surprisingly nimble the bike becomes once you are up and riding, especially when standing on the

pegs. And then there is that engine. The LC8 V-twin is magnificent. Open the throttle properly and the acceleration is the sort that makes you tighten your grip on the bars and suddenly become very aware of how quickly the scenery is arriving. This is superbike territory wrapped in an adventure-bike body. But the clever part is that it isn't constantly trying to frighten you. KTM's new Camshift variable valve timing uses different cam profiles at lower and higher engine speeds. The result is smoother, more controllable power lower down, with the full personality of that big V-twin arriving as the revs rise. That makes the bike easier to manage through town and, more importantly, when picking your way through slower technical terrain.

The R also tells you clearly where KTM thinks it belongs in the big adventure-bike market. This isn't simply a luxurious tourer with some gravel-road ability. Against machines such as the BMW R 1300 GS Adventure, Ducati Multistrada V4 Rally, Triumph Tiger 1200 Rally and Honda Africa Twin Adventure Sport, the KTM sits firmly towards the more aggressive, off-road end of the spectrum. There are proper 21-inch front and 18-inch rear spoked wheels, together with fully adjustable 48 mm WP XPLOR suspension offering 240 mm of travel front and rear. Ground clearance is a useful 242 mm. For 2026 the frame has also been stiffened, while KTM has fitted redesigned bodywork, a shorter off-road oriented screen and stronger protection underneath. A new vertically mounted 8-inch

touchscreen display provides access to riding modes, navigation and connectivity, and can even be operated while wearing gloves. Of course, 127 kW in an adventure bike is complete overkill for most situations. And that's part of the attraction. You don't buy a KTM 1390 Super Adventure R because it is sensible. You buy it because you want to cross the Karoo, attack a mountain pass, disappear down a dirt road and still have enough performance to make the ride home enormously entertaining. The remarkable achievement is not that KTM has built such a powerful adventure motorcycle. It is that something this big, tall and powerful can feel so light, nimble and controllable once the wheels start turning. That is what makes the 1390 Super Adventure R special.



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BYD SEALION 5 DM-i

Article: Nico Boshoff

Since the introduction of Chinese vehicle brands to South Africa, in the form of GWM and Chery from around 2007 onwards, the number of Chinese brands entering our market has grown exponentially.

We have reached a point where, as a motoring journalist, I sometimes struggle to keep up with new brands arriving almost every month. BYD has been making batteries for consumer products since 1995 and has grown from a battery manufacturer into one of the world's major electric and electrified vehicle manufacturers. Recently we were supplied with the latest BYD SEALION 5 DM-i. I was surprised by the initial feel of the interior. The pillars appeared bulky and substantial, and the car definitely presented itself as a more premium offering. **The SEALION 5, starting from R499,900**, is priced aggressively, especially when you consider what you are getting for today's local rands. On the road, the car felt solid and, more importantly, exceptionally quiet. Much of that can be attributed to the way BYD's DM-i system operates. DM-i stands for Dual Mode intelligent tech-

nology. Initially, I was under the impression that the system was set up purely so that the petrol engine acted as a generator, supplying electricity to the battery and electric motor. And, in many driving situations, that is indeed what happens. But under higher loads, the petrol engine can also provide direct mechanical drive to the wheels. It gives you the best of both worlds and takes the conventional plug-in hybrid concept a step further. Time will tell, but I believe this type of plug-in hybrid technology could become one of the benchmark solutions for the mass market, particularly for people who want the benefits of an electric vehicle around town but still need the ability to travel long distances without having to worry about charging infrastructure. The main difference with this type of plug-in hybrid system is that, instead of the petrol engine doing most of the work to propel the vehicle, the electric motor

is the main propulsion unit, with the petrol engine supporting it by generating electricity and, when required, providing direct mechanical drive to the wheels. This type of set-up, used in various forms by a number of Chinese manufacturers, makes long-distance journeys much less stressful. Depending on the vehicle, driving conditions and starting charge and fuel levels, combined ranges approaching or exceeding 1,000 km are possible. Yes, a thousand kilometres in one go. At one point, with the fuel tank almost empty, I decided to refuel with only R200 worth of 95-octane petrol. With today's fuel prices, that felt like about ten drops of fuel, figuratively speaking. The car still had around 40% battery charge, and after filling up, the indicated range suddenly showed around 300 km until the next stop. That felt good, I must say. Seeing that number

appear on the screen does something to your mind when you are still getting to know a new car. It certainly helps eliminate any potential range anxiety, particularly when you are not yet familiar with how the vehicle manages its battery and petrol reserves. When it came to road imperfections, the SEALION 5 dealt with them surprisingly well. The suspension is on the softer side, allowing the car to glide comfortably across the multitude of speed bumps that seem to be appearing in and around every neighbourhood. If you are in the market for a new car in this price range, go and test-drive a BYD. There are now enough models in the range to cater for different needs, and the SEALION 5 DM-i certainly makes a strong argument in its class.



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Chery Q

brings electric motoring closer to R350 000



Article: Sam Devon

Chery South Africa will launch its new fully electric Chery Q at the beginning of September, with pricing starting at R350 000. That immediately puts it into an interesting part of the market, because this is one of the price points where electric cars start becoming a realistic alternative to conventional compact hatchbacks and crossovers. The Q is aimed squarely at everyday urban use. It measures 4 195 mm long, 1 811 mm wide and 1 570 mm high, making it compact enough for city driving, but its relatively long 2 700 mm wheelbase should give it more interior space than its exterior dimensions suggest. Power comes from a 90 kW electric motor paired with a 42.7 kWh battery. Chery claims a driving range of up to

400 km on the NEDC cycle, which should make it suitable for most daily commuting duties without constant charging. A tight 5.2-metre turning radius should also help in town, while higher-spec Elite models will add intelligent driver-assistance features and automatic parking systems. Practicality appears to be one of the Q's stronger points. Boot capacity is rated at 375 litres, expanding to 1 450 litres with the rear seats folded. There is also a useful 70-litre front luggage compartment, or frunk, adding extra storage space for charging cables and smaller items. Styling is deliberately different without being too eccentric. The front features a closed grille, as you would expect from an EV, while distinctive Q-shaped LED

headlights provide much of its visual identity. Depending on the derivative, the Q will ride on 16- or 17-inch wheels, while semi-flush door handles and a floating C-pillar add to the modern look. Inside, the cabin follows the clean, minimalist theme that has become common among EVs. An 8.8-inch digital instrument display is paired with a large 15.6-inch 2.5K touchscreen, powered by a Qualcomm Snapdragon 8155 processor. A column-mounted gear selector frees up additional space in the centre console, while the flat-bottom steering wheel and dual-tone dashboard give the cabin a more contemporary feel. Chery is also trying to make the transition to EV ownership easier. The pre-order package includes a 7-year/150

000 km vehicle warranty, a home charging wallbox and portable charging equipment. Buyers can also choose between a charging card equivalent to the value of their holding deposit or a deduction from the purchase price, while an electric tailgate upgrade is included in the offer. Final derivative details and full pricing will only be announced closer to launch, but the headline figure is already significant. At around R350 000, the Chery Q could become one of the most accessible electric cars in South Africa, and more importantly, one that appears practical enough to function as a primary family vehicle rather than merely a second car for short trips.



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Article: Sam Devon

Chery Tiggo 8 PRO LS

Chery has given its seven-seat Tiggo 8 range a useful update with the introduction of the new Tiggo 8 Pro LS, which replaces the previous 1.6TGDI 290T Executive+ in South Africa.

At R499 900, the new LS lands in a particularly competitive part of the market, where buyers are looking for family space, decent performance, lots of standard equipment and, increasingly, a strong safety package. On paper, the Tiggo 8 Pro LS ticks most of those boxes. Under the bonnet is Chery's familiar 1.6-litre turbocharged petrol engine, producing 137 kW and 275 Nm. Power goes to the front wheels through a seven-speed dual-clutch transmission, while claimed combined fuel consumption is 7.2 L/100 km. The latest update also brings a fresher look. Up front, the Tiggo 8 Pro LS gets a sportier treatment, while the rear now features full-width LED tail lights. Automatic LED headlights, daytime running lights and fog lights are standard, together with heated exterior mirrors. Buyers can choose from New

Khaki White, New Carbon Black and Tech Gray. Inside is where the biggest improvements are likely to be noticed. The dashboard is dominated by two 12.3-inch displays, one for the digital instrument cluster and the other for infotainment. Wireless Apple CarPlay and Android Auto are included, together with Bluetooth, voice control, multiple USB ports and a more powerful 50-watt wireless phone charger. The cabin specification is generous for the price. You get synthetic leather upholstery, electrically adjustable front seats, driver memory, electric lumbar adjustment, heated and ventilated front seats, dual-zone climate control, a panoramic sunroof and an auto-dimming rear-view mirror. Importantly for a proper family SUV, rear passengers haven't been forgotten. The second row gets its own air-

conditioning outlet, while the third row has independent air conditioning. The Tiggo 8 Pro LS remains a genuine seven-seater. At 4 745 mm long and with a 2 710 mm wheelbase, there is useful passenger space across all three rows. With every seat occupied, luggage capacity is a modest 117 litres, but folding the third row increases that to a much more useful 739 litres. A powered tailgate adds another layer of convenience. Safety equipment is comprehensive. The LS gets seven airbags, a 540-degree camera system, front and rear parking sensors, blind-spot monitoring, rear cross-traffic alert and rear collision warning. The driver assistance list is equally extensive, with adaptive cruise control, autonomous emergency braking, forward-collision warning, lane-keeping assist, lane departure prevention, traffic

congestion assist and intelligent high-beam control. That level of equipment is really the point of the Tiggo 8 Pro LS. It isn't trying to reinvent the family SUV, it is simply offering a lot of car for the money. At R499 900, it gives buyers seven seats, a strong turbo engine, plenty of technology and a lengthy ownership package. That includes a 5-year/150 000 km vehicle warranty, 5-year/75 000 km service plan, and Chery's 10-year/1 million km engine warranty for the first owner. For families shopping around the R500 000 mark, the Tiggo 8 Pro LS deserves a serious look. It offers the kind of space and specification that, not too long ago, would have required a considerably bigger budget.

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INDUSTRY NEWS

New Audi Q2 S line
lowers the entry point

Compiled by Carina van Tonder



Audi South Africa has added a new Q2 S line derivative to its compact SUV range, giving buyers a more accessible way into the Q2 line-up. Priced from R679 000, it slots in below the Urban Edition and Black Edition and becomes the new entry point to the range.

Inside, buyers get Audi's virtual cockpit, MMI radio plus with smartphone interface, Audi sound system, ambient lighting, front sport seats, deluxe automatic climate control and a multifunction leather steering wheel. Parking assistance with a reversing camera is also included as standard. The revised Q2 range now consists of three clearly defined derivatives. Above the S line sits the Urban Edition at R748 280, which adds a more comfort-focused specification. This includes a panoramic glass sunroof, leather and leatherette upholstery, an electric tailgate, comfort key and 18-inch Graphite Grey alloy wheels. At the top of the range is the Black Edition at R770 980. As the name suggests, it adds a stronger visual treatment with black exterior detailing, black Audi rings, black mirror housings and 19-inch Audi Sport alloy wheels. The cabin also gets a flat-bottom sports steering wheel, black headlining and an upgraded ambient lighting package with a choice of 10 colours. The Q2 remains Audi's compact urban SUV offering and is aimed at buyers who want the premium feel and technology of the brand in a smaller, easier-to-manage package. The new Q2 S line is available from August 2026 through Audi dealerships across South Africa. All Q2 models are sold with Audi's 5-year/100 000 km Freeway Plan, covering service and maintenance.

Ford Ranger SUPER DUTY



heading for South Africa in 2027

Ford is preparing to bring the toughest Ranger yet to South Africa, with the new Ranger Super Duty scheduled to arrive in phases during 2027. The local line-up will include Single Chassis Cab, Super Chassis Cab, Double Cab Chassis Cab and Double Cab derivatives, giving Ford a factory-built answer for customers who need something more serious than a conventional double-cab bakkie. The big headline is capability. The Ranger Super Duty has a 4 500 kg GVM rating, which means it will be classified as a Code 10 (C1) vehicle in South Africa. It is also designed to tow up to 4 500 kg when fitted with the uprated towball. Under the bonnet is Ford's familiar 3.0-litre turbo-diesel V6, although it has been calibrated for heavy-duty use. It produces 154 kW and 600 Nm and is paired with a 10-speed automatic transmission. The Super Duty isn't simply a Ranger with heavier springs. Ford has fitted a thicker and stronger frame, reinforced suspension and body mounting points, stronger front and rear driveshafts and a new heavy-duty rear axle. It also gets eight-stud wheel hubs and front and rear locking differentials as standard. For serious off-road and remote-area use, ground clearance is close to 300 mm, while water-wading depth increases to 850 mm. A 130-litre fuel tank is standard, and extensive steel underbody protection shields the engine, transmission, transfer case, differential and fuel tank. Ford has also added technology aimed specifically at towing and load carrying. Pro-Trailer Backup Assist helps drivers reverse with a trailer, while Smart Hitch monitors towball loading. Onboard Scales allow drivers to estimate payload while loading the vehicle, with information displayed through the SYNC screen. The Ranger Super Duty has been developed with agriculture, mining, professional work and serious adventure travel in mind, and Ford subjected it to an extensive durability programme, including extreme off-road, towing, corrosion and heavy-load testing. Final pricing will only be confirmed in 2027, but Ford currently expects the range to start at around R1.1million for the Single Chassis Cab and extend to approximately R1.3 million for the Double Cab.



LAND CRUISER 300
goes hybrid

Toyota has added a new electrified option to its flagship Land Cruiser 300 range in South Africa, with the introduction of the new 3.5-litre twin-turbo petrol hybrid. The new hybrid powertrain is available now in ZX specification, with the more adventure-focused GR-S HEV scheduled to follow later this year. The existing 3.3-litre diesel GX-R and GR-S derivatives remain in the line-up. At the heart of the new model is a 3.5-litre twin-turbo V6 petrol engine paired with Toyota's hybrid system. Combined output is an impressive 341 kW and 790 Nm, sent through a 10-speed automatic transmission. Despite the extra performance, Toyota claims fuel consumption of 10 L/100 km, while retaining the Land Cruiser's familiar off-road and long-distance touring ability. A useful addition for overlanding and remote travel is a 1 500W external power supply, allowing owners to run electrical equipment directly from the vehicle. The rest of the package remains unmistakably Land Cruiser 300, combining a luxurious cabin, serious four-wheel-drive capability and the robust construction that has made the model a favourite with families, farmers, explorers and businesses. Pricing for the new hybrid models starts at R2 287 700 for the Land Cruiser 300 ZX HEV, while the GR-S HEV is listed at R2 343 800. For comparison, the 3.3 diesel GX-R starts at R1 596 800, while the diesel GR-S is priced at R2 210 100. All Land Cruiser 300 models include a 3-year/100 000 km warranty and 9-service/90 000 km service plan. Hybrid models also receive an 8-year/160 000 km battery warranty. The new HEV adds significantly more performance to the Land Cruiser formula, without abandoning the capability and durability that remain central to its appeal.



INDUSTRY NEWS

Compiled by Carina van Tonder

NISSAN X-Trail

Nissan South Africa has introduced an updated X-Trail, bringing more technology, improved safety and a more premium feel to a nameplate that has been part of the local SUV market since 2001.

The new range is available immediately in Visia, Acenta and Acenta Plus grades, with prices starting at R599 900. All three derivatives are powered by a 2.5-litre four-cylinder petrol engine producing 135 kW and 244 Nm. Power is sent to the front wheels through a continuously variable transmission. Nissan claims combined fuel consumption of 7.4 L/100 km. Drive modes include Eco, Normal and Sport, while the Acenta Plus adds selectable Mud,

Snow and Sand terrain settings. Inside, the X-Trail gets a more modern cabin with a 12.3-inch infotainment display, wireless Apple CarPlay and Android Auto, wireless phone charging and keyless entry. Acenta and Acenta Plus models add dual-zone climate control, a full digital instrument cluster and electrically adjustable heated front seats, while the flagship also gets a head-up display. Practicality remains one of the X-Trail's strengths. All models have a sliding and

reclining second row, while the Acenta Plus adds a third row, making it the seven-seat option in the range. One of the biggest technology upgrades is Nissan's new 3D Around View Monitor. Using eight cameras, the system provides multiple exterior views, including an Invisible Hood View that helps the driver see the position of the front wheels, and a T-Junction View for pulling out of restricted exits. Safety equipment includes blind-spot warning, lane departure warning and

prevention, intelligent cruise control, rear cross-traffic alert and forward emergency braking. Higher derivatives also add ProPILOT and additional parking assistance.

Pricing is:
X-Trail 2.5 Visia – R599 900
X-Trail 2.5 Acenta – R688 900
X-Trail 2.5 Acenta Plus – R770 900
All models include a 3-year/90 000 km service plan and 6-year/150 000 km warranty.

All-new

Kia SELTOS

arrives in South Africa

Kia South Africa has launched the second-generation Seltos, bringing sharper styling, more technology and a wider choice of engines to one of the most competitive compact SUV segments in the market. The new Seltos is available in LS, LX, GT-Line, GT-Line S and X-Line trim levels, with three engine options. The entry-level 1.5-litre petrol produces 85 kW and 144 Nm and is available with either a six-speed manual or CVT. A 1.5-litre turbodiesel offers the same 85 kW but a stronger 250 Nm, paired with a six-speed automatic. At the top of the range, the 1.5-litre turbo-petrol produces 119 kW and 253 Nm through a dual-clutch transmission. All models offer Eco, Normal and Sport driving modes, while 200 mm of ground clearance gives the Seltos useful ability on rougher roads and gravel. Inside, even the LS gets a 10.25-inch infotainment screen, while LX and higher models step up to a 12.3-inch display. Wireless Apple CarPlay and Android Auto are standard across the range. Higher-spec derivatives add features such as a panoramic sunroof, ambient lighting, wireless charging, ventilated front seats and a Bose sound system. Boot capacity is a useful 447 litres, while towing capacity is rated at up to 1 100 kg braked. Safety specification is also strong, with six airbags, stability control, tyre-pressure monitoring and a reversing camera standard. GT-Line S and X-Line models add adaptive cruise control, lane-keeping assistance, blind-spot collision avoidance and autonomous emergency braking.

Pricing starts at R389 995 for the Seltos 1.5 LS manual and rises to R614 995 for both the 1.5 T-GDi GT-Line S and 1.5 CRDi X-Line.

The new Kia Seltos is available now from dealerships nationwide.

BYD SHARK 6 Performance

BYD has expanded its SHARK 6 bakkie range in South Africa with the introduction of a new flagship SHARK 6 Performance, **priced from R1 149 900.**

The new derivative joins the existing SHARK 6 Premium and adds more power, stronger towing capability and additional technology while retaining the plug-in hybrid layout that makes the SHARK 6 rather different from most conventional double cabs.

At the heart of the Performance is BYD's latest DMO Super Hybrid system, combining a 2.0-litre turbocharged petrol engine with front and rear electric motors. Total system output is 350 kW and 700 Nm, enough to send the bakkie from 0 to 100 km/h in a claimed 5.5 seconds. Towing capacity has also been increased to 3 500 kg, making it better suited to caravans, boats and heavier trailers.

The SHARK 6 Performance uses a 29.58 kWh battery and offers a claimed electric-only range of up to 80 km. With a full battery and 60-litre fuel tank, combined WLTP range is quoted at up to 640 km. Charging is supported at up to around 7 kW AC and 55 kW DC, with a full AC charge taking roughly four hours under suitable conditions. Off-road hardware includes BYD's DMO all-wheel-drive system, 230 mm of ground clearance and a new Crawl Mode for low-speed driving over difficult terrain. Vehicle-to-Load functionality is also standard, allowing owners to power equipment such as fridges, lights and other appliances directly from the vehicle.

Inside, the Performance gets a 15.6-inch infotainment screen, electrically adjustable front seats and a new column-mounted gear selector. Google Automotive Services are integrated, including Google Maps and selected apps through the Google Play Store.

The BYD SHARK 6 Performance is available in Outback Orange, Obsidian Black, Snowy White and Atlantis Grey. The price includes a 5-year/100 000 km vehicle warranty, 5-year/100 000 km maintenance plan and 8-year/200 000 km battery warranty.



RENAULT CAPTUR

ESPRIT ALPINE

PRICING AS AT JULY 2026:

TECHNO:
R515 999
ICONIC:
R544 999
ESPRIT:
R614 999

WARRANTY: 5yr/150 000km
SERVICE PLAN: 3yr/45 000km

Article an Photos: Richard Wiley



It's getting more and more difficult these days to distinguish a hatchback from an SUV, or more succinctly, to work out what design features prompt a manufacturer to categorise their product one way or the other. The 4.3m Renault Captur to me is one such vehicle as I could swear it's really a hatchback with a raised ride height and big wheels, in Esprit form at least. Perhaps the sliding back seat mechanism gives credence to the SUV nomenclature, but whatever tickles your fancy, this Captur is a pleasing looking device, especially in its nicely applied coat of metallic Iron Blue paint topped off by a jet-black roof with integrated sunroof. The Captur has been showing off its updated visage in Europe since April 2024 but a further 20 months cruised by before three iterations of the model in Techno, Iconic and Esprit Alpine guise

made their presence known in Mzansi. In truth, the refresh involves a lot more than a titivation. Aggressive new nose styling with wraparound LED lamps and heavily sculpted rising flanks see to that along with the employment of black wheel arch trim and side sills. C-shaped rear lamps feature clear lenses that contrast with the black inserts of the lower bumper section such that the resulting whole looks markedly more masculine and tougher to boot, even if the perceived latter attribute is primary aesthetic. The neatly designed dash is dominated by a vertically disposed 10.4-inch touch screen complete with Apple Car Play and Android Auto, both of which work just fine without the connectivity histrionics sometimes associated with each system. Mercifully, all the air con controls are allocated their own space

beneath and separate from the display. These days, it has become increasingly difficult to guess the engine displacement of SUVs in particular as downsizing continues in the face of emissions and consumption regs, but I'd have put my money on a 1.6 in this instance. Wrong. It's a familiar, co-developed 1 330cc turbo four that sees service in lots of Renaults and, to my annoyance, in a number of Mercs carrying misleadingly high numbered badges on their boot lids. In this guise, the engine delivers 113kW/270Nm and has enough energy reserves to get the Captur to 100 in around 9 seconds and to deliver absurdly relaxed 120km/h+ cruising capabilities. In my hands, while I was admittedly in very relaxed mode, overall fuel thirst inclusive of a fair bit of urban work, panned out to a really excellent 7.2L/100km.

If the engine delivers with aplomb, the 7-speed dual clutch auto runs it close. There's no slippage, wind-up or gear whining which ensures that this component of driving is never the cause of any irritation. Given the Esprit's station in life, and with due regard for its small displacement but willing engine, it's too expensive even for its virtues to appeal to enough buyers to keep Renault happy. Maybe the savings to be had on the Techno and Iconic models might tip the balance, but just maybe a mildly used Esprit could wheedle its way into your orbit.



RENAULT KIGER TURBO
“ICONIC”
CVT

Article an Photo: Richard Wiley



I had no sooner handed back the keys to Renault's compelling but relatively expensive Captur in Esprit Alpine trim than a searingly visible metallic yellow Kiger was delivered for assessment. The Turbo CVT model on test is one of seven derivatives on sale in SA, the others offering a mix of spec and normal plus turbocharged engines. This model range was facelifted last year with the Turbo, incorporating manual and CVT options, arriving in March 2026. I'll concentrate on the Turbo with its boosted 74kW/152Nm output and disclose that it competes in the compact crossover segment where it has to deal with the likes of the Nissan Magnite, Suzuki Fronx, Kia Sonet, Toyota Starlet and more. Externally, this Turbo model is far from being a pared down econo box as it positively drips in visual embellish-

ments unusual by class standards. Add in folding wing mirrors, electric windows all round with one-touch facility for the driver, Bluetooth, air conditioning complete with rear vents, tyre pressure monitoring, steering wheel adjustment, driver's seat height adjustment and heating, rear folding seat and a digital info display comprising a 7-inch primary instrument cluster plus an 8-inch infotainment screen with wireless phone connectivity and there's not much that's missing. Let's not forget the hopefully unneeded hidden presence of six airbags along with more visible ISOFIX mountings. Seat comfort is good despite slightly hard surfacing and cabin space is generous thanks to a long wheelbase. I've already made brief mention of the Kiger's motive power which thanks to the deployment of turbocharging

means that progress in the mid-range especially is decently effortless and will remain so at altitude which is a hugely important factor. Those three cylinders emit the usual and not unpleasant off-beat hum associated with this configuration, the level of which does not become unduly obtrusive until revs rise past the 4 000 mark, but there are times when the CVT set-up seems to stifle the ambitions of the turbo and the engine takes on a rather coarse tone more associated with a twin-cylinder device. For the record, expect fuel thirst in all-urban use of around 7.0L/100km. It may seem as if I've damned the powertrain with faint praise, but its prime virtue is that it's got enough beans to go about its work without having to be flogged like many smaller engined cars. That in itself is a real virtue as is the decent steering feel and

tight turning circle. The brakes too, with ABS and EBD, are spot on, offering a nicely weighted pedal and reassuring retardation. Happily, road roar and wind noise are contained well enough by standards of the class which means overall refinement is hardly something to crow about but the Kiger does well enough to meet most expectations. I rather enjoyed having custody of the Kiger as it projects what I'll call a Gallic charm founded in spiffy design details and the fitment of an unusually large number of comfort and convenience items. It's one of those cars that's hard not to feel good about thanks to its cheeky nature. This Iconic CVT models retails for R329 999 as at August 2026 and includes a five-year/150 000 km warranty and a two-year/30 000 km service plan.

REACH FOR THE STARS

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60 000 KM
SERVICE PLAN**

**5 YEAR /
200 000 KM
WARRANTY**

**R10 000
CASH BACK**



Die 7-sitplek SUV-segment is 'n hoogs kompeterende segment waar voorkoms en aktiwiteitsvermoë nie meer genoeg is nie. Luuksheid, hoë vlakke van tegnologie, lang waarborge en goeie ritgehalte het hul eie uitdagings gestel om kieskeurige kopers tevrede te stel wat met 'n legio van Chinese modelle in hierdie segment gekonfronteer word. Met die aankoms van die Destinator betree Mitsubishi Motors SA hierdie hoogs mededingende segment. Mitsubishi SA is tans besig om nuwe modelle bekend te stel in veral die leefstyl kategorieë en die Destinator is een van daai praktiese bekostigbare aanbiedinge wat die vinnig groeiende aanslag uit die Ooste moet teenstaan.



2026 Mitsubishi



Destinator

“Die Destinator bied meer waarde as wat sy prys jou aanvanklik laat verwag.”

1.5T Exceed

Artikel: Dirk Gallowitz Foto: Johann van Tonder

Die Destinator is 'n strategiese toevoeging tot die modelreeks, waar dit bo die Outlander Sport, maar onder die vlagskip Outlander plek moet inneem. Die motor word in Indonesië gebou en is spesifiek ontwerp vir ontluikende markte soos Suid Afrika. Die Mitsubishi Destinator dra die onmiskenbare Japannese DNA in sy handelsmerk, maar ook in die beproefde betroubaarheid en bougehalte van ikone soos die Pajero en Outlander waar die uitstaande kenmerke van gerieflike ritgehalte en veldryvermoë hoog aangeslaan word.

Mitsubishi het die nuwe Destinator in twee afwerkingsvlakke bekendgestel met die Exceed, waarmee ons vir 'n week kon rondry, as topmodel. Aan die voorkant tref die hoekige ontwerp van die LED-kopligte onmiddellik. Ook agter is die kenmerkende LED ligte modern en funksioneel treffend. Groot 18-duim-allooiwiele met 'n 225/55-profiel wat bydra tot 'n skaflike 214mm grondvryhoogte, maak dit duidelik dat die Destinator aspirasies het tot 'n praktiese maar mooi Sportsnits. Met 'n totale lengte van 4 680 mm en 'n asafstand van 2 815 mm is dit duidelik dat die 7sitplekke in drie rye gemaklik in die ruim kajuit pas. In geheel van buite beskou kan die Destinator met reg as 'n pragtige 7-sitplekker beskryf word.

Die Exceed se kajuit is ruim, vertoon luuks met die kwaliteit duidelik sigbaar en tasbaar. Uitstekend uitgelê, maar

steeds modern met 'n duidelike fokus op tegnologiese integrasie. Die 8.0-duim digitale instrumentpaneel het goeie grafika terwyl 'n sentrale geplaaste 12.3-duim aanraakskerm die voorpaneel oorheers. Die skerm bied intuitiewe toegang en koppeling met koordlose Apple CarPlay en Android Auto om met alle voertuig-, rit-, klank- en kommunikasie inligting te kan skakel. Veral die uitstekende klank van die Yamaha-klankstelsel het beïndruk. Die kajuit is met kunsleerbekleedsel van goeie gehalte bekleed, terwyl 'n panoramiese sondak goeie natuurlike beligting in die kajuit toelaat. 'n 360-grade-kamerastelsel dra by tot veilige parkeer, met 'n 65-kleur aanpasbare omgewingsbeligtingstelsel wat 'n aangename ambiaans in die kajuit bring, veral saans. Die tweede ry sitplekke kan skuif om toegang tot die 3de ry sitplekke te bied, maar ook met slegs een hefboom platslaan om die bagasierarea van 117liter tot 1930 liter te vergroot. Gesinsvakansies kan net meer gerieflik raak met al drie rye sitplekke wat ventilasie en USB laaipunte bied. Die vlagskip Exceed het 6 lugsakke (voor, sy en gordyn) asook 'n omvattende ADAS stelsel met bestuurdershulp waaronder baanverlatingswaarskuwing met baanhou-hulp, blindekolwaarskuwing en heuwelwegtrek.

Die Destinator is toegerus met Mitsubishi se betroubare 1.5-liter turbo-petrol enjin wat 120 kW en 250 Nm se

piekkragte lewer vir gewillige verrigting. Krag gaan na die voorwiele met behulp van 'n seepgladde CVT ratkas. Brandstofverbruik word aangegee as 7,2l/100km. Tydens ons toets van meer as 1200km kon ons 'n gemengde verbruik van 8,5l/100m behaal, wat eintlik uitstekend is gegewe dat ons meeste van die tyd 5 groot manne in die kajuit was. Ons was beïndruk met die gemaklike rit op teer, maar veral op grondpad. Toegerus met MacPherson-stutte voor en wringstaaftvering agter het die Destinator, wat nie ontwerp is vir dinamiese hantering en verrigting nie, nietemin gemaklik hanteer het deur draaie, onder harde remming en selfs in dinamiese omstandighede met goeie greep, maar sonder om die gerieflike rit te benadeel. Die CVT is uitstekend ingeskakel om die enjin se lae wring-krag teen lae toere te benut. Die vering is doelbewus ingestel vir gemak en absorbeer slegte padoppervlaktes met gemak.

Tydens ons toetsperiode was dit opmerklik dat omtrent elke passasier wie gedurende ons toetstyd saam gery het, positiewe kommentaar gelever het. 'n Mooi voorkoms, uitstekende kajuituitleg en afwerking, slim veelsydige verpakking en gerieflike binne-ruim bied die Destinator meer en beter waarde as wat enige meedinger uit China in hierdie segment kan bring.

Met die bewese betroubaarheid van 'n

Mitsubishi enjin en aandryfstelsel, CVT ingesluit, sal ek my geld op die Destinator spandeer.

PRYSE:

Die Mitsubishi Destinator 1.5T Exceed verkoop vir R 569 990. Dit sluit Mitsubishi se 5-jaar/onbepaalde kilometer waarborg en 'n 5-jaar/75 000 km-diensplan in.



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FROM R200 900
2025 1.4 (MAN)
FROM R205 900
2024 1.6 LIFE TIP (AUTO)
FROM R239 900
2025 1.6 LIFE TIP (AUTO)
FROM R249 900



RENAULT KWID 1.0 5 DOOR
A/C, P/S, C/L, E/W, REAR PDC, REVERSE CAMERA,
AIRBAGS, ABS/EBD, FRONT FOG LAMPS,
BLUETOOTH/USB/AUX.
2024 CLIMBER FROM R149 900
2025 DYNAMIQUE ZEN FROM R152 900
2025 CLIMBER FROM R169 900



2025 TOYOTA VITZ
A/C, P/S, REMOTE C/L, FRONT AIRBAGS, MFS,
ABS/EBD BRAKES, ALLOY WHEELS, PARK
DISTANCE CONTROL REAR, BLUETOOTH.
1.0 XR (MAN) FROM R172 900
1.0 XR AMT (AUTO) FROM R179 900



SUZUKI DZIRE
A/C, P/S, C/L, E/W, E/M, FRONT A/B, ABS/EBD,
RADIO/BLUETOOTH/USB/AUX.
2024 1.2 GA (MAN) FROM R185 900
2024 1.2 GL (AUTO) FROM R199 900
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 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, EDC,
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.
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