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TAYE PERRY: SA'S DAKAR SWEETHEART
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KINGSLEY HOLGATE: JUST PASSING THROUGH



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The end of an era

LOYAL *Leisure Wheels* readers will know that here at the magazine, we do not stand back for a challenge and many of the revolutionary ideas and high standards we strive for were conceptualised by Danie Botha over the years.

Deputy editor Gerhard Horn has had the privilege of working with Danie full-time for a number of years and recalls some of the highlights, several of which took place in the mountain kingdom.

“On one trip we got stuck in Lesotho after taking a sign that said “bad road”. When we got to the hotel, it was closed, so we had to sleep in a Patrol. Danie was

on the back seat, I was in the boot. Or how about that time we nearly flew a drone into what was then the only new Mitsubishi Triton in SA at least 18 months before it was actually launched. Or the time we raced up Sani Pass with a pair of Suzukis. Danie was on a bike and I was in a Jimny. He was concentrating so hard on trying to get traction on the slippery pass that he nearly rode into a donkey. My fingers are still recovering from washing a Subaru Outback at nearly 3 000m above sea level. The only water we could find was snow that had melted, but cars need to be clean for magazine images. More recently, we were bombing through the

dunes on the Land Rover 24-hour record. Danie is an excellent driver, a skill that he honed in a Toyota Tazz works rally car and he was always nice enough to let you know when he was going to drift a bakkie, so you could get a proper hold on your soft drink and/or camera.”

Sadly, this month we bid farewell to Danie who has been involved with *Leisure Wheels* from the beginning, which is now more than 20 years.

Danie has put his heart and soul into the magazine, seen many staff members come and go as well as drastic changes in the industry. Throughout this time he has remained a constant. He has always been professional, ensuring the magazine remains an honest, trustworthy, high-class offering despite the trying times.

Danie has given the magazine much of its direction and instilled a culture among the staff here that sees us continually push the boundaries. One is often given the choice between the easy route and the right route and Danie has always challenged us to go for the right route, no matter how tough or time-consuming that might be.

Danie will be sorely missed by the team and I am sure, by our regular readers, too. We wish him all the best for his future endeavours.

Reuben vn

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Above: After more than 20 years of involvement with *Leisure Wheels* magazine, Danie Botha has left the building.

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CONTENTS

04/20

Issue 192

40

BAJA 1 000:
THE REMATCH,
50 YEARS LATER



10



**JOHAN
BADENHORST**
The man from
Voetspore
Twenty years
of Alu-Cab

12



**KINGSLEY
HOLGATE**
Africa's most
famous adventurer
Passing
through

14



**TAYE
PERRY**
Daring
desert racer
Conquering
Dakar 2020

ADVENTURE

38 Bronco is back

Ford's legendary off-roader reinvented

48 Building a Ford engine

Swinging spanners in Struandale

56 South of Cape Point

Exploring the southern Overberg

64 Renault Tribes

Visiting Geluksburg

TEST

72 BMW X4 M Competition

Supercar on stilts

74 Range Rover Sport PHEV

Big clean, green machine



PHOTO FOCUS
Cool images from round the world



Motoring
news

GEAR

76 ISPO Trade Show

Award winners

DOWN & DIRTY

80 Campsite review

George Country Estate

GARAGE

86 The 4x4 King Land Rover Defender

A new lease on life

88 Long-term update

A slight hiccup

TECH

92 A heated discussion

Thermal management in electric vehicles

RETRO DRIVE

122: Daihatsu Midget

Mid-mounted load-lugger

32

COVER FEATURE

Troller TX4, an off-road vehicle fit for Brazil and the world?

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WINNING LETTER

TOWING CONUNDRUM



I am planning to go road tripping in the next 12 to 18 months, the intention being to tour SA, Namibia, Botswana and Zimbabwe. I want to purchase an off-road caravan, comfortable enough for the wife and I. I am currently driving a Subaru XV, with which I towed a rented off-road caravan (which leaked dust like

a sieve but that's another story) on a recent trip to Namibia. The Subaru was brilliant, both on the gravel roads and when I ventured off into the dunes at Sossusvlei. The XV is rated to tow 1400kg which does, of course, limit your options somewhat due to its low torque (196Nm). I previously owned two Subaru Foresters (the 2.5

XS model), which had 235Nm of torque. Like many Subaru owners, I am very disappointed with Subaru SA's decision to bring only the 2.0l Forester to SA.

Therein lies my dilemma and also my interest in the Duster. The Duster has 240Nm vs the 196Nm of my XV. The extra 44Nm will make a material difference when towing a caravan, particularly in soft sand. I have been looking at the Duster for some time now, and hence your articles and the modifications you have done are of real interest. My quandary is: do I buy a Duster or, a second-hand 2.5 XS Forester, which has about 240Nm of torque. What would be the comparative towing ability of each?

Having had three Subarus and found them to be bulletproof, I am inclined to lean towards the Forester. However, a second-hand Forester will cost me much the same as a brand new Duster. Do you guys have any input herein?

Roy Williams
Via email

The Renault Duster, too, is rated to tow an unbraked trailer of 1 400kg. We have unfortunately not tested these two vehicles with trailers attached and I would suggest trying to do so before making a final decision. There are various other factors apart from power and torque output that could affect how well a vehicle reacts to towing a trailer, including the length of the wheelbase, the weight of the vehicle, gear ratios and the suspension set-up. These can all have an affect on in-gear acceleration, braking, directional stability, ride and driveability.

We must agree that the Subaru Foresters are bulletproof vehicles and your previous experience towing with the Forester might be spot on. I suspect that the larger dimensions and superior weight of the Forester might just make it a superior tow vehicle. – Ed

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IRRESPONSIBLE TESTING

Remind me to make sure that if purchasing a Land Cruiser Namib edition that this was not one of the demo vehicles sent to Angola for you guys to play with. I don't care how well the vehicle was washed and re-lubed, it will still rust somewhere down the line. Sea water is acid to anything not stainless steel. Something will give.

As for having to do that because the beach is so narrow? Come on, look to the right of the photo, lots of tracks against the dune, so lots of space, this to me and a few of my mates who saw the photo and article, is just plain irresponsible. My first reaction was, "Would he do that to his own vehicle?" I doubt it, it is bad press and encourages people to do the same, especially if a wash and a lube is all that is needed afterwards. Like the comment a few months ago about the Ford Raptor. That this bakkie could be driven at any speed on a dirt road and all you would see was your dust plume



behind. Dirt roads equal danger, never above 80km/h.

Do *Leisure Wheels* and other off-road magazines share photos? It seems so.

Peter Gordon Grant
Via email

Your concerns are noted and we do agree to a point. It might not seem that way but the dry sand is extremely soft in that

area of the Doodsakker so our only option was to travel across the wetter, harder portions.

Due to the remoteness of the region and the costs associated with travelling to Angola, we could not take our own photographer along. Toyota employed a photographer who supplied images for all the attendees.

The Ford Raptor was

designed for dirt-road driving first and tar-road driving second. The shocks are bespoke racing items, the suspension was completely designed for the purpose and the tyres, too, were developed especially for high-speed off-road driving.

I stand by our statement that this vehicle is extremely safe at high speeds on gravel roads.

– Ed

PLAYING DEFENDER

I have seen some photos of the new Land Rover Defender floating around the internet and social media, of the vehicles travelling in Namibia. Some were even fitted with a bunch of accessories. Do you have any more information and do you know when the vehicles will go on sale?

Chipper Geraty
Via Email

You saw correctly. Land Rover is hosting select media in Namibia and they have been putting the new Defender through its paces on some of that country's harshest terrain before the global test drive

campaign begins. We are not sure what accessories were fitted but we do know that local 4x4 outfitter Front Runner has already developed a roof-rack system for both the 90 and 110 models. The

*Defender rack is designed with an aluminum tray, a 3CR12 stainless-steel vehicle mounting system and zero plastic, which sustains its integrity in harsh weather. Keep an eye out for the May issue of *Leisure**

Wheels where we will be bringing you a full test drive report on the new Defender. The last communication from Land Rover was that the Defender 110 would go on sale in June. – Ed



Here are some of your thoughts

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The all-new D-Max to arrive locally in 2021

Cliffy Brown: I think it may be a little too late! Nice bakkie though.

Zanoxolo Mbekela: Such a long wait, by the way I am saving to buy a Raptor.

Marius Botha: Bakkie sure looks nice in the photos. How does it compare to the others in the countries where it is available?

Batsosi Motsepeng: It will be worth it, I believe.

Morne Coetzer: New Isuzu is going to kick some dust for sure.

Johan Kriek: Good things come to those who wait.



Meet the Electric Frog. It's the smallest camper we've ever seen, yet it has room for two, a kitchen and a dining table.

Juandre Smit: This looks like a plan.

Mondre Kirton: A Jimny with a tent maybe, but that is not going to work.

Juandre Smit: That will only work with a Fireblade or GSXR motorcycle engine in it.

Bryan Milne: Cute but I wouldn't like to test it in a Cape Town-style south-easter.

Adrian Burford: I am not really sure what to think.



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TWENTY YEARS OF ALU-CAB

Over the past 20 years, *Voetspore* has evolved along with the 4x4 and overlanding industry.



We have been fortunate to experience the developments in the industry firsthand. A lot of the products we use today are seriously tried and tested. Then again, there are many products we stopped using. Some companies closed down because of their inability to change with the times and introduce new products. But the one company that has grown, expanded and kept up with the latest and greatest, is the aluminium product developer and manufacturer from Ottery in Cape Town. Jeremy Bergh's Alu-Cab this year, like *Voetspore*, celebrates its 20 year anniversary.

There was a belief that, to go on safari, you had to pack everything, including the kitchen sink. We had three Land Rover

Defenders and a Brakhah trailer, all packed to the brim. The Brakhah was big, offering lots of space, and a tent where a family of five could easily sleep at night. It was also heavy and often limited our ability to tackle serious obstacles. I can still remember the daunting task of driving up Van Zyl's Pass with this anchor pulling me back.

Our second expedition was completed with Toyota. Once more, a Brakhah trailer went along for all the extras: comfortable chairs, proper stretchers and mattresses, extra tents for crew and guests, a variety of pots and pans, even a smoker for that special dish, recovery equipment capable of recovering a small army from any obstacle, and so the list goes on.

Looking back, I now understand why

↑ Johan Badenhorst is probably South Africa's best-known overlander, with his amazing adventures televised on SABC2. He also knows a lot about patience – probably the best attribute if you plan on travelling the African continent.

someone once asked me “you have all of this at home, plus a hot water shower, flush toilet and DSTv. Why do you go on safari?”

It took us a while to learn, as for the next three years we continued with the trailer option. I believe the experience on Angola's notorious *Doodsakker* – when we nearly lost three vehicles and a Conqueror trailer – made us realise that we need to go as lightweight as possible. That allows you to have the best experience, overlanding on the African continent.

On our sixth expedition, *Voetspore from Casablanca to the Cape*, we were introduced to Alu-Cab. We drove two Land Cruiser 76 Series, and one single cab pickup equipped with an Alu-Cab canopy.

Alu-Cab was started by Jeremy in 2000. As he says, his own experience taught him that space and weight are the two greatest hurdles facing any overland traveller. He then developed the first aluminium canopy. It is one of these that we had fitted on our Cruiser.

Alu-Cab did not limit its development to canopies alone. To have a complete overland vehicle, a number of extras, all made from aluminium, had to be developed and manufactured. Today, the 270 degree Shadow Awn is one of its most popular products. Add to that drawer systems, ammo box slides, carriers for chairs and Max Trax, holders for gas bottles and jerry cans, load bars, fridge slides, tables and table brackets... the list goes on. I recently had a roof box and shower cubicle fitted to my Cruiser. But my most popular Alu-Cab product, by far, is the Generation 3 Expedition tent.





Opposite page: The Voetspore team during the Madagascar adventure, camping in the open. **Above:** Camping in Kaokoland during Voetspore Reunion. Two Alu-Cab rooftop tents, plus the Shadow Awning made it comfortable for the team. **Below:** Driving through Damaraland on the Reunion adventure, which celebrated 10 Voetspore expeditions.

Right from the outset we used roof-top tents. They have evolved over the years as well, but the roof-top tents that were developed 20 years ago were the single item that made me curse more than any other piece of equipment on safari.

Opening the original roof-top tents was fairly simple. Take off the cover and unfold the tent. Closing it was an absolute nightmare. This had everything to do with putting back the cover. It was like getting 10kg of sugar into a 5kg bag. By the time you managed to get the cover over the tent, it had to be tightened with a ratchet. The ratchet often struggled to function properly as dust, mixed with the Q20 you applied the previous time when you tried to operate the ratchet, clogged the operation. If you don't do this properly, the next time you use it you'll find yourself sleeping in a tent with huge amounts of penetrated dust. Why not just stay at home and enjoy your hot shower, flush toilet and DSTV, watching *Animal Planet*?

After using the old fashioned roof-top tents, I eventually gave up. For a few years I used a normal bow tent. Later the inner frame Oz tents became popular. And then Alu-Cab designed an aluminium roof-top tent.

The first-generation resembled a massive aluminium box. They weren't pretty, but they were effective. Loosen two clamps and push up the tent and it is done. To close it, tidy your mattress and duvet, draw down the lid and fasten the clamps and it is done, in less than a minute and without breaking sweat.

The second- and third-generation presented some improvements. These tents are now much lighter and are also more aerodynamic, looking good on even luxury 4x4s like a Prado, 200 Series, Patrol or even a Geländewagen.

Alu-Cab has, since its humble beginnings, expanded to be a global competitor. Exports to Australia, USA and Europe now exceed local distribution. These are quality products that are efficient and look good. To Jeremy, Warwick and the whole team at Alu-Cab, congratulations on the first 20 years. May you go from strength to strength. We hope to partner you on many more expeditions. **W**



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JUST PASSING THROUGH

Kingsley Holgate and crew developed a new-found appreciation for the 19th-century master road engineer extraordinaire Thomas Bain on their recent adventure.



The beauty of the Eastern Cape Highlands section of our homegrown Riding High on Sky Land Rover and mountain bike challenge to complete 100 mountain passes in 30 days takes our breath away. Tucked up against the Lesotho border, it's known as the wild side of the Drakensberg, curling away from Lady Grey in the west to Rhodes and the hidden valleys and mountains of the close-knit Wartrail farming community.

This area is also known as SA's Extreme High 5 country and is a favourite with 4x4 enthusiasts, adventure bikers, hikers, trail runners and mountain bikers who test their skills on the five highest mountain passes in the country. We add them all to our list: boulder-hopping the two Land Rovers in howling winds and thick mist to the summit of Ben McDhui (highest mountain pass in South Africa at 3 001m); the Tiffindell to Tenahead Traverse (2 666m), Naude's Nek (2 590m), Volunteershoek Pass (2 581m) and Carlisle'shoek Pass (2 563m).

Then there's Lundin's Nek (2 170m) and the mean, somewhat technical but magnificent Bastervoetpad Pass (2 240m), a route first used in 1862 by Adam Kok III, when he led an armed group down this mountainous footpath on his historic trek. Our greatest adversary, however, is the summer heat, which in this area calls up massive afternoon thunderstorms accompanied by near-continuous lightning, torrential rain and hail that turn the passes into running streams of mud, swelling the river crossings from trickles into powerful torrents in a matter of hours. The Landies don't miss a beat and 'Shova Mike' Nixon, our tough, Absa Cape Epic 'Last Lion'

mountain-biking expedition member cycles them all; he rates the descent of the Bastervoetpad Pass as his fastest and most exhilarating ever.

The historic Zuurberg Pass near Addo provides a fascinating glimpse into South Africa's past. Hastily built between 1848 and 1850 using 250 convicts, it formed part of the road taken by travellers from Port Elizabeth to Grahamstown, Somerset East

↑ Kingsley Holgate is South Africa's most famous adventurer, a renowned humanitarian and author. The 73-year-old founded the Kingsley Holgate Foundation, which aims to "save and improve lives through adventure". He has handed out thousands of mosquito nets to help save people from malaria and more recently, provided people who are sight-impaired with glasses. Although he's driven other brands over the years, he now won't drive anything but a Land Rover. Mind you, the All New Discovery is rather comfy.





and Colesburg, and by fortune hunters flocking to the diamond fields of Kimberley. Badly constructed, however, it was described as almost impassable and in 1872, an anonymous correspondent for *The Herald* wrote, "If anyone wishes to have a model of the road over the Zuurberg range, I would suggest to him to take a corkscrew, dislocate it very slightly and hand it up with the inscription: Model of the Road over the Zuurberg Mountains."

Even still, it was a well-travelled route and at the base of the pass still stands the frozen-in-time Ann's Villa. Built in 1864, this lonely outpost provided accommodation, a bakery and blacksmithing services to travellers going into the interior, outspanning for tired and hungry horses and oxen, a well-stocked shop and a postal service. We're fascinated to learn that this mountain pass was one of the first to have a tollbooth; every wagon wheel and everything that moved on two or four legs – humans, horses, oxen, goats and pigs – were taxed; the only exception being animals that had four white feet.

In the Karoo heartland, the remote and heat-hazed Antoinessberg Pass knocks our socks off, with its switchback turns that snake up and down the Groot River Canyon – definitely one for 4x4 enthusiasts. We wild camp in a secluded grove with sunset views of Cockscomb Mountain, the highest in the Groot Winterhoek range, and are astonished to receive a surprise visitor; a large leopard tortoise appears, stumping along between the pop-up tents. Seemingly unfazed by our presence, it takes a swig of water out of the washing-up basin, snootily declines a piece of apple and settles down for 40 winks under the Discovery.

Then it's on through the dramatic, sandstone-sculptured beauty of the Baviaanskloof to number 51 of this Riding High adventure: the Prince Alfred Pass, the longest in South Africa. There's just enough sunshine among the mist and drizzle to appreciate the forested beauty of this 153-year-old pass. We stop at a tranquil spot near the old drift, where we find a memorial plaque in honour of the great road builder Thomas Bain and, as mountain pass expert Trygve Roberts suggests, we doff our hats to one of South Africa's greatest sons, and allow the birdsong and silence to transport



Opposite page: Making a splash on the Swartberg Pass, number 65 of the Riding High on Sky challenge to complete 100 mountain passes in 30 days. **Top:** A Holgate-style Tailgate Cafe at the summit of the Bastervoetpad Pass in the Eastern Cape highlands. **Above:** At the summit of Ben McDhui in the Eastern Cape Highlands, the highest mountain pass in SA at 3 001m.

us back in time to when horse and cart and ox-wagons trundled past this spot in 1867.

Into the Western Cape, we slush the Land Rovers through the muddy potholes and dips of the forested twists and turns of another Thomas Bain achievement – the Seven Passes Road between Knysna and George – to meet good mates Charlie and Karin Aaim. They spoil us rotten – hot showers, fluffy towels, clean sheets and a sit-down feast – a welcome treat after so much camping in all weather conditions. Next morning, Charlie leads us up to the summit of the Montagu Pass in his pristine, heritage-collection Land Rover Defender 90.

So much has changed since the days when ox-wagons groaning under heavy loads of stinkwood, yellowwood and other trade goods toiled up the 126 bends of this 1 848m pass, which is awash in colourful anecdotes from the past. Like when in 1902, Dr Owen Snow and Donald Macintyre

attempted to drive the first motor car (called a Darracq) up the pass, but at the steepest part the vehicle stalled and could go no further. Macintyre said, "Snow, we need extra horsepower!" The next Sunday, with a horse aptly called Snowy in harness and securely tethered to the Darracq – adding a literal one extra horsepower – the two friends eventually succeeded in getting their car to the summit of the Montagu Pass.

We continue to clock up kilometres and a few days later, mountain pass number 65 looms out of the mist. Wrapped in jackets, the Landies light on bright and lashed by icy winds and rain, we Ride High to the shrouded summit of the famed 27km long Swartberg Pass that's considered one of the finest in the world. As we descend, the skies clear to reveal the breathtaking scenery surrounding the twists and turns of this grand 132-year-old pass, Thomas Bain's crowning achievement.

The following morning we ascend the pass again to the Gamaskloof turnoff, the Land Rovers dwarfed by the towering cliffs, marvelling at how much of the original, hand-packed stone walls still survive. No wonder it's a national monument. We're looking forward to reaching Die Hel, the first of four Hell-named locations on this mountain pass adventure; but that's a story for another column. **W**

DARING DESERT RACER

Many might not have heard the name Taye Perry before this year's Dakar Rally. For those following the event, though, it was the name on everyone lips... and for all the right reasons.



↑ The cliché that dynamite comes in small packages might be overused but it is certainly true when it comes to Taye Perry. Just 1.58m tall, she mastered a big rally motorcycle and finished this year's Dakar Rally, proving along the way that what she doesn't have in height, she makes up for in heart.

though I got no support from KTM as a manufacturer, I had no choice as these bikes are the only option for privateers as no other manufacturer offers a rally bike to the correct specifications, ready to tackle the event out of the box. The factory machines from the Japanese brands are prototype machines, akin to a MotoGP bike and cost five times more than the bike I rode.

With no support, how did you manage to do this event?

My family sacrificed a lot to make this dream come true. The entire Dakar campaign cost us around R1.8 million and the couple of sponsors that I did have only covered around one-third of these costs.

How did you prepare for the Dakar?

I did Crossfit, rode my mountain bike and did other forms of cardio. I also raced my motorcycle almost every weekend which is great for on-the-bike fitness.

What was Saudi Arabia like?

It is an amazing country with some incredible history, the scenery changed all the time and so did the terrain, with everything from very fast sections to rocky fields and huge dunes.

Some riders complained about the high average speeds of the stages, how did you find it?

I didn't mind the speeds, as I generally don't crash when I am going fast. I am very good

Taye Perry has been racing professionally for over a decade in South Africa, where she has achieved multiple MSA off-road and cross country titles. Being the leading off-road racing motorcycle female for numerous years, with a 97% race finish rate, the next natural step was to seek out international competition.

Taye gained much respect as she tackled the world's toughest motorsport event and aimed to be the first woman from Africa to complete the rally.

Was the Dakar all you expected?

It certainly was tough but I was expecting much more dune riding and it turned out that dunes made up only a small part of this year's event. For the majority, it was rough and rocky; the kind of conditions I love. The liaison sections early in the morning were really tough because it was freezing cold. In the beginning stages of the rally we had to make a plan against the wind chill with some duct tape before we were able to source some proper mittens.

Tell us about your bike?

I rode a second-hand KTM Rally replica with backup from Nomade Racing. Even

at riding within my limits. My falls are normally at slow speeds, mainly because I am so short. The only drawback of the high-speed stages was that my second-hand bike, which had done a Dakar previously, could do only about 150km/h while the fresher bikes could reach speeds of up to 180km/h, so I did lose some time in those fast sections.

You were doing extremely well until the second-last stage; what happened on that day?

The day was going really well but I had a couple of small spills, nothing serious in this kind of terrain, but after the third time my bike wouldn't start, it just cranked over. Some other bikers helped me push the bike onto a dune where I would be visible and I tried to find the problem. After three or four hours, the bike still wouldn't start and I resorted, tow rope in hand, to try and get someone to tow me. The other competitors were not keen as it is not easy to tow a motorcycle through thick sand but eventually two Spanish guys in a Toyota towed me all the way to the finish line.

I got back to the bivouac at 11:30pm and the team proceeded to diagnose the problem as a fuel switch that is used to transfer fuel between the three tanks on the motorcycle. I lost a lot of time on that stage and my hopes of becoming the first African lady to finish the Dakar went out the window.

What did this mean for your overall position?

I started the last day in 100th position, but managed to pass 45 riders. In the end I finished 77th on the overall standings out of 96 finishers, after spending around 150 hours on the motorcycle. Not bad considering 180 riders started the event. All five ladies who started this year managed to finish.

How do you feel about that stage now?

I am actually grateful things happened the way they did. Sure, my overall position was not what I had hoped but the day tested me and it made me a stronger, better person. If everything had gone according to plan it would all have been too easy.

This year's Dakar was once again overshadowed by the death of top motorcyclist Paulo Goncalves, how did this affect riders and yourself?

Going into the Dakar you know the risk and it becomes apparent during the registration days before the event, where you literally sign your life away. Passing the stricken rider during the stage made it really tough to concentrate as that was always in the back of



Opposite page: The high-speed stages of the 2020 Dakar Rally made this lady from Rustenburg feel right at home. **Left:** There was less dune riding than expected but riders still had to tackle some massive ones. **Below:** The scenery encountered in Saudi Arabia was breathtaking.

my mind. The following day when the stage was cancelled for the bikers, the mood in the bivouac was sombre; bikers are really just one big family.

How did the other competitors treat you?

At first I got a weird vibe. I think most were wondering what this tiny girl was doing here and that I was occupying the place of someone more worthy of an entry. But once I started doing well and beating many of the other competitors, their attitude changed. There was more respect and I was treated as one of the regulars.

What would you do differently next time?

I will certainly carry more electric spares parts and I would also like to spend more time with the Rally bike, learning to ride it

but also learning to maintain it and how to troubleshoot any issues that might occur and how to fix them. That is tricky because at this stage, the bike is staying in Europe in order to save costs.

What are your plans going forward?

I will be taking part in the Sonora Rally in Mexico in upcoming months on a Husqvarna 501 and plans are in place to race the Morocco Desert Challenge again. My goal is to return to the Dakar in 2021 but that depends on whether we can secure funding. I am still waiting for the phone to ring offering me that factory ride.

What advice do you have for South Africans wanting to do the Dakar?

Make a decision that you want to do it and stick to it and you will find a way to make it happen **W**



IN A (FAVOURITE) NUTSHELL:

Occupation: Works in family business **Food:** Whatever my body needs that day **Drink:** Coffee or Red Bull **TV show:** Any motorsport **Place on Earth:** Home outside Rustenburg **Holiday destination:** Travel across America

PEUGEOT TO TAKE ON THE DOUBLE CAB SEGMENT



Peugeot launched its all-new LandTrek bakkie, which will be available in chassis, single and double cab derivatives.

It has been confirmed for South Africa in 2021.

While the Peugeot has its own unique French design, it shares a lot of its components with the Changan Kaicheng F70. Peugeot and Changan are working partners in China, so it makes sense that they'd join forces to build a bakkie wearing the Peugeot badge for other parts of the world.

The double cab is 5.39m long and 1.92m wide and comes with a claimed one ton load capacity.

The design is basically bakkie but with the modern Peugeot design elements incorporated. This includes a vertical grille featuring the lion in the middle and vertical LED light signatures. The interior includes a number of features we've seen on other models, including a two-spoke steering wheel and a 10-inch digital display on top of the dashboard.

The modularity of the rear bench seat is unique in the one-ton pickup segment, with the possibility of folding the backrest 60/40 or 100%. When folded down, the backrests can support a load of up to 100kg. In addition, two Isofix attachments ensure

the safety and stowage of child seats.

At the front, there's a choice between two independent seats with central armrest or a three-seater Multiflex bench seat.

The passenger compartment is claimed to be spacious and roomy, with space for six passengers (depending on the version).

The safety kit includes six airbags, stability control, hill descent control, an off-road traction control system, trailer sway control and lane departure warning.

Two engines will be offered. The 1.9-litre turbocharged four-cylinder diesel offers 110kW and 350Nm of torque and is mated to a six-speed manual gearbox. Peugeot claims a combined fuel consumption figure of 7.8 litres/100km.

The petrol offering is a 2.4-litre that develops 156kW and 320Nm of torque. It can be mated to a six-speed manual, or six-speed automatic.

The LandTrek will be offered as a 4x2 and 4x4. The 4x2 version is a rear-wheel drive, with drive being transmitted to the rear wheels via a longitudinal shaft and a differential located in the rear axle. The 4x4 has a transfer case with 4H and 4L.

ASX GETS A FACELIFT FOR 2020

Mitsubishi has given its evergreen ASX a substantial facelift for 2020. The new model features a new front end, improved styling, as well as an enhanced interior and mechanics.

The newly designed frontal exterior includes a new bonnet, LED headlights and LED daytime running lights as well as LED fog lamps with integrated turning signals, a redesigned radiator grille and a brand-new front bumper face.

New 18-inch alloy wheels are included.

The enhanced interior includes a variety of new features in the centre of the front console housing the cabin controls, including Mitsubishi's improved new smartphone-link display audio (SDA) with a new 8-inch WVGA display and touch controls as well as USB power supply for your mobile phone. The SDA has both Android Auto and Apple CarPlay.

The extended list of features include electric power steering with a tilt and telescopic adjustable steering column, the multi-function leather steering wheel connected to the new SDA as well as cruise control, fully automatic air-conditioning and electric windows front and rear.

The ASX uses the latest version of its 2.0-litre four-cylinder petrol engine, developing 110kW and 197Nm of torque.

The ASX is now also available with a six-step CVT for improved performance, fuel efficiency and added a new 'Ds' position for the Sport Mode gear shift control, which maintains sport mode even after a stop. The ASX is available with a five-speed manual transmission.

On the safety front, the ASX boasts hill start assist and ASTC, an important safety feature in rain and on gravel roads while manoeuvring. It retains its advanced passive and active safety technology, including a seven-airbag system. Other ASX highlights include its multi-function steering wheel which offers complete control over the SDA with Bluetooth, CarPlay and voice recognition systems and cruise control. The new ASX boasts a keyless operating system with a unique smart key that works within a 70cm radius from the vehicle for easy locking and unlocking. Once inside, the driver can start the engine with the touch of a button.

The ASX is covered by Mitsubishi's warranty of three years or 100 000km, a five-year/90 000km service plan and a five-year/unlimited mileage roadside assistance. Service intervals are scheduled at 15 000km or yearly.



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ASX 6-speed A/T CVT	R399 995

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ISUZU ADDS AUTOMATIC OPTION ON 250 DIESEL ENGINE



The Isuzu D-Max range has been expanded in South Africa with five new automatic models added to the line-up.

The headline act in the new 250 automatic line-up is the D-Max X-Rider, which is available in a five-speed automatic transmission for the first time. The automatic model is only available as a 4x2. This complements the existing five-speed manual derivatives, available in two and four-wheel drive, that have been extremely popular in South Africa.

Isuzu has introduced the five-speed automatic transmission to the mid-range D-Max 250 LE, as well as the popular workhorse-oriented D-Max 250 Hi-Ride model.

Also new to the double cab Hi-Ride trim-level is the addition of a 3.0-litre automatic model matched with a six-speed automatic transmission.

"Buying trends in the bakkie segment are changing rapidly, and we have seen a major upswing in the demand for automatic gearboxes in recent years," says Dominic Rimmer, senior vice president, Technical Operations at Isuzu Motors South Africa.

"The introduction of the six-speed automatic transmissions in the D-Max 3.0-litre models in 2018 was extremely well received, and we are delighted to now offer automatic gearbox options on our popular D-Max 250 models, from our trendy X-Rider model to the mid-level LE and the Hi-Ride which is ideally suited to our commercial vehicle customers," Rimmer adds.

"The five-speed automatic gearbox has been developed to suit the performance characteristics of Isuzu's exceptionally capable, reliable and economical 2.5-litre intercooled turbodiesel engine, thus giving our customers great performance matched to low running costs, superb comfort and outstanding driving convenience, particularly in bustling and congested city environments."

As a reminder, the 2.5-litre turbocharged four-cylinder diesel delivers 100kW and 320Nm of torque. Combined cycle fuel consumption is claimed to be 8.1 l/100km for the automatic models.

As with the five-speed manual derivatives, the D-Max 250 Auto's towing capacity is 2 100kg for a braked trailer, ensuring heavy loads can be towed with ease. The spacious and practical rear load compartment is capable of carrying just over one ton, depending on the model type, and includes four tie-down brackets to safely secure goods.

All Isuzu D-Max models come standard with Isuzu Complete Care, comprising a five-year/120 000km bumper-to-bumper warranty and Isuzu roadside assistance, a five-year/unlimited kilometre anti-corrosion warranty and a five-year/90 000km service plan. Service intervals are every 15 000km/12 months. Extended cover can be purchased for roadside assistance, service plans and maintenance plans.

ISUZU D-MAX 250 AUTO MODEL RANGE

D-MAX 250 HO EXTENDED CAB HI-RIDE AUTO	R403 200
D-MAX 250 HO DOUBLE CAB HI-RIDE AUTO	R435 300
D-MAX 250 HO DOUBLE CAB LE AUTO	R459 000
D-MAX 300 DOUBLE CAB HI-RIDE AUTO	R464 100
D-MAX 250 HO DOUBLE CAB X-RIDER AUTO	R474 700

POWER UPGRADES FOR JEEP SRT8

RGMotorsport is offering an all-new performance upgrade for the Jeep Grand Cherokee SRT8.

With Whipple's third-generation blower bolted in place, RGMotorsport's upgrade produces a Trackhawk-whipping 546kW and 928Nm, enough to propel the burly SUV to 100km/h in 3.6 seconds and to a top speed of 290km/h.

The Whipple supercharger is nestled in the V of the eight cylinders, which means power is delivered in a more refined and effortless manner.

There's more outright grunt, too. Changing to the latest forced induction technology upped power from 520kW, with torque climbing by almost 60 units.

Also included is the RGM-Techniflow dual 76mm stainless steel exhaust system, along with ceramic-coated headers to blast out the hot gases inside the pipes with minimal delay. An ECU software download comes straight from the Whipple factory and is fine-tuned by RGM's team to suit our climate, fuel, and conditions.

Each car is optimised on the company's four-wheel-drive dynamometer and, finally, road-tested.

RGM's full-house upgrade costs R268 700 including all management hardware and software, and a 76mm stainless steel Techniflow exhaust system with ceramic-coated tubular headers. All RGMotorsport upgrades include a six-month/20 000km warranty, with extended warranties also available.



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KIA DETAILS ALL-NEW SORENTO



Kia has revealed the first official images of the new Sorento, ahead of its first public appearance at the 2020 Geneva International Motor Show.

More stylish than ever, the Sorento's redefined design incorporates sharper lines and uninterrupted surfaces, making it noticeably more sculpted than its round-edged predecessor. With contemporary geometric details and swept-back, elongated proportions, the result is a more confident, mature and desirable design than ever.

The assertive face of the Sorento evolves, too, with a new interpretation of Kia's hallmark tiger nose grille. Wider and more expansive, it wraps organically around the integrated headlamps on each side. The headlamps themselves feature a new tiger eye LED daytime running light, adding extra focus to the design by depicting the intense impression of the lines around a tiger's eyes.

On the inside, the Sorento appears to have taken a

giant leap forward. Sorento introduces a sophisticated new design, incorporating cutting-edge infotainment, supreme practicality, and premium-grade materials.

One of the highest quality interior spaces found in any Kia to-date, the intuitive, tech-oriented cabin of the new Sorento retains the spaciousness and three-row versatility that has characterised the Sorento over its 18-year existence. Yet, it now provides owners with something altogether more striking, desirable and comfortable.

The overall length of the new Sorento has been extended by 10mm compared to its predecessor, while the wheelbase is up 35mm to 2 815mm. The cabin provides more room than in many other midsize SUVs, while intelligent packaging means the new Sorento will offer class-leading cargo space.

For Korea, Europe and North America, the structure and layout of the platform accommodates the Sorento's

potent new Smartstream turbo hybrid powertrain. Representing the first application of electrified power in the Sorento line-up, the new powertrain comprises a 1.6-litre T-GDi (turbocharged gasoline direct injection) engine, 44.2kW electric motor and 1.49kWh lithium-ion polymer battery pack. The engine and motor produce a combined total output of 169kW power and 350Nm of torque, providing low emissions with high levels of performance from the new electrified powertrain. The intelligent packaging of the new platform means the battery pack can be located beneath the passenger cell, with no impact on cabin or luggage space.

Korean and European customers can specify the Sorento's new four-cylinder 2.2-litre Smartstream diesel engine, producing 149kW and 440Nm of torque. This is paired with Kia's new eight-speed wet double-clutch transmission (8DCT), developed to offer the smooth shifting characteristics of

a conventional automatic while enhancing efficiency over dry clutch DCTs.

Additional powertrains will be announced in future, including a powerful new plug-in hybrid variant.

In addition to its new platform and powertrains, the Sorento implements a range of high-tech safety and convenience features, differentiating it further from other midsize SUVs. These include Kia's first multi-collision brake system, which enables the Sorento to mitigate the severity of secondary collisions. It automatically applies brakes when the airbags have been deployed after an initial collision, further protecting occupants from secondary frontal or side impacts. The multi-collision brake system will be available depending on market with a total of eight airbags to further enhance collision safety, including front seat centre side airbags and knee airbags.

The South African specifications will be released closer to the local launch date.



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ISUZU SA TO SUPPLY KNOCK-DOWN KITS TO KENYA



Left: Lionel Terblanche, Isuzu Motors South Africa Knocked Down co-ordinator, shows the kits which are ready to be shipped.

Isuzu Motors South Africa in Port Elizabeth has started supplying knocked down (KD) Isuzu D-Max pickup kits for assembly purposes to its Isuzu manufacturing facility in Kenya.

This represents the first intra-continental regional trade exchange of its kind for Isuzu on the continent and is aligned to its strategy for its South African vehicle assembly plant to serve as a hub for growing its overall volumes in sub-Saharan Africa.

Isuzu Motors Limited, majority shareholder of Isuzu East Africa, regards the opportunities in Africa, based on infrastructural investment, to be significant. The East African operation previously focused only on truck and bus assembly operations while fully importing light commercial vehicles from South Africa.

Isuzu is a leading brand in the East African markets, with a commanding 44.5% share of the Kenyan new vehicle market last year.

Isuzu Motors South Africa CEO and

managing director Michael Sacke says Isuzu's market strength in East Africa can be contributed to the vehicles' overall performance, reliability and customer satisfaction.

"We have put this project together in record time and anticipate it will result in a win-win for both South Africa and Kenya. Some of the vehicle kits have already arrived in Kenya and the Kenyan team received comprehensive training in Port Elizabeth late last year in preparation for actual operations."

While volumes have been projected at 1 300 vehicles per year to Kenya through this KD programme, it is expected that this will further increase in the medium to long term.

"The Kenya KD project is an important step in achieving our growth strategy which is geared at strengthening our presence in key sub-Saharan Africa markets through a combination of tactical SKD initiatives as well as various initiatives to strengthen our dealer distribution network," emphasises Sacke.

GWM BUYS GM'S MANUFACTURING FACILITIES IN THAILAND

Great Wall Motors (GWM) and General Motors (GM) announced an agreement for the sale of GM Thailand's manufacturing facilities in Rayong, subject to government and regulatory approvals.

Under a signed binding term sheet, GM Thailand and GM Powertrain Thailand legal entities, which include the Rayong vehicle assembly and powertrain facilities, will transfer to GWM. GM and GWM are targeting the end of 2020 to close the deal and hand over the site.

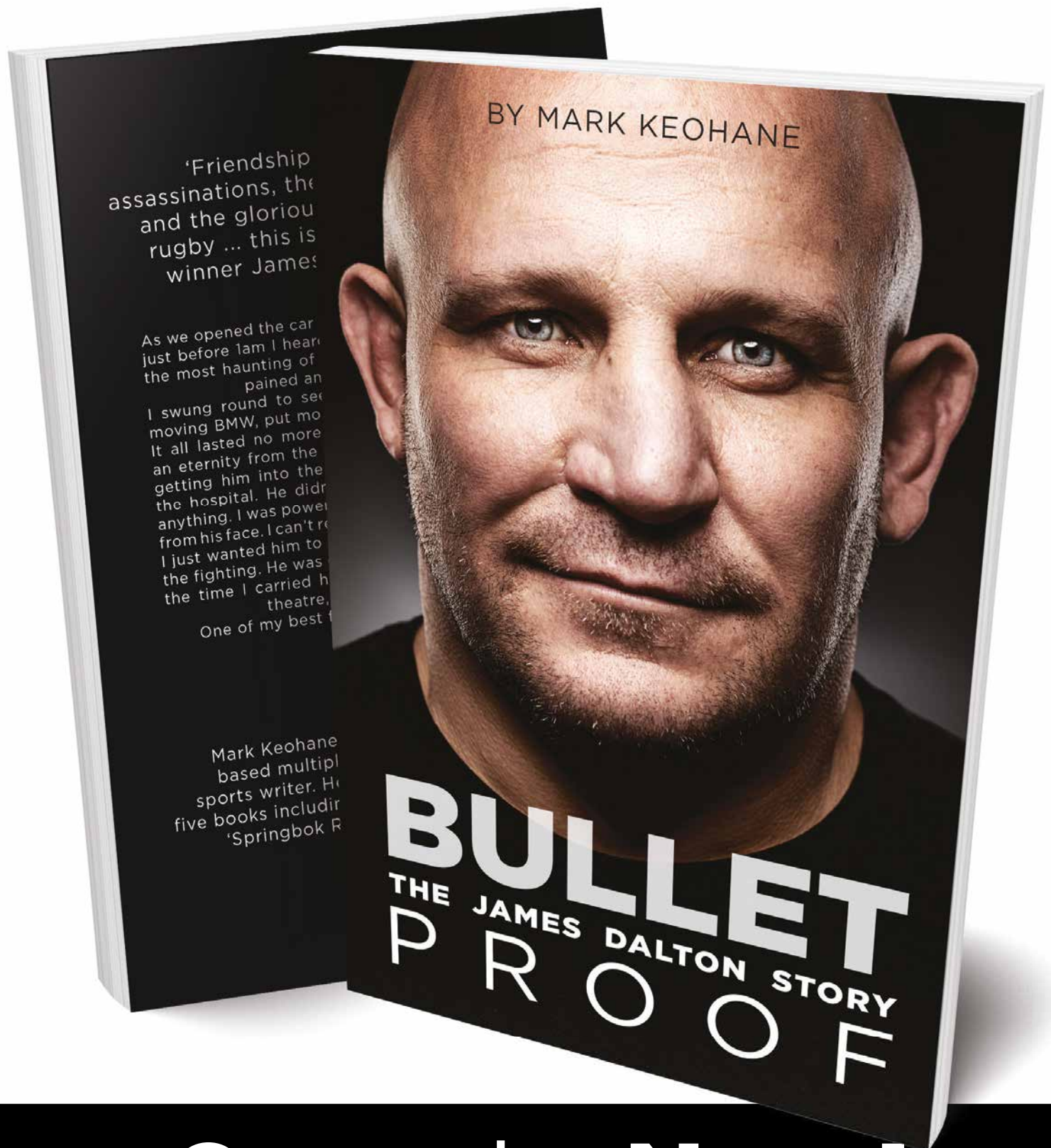
GWM's global strategy vice president Liu Xiangshang, says: "The global strategy of Great Wall Motors has begun to take shape after more than 10 years of development. In the past two years, through the export model transformation and upgrades, Great Wall Motors has accelerated the pace of its strategic global rollout. In 2019, Great Wall Motors' Tula plant in Russia successfully started production and the company also reached an agreement with GM to acquire its Talegaon Plant in India in early 2020.

"The acquisition of GM's Thai Rayong plant will help the business development of GWM in Thailand and the Association of Southeast Asian Nations (ASEAN) market. GWM will expand through the entire ASEAN region with Thailand as the centre and export its products to ASEAN countries and Australia."

Since commencing manufacturing in 2000, the Rayong site has produced nearly 1.4 million trucks and large SUVs as a regional manufacturing hub for mid-size trucks, SUVs and diesel engines.



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MAHINDRA EXPANDS KUV #DARE RANGE



The Mahindra KUV100 K6+ #DARE has joined its K2+ #DARE sibling and is now available at dealers across South Africa.

Mahindra first announced in January that it was growing the #DARE range, following the success of the K2+ #DARE and the successful inauguration of its Special Fitment Centre in Gauteng. The range is created at this fitment centre, alongside models such as the newly introduced S11 Pik-Up Karoo AT.

"The KUV100 NXT is one of our most popular model ranges, thanks to its combination of low fuel consumption, industry-leading safety and SUV styling," says Rajesh Gupta, CEO of Mahindra South Africa.

"With the #DARE, we have injected extra style and specification, while keeping the price as affordable as possible. It is no wonder then that our first consignment of K2+ #DARE models sold out so quickly."

Mahindra has decided to make the #DARE a permanent

addition to the Mahindra range and, with the introduction of the K6+ #DARE, it now has two specification levels on offer.

These will slot in between the K6+ and K8 models and will be immediately identifiable thanks to the black detailing, including a new black roof and darkened 15-inch alloy wheels, and decals.

Inside, Mahindra has added branded carpets to the list of standard equipment, which already include air-conditioning, electric windows, speed-sensing door locks and a seven-inch full colour entertainment system with Bluetooth and USB connectivity.

Like all other models in the range, the KUV100 K6+ #DARE has ABS brakes with emergency brake assistance and two airbags. The KUV100 NXT remains one of the safest vehicles in its class and boasts a five-star crash test rating from India's authoritative BNCAP Safety Assessment Programme.

The K2+ #DARE retails for R155 900.

HONDA BRV RECEIVES SUBTLE UPGRADES

Honda SA has refreshed its compact BR-V SUV by introducing subtle changes to the interior and exterior design which are aimed at enhancing its styling and functionality. Improvements have been made to on-road drivability and comfort through the addition of new features and added noise insulation.

Exterior wise, the BR-V has new LED lighting technology, including distinctive LED daytime running lights.

On the practical side, the vehicles are now equipped with rear parking sensors on the mid-range Comfort and top-spec Elegance models to make parking manoeuvres significantly easier. The BR-V Elegance features a seven-inch display audio touchscreen system with an integrated reverse parking camera. To add an extra layer of luxury, Honda has added soundproofing insulation material.

The 1.5-litre four-cylinder petrol engine continues to power the range, delivering 88kW and 145Nm of torque. The BR-V Trend is offered with a six-speed manual gearbox only, while Comfort and Elegance models are available with a CVT transmission.



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WINNERS OF **CARS.CO.ZA** CONSUMER AWARDS ANNOUNCED

CATEGORY WINNERS: 2019/20

Adventure SUV:	Toyota Fortuner 2.8 GD-6 4x4 Auto
Budget Car:	Suzuki Swift 1.2 GLX
Business Class:	Volkswagen Arteon 2.0TSI 4Motion R-Line
Compact Family Car:	Volkswagen T-Cross 1.0 TSI Highline R-Line
Compact Hatch:	Volkswagen Polo 1.0TSI Comfortline Auto
Crossover:	Audi Q3 35 TFSI S Line
Executive SUV:	BMW X3 xDrive20d M Sport
Family Car:	Mazda CX-5 2.0 Dynamic Auto
Fun Hatch:	Volkswagen Polo GTI
Leisure Double-Cab:	Volkswagen Amarok 3.0 V6 TDI Highline 4Motion
Performance Car:	Toyota GR Supra 3.0T
Premium Hatch:	Volkswagen Golf GTI
Premium SUV:	BMW X5 xDrive30d M-Sport

The Cars.co.za Consumer Awards celebrated its five-year landmark when the programme's 13 category winners and the recipient of the Brand of the Year title were announced during a gala event held at the Kyalami Grand Prix circuit in February.

#CarsAwards was conceived to be South Africa's definitive automotive awards programme; the list of vehicles it recognises is meant to guide car buyers to make the best-informed purchasing decisions... cars are judged directly against their peers in specific categories, each of which has distinct requirements. What's more, 50% of the final scores is based on brand-specific after-sales data that incorporate customer feedback from thousands of

South African vehicle owners.

Since its debut in 2015/16, the #CarsAwards has grown into the largest and most influential awards event on the South African motoring calendar and, since 2017, the programme has been loyally supported by WesBank, the largest provider of vehicle finance in South Africa.

Nearly 20 brands were represented in the list of finalists. Volkswagen led the nominations with seven derivatives, followed by BMW, Ford and Toyota (four apiece), Mazda and Suzuki (three apiece). The Chinese SUV brand Haval made its first appearance in the final stage of the #CarsAwards, while Jaguar and Land Rover returned to the list after failing to make the last round in 2018/19.

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Over half of the final scores of the #CarsAwards category finalists was determined by the rankings the vehicles' respective brands achieved in the Cars.co.za ownership satisfaction survey. The data was based on owners' experiences of their vehicles (less than five years old and serviced through franchised outlets) and the survey made its presence felt: it determined the results in five categories.

The Toyota Fortuner (Adventure SUV), Volkswagen Amarok, Arteon and T-Cross (leisure double cab, business class and compact family car) and BMW X3 (Executive SUV) did not score the highest marks from the panel of judges following evaluation, yet emerged victorious because consumers

rated their brands' experiences higher than those of their competitors.

In four categories (compact hatch, performance car, premium hatch and premium SUV), the winning derivatives received both the highest consumer category and judges' scores. In three categories (budget car, family car and fun car), the winners received the highest judges' scores, but not the highest consumer category scores. In the crossover category, the winner received neither the highest consumer category nor the judges' scores but won on aggregate.

Although Cars.co.za's extended editorial team chose the finalists, the combined judging panel (including 14 respected guest judges from

various backgrounds and fields of expertise) compiled the finalists' individual scores only once they had evaluated the cars back to back during an intensive two-day test at the Gerotek testing facility near the end of last year. The judging process was supervised and the final results audited by PricewaterhouseCoopers.

As opposed to the 13 category winners, which are decided by a combination of judges' scores and consumer data, the recipient of the #CarsAwards Brand of the Year title is determined entirely by market data and the findings of the survey (brands' respective sales and after-sales service ratings are particularly impactful). With a pair of Brand of the Year

titles apiece, either Toyota or Suzuki was expected to break the deadlock in the fifth iteration of #CarsAwards...

However, Volkswagen – the only brand to have won at least one #CarsAwards category every year since the programme began in 2015/16 – walked away with the most prestigious accolade. Having won six of the 13 #CarsAwards categories in 2019/20, Volkswagen is comfortably the most prolific category winner (with 16 trophies) in the history of the programme.

Now it has the big trophy. The Wolfsburg-based brand is a powerhouse in the South African new vehicle market but despite its extensive dealer network, its level of client service is clearly highly regarded.

The Cars.co.za ownership satisfaction survey data showed that Volkswagen defeated Isuzu by a narrow margin, while Suzuki scored the final podium position. Delving deeper into the data, it is interesting to note significant improvement from, in particular, three brands when it comes to after-sales service: Renault, Ford and Isuzu all improved by more than 15% compared to last year.

"We think the Brand of the Year trophy is the ultimate accolade in the local automotive industry," says Hannes Oosthuizen. "It represents validation from the people who matter most: actual car owners."

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A PHONE FOR THE ROUGH AND TOUGH

That's exactly what the latest offering from Cat phones brings you: a smartphone that life won't break, allowing you to love your phone and lose the fear.

Combining the latest technology such as fingerprint scanning, this pocket-friendly, sleek and lightweight design boasts the best camera in its class with the toughness that Cat phones are renowned for. From Cat phones' 10 years of expertise in producing rugged devices, the Cat S52 defies consumer expectations of what a rugged phone should look like.

The S52 combines military-grade toughness with a sophisticated design that is as thin as a mainstream smartphone, especially if it's wrapped up in a protective case. The high-grade

aluminium frame not only provides unrivalled protection for your phone, it offers a sleek, classic look that is as comfortable on a boardroom table as it is on a construction site.

Also protecting the phone from drops is Corning Gorilla glass 6, slightly recessed below a surrounding protective ridge, which ensures your screen won't get scratched in your pocket or crack when dropped from heights of up to 1.5m.

Despite its elegant design, the latest Cat phone is as tough as ever, all round. The phone is dirt- and dustproof, to protect it from both the rigours of a farm and the clutches of a toddler. Added to this, the Cat S52 can be fully submerged in water, ensuring it will withstand any puddle, coffee spills or tumbles during a selfie by the pool.



Recommended retail price R11 000
More information:
www.catphones.co.za

THULE GIVES YOU A TICKET TO RIDE

If you're a bakkie-driving cyclist, the sky is *almost* the limit when it comes to finding a Thule solution for transporting your favourite two-wheeler.

When it comes to carrying bicycles in safety and in style, the Thule possibilities are many and varied.

A number of Thule solutions are designed to clamp to the tow ball (the ever-popular, affordable Xpress, for example) and others – like the Velospace XT939 – can cradle up to three bikes (and be adapted to carry a fourth).

Another option includes using the

roof-mounted trio – ProRide, FreeRide or UpRide – which are designed to be secured to a pair of Thule roof racks.

When it comes to making the ultimate statement though, the Thule Xporter Pro Truck Rack is hard to beat.

It's designed specifically for pickups and the legs secure to the upper edges of the *bak*, allowing for effortless height adjustability (and therefore optimal aerodynamics) while leaving the load bed unencumbered. Cutting or drilling is not required and all roof-top bike carriers are compatible with the Xporter.

Mounting the bikes level with the vehicle's flanks is increasingly popular and this method is made possible by using Thule hardware to position the roof racks across the top of the bin. This

allows bikes to be mounted above a hard or soft tonneau cover, or on the likes of roof-specific carriers like the ProRide.

For the kind of person who doesn't like to mess around, Thule offers the GateMate and GateMate Pro. Made from padded, heavy-duty vinyl, these are designed to protect the bike and the tailgate, over which it fits. The flexible padding adjusts across a wide range of tailgates while keeping the bikes in place thanks to integrated bike separation and multiple position strap anchors.

For convenience and ease of use, a GateMate is a hard act to follow and with the front wheel positioned outside, there's plenty of space unlocked inside the *bak*. Up to seven bikes can be carried on a single vehicle this way.

Then there's the aptly named Thule Bed Rider, a fork-mount rack to carry bikes in the bed of a pickup truck.

The telescopic aluminium crossbar pushes the SoftGrip rubber feet up against the inner sides of the *bak*. With the front wheels removed, up to two bikes are secured to the crossbar with locking skewers, and provision can be made for additional bikes. A range of through-axle adapters allow various fork configurations to be accommodated.



More information:
www.thule.com/en-za

DAKAR PEDIGREE FOR YOUR BAKKIE

EVO Corse was born in 2002 from the passion of experts with an accurate knowledge in the field of high-quality wheels. The expertise of its workers and the superiority of the products has seen the company become the official supplier to the most prestigious teams in motorsport.

In 2007, EVO Corse signed an important commercial and technical partnership agreement with Fondmetal, a company with a history in Formula One and DTM and a leader in the production of aluminium wheels for both the aftermarket and the OEM.

The wheels are cast from AS7 aluminium with T6 heat treatment, cast under low pressure into steel moulds. The procedure is more expensive than that needed for a normal alloy wheel but ensures high performance without compromise.

After success at the Dakar rally at the hands of teams like Toyota Gazoo Racing South Africa, the Italian wheel manufacturer has extended its range of off-road wheels to include the DakarZero 18 suitable for road-going vehicles.

Compared to other Dakar models,

the new 18-inch version features a slight difference in style characterised by laterally paired ribbed spokes, a detail that embellishes the unmistakable design of an iconic product that has collected victories all over the world. Fortunately the technical specifications have remained the same, the rim retains the lightness of smaller versions while retaining the extremely high load index of 1 400kg per wheel.

The DakarZero 18 was born from the widespread need to use large diameter tyres on the latest generation off-road vehicles and bakkies. The range of Dakar wheels is well known in the off-road scene, as demonstrated by the results achieved in the last few years.

"With the 18-inch version we complete our offer, addressing both the race teams and enthusiasts who want a reliable appealing product for their adventure travel 4x4 vehicle," says Luca Meneghetti, general manager of Evo Corse.

The spokes internal to the tyre edge protect the mechanical

components from stone chips and sand while the wide hump profile allows you to run low tyre pressures without the risk of losing a tyre, even in the most demanding conditions.

Powder coating in three layers ensures great wear resistance and good appearance, no matter how tough the conditions.

The DakarZero is available in 15, 16, 17 and 18-inch variants and can be machined for any application.

EVO Corse wheels are imported by ATS Motorsport and sold by Voetspore 4x4 fitment centre in Pretoria.

More information:
info@ats.co.za,
www.voetspore.co.za



Trolling along in Brazil



Every now and then, somebody is looking for an off-road vehicle to suit their specific needs. When they can't find a solution, they build their own. Rogério Farias is such a guy and he named his creation the Troller.



THE TX4 is built by a Brazilian company called Troller, as in, named after a troll.

We're talking the traditional folklore definition of the word and not the modern hate-spewing variety you'll find all over social media.

Not that the traditional Scandinavian word is any better. Trolls have been represented differently across thousands of books, comics and movies but they always have one thing in common: ugliness. According to Troller, there are some upsides to being labelled a troll. The Norwegian folklore suggests that trolls are faithful, loyal, lucky but quick to lose patience when something threatens their habitat.

The great thing about this car is that its name can also be used as a verb. Trolling is basically scanning a large area in search of something. That's something the TX4 would be quite adept at.

But before we get to the TX4, it's worth looking at the history of Troller as a company, because, like so many iconic vehicles, it was a brand born and bred for a specific car culture.

Just think about our unique South African car culture and how it differs from the rest of the world. We adore bakkies yet in Europe they prefer vans. They see the bakkie as an agricultural tool and wouldn't be caught dead driving it down Regent Street in London. India's big into small cars, as are most Eastern countries.

Frequently, this car culture leads to an entirely new model, perfectly suited to local conditions. Examples include Tuk-Tuks and Japanese Kei cars.

This condensed explanation of car culture is necessary in order to understand Troller.

Troller was started in 1995 by Rogério Farias. He looked at the landscape and realised the country needed a basic, cheap and reliable vehicle for agricultural purposes. Since coffee plantations cover around 27 000km² of Brazil, he wanted to go after that market.

The country was, and still is, classified as an emerging economy, so to the average consumer, a Ford F-150 was a pipe dream, nothing more than a poster on a wall, or something the locals read about in American publications. Sound familiar?

Farias worked quickly and by 1996, he had the first working prototype. This made it much easier to find an investor, which he did in 1997. A wealthy man called Mário Araripe bought in and by 1999, Troller had a fully operational factory churning out T4s.

Those first-generation T4s were equipped with a 1.8-litre four-cylinder petrol engine, which was later upgraded to a 2.0-litre petrol engine. Since it had a fibreglass body, the T4 didn't need much power and, even when equipped with these relatively tiny petrol engines, the Troller was impressively brisk. It soon found favour with off-road racers. Not exactly the market Troller was after, but hey, a sale is a sale, right?

To make the Troller more alluring, later models were equipped with a 2.8-litre turbocharged diesel engine, made by a local manufacturer that specialised in building diesel engines for Brazil.

Still, the off-road racing image wouldn't go away, eventually culminating in Troller entering the Paris-Dakar in 2000, as well as the Sertões International Rally.

As much as Troller wanted in on the agricultural market, people wanted to keep on racing their vehicles. In 2003, Troller finally embraced its audience and started the Troller Cup which led to the company building racing versions straight from the factory in 2005.

In 2005, Troller upgraded the engine to the 3.0-litre turbocharged diesel engine from the previous-generation Ford Ranger. It was a bit of foreshadowing, as it turns out.

Troller's attempt to go after Fiat's small bakkie segment domination resulted in the Pantanal, which was a disaster. Not only was it a woeful thing

Main image: *The Troller combines a utilitarian design with a modern twist, resulting in a great looking off-roader.*



to look at, it was nowhere near robust enough to do the job it was built for. The chassis couldn't handle a load and cracked within a few months. From 2006 to 2008, only 77 were built. Eventually every unit was recalled and customers were refunded by Ford in 2008.

In 2007, Ford made Farias and Araripe an offer they couldn't refuse and the Blue Oval became the solitary owner of a manufacturer that made one serious off-roader (that had quickly built up a cult following) and one terrible bakkie. A conspiracy theorist would have you believe the mighty Ford scooped up the local upstart to clear the field of the Pantanal but we reckon Ford saw something not just in the TX4, but in the Troller brand, too.

It would have been too easy for Ford to simply steamroll the small brand and paste a Ford badge on the grille, but Troller had built up a huge amount of brand cache. So instead of axing the Troller, Ford left things just

“Looking at a list of its specs and what it can do, we reckon it could sell up a storm in South Africa”



as they were until 2014.

After 15 years of production, a new model was expected and this time Troller had access to Ford's entire parts catalogue and the TX4 was born.

All of the development of the Troller TX4 took place in Brazil, by the engineering and design teams of the brand, with support from Ford's own engineering department.

Development innovations included the use of agile methodology, developed by Google which allowed development in record time. Virtual reality and 3D printing tools were also used to create functional prototypes from the early stages.

The differentiated production process is part of the Troller's utilitarian identity. Featuring a body on a chassis, with a tubular space frame and special composite parts moulded by hot compression, which ensures low weight and a great finished product.

While styling was only

tweaked slightly underneath, the TX4 received a thorough overhaul and then some.

The latest model is built on a shortened Ranger platform and equipped with Ford's 3.2-litre five-cylinder turbocharged diesel engine. It develops the same 147kW and 470Nm of torque as it does in the Ranger and can be mated to a six-speed Eaton manual transmission, or a six-speed 'box as found in the pre-facelift WildTrak.

The locking rear differential is operated by a button on the console while the 4x4 system offers 4x2, 4x4 High and 4x4 Low modes, with a shift-on-the-fly selection system.

As standard, the TX4 is equipped with Dana rigid axles, a Dana 44 locking differential at the rear and a 1352 Borg Warner transfer case.

The off-road pedigree is certainly something to brag about, with the company claiming 52-degree approach and departure angles and a 30-degree break-over angle, it will comfortably beat the Jeep Wrangler Rubicon, which is probably the best stock-standard off-roader you can buy in South Africa.

The top of the range TX4 model benefits from the fitment of a six-speed automatic gearbox and features steel bumpers, side steps and underbody protection. A snorkel, a set of Hella LED spotlights and Pirelli Scorpion MTR 245/70 R17 tyres and a roof rack with adjustable crossbars further enhance the off-road credentials.

The striking styling of the TX4 is bolstered with three colour options; Trancosco Brown, Maragogi Green and Frosted Silver, always combined with Naval Blue on the front grille, bonnet, roof, rear cover, bumpers and snorkel.

On the inside, it features a WildTrak-like upgrade, right down to the orange stitching and TX4 logos on the seats.

Opposite page, top: The Troller is not afraid to get dirty. **Opposite page, bottom:** Two tone paint adds a retro look. **Below:** Approach and departure angles are favourable and a spare wheel is mounted to the boot door.



TROLLER TX4

HARDWARE

Engine: Five-cylinder turbocharged diesel

Displacement: 3 198cc

Power: 147kW @ 3 000r/min

Torque: 470Nm @ 1 700r/min

Transmission: Six-speed manual/
automatic

4WD system: Part-time four-wheel drive

Driving aids: None

Differential lock: Locking rear differential

Tyre size: 245/70 R17

Tyre brand: Pirelli Scorpion

Rim size: 17-inch

Suspension front: Rigid axle

Suspension rear: Rigid axle

Brakes front: Discs

Brakes rear: Discs





Creature comforts include a touchscreen interface that includes Apple CarPlay, dual-zone climate control and a double-glazed sunroof.

The Troller is a bit of a bargain. Even though it won't go on sale here, you can't help but compare it to the most obvious competitors. This TX4 model, including all of the goodies listed above, retails for just under R590 000. That's a lot more than a Jimny, but a lot less than a new Jeep Wrangler.

Why isn't it available in South Africa? The Troller is unfortunately only available in left-hand drive and our Government forbids importing such things, unless it happens to be a collector's item, or if the car will be used only for marketing purposes.

There's also a question of safety.

The composite body seemingly makes it an enjoyable thing to drive but it's also the reason it's not exported to other left-hand-drive countries. Although one has never been crash tested, we don't see it achieving very many stars if it was.

The Troller was designed and built for Brazilians in Brazil which is another reason it won't work anywhere else. Looking at a list of its specs and what it can do, we reckon it could sell up a storm in South Africa but, for now, we can only dream. Ford has another solution in this segment, a vehicle that ticks all the right boxes, it is called the Bronco. **LW**

Opposite page: Carving up canyons in Brazil. **Above:** The interior is similar to that of a Ford Ranger. **Left:** Ranger owners will recognise this automatic gearshift. **Below:** Seats are embroidered with the TX4 logo.



BRONCO IS BACK

An extensive testing programme which has included participation in the 2019 Baja 1 000 is nearing completion as the Ford Bronco 4x4 is expected to be revealed in the coming months.

THIS was not Ford's first exploit at the iconic off-road race on the Baja Peninsula. The Bronco R race prototype arrived just in time to mark the 50th anniversary of the original truck winning the race at the hands of Rod Hall. During development of the F-150 Raptor, a fully street-legal model completed the 2017 edition of the race and placed third in the stock full class competition.

The livery of this new prototype was inspired by that 1969 racer and Shelby Hall, granddaughter of Rod Hall, was responsible for driving a portion of the race. Ford used this event to demonstrate that the Bronco has legitimate go-anywhere credibility.

This particular racer is a one-off that takes inspiration from the original Bronco and combines them with hints of the upcoming production model.

Underneath it all is the same modified Ford T6 architecture that's earmarked for the production Bronco. It has gone through some revamps to make sure it's up to the challenges of the race. These include independent front suspension with a full 350mm of travel,

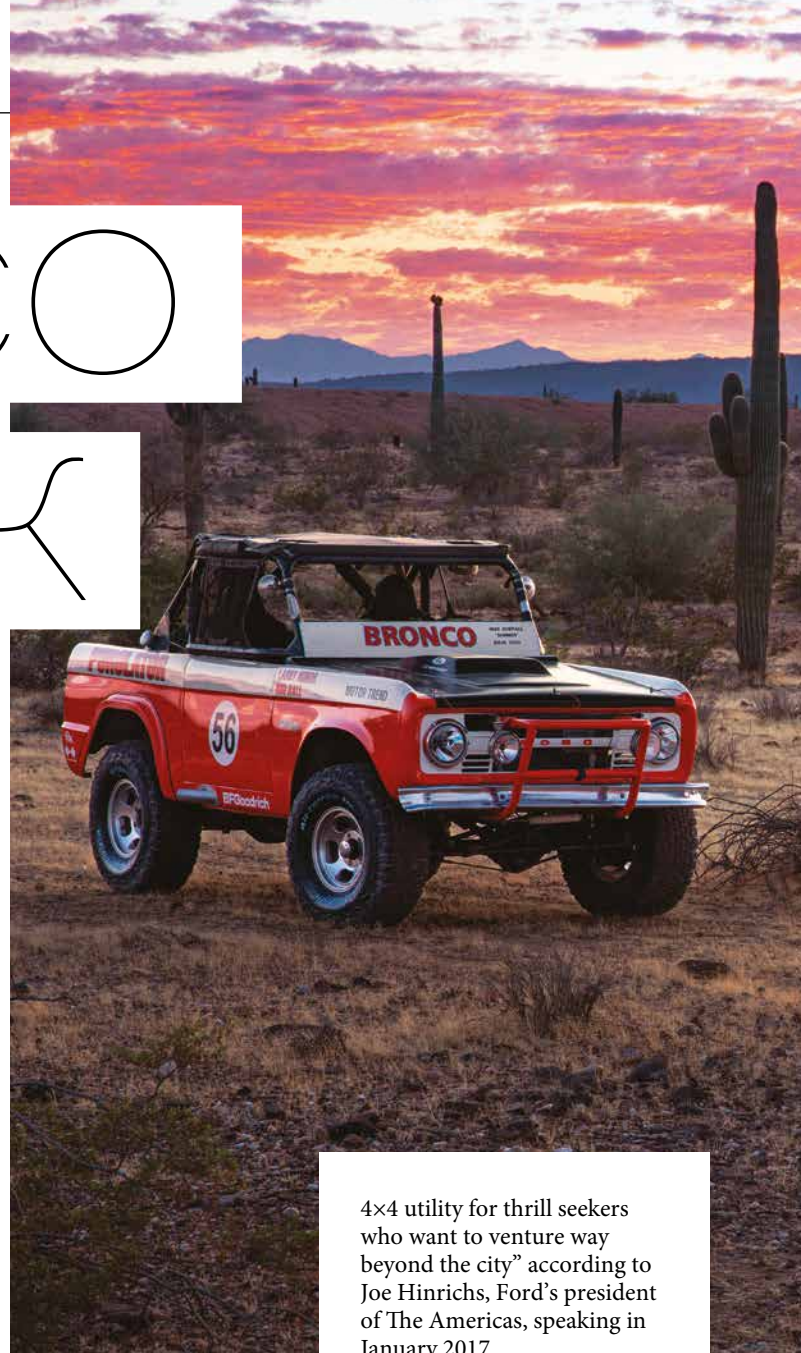
along with a production-based five-link rear chassis design boasting up to 450mm of travel.

Engineers are hard at work ensuring the new production model is ready to take on the wild. In the high desert of California, Ford experts are busy testing the all-new Bronco's powertrain and rugged chassis, which are based on the company's fully boxed, body-on-frame global T6 architecture, in an experimental prototype vehicle.

In the Mojave Desert's Johnson Valley – home to such punishing motorsports series as King of the Hammers – the Bronco prototype is being pushed to its limits off-road in challenging conditions, crawling up rocks and racing across sand.

"For the endurance needs of Baja's 1 000 gruelling miles, we built in a limited number of race-focused parts," said Brian Novak, Ford Performance off-road racing supervisor. "But even the twin turbos of the EcoBoost engine are representative of what the production Bronco will offer."

Sporting a body on frame configuration, this 4x4 will rival serious off-roaders like the Jeep



Wrangler and more compact Land Cruiser models.

The Bronco is set to be bolstered by a smaller sibling badged the Bronco Sport. Reports suggest both two- and four-door models will be introduced simultaneously.

The Bronco Sport will be more SUV than hardcore off-roader with a unibody construction for a more car-like ride quality.

The Ford was never big news in South Africa and it was discontinued in the United States in 1996. However, the two-door SUV will be re-engineered as "a no-compromise midsize

4x4 utility for thrill seekers who want to venture way beyond the city" according to Joe Hinrichs, Ford's president of The Americas, speaking in January 2017.

Ford reportedly kept a close eye on how Jeep launched the new Wrangler and is following suit with hundreds of accessories available from Ford dealers from day one, based on the idea that Bronco owners will want to customise their vehicles and make them unique. The vehicle has been built with this concept in mind, featuring design elements like a removable hard top and doors.

Ford has sourced a seven-speed gearbox from Getrag who already build the Mustang's six-speed manual. Known as the MT-88, it is expected to be paired to Ford's 2.7-litre EcoBoost V6.

Ford will not go entirely old-school with the Bronco.



Main image: The original Bronco which won the 1969 Baja 1 000 alongside the prototype inspired by the soon-to-be-released 2020 Ford Bronco. **Centre:** Dicing it out in the desert. **Below:** The Bronco is being pushed to it's limits during testing ahead of its launch in the coming months.



It has been earmarked as one of its prime candidates for electrification, joining other iconic Ford nameplates such as the F-150, Mustang, Explorer and Escape in benefiting from the latest in powertrain technology. While purists might bury their head in their hands in disgust, this does have benefits for off-road driving such as improved fuel consumption and low-end torque.

Ford South Africa has confirmed that at this stage there is no model available for right-hand-drive markets, so seeing the Bronco go on sale in South Africa in the foreseeable future is highly unlikely. **W**

Tackling Baja



in a new Boot

Held in the wilds
of Mexico's Baja
Peninsula for the last
half a century, the Baja
1000 has always been
one of the ultimate
tests of engineering
and driving skills.

Text: Robb Pritchard **Photographs:** Boyd Jaynes



A literal graveyard of stock car parts, innovation in vehicle design came to the fore as far back as the late '60s... as seen in the famous Boot. Built by Vic Hinkey, who would go on to design both the Lunar Rover and the Humvee, it was a space-framed 4x4 with a mid-mounted V8 and all-round fully independent suspension. Well ahead of its time, it is considered the grandfather of today's Trophy Trucks and Ultra4 rigs.

Briefly owned and raced by Steve McQueen, it won the first running of the Baja 500 in 1969... the same year Rod Hall took victory in the longer Baja 1000 in a Ford Bronco. Long retired from active service, it was bought a few years ago for the Glickenhauss collection but although it hasn't raced since the mid-'70s, it has inspired one of the most intriguing Baja entries for many, many years.

The story of how the Glickenhauss Boot got to



Previous page: 50 years on, the rivalry continued along the Mexican coast.

Top: The original Boot that won the Baja 500 in 1969.

Above: Jon Krellwitz and Pat Smith took the final stint into Ensenada.

Ensenada began in 2005 with a conversation between Andrea Pininfarina, of the famous design house, and James Glickenhauss, a well-known collector of cars. He asked that if instead of simply collecting cars, what would he make? That question, coming from such a luminary of the automotive

world, was the spark that brought the glorious Scuderia Cameron Glickenhauss cars to life. The Boot is the latest in a prestigious line of these motoring masterpieces.

"For us, Baja Boot is an incredible piece of history," James' son Jesse explains.

"Of all our cars, it was always this one that elicited the biggest smiles, from little kids to people who are not typically excited about cars. At the same time, we saw many companies, especially luxury brands making so-called 'SUVs' that are completely incapable in serious off-road conditions. For us, a real SUV is something you can drive to Ensenada, race in the Baja 1000, and then drive home."

Glickenhauss' well-deserved reputation in Europe comes from building GT3 cars from scratch to race against semi-professional entries from Porsche, Ferrari and Mercedes-Benz on the world's most notorious circuit, in the gruelling Nürburgring 24-hours. The



X

trophy cabinet, now full of hardware from class wins, top 10s and podiums is a testament to the company's skill, determination and commitment in the harshest environments. With the unique spider-faced buggy staring at him from the collection, it wasn't such a departure to make a bespoke racer for another legendary event with a similarly extreme reputation. "Also there is no other company designing and racing cars for the Baja 1000 and the Nürburgring, so it seemed like a great challenge."

To build this special, one-of-a-kind off-roader, they chose Elliot Pollack of Armada Engineering, a company well known for its ability to create things outside of the box. Without going into too much technical detail, the SGC Boot is based around a chromoly tube-framed chassis, fitted with a rear-mounted 6.2 l LT4 V8 usually found in a Corvette. Like the venerable original, every corner is independently sprung with each 39-inch tyre capable of 575mm of travel. To enable the long A-arms to have such a movement, the new Boot is even wider than the Hummer H1.

With just 18 months from rendering to rolling, the project expanded to include not just a one-off race truck, but also a limited production run. A 'Jeep' you can pop to the shops in... then drive to Mexico to do 1 000-mile race with. A handy



Top: The Baja 1 000 is similar to the Nürburgring 24-hour except that there is one 800 mile lap.

Bottom: Rolling down the start ramp in Mexico.

THE NEW BOOT





This page, clockwise from top left: Pleasing crowds along the route. ● Lighting is vastly improved compared to the original. ● The original Boot was raced by Steve McQueen himself. ● Power is courtesy of a V8, of course.



little multipurpose vehicle for those with a cool \$250 000 (R3.6 million) to spare. But before that, it needed to complete the proof of concept. The world's toughest off-road event would be the perfect proving ground.

But there was to be an extra element of competition. Fifty years after Hall's win in a modified Bronco, Ford Performance returned with a racer made to look like the next model of the Bronco. To make their rivalry more official, Score put them in the same class: 'Boot vs Bronco 50 Year Rematch' had a good ring to it and should have been a friendly PR exercise... although

it certainly didn't end like that. It also wasn't exactly an equal fight as the Boot raced only with parts that will be on the production cars sold to customers (apart from safety features like the roll cage). The Bronco was much more of an outright race truck with just some body parts resembling the new model.

With an experienced team behind them, the Boot crew knew what was ahead on the car-killing course so in a brand new and untested car, getting to the finish would be a huge accomplishment. But right from the live timing of the opening section of the course, they could see that they were much faster





This page, clockwise from top left:
Torrential downpours meant the route was extremely rutted out. • The interior of the modern incarnation features myriad digital displays and navigation devices. • The new car is a true modernisation of this iconic desert racing vehicle.



than the Ford Performance factory effort... and so it became a real race.

A 34-hour time limit for an 800 mile (1 280km) course might seem like plenty of time but the desert and mountain tracks, used for half a dozen races over 50 years, are as rough as they come with ruts, 'whoops' washouts and sections of car-drowning silt. This year it was made even more challenging by torrential downpours that flooded the region. The start was delayed by a day while the organisers rerouted the course around completely washed out sections.

And it was the mud that caused the first issue. When they'd tuned the shocks they hadn't accounted for the extra 230kg of mud that quickly attached itself to the car. So much heavier, the rear suspension began bottoming out. At one of the scheduled pit stops for fuel, Darren Skilton and co-driver Mike Rossey made the call to retune the rear shocks. It cost over an hour, which let the Bronco get 55km ahead.

With the Bronco now bouncing perfectly along, they soon left the Ford far behind and concentrated on their own race.

Viry Felix and co-driver Jono Vizcardo took over at the wheel and made their way through the toughest sections of



Right: Powering along the Baja peninsula. **Bottom:** Taking the flag with just 43 seconds to spare.

in the helicopter. “Watching the Boot steadily climbing and descending those trails was really emotional,” he says, as he contemplated the similarities and differences of the Baja and the Nürburgring.

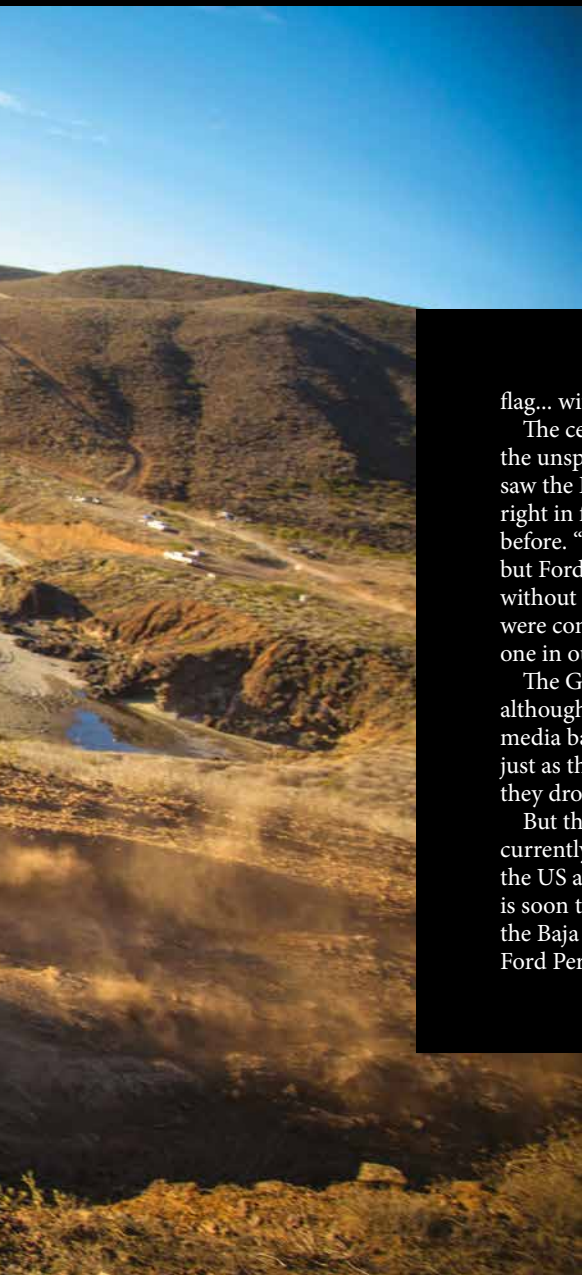
“Both are tough endurance races and there’s an incredible fan base that travels from all over the world to both events. But the Baja is much more challenging. Imagine the NB24 except that instead of a 25km lap, there is one 800 mile course and so the logistics are much more complicated. Whenever there is an issue with the car, instead of driving back to the pits, the entire crew needs to figure out the problem, collect the necessary tools and parts, race along the course to find the car and fix the problem in the middle of the desert, with no electricity or lights.”

Jon Krellwitz and Pat Smith took over for the final stint back to Ensenada and heading out into the most remote section of the course, everything looked good. They were still running strong when many other much more modified vehicles had broken and retired... the Bronco being one of them. But just 64km from the end, Jon noticed a problem with the front which turned out to be a crack in the front spindle. The service crew prepared a new front set-up, raced out to find Boot at a road section and made the repair. They had two hours left...



But with just 4km to go, a front brake disk cracked and the calliper seized the wheel. Once again, the service crew were dispatched and with the brake line crimped and a new wheel fitted, they blasted off... this time though there was no time left. With the team waiting on the ramp in the centre of Ensenada the clock kept ticking... 33 hours, 59 minutes down. Just a matter of seconds before they would be timed out and all the effort would be for nothing. But after 800 miles and almost a day and a half of extreme off-roading, the Boot took the chequered





flag... with just 43 seconds to spare.

The celebrations were soured somewhat though, thanks to the unsportsmanlike behaviour of the Ford team. When they saw the Boot was nearing the finish, they drove onto the ramp right in front of them, even though they'd retired many hours before. "For us, the Podium and finish line is hallowed ground but Ford posted on social media with the Bronco ahead of us, without clearly stating they'd retired. Even the commentators were congratulating them on their 'win'. We were shocked. No one in our team had ever seen anything like it."

The Glickenhause team knows what it achieved though, and although Ford may have some hollow photos (and a social media backlash), the trophy went home with the Boot. And just as they'd intended (with four operational brakes again), they drove it back home to California.

But this is far from the end of the story. Glickenhause is currently well on the way to getting the Boot homologated for the US and ready for customers in 2020. A four-door version is soon to be launched. Apparently the Bronco will be back at the Baja next year so Jesse is looking forward to beating the Ford Performance team with the stock Boot. Again. **LW**

X

Top: The team from Glickenhause who built, ran and drove the Boot in the 2019 Baja 1000. **Bottom left:** The team had to retune the rear suspension following the accumulation of a few 100kg of mud during the night shift. **Below:** With only 34 hours to complete the loop, the team were driving flat out in the final hours.



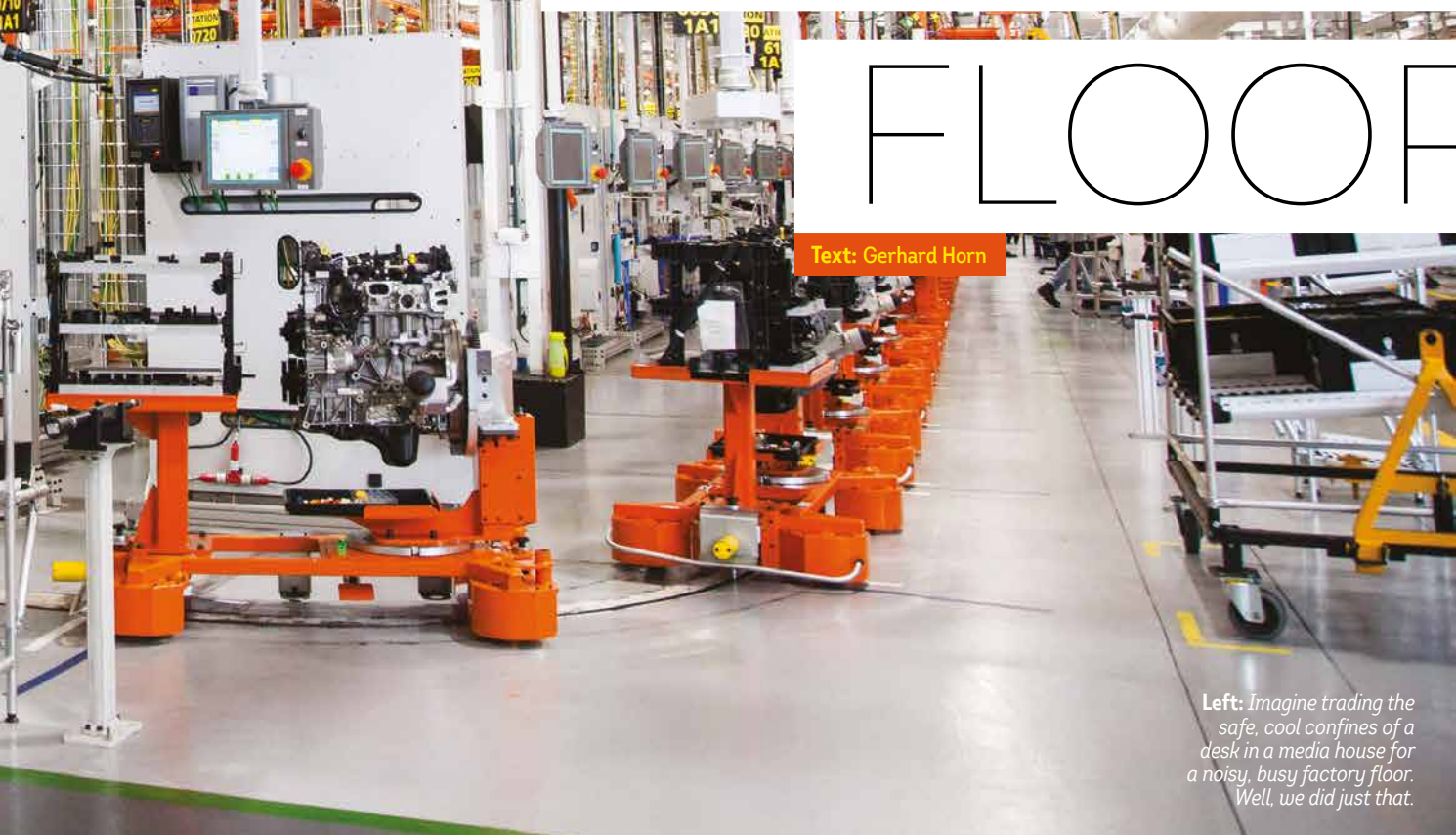
A DAY ON THE



Plant tours are a regular occurrence in our line of work, but it's not often you're invited to join the line and help build a car or engine.



FACTORY FLOOR



Text: Gerhard Horn

Left: Imagine trading the safe, cool confines of a desk in a media house for a noisy, busy factory floor. Well, we did just that.



FACTS AND FIGURES

Assembly hall

- 3 868m²
- Assembly line: 312m, 110 stations
- 96 operators per shift
- 2 shifts per day, 5 days/week
- 1 engine assembled every 134 seconds
- 2.0 BiT engine
= 253 individual parts
- +/- 6 trucks depart daily with 96 engines per load for Silverton Assembly Plant
- +/- 3 containers depart daily containing 72 engines each for export markets
- +/- 4 containers daily with machined components for export markets

HAVE you ever seen the famous Discovery Channel show, *How It's Made*? If not, you're missing out on some of the best behind-the-scenes television on offer. The team visits both small and large industries to find out how stuff is made. In each episode, they pull back the curtains and look at the people and the machines that build the things we take for granted.

I've been lucky enough to see car manufacturing up close many times. It's hard not to be impressed by how a bunch of different things come together on one large patch of earth in order to create a fully functioning car or engine.

There is a catch, however. Plants function according to a rigid schedule and outside interference is simply not allowed. As a tourist in such a finely tuned assembly line, you normally stand well away from the action in a little yellow lane used specifically for tours. With minutes literally being worth thousands of rands, the line doesn't stop for anybody.

So, imagine my surprise when an invite to partake in Ford's assembly line landed in my inbox. I reread the invitation twice to ensure I wasn't reading it wrong. Ford actually wanted me to come and work on the line in its engine plant in Struandale.

Driving the Ford Ranger from the hotel to the plant, the nerves started sinking in. I'm well versed in servicing a 2006 Honda Jazz in my own garage, but building a modern twin-turbocharged engine from scratch is in a whole different league. It's like pitching up for Springbok rugby practice after watching the 2019 final against England.

Perhaps I'd be assigned to a menial station where I could do no harm. Like snapping the engine cover in place, or wrapping the engine in plastic to get it ready for

the long trip to Silverton.

The morning briefing revealed that this was not the case. My driving partner and I would be assigned to multiple stations throughout the day. Stations where we could do some serious damage and cause unwanted downtime. At least the plant employees had performed admirably the previous day, meaning they were ahead of schedule...

This was by no means a fun tour where the public relations manager would be there to hold our hands. The plant manager Shawn Govender, production team manager Ziyaad Isaacs, and human resources were on hand to give us the abridged version of what I'm sure every employee has to go through before being allowed through the gates.

To add a layer of stress over and above the fear of messing up the plant schedule, Ford's

HR manager asked us to please come back with 10

fingers and 10 toes. I assumed it was a joke, until I was issued with a hard hat, reflective vest and steel-capped boots. Gulp. Having fewer than 10 fingers would have a drastic effect on my day job.

That's the one thing that gave me some comfort. This was just one day out of my life, with zero repercussions. If I was a bad employee, so what? It's not like Ford could fire me, or track a shoddy engine back to my poor workmanship...

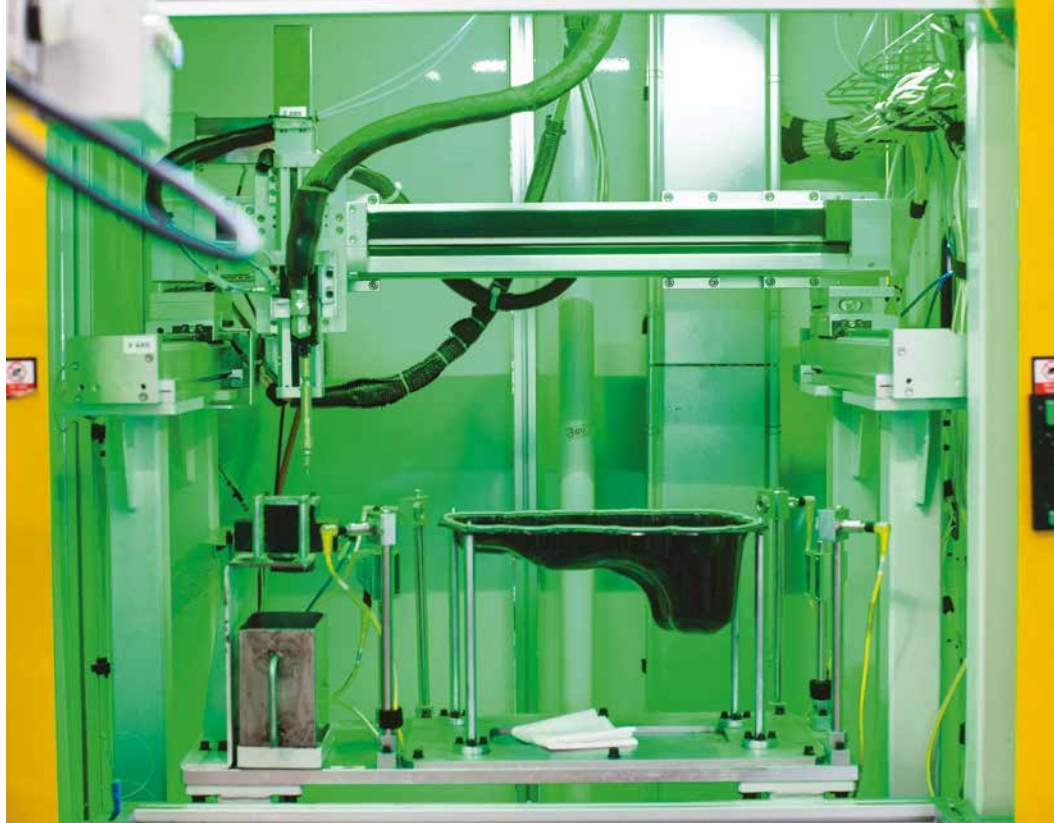
TRACKED ALL THE WAY

Erm, it turns out Ford can. Not fire me, but track the shoddy workmanship right back to me. Not just on paper but video as well. On the walk to the floor, my manager for the day, Clinton Moses, explained Ford's safety and quality systems in depth. Everything is tracked, logged and captured on film. The system is so sophisticated

that it can tell my "boss" that I'm taking 34 seconds to complete a task, rather than the usual 25 seconds it takes a well-trained plant employee. If the plant suddenly doesn't deliver a brand-new Ranger powerplant every 134 seconds, the bosses can check the system to see exactly who's slacking off. As if that's not bad enough, the Ford bosses in the USA have access to the system, so should Jim Hackett, current president and CEO of the Ford Motor Company, be bored at home, wondering what's going on at his engine plant in South Africa, he can log in and see. The last thing I needed was an international call from the big, big boss, wondering who the idiot behind the cold test backlog was.

COLD TESTING

This was my first assignment. Sounds easy, right? Sitting in a cold room to see whether an engine is working properly. The perfect job on a humid, hot Port Elizabeth day. I had scored the



Opposite page: A Ford diesel engine slowly starting its way down the assembly line. **Left and above:** Ford's Struandale plant is full of sophisticated, high-tech equipment, ensuring every engine is built to the highest standards. **Below:** In order to cold test an engine, all of these connections had to be plugged into every unit that came down the line.

“Ford’s HR manager asked us to please come back with 10 fingers and 10 toes. I assumed it was a joke”

golden ticket and was well on my way to my ultimate goal, which was being promoted to plant manager by lunch time.

But cold testing does not involve a cold room, nor any kind of relief from the weather.

It’s basically two advanced testing stations, responsible for testing each and every engine assembled on the line.

The multimillion rand machines measure a wide variety of things, but since I was only there for a short time, the operator explained it was a way to check for unacceptable vibrations and oil leaks.

A few stations before, the engine is filled with eight litres of a special mixture of engine oil and dye.

The cold test station turns the engine over without firing it up, hence the name.

The powertrain is turned over at 120r/min for a few seconds, after which it goes up to 800r/min.

Before it can do this, the engine has to be joined to multiple hoses, connecting

points and two highly sensitive vibration sensors. The kind team-leader in charge of the station illustrated it a few times before we were let loose. And as my first engine came rolling in (a single turbo Ranger 2.0-litre unit), I realised the only thing I could remember was that the vibration sensors need to go on last and must be removed first.

With the help of the aforementioned team leader, I somehow managed to find the right sequence. And my engine failed. “Look at what you did wrong and we’ll try again,” said the team leader. I inspected and found one of the sensor plugs wasn’t connected properly. I put it firmly in place and hit the button. Failed again. Turns out I put my foot in the wrong place while the test was being conducted and the sophisticated equipment recognised a hazard and shut it down. On my third attempt, the engine finally got the green light. On the second cold test station, at least three engines had gone through in

the time it took me to stumble through one test. My only saving grace was another media team somewhere further down the line, who messed up even worse than me. This slowed down the production, which meant engines were coming in slower. At least I wasn’t the only terrible employee on the floor.

I eventually got the hang of it and slowly processed another three engines. The actual Ford

employee on the station next to mine had also processed a few, though I won’t mention how many. Suffice to say that it was a number that made me feel soul-shattering guilt.

It also didn’t help that the employees on the line were all Ford fans.

As an outsider I had assumed it was just a job to them. They come in, build white goods they have no emotional attachment to and then go home. Nothing



could be further from the truth. The team leader and I were conversing as we went about our day. He's a big Ford fan and he proudly told me his brother had the fastest Fiesta in the bay area. It's one thing disappointing a boss with zero emotional attachment, but something entirely different to disappoint a boss who bleeds Ford blue.

Because of this, I decided to really take the job seriously. In a factory full of people who believe in what they do, you don't want to be the one guy who doesn't bring his A game.

OILING UP

After an hour spent at cold testing, the supervisor moved

my teammate and I further down the line.

There I met another two friendly Ford employees who explained their job. The fully assembled engines come down the line, at which point we'd be connecting one sensor and loading them up with the eight litres of oil used later on in the line at cold testing.

I don't want to say this job was easier but it was something I understood. They demonstrated the installation of the sensor and explained how the oil delivery system worked. There was one hose for single-turbo engines, another hose for the bi-turbo variety.

The big struggle is learning and keeping the rhythm. Step

one was loosely screwing the sensor in place and plugging it into the right points. After that you reach the hoses and you proceed to dump the eight litres. The hose takes roughly 30 seconds to dump the eight litres, which (theoretically) gives you enough time to fasten the loosely screwed bolts tight and secure another unrelated cable away from the mounts used to transport the engine. Once that's done, you secure the oil cap and turn the engine 90 degrees for the next person on the line.

Writing it now, I can remember the steps perfectly, but completing them in the allotted time and in the right sequence was one of the

toughest things I've ever done.

After securing the bolts, I wanted to take 10 seconds to stand back and admire my magnificent work, but there's not enough time for such pleasantries. As soon as one task is completed, your buddy is right there ready to hand you the tool for the next job.

I obviously wasn't fast enough to keep up with the regular schedule, but the Ford employees astounded me with their adaptability. They are understandably used to a particular rhythm and I was a big, noisy tuba messing everything up. Yet, they adapted that rhythm to accommodate me. Within two minutes, these guys had worked out how to



"I wanted to take 10 seconds to admire my magnificent work, but there's not enough time for such pleasantries"



Opposite page: The large robots are contained within cages and only qualified employees with the right permission slips are allowed to enter. **Above:** A Ford engine near the end of the production line. **Below, right:** Watching these two robots pass cylinder heads to each other in perfect harmony is exceptional.

utilise my presence. I was tasked with manning the hoses and screwing the bolts in properly.

Our newly employed system was working perfectly and for the first time, I felt like a well-oiled cog in the machine.

Unfortunately, my media colleagues down the line were not having such a great time, once again holding up the line.

This is where the camaraderie really kicked in. I was warned beforehand that employees on the line don't take kindly to people slacking. A certain amount of good-natured hazing takes place and I'm reliably informed the language used can be quite colourful at times. I'd like to stress at this point that it's not nasty, mean nor demeaning in any way. The people on the line experience it as well-intended motivation, though I doubt it occurs frequently when the plant is operating without a bunch of noobs in the way.

I was encouraged by my fellow workers to partake in said hazing and I did. I yelled down to a station further down

the line, spurred on by my new colleagues. "C'mon 160. What are you doing?"

I felt part of the team, partaking in the workplace rituals. I was part of the machine and not a spanner in the works. A few moments later, I was also part of the celebration ritual, which I'm told happens shortly before lunch and when the workers clock out later in the day. It's nothing more than a spirited cry celebrating the fact that a break is near.

To be honest, I wasn't ready for a break. I had just found my feet and I was ready to buckle down and make some more engines. But rules are there for a reason. I only noticed how parched and hungry I was after being shuffled into an air-conditioned room filled with finger snacks.

My media colleagues were chatting enthusiastically about the experience. Everyone had a newfound appreciation for how a plant operates, even when you introduce a certain amount of pandemonium to the mix.

KEY INFO, ASSEMBLY LINE

Engines:	2.0 Bi-Turbo
	157kW @ 3 750 r/min
	500Nm @ 1 500 – 2 000 r/min
	Compression ratio: 16.0:1
	2.0 Single Turbo
	132kW @ 3 500 r/min
	420Nm @ 1 750 – 2 000 r/min
	Compression ratio: 15.8:1
Installed capacity:	120 000 per annum
Market:	Ford Silverton Assembly Plant, Pretoria
Product applications:	2.0 Bi-Turbo
	Ford Ranger Raptor (4x4)
	Ford Ranger Wildtrak (4x2, 4x4)
	Ford Everest XLT (4x2, 4x4) and Limited (4x4)
	2.0 Single Turbo
	Ford Ranger Double Cab XLT (4x2, 4x4)
	Ford Everest XLT (4x2)
Gearbox (all models):	10-speed automatic

QUALITY CONTROL

After lunch, our workday was basically done. Instead of heading back to the line, we were given a special tour by Ziyaad Isaacs, production team manager. We were treated to a video of Isaacs the previous evening, showing him walking the floor he shares with his father who also works in the plant. He talked about the family vibe, which I thought was just a public relations spin until I met the man.

He's deeply respected by the people who work on his line and not because they fear him. He's a genuinely nice guy with a passion for the product, which spills over to the people who work for him. He's also not afraid to boast about them. He's eager to tell us about his employees and fondly tells us of a woman who works at a station where she has to fix 18 bolts. "She reaches into the box behind her, moves her fingers a bit and always has the right



ASSEMBLY STATIONS:

Stn 160

Description: Torque to turn test (TTT) – checks for tightness on the crank and measures the required cylinder head gasket thickness.

Stn 210

Description: Application of RTV (room temperature vulcanising silicone sealer) to the ladder frame. Camera checks the RTV bead for correct pattern and thickness (error-proofing). Ladder frame is then fitted to the block and snugged.

Stn 280

Description: Fitment of oil pump cover, oil drain tube, pick-up tube. Single DC tool. Lube station for O-ring on pick-up and drain pipe.

Stn 310

Description: Insert 10/16 bolts and do two-stage rundown using TPS (top position sensor which uses GPS co-ordinated to confirm the correct bolting sequence has been followed).

Stn 480

Description: Cylinder head bolting using a multi-spindle rundown. Fitment of the roller finger followers into the head.

Stn 490

Description: Oiling of the roller finger followers. Camera check to ensure both presence and alignment of the roller finger followers. Glow plug rundown using a single DC tool.

Stn 610

Description: Oil cavity leak test check for any oil leaks in the oil cavities of the engine using air pressure.

Stn 710

Description: Kit 3 is loaded into the engine cart and married to the engine. The oil separator is then fitted to the engine and rundown using a TPS.

Stn 860

Description: Using flow meters, each engine is filled with oil as per its required volume. The oil is also dosed with a dye so that potential oil leaks can be detected under a UV light.

Cold Test

Description: Tests engine functionality – fuel pressure, oil pressure, performance of the turbo, injectors, harness, engine noise, without starting the engine.

Opposite page:

A Ford diesel arrives at the cold test station, ready to be tested for functionality.

Clockwise from below: *Using a special ultraviolet light to check for leaks. The specially prepared engine oil is illuminated as bright yellow and is easy to spot. ● Ford's Struandale engine plant in all its glory. ● Gerhard Horn receives a participation certificate, handed over by Shawn Govender and Neale Hill, Ford's managing director.*

amount in her hands. Without even looking.”

Isaacs was proud to showcase the quality control, starting with the cylinder heads. These are inspected and photographed before they head down the line. As major components are installed, the process is further logged and inspected. Different parts are colour-coded and the assembly line will refuse to move forward unless the right process is followed. I never saw this happen because, quite frankly, once the employees are left alone without media interference, they run as smoothly as a Swiss watch.

Our tour of the facilities was cut short after one of the emergency shut down buttons was activated. A journalist had

activated it accidentally and the line stood still for 20 minutes. It was an honest mistake and I take no joy in mentioning it, but it is necessary information in order to understand the implications of a stagnant line.

Later in the day, representatives from Ford told us that under normal conditions, a 20-minute standstill would be calculated as a loss in production, represented by a figure with a rand value. Those 20 minutes were worth a million rand. In this case it's a moot point because the Ford employees were actually ahead of schedule. Probably in anticipation of our arrival.

For the record, there's no need to fear buying a sub-





standard Ford product in the near future. Our work was quality checked at every turn and one engine even fully rejected because of a bungled inspection process, once again

by a member of the media. Those are the rules and Ford takes quality control seriously.

I won't judge. I botched a cold test inspection three times...

SUMMARY

What do you take away from an experience like this?

The first thing is a certain appreciation for a company still willing to invest in South Africa. Given the current economical and political climate, it can't be easy to sign cheques worth millions. Yet, Ford continues to invest and expand in a big way.

Secondly, an appreciation for how complicated an engine is. I'm astonished how the Struandale engine plant manages to churn them out, one after the other. It's roughly 250 parts, all coming together to form what we see as a singular unit.

Finally, a new respect for the people building the engines. At the end of the workday, I was standing around waiting for my

companion to change when another team leader walked over for a chat. He was a bold chap, telling me we should stop writing that Ford's products are overpriced. "We work hard in here," he said.

My sincerest apologies, sir. You see, it's quite easy to call a Ranger Raptor underpowered when you simply refer to the product of a faceless company. But now that I've shared a line with you, I respect that there are hundreds of people behind the scenes, working hard on a product they believe to be the best. For one day, I was part of that team and I'm thankful for the experience.

Henceforth, I shall refer to the Raptor as adequately powered. **W**



DURATORQ

A key feature of Ford's Struandale Engine Plant since 2011 has been the component machining and engine assembly for the 2.2 and 3.2-litre Duratorq TDCi engines that are used in selected Ford Ranger and Everest models, and supplied to customer plants round the world.

With an installed capacity for up to 130 000 fully assembled engines, a total of 35 engine derivatives are produced locally, the majority of which are used in the Ford Ranger and Everest, which are assembled at the Silverton Assembly Plant in Pretoria for the domestic sales market and export to more than 100 markets globally. Engines are also exported to customer plants in North America, China, Russia, Turkey and Italy; the European plants fitting the 2.2 Duratorq TDCi engine to the Ford Transit.

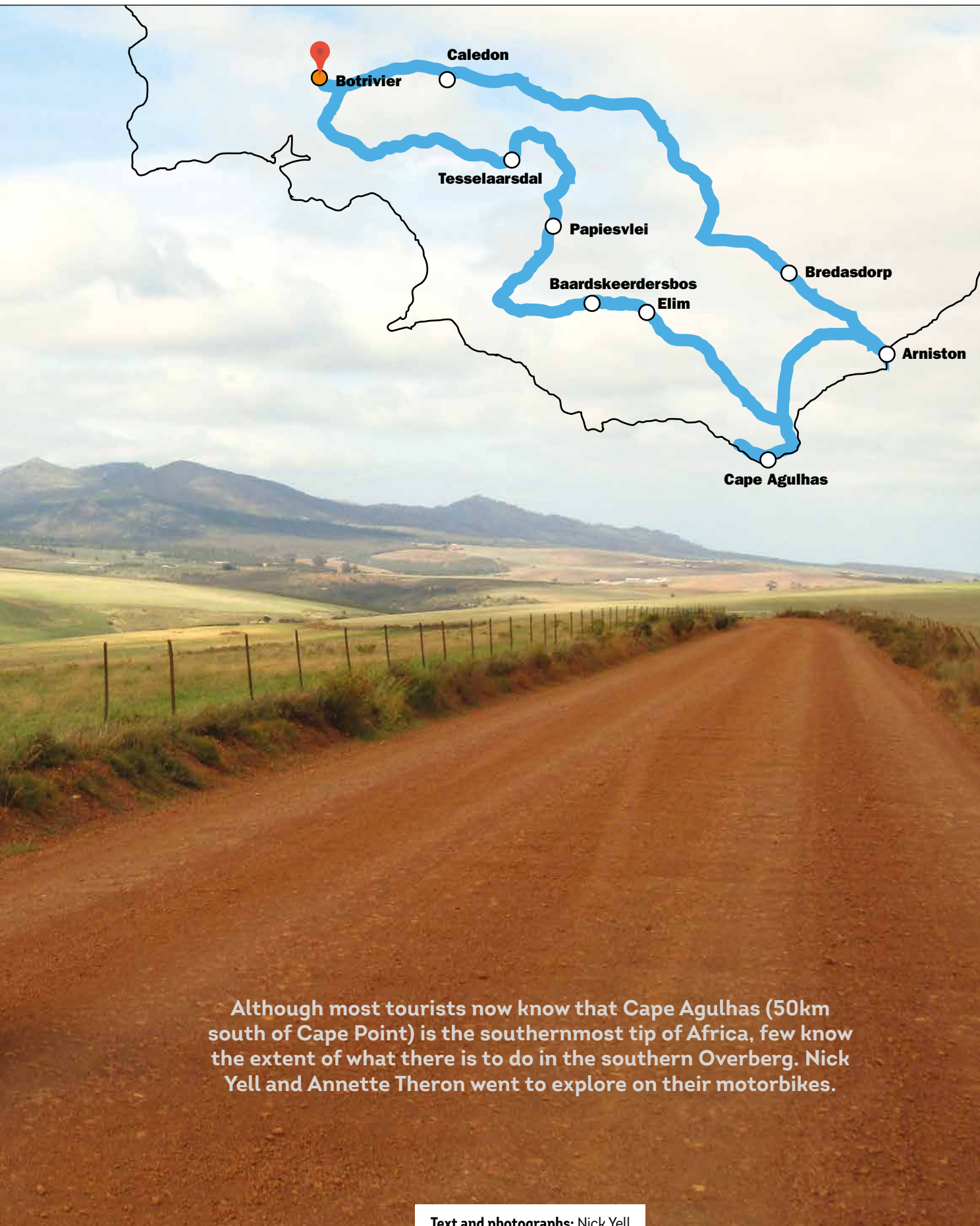
Approximately 410 engines are assembled each day, five days per week using two shifts, with one engine coming off the line every two minutes.

The Struandale Engine Plant also machines cylinder heads, blocks and crankshaft for the Duratorq TDCi engine, with an installed capacity of up to 280 000 component sets per annum. Approximately 850 sets of components are machined per day. These are used for local engine assembly, and are exported to Ford engine assembly plants in Thailand and Argentina.

"Those 20 minutes were worth a million rand"

EXPLORING SOUTH OF CAPE POINT





Although most tourists now know that Cape Agulhas (50km south of Cape Point) is the southernmost tip of Africa, few know the extent of what there is to do in the southern Overberg. Nick Yell and Annette Theron went to explore on their motorbikes.

Text and photographs: Nick Yell



Previous page:

The Swartrivier dirt track outside Bot River presents a typically beautiful Overberg landscape.

Above: *Poster perfect – Annette Theron rides a Kawasaki KLR 650 across a bridge en route to Tesselaarsdal.*

Below: *De Postkantoor in Tesselaarsdal – good food and old-world charm.*

BOUND by Hermanus in the west, Witsand in the east and Cape Agulhas in the south, this 5 000km² region should interest those with a passion for wine, beaches, seafood and shipwrecks.

Preparing for an adventure riding trip – poring over maps, getting the bikes prepped, packing essentials into a watertight bag – is the first bookend to a successful trip. Some like to wing it but I prefer order to chaos. Besides, there are enough challenges on the roads; especially unpaved roads where the pitted and potholed surfaces, as well as errant critters running across them, provide ample adventure.

“Did you miss that Cape cobra crossing the road earlier?” I asked Annette when we stopped at Klein River Cheese outside Stanford.

“I didn’t even see it,” she responded blithely, seemingly more interested in the cheese-

buying spree and cool drink break we’ve been looking forward to for a while.

Compared to our normal average distances of around 400km per day, the 205km stretch from Bot River to Suiderstrand (via Karwyderskraal, Tesselaarsdal, Baardskeedersbos, Elim and Struisbaai) gives us a lot more time to stop in at some of the attractions along the way. And there are many on offer:

coffee shops, restaurants, wineries, picturesque harbours, nature reserves, historic lighthouses, shipwrecks and amazing beaches.

Our morning started with the sublime Swartrivier dirt track outside Bot River (turn right at the Gabriëlskloof signboard) and if it wasn’t still early in the day, we may well have enjoyed a wine-tasting at Gabriëlskloof. Instead, we stopped on the side of the road for a while and appreciated the dappled landscape rolling towards the Babylonstoren.

But after transiting the Karwyderskraal dirt track and Hemel-en-Aarde Valley road we were ready for breakfast and anchored ourselves to an outside table at the characterful De Postkantoor eatery in Tesselaarsdal. Our lungs were full of dew-fresh ozone and our minds already crammed with galleries of memorable views: burgeoning green vineyards meandering over mountain



slopes; cobalt-blue farm dams shimmering; cantering horses behind white fences and posh-looking restaurants which tantalised our taste buds.

Retracing our steps up the start of the Akkedisberg Pass after our cheese-buying sortie (their Gruberg is exceptional) to our dirt track turn-off at Stanford Valley, I was glad to see the Cape cobra had made it safely across the road. As with all the dirt tracks we covered on this trip, the Stanford Valley to Baardskeerdersbos via Uilkraals River Valley trip is do-able in a sedan. It takes you up hills and down dales, initially offering views across Walker Bay, and then through flourishing fynbos.

After passing a Jersey dairy herd, with its richly scented wet earth, manure and molasses smell, we took a break next to the 100-hectare Lomond Dam. It provides irrigation for the conservation-focused eponymous winery, a venue which not only offers wine-tasting and platter packages, but mountain-bike trails through their vineyards.

Our partnership with the dirt came to an end as we turned left onto the tarred R317 that runs between Gansbaai and Bredasdorp. Opened in 2015, this tarred road has proved a major boon to tourism and the local economy in general. And with its wide and well-cambered surface leading you through mostly lush pastures, it's a pleasure to ride.

Consistent with our aim to dawdle through the countryside, we stopped to rest on the lawns behind Marietjie's Pub and Grill in Baardskeerdersbos. Munching a packet of crisps and drinking Cokes from the old café across the road, we were happily mesmerised by a flock of languid sheep in the neighbouring plot. In the back of Annette's mind, though, I knew she was on the lookout for the sun spiders that gave this authentic hamlet its name, and having had one run up her leg in the Karoo some time back, I don't blame her.

Although non-venomous, Solfugidae (fugitives from the sun) can be quite intimidating



Above, from top: The renowned Marietjie's Pub & Grill in Baardskeerdersbos, one of a number of places to eat in this trendy hamlet. ● Epicurean delight: purple figs and cheese from Black Oystercatcher's Restaurant. **Below:** Spoilt for choice – there are many good gravel and tar routes to choose from in the southern Overberg.



“I was convinced I was seeing things. A Viking longboat, surrounded by its beefy top-knotted crew was about to be launched”

because they seek your shade, and the minute you run away from them, they seem to chase after you; yet only want to be in your shadow. The first settlers here were adamant they used their pincer-like jaws to harvest human hair for their nests while people were sleeping. Hence the name baardskeerders (beard shavers).

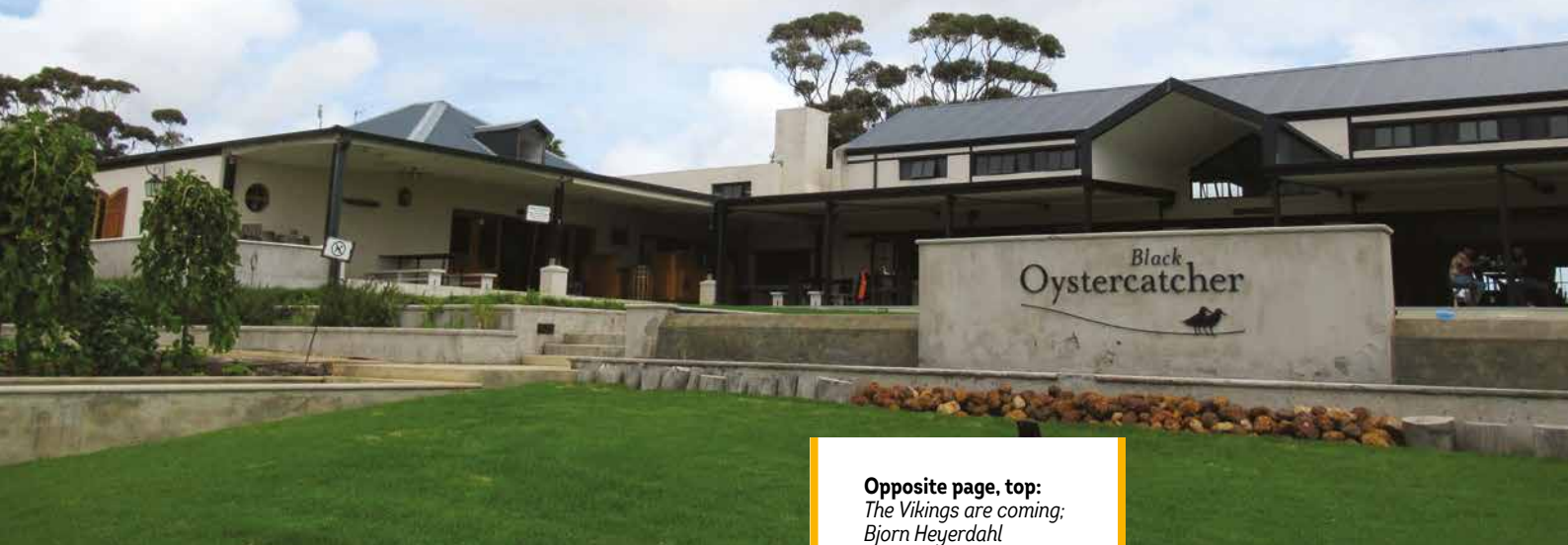
It's a relatively short hop on the tar road to Elim, the quaint old Moravian mission town that has retained much of its original character; something locals put down to the still active involvement of the church in running the town. Known for its 70 palm trees, 12 fountains and hundreds of well-kept whitewashed and thatched-roof cottages, the town still exudes a belief in old values. A trip to the *kerkwerf* will not only reward you with a visit to the original church, but you can also take in the museum, one of the few water-driven mills still in operation and a number of other historic buildings.

We had less pious things on our minds as we pulled into Black Oystercatcher later; one of the region's premier wine, craft beer and food destinations. From humble beginnings, this winery has grown from a boutique producer in the early 2000s with three bottled varietals to a thriving estate

that now offers six cool-climate varietals (including an MCC sparkling wine), craft beer (Fraser's Folly), an excellent restaurant and accommodation in quaint cottages. The view as we sipped our array of beer and wine tasters was spectacular.

Still ahead after this short Bacchanalian interlude was the dirt track to Struisbaai. With a number of sharp right and left-hand turns, deep potholes and a clay-like surface, this section needs to be ridden with care, particularly in the wet. But, with verdant farmlands on the left and the pristine renosterbosveld of the Agulhas National Park on the right, this gravel road





Opposite page, top: *The Vikings are coming: Bjorn Heyerdahl (grandson of Thor) about to launch his replica longboat at Struisbaai. **Opposite page, below:** Dirt track delight: Tesselaarsdal gravel from Caledon to the R326. **Above:** Black Oystercatcher Wines; cool climate wines, craft beer, great food and cottage accommodation. **Below:** Expansive green lawns made for picnics at Klein River Cheese.*

rewards with sightings of ostrich, buck and impressive local bird species such as elegant blue cranes, enormous spur-winged geese and black harriers.

As we pulled into Struisbaai harbour, I was convinced I was seeing things. A Viking longboat, surrounded by its beefy top-knotted crew was about to be launched. It turned out that expedition leader Bjorn Heyerdahl – grandson of the famous Kon-Tiki man Thor Heyerdahl – plans to sail this hand-built replica to Cape Town to draw attention to humankind's overuse and under replenishment of Earth's natural resources.

Even without a Viking longboat to ogle, Struisbaai harbour is a colourful place to visit. With its newly extended Pelican Harbour Café (they serve good seafood); tame manta rays you can feed; the walk up to the red light on the harbour wall and the generally entertaining hubbub of fishing boats coming and going, it's a must for tourists.

Just before reaching the village of Cape Agulhas, I turned up a steep hill to a viewpoint above the town. Much to the locals' annoyance, this road has apparently been 'privatised' by a house owner on the hill and large 'No Entry' signs are posted at its entrance. We went

anyway and were rewarded with expansive views over the town, with the remarkable Pharos-styled lighthouse and the southern tip of Africa in the distance.

It's only a short hop (5km) on a reasonable dirt road from Agulhas to Suiderstrand. En route we stopped to take in the wreck of the *Meisho Maru*. Running aground in a storm on this notoriously dangerous coastline in 1982, this Japanese trawler is one of more than 150 ships to be wrecked in this region. Luckily, the 17-member crew got ashore safely.

Apart from the danger of

strong currents, high winds, the shallow waters of the Agulhas Bank and sharp rocks, one of the other challenges of sailing around Cape Agulhas (Cabo das Agulhas or Cape of Needles) is navigation. Apparently compasses point more towards true north here, and for those who allowed the standard 23.47° W variation between magnetic and true north in these parts, navigation before GPS would have been extremely vexing.

A mix-up in the booking arrangements at our Suiderstrand guest house saw Annette and I move into the owner's





upstairs apartment. With a much bigger space than we'd expected and a huge deck with a wonderful sea view to ourselves, we were in our element. Sundowners took on a new meaning here as our west-facing vantage point allowed us to follow the fiery orb's downward trajectory until it finally slipped beneath the sea.

Just before it did, I saw a shape moving across the water and asked Annette if she could make it out. It turned out to be a small fishing boat returning to the local slipway in the gloaming. But it made me think of other strange shapes sighted off this southernmost coastline during the Second

World War: German U-boats.

Not only did South African radar operators (the Special Signal Services) have many U-boat contacts during the war years, it was widely believed that Ossewabrandwag sympathisers in the area helped replenish and even fix these vessels. Claims by a forum member on an internet site states there is a house with a huge swastika on its seaward side somewhere on the rocky coast near Agulhas, a rendezvous point for U-boat crews and local collaborators. "The (local) people were the contact and sometimes the submariners would play soccer with our guys onshore. Also one of the captains of a U-boat

Above: Homeward-bound on the sublime Napier to Rietpoel dirt track. **Opposite page, top:** The wreck of the Japanese trawler, Meisho Maru, can be seen just off the gravel road halfway between Cape Agulhas and Suiderstrand. **Opposite page, bottom:** The design of the Cape Agulhas lighthouse (1849) at the southern tip of Africa was modelled on the Pharos lighthouse in Alexandria, Egypt.

went to an opera house in Cape Town during the war."

Disaster struck on our way out of Suiderstrand the next day. Having stopped to admire the view over the tiny crescent-shaped bay, I headed off to turnaround at the sand circle at the end of the cul de sac. I passed Annette on the way back and waited for her to join me on the side of the road. But she didn't arrive, so I went off to investigate.

She'd fallen over and was looking sore and sheepish when I got there. Even though she'd got a few bruises and a bit of a headache from banging her head, her protective gear and helmet saved her from serious



injury. It's a reminder that on a motorbike, you should always dress for the accident and not the weather.

As we passed the remains of ancient fish traps used by the San and Khoekhoe later – some still in active use 350 years ago – I was reminded how important harvesting fish and shellfish was for these first people. The simple technology behind these traps is ingenious. At high tide, fish come in to feed on the growth of inshore rocks, and as the tide goes out, some of them are left corralled in the stone enclosures, ready to be speared for dinner.

Making our way to the Arniston Hotel for lunch, we looked forward to corraling our own seafood off their world-famous menu. But by the time I got there and soaked up the aquamarine waters swirling over the putty-stone coloured rocks from the hotel's terrace, I had an urge for meat and ordered the springbok burger instead. Annette stuck with the plan and had grilled calamari and chips. Both were excellent.

It was our intention to head home on the tarred R316, a popular road biker's route, but the lack of dirt road engagement was putting us to sleep. We split off at Napier and headed for the old grain station, then hung a left at the Klipdale dirt track. Immediately, the challenge of choosing our lines to avoid ruts and rocks held us in the moment. And there's no better place to be. 



I WANT TO GO, TOO

Total distance travelled:

410km over two days, 180km (44%) on gravel roads.

Day 1: Bot River to Suiderstrand via

Swartrivier dirt track (6km east of Bot River); Karwyderskraal road to the R320 (Hemel-en-Aarde Valley); to Tesselaarsdal (turn right just before Shaw's Pass); to the R326 and the Akkedisbergpas. Then to Baardskeedersbos via the Stanford Valley dirt track; Uilkraals River Valley road and the R317. From here to Suiderstrand via Elim; the Struisbaai dirt track and the R319 to Cape Agulhas.

Distance: 205km, 106km (54%) on dirt tracks.

Time taken: 8 hours (3 hours of stops).

Day 2: Suiderstrand to Bot River via

the R319 towards Bredasdorp, then turn towards Arniston on dirt track 15km out of Struisbaai; and then on the R318 to Arniston. Head back from Arniston to Napier (R318 and R316). At the Engen turn right on the tar road towards old railway station, but after 5km turn left towards Klipdale, and then after 6km, left again to Rietpoel. Cross over the R326 and head via Jongensklip to the N2, 13km east of Caledon.

Distance: 195km – 74km (38%) on dirt tracks.

Time taken: 6 hours (2 hours of stops).

Riding difficulty

Easy tar to some moderately challenging dirt tracks (like the Uilkraals River road and the Elim-Struisbaai route, particularly if wet).

Bike and/or vehicle requirements

Dual-purpose motorbikes with minimum 80/20 tar/dirt tyres deflated to 1.8 bars in front and 2 bars rear or a normal sedan vehicle with reasonable ground clearance and tyres deflated to 1.6 bars in front and 1.8 rear. In wet weather, however, an AWD vehicle with AT tyres would be preferable.

Motorbikes used

Honda XRV750 Africa Twin and Kawasaki KLR650.

Accommodation

Rus 'n Bietjie (Suiderstrand) self-catering apartments @ R600p/n for two people. Contact Steve on 064 753 1097.

Best time to go

September to April

Seeking lost tribe



Renault's new seven-seat Triber is available in South Africa and to find out if it's any good, Gerhard Horn went in search of lost tribes in the Drakensberg.

Text and photographs: Gerhard Horn



es

IT'S fair to say Renault's marketing team is tremendously skilful at naming cars. While most French manufacturers settle for a selection of numbers, or an odd assortment of vowels and consonants, Renault always gives its cars fun names. Current examples include Talisman, Clio, Captur, Kwid, Twizy, Zoe, Fluence and Kangoo.

The latest car to join the stable is called Triber. A rather self-explanatory name pasted to the rear of a funky SUV-esque seven-seat people mover carrying an entry-level price tag of R165 000. Sounds like a smash hit, right? At that price, there's nothing even remotely close to offering the same number of seats. The nearest competitor is R50 000 dearer.

Obviously, there had to be a catch. In order to offer so much car at such a small price, Renault surely cut some corners and I was on a mission to find out what those corners were. And to find a lost tribe in the process.

I found the former almost immediately. At very car launch, a group of motoring journalists is shuffled into a room for a product presentation. In this presentation the manufacturer will tell you about the design, powertrain, safety, standard gadgets and, more often than not, who they built it for.

During this presentation, Renault told me all about the lovely infotainment screen and the smart seating arrangements. Then, near the end, it was revealed that the Triber is powered by a 1.0-litre naturally aspirated three-cylinder petrol engine.

The Triber was starting to sound a lot like a larger version of the controversial Renault Kwid, a car I've argued over many times before, mostly with myself.

As a motoring journalist, I understand the need to have rigid safety standards in a country with an appalling road safety record. Then there's this other side of me that remembers being young once. Did I compare the standard safety

specifications of all the cars on my shortlist back when I was 18? Heck, no. I was obsessed with power output and as a result I got myself a Corsa Lite, which had 10kW more than any other small car available at the time. Following that, I saved up some money and upgraded the sound system.

In addition to relating to and understanding the kind of customer who buys the Kwid, I was also deeply touched by a video Renault presented at the recent Kwid facelift launch. In it, a young woman talked about how safe she felt in her Kwid. My immediate response was to smirk, knowing that another young person had been suckered into a purchase thanks to a funky infotainment system. But then she proceeded to tell us why it made her feel safe and it had nothing to do with ABS, airbags or side impact protection.

The Kwid had been purchased as an alternative to placing herself at the mercy of the taxi industry. In her own car, with herself at the wheel, she felt much safer. She could lock out the outside world and move around freely according to her own schedule, without having to share her personal space with a bunch of people she didn't know. I told this story to my wife and she related. Turns out there's more to safety than active and passive systems. Sometimes it can be as simple as the feeling of being protected in your own environment.

What I'm trying to say is that I get it. I understand why Renault sells so many Kwids in South Africa. The French

Main: Even though the Renault Triber was way out of its comfort zone, the suspension set-up is on the soft side, which means it feels quite at home on a gravel road like this.



manufacturer is deeply in tune with its local audience. It has a knack for knowing exactly what people want and then offering it to them at a reasonable price. And the strategy is working extremely well, considering the brand went from selling maybe 40 cars per month 10 years ago to now selling around 2 500 every month. You don't get there by not understanding the target audience.

IN SEARCH OF LOST TRIBES

In my mind, there was a good reason Renault chose to launch the Triber at the coast. The naturally aspirated three-cylinder 1.0-litre engine would need to have access to every single one of its 52kW and 96Nm in order to move two journalists, let alone seven people. On the highveld, altitude would rob it of power, resulting in a less than favourable first impression.

So, I asked Renault if I could drive back to Johannesburg

rather than fly with the rest of my colleagues. Not only would I experience the Triber on an authentic road trip, I'd finally have the opportunity to visit a place I've been obsessed with for years.

It's called Geluksburg and it is situated just off the N3, between the Oliviershoek and Van Reenen mountain passes.

I had been there before and enjoyed my short stay immensely. Not only is it beautiful, but it's so serene and it comes with a story involving a lost tribe. This was a fact-finding mission. Finding the truth about a lost tribe in a Triber. I love it when a plan comes together, perfectly.

This particular story starts with one of the Great Trek's leading figures, Piet Retief. Having spent months in search of a new place to settle and after breaking away and forming a smaller group of voortrekkers, Retief eventually settled at Kerkenberg with 54 wagons and families.

He explored the region on horseback and found it to be favourable but there was a catch: the land they were on belonged to the Zulus, under the leadership of Dingaan. Retief believed he could negotiate with Dingaan, which he successfully did.

A deed of cession was signed on 4 February 1838. On 6 February, Dingaan invited Retief, his men, servants and son for a ceremony. It turned out to be an ambush and Retief and his companions were killed. Following that, Dingaan turned on the rest of the *trekboere* in the region, which led to the death of around 500 people.

As you can imagine, the leaderless tribe had no idea what to do next.

With that in mind, we fast-forward to 1966 and an article in the *Rand Daily Mail*. A journalist claimed to have found a lost tribe, dating back to the massacre mentioned above.

After the massacre, five families were lucky enough

to find shelter in a valley, where they lived undisturbed until 1966.

The article reported that the families lived in holes carved into the mountain. There was no running water, no electricity and no form of education. According to the article, the families had inter-bred to a point where their appearances were grotesque. Think *Wrong Turn* or any other horror movie you may have seen, but in the valleys surrounding the Drakensberg.

The Government had no choice but to relocate these poor souls and that's how Geluksburg was founded. Apparently, the last living member of this lost tribe died in 2004.

It's an interesting tale, featuring a mix of historical fact and heresay but that's really all there is to it. The article later proved to be a hoax and it's really not that hard to understand why.

The claims in the article were just too ridiculous to believe

and that's before we get to how it's possible for so many people to stay hidden for so long. The region we're talking about is populated by hundreds of smallholdings, not to mention that it was one of the busiest trade routes in the country, even before the N3 was completed. The truth far less horrific. The region was inhabited for thousands of years before the *trekboere* arrived. There are multiple cave paintings in the region, though they're situated on private farms. Geluksburg is just another farm turned hamlet, most likely due to the busy route between Durban and Johannesburg/Pretoria now bypassing this destination.

The last time *Leisure Wheels* was there, we used it as a base to put our Daihatsu Terios project vehicle through its paces, which didn't leave enough time to explore this beautiful town.

This time I was hoping to

experience a bit more, timing my arrival perfectly with what I thought would be an influx of other people seeking solace from nearby cities. But before we get to that, back to steed that got me there.

A MODERN TRIBE(R)

The Triber is built alongside the Kwid and the Datsun Go in Chennai, India. So, my suspicions about its underpinnings were warranted.

Fortunately, the CMF platform was jointly developed by Renault, Nissan and Mitsubishi and was designed to be scalable according to vehicle needs. It currently serves as a platform for over 20 vehicles, with the CMF-A platform being used as a foundation for smaller cars.

It would be unfair to state that the Triber sits on the exact same platform as the Kwid, because it doesn't. The Kwid features a wheelbase of

2.4m, while the Triber benefits from 2.6m between its axles. It doesn't sound like much, but the difference it makes in terms of ride quality and stability is vast.

The Kwid always feels a bit nervous at highway speeds while the Triber settles down nicely. It feels planted and safer than its smaller brother. That's important because it's one thing buying a small car for a single person; it's another matter entirely when the whole family will be along for the ride.

Renault knows this, which is why safety was highlighted during the press briefing. ABS is standard, as are three-point seatbelts for all seven seats. The entry-level model has dual front airbags, while the top-spec model adds front side airbags. Traction and stability control aren't included but are hardly necessary in a car equipped with a one-litre engine. There are no crash test results to speak of but the Triber's added stability is a

Opposite page: One of the few signs pointing towards Geluksburg, faded due to years in the sun and with the telltale holes of a driveby shooting. Gulp.
Below: One of Geluksburg's few remaining houses. Imagine waking up to that view in the distance every day.





step in the right direction.

While we're on the topic of safety, it's worth discussing the third row. With the seats upright, the headrests are nearly up against the rear window. I'm not entirely convinced there's enough bodywork to soak up an impact from the rear but since crash tests are conducted only from the front, there's no way to know. This is a common problem when it comes to seven-seaters and Renault is hardly the only manufacturer guilty of this.

To be frank, I don't see this car as a seven-seater. Renault claims there are 100

seating configurations. These configurations include Camp Mode (2-seater), Surf Mode (4-seater) and Life Mode, which is the standard five-seater configuration with the rear bench removed. Naturally, the seven-seater configuration is called Tribe Mode.

The rear seats are easy to remove and store, which is what I'd do 364 days of the year. Without the rear bench, the Triber has 625 litres of boot space. That's more than our Duster long-termers offers and I can tell you from experience that it's more than enough for five people and the luggage they

need for a week at the beach.

In addition to the large luggage capacity, the Renault comes with a few smart storage spaces. Normally these storage spaces are used as selling points on the dealer floor and I reckon they do add value to the package. In the top-spec model, the cupholders between the front seats are cooled, as is a little storage space located right behind them. There's a neat little shelf underneath the infotainment screen, large enough for two smartphones. The USB charging point is located right above another storage space and not on the

infotainment screen as is the case in other Renaults. I also appreciate the shelf hidden away underneath the driver seat. It's a good place to store a wallet and smartphone, out of sight and out of mind.

The highlight of the interior is undoubtedly the touchscreen infotainment system. It's easy to use, thanks to Apple CarPlay and Android Auto being included as standard. The controls for the air conditioning are directly below that and a basic trip computer is integrated into the instrument cluster. The cluster is completely digital and a nice addition on what is

essentially an entry-level car.

There are a few odd omissions. While trying to skip from one song to the next, I realised the Triber is not equipped with the usual satellite controls found behind the steering wheel. That means you have to switch between the navigation and music player app on the screen before you can skip a song. The lack of cruise control was also mildly annoying but the price tag makes it easy to forgive such things.

The biggest elephant in the room is the tiny engine. It was already struggling up and down the hills surrounding Pietermaritzburg, which had a negative effect on the fuel consumption. The gear ratios are quite odd and don't gel with the power delivery at all. You have to keep the revolutions up to make any sort of forward progress and gearing up takes you right out of that narrow power band.

But then I realised the Triber's character trait. Like the Suzuki Jimny, it doesn't respond well to being thrashed all the time. It requires a shift in driving style; make peace with the fact you don't have that much power to work with, so you might as well sit back and enjoy the relaxed pace and fuel consumption benefits.

Let me put it this way; the Triber *can* do 130km/h and it's not that hard to keep it there but the speed at which it settles down nicely to a cruise is closer to 110km/h. At that speed the engine noise is less intrusive and the estimated range to empty keeps increasing.

ON THE GRAVEL

Geluksburg is accessible only via a gravel road and I was expecting the Triber to struggle a bit. Renault was quite clear that while it has an increased ground clearance compared to the average car, the Triber is no SUV. It only has SUV-like styling...

It does have one advantage that counts in its favour: a few journalists from India tagged

along on the local launch and were extremely impressed by the state of our roads. Apparently, the roads in India are in even worse condition, if you can believe that.

Renault decided a suspension tune was in order for the SA-bound vehicles meaning local models have been optimised for our road conditions.

It's a bit jarring at first, waiting for the car to settle after driving over a speedbump, but in most cases it's really good. It rides beautifully over undulations and the occasional pothole you simply can't avoid.

Whether intended or not, it makes the Triber a joy on

a gravel road. We were expecting it to feel wayward on the loose surfaces surrounding Geluksburg but it felt perfectly safe at 80km/h.

There's simply not enough power to get you into any sort of trouble and when you hit the brakes hard, it tracks straight and true. It's no Duster but it handles a gravel road better than a lot of quasi-off-roaders that cost twice as much.

THE CURRENT STATE OF AFFAIRS

With the Triber safely delivering me to Geluksburg, I pulled over at what I had assumed was the gathering point for weekend



Opposite page: Luckily the Triber is light on fuel because Geluksburg's fuel pumps haven't been functional for years.

Above: The Triber looks larger in images than it is in real life. It's like a Kwid, but longer. Thanks to the added length, it rides much better, too.

adventurers. It was an hour before sunset on a Friday so I expected an influx of people. They didn't arrive.

Across the street I noticed a makeshift tavern where three locals were having a cold one after a long week, but that was the only sign of life. I could tell they weren't used to strangers visiting their part of the world.

The previously mentioned gathering point was the previously mentioned gas station. Years before, it was where everyone gathered but the doors were closed and had been padlocked shut for some time. A well-kept dog wandered over for a closer look but he lost interest and strolled off.

Geluksburg was dead. Nothing to see here. Perhaps I was a bit too early? It is out of the way so perhaps I'd see some people on the way out?

Again, no. The once beautiful tarred pass out of Geluksburg hasn't received any maintenance for years. In certain spots, the tar has washed away. Apparently nobody had used it for some time.

The only traffic I encountered was a man walking his cows and his disbelief at spotting a car suggested it wasn't a common occurrence.

After the semi-tarred pass ended, it was another 35km of gravel to get back to Harrismith. This piece of road was less kind than the one I used to approach Geluksburg. It felt unfair to subject the Triber to such terror, yet it kept on plugging away.

First gear was perfectly capable of keeping the car in line on the muddy downhill slopes. I'm fairly certain Renault never intended for the Triber to do such things but it did well. It's like a Duster for people who can't afford that R280 000 price tag yet.

WHAT IF YOU ADD A FAMILY?

I'm glad I drove the Triber all the way home because it enabled me to answer a question I've seen asked in every single launch report so far. Is the Triber's small engine

up to the task of transporting a whole family?

My family is rather small in size, consisting of one wife and two sons, both under 20kg. Their addition to the cabin had no effect on performance, especially round town. I suspect this might change if you load it up with five full-size adults though.

SUMMARY

The Triber isn't going to win any awards, nor will it have people salivating over the prospect of ownership. It's a car built for a specific target audience who would be willing to sacrifice certain things for the luxury of space.

I'm not necessarily referring to the seven seats, though a small audience might make use of that feature on a daily basis. I'm referring to the big boot, the available space in the front and the space in the second row. There's headroom and legroom aplenty.

Simply put, there's nothing else quite like it out there. There's the Datsun Go+, but that car comes with a lot of safety-related baggage. And the Triber will likely beat it hands down in the sales department, merely because it has the SUV-like styling everyone seems to adore so much these days. **LMV**



Top: Friday afternoon traffic just outside Geluksburg. **Above:** The last time this pump worked, the price of petrol was less than R3 a litre. **Opposite page:** The Triber was a reliable, seemingly safe companion on this short jaunt between Durban and Johannesburg. It was never meant to go on roads like this but it felt right at home, nonetheless.

RENAULT TRIBER

HARDWARE

Engine: Three-cylinder naturally aspirated petrol

Displacement: 999cc

Power: 52kW

Torque: 96Nm

Transmission: Five-speed manual

Suspension front: MacPherson strut with lower triangle and coil spring

Suspension rear: Torsion beam axle

Drive system: Front-wheel drive

Driving aids: ABS, EBD

Fuel tank capacity: 40 litres

Fuel consumption: 5.5 litres/100km

Price: From R164 999



Right: Under the skin, the X4 M Competition is a thoroughbred sports car. **Opposite page, from top to bottom:** Rear styling is still a love it or hate it affair. • The interior aura is enhanced with merino leather upholstery. • This might be an SUV in concept but it is most at home on smooth surfaces, like a racetrack.

SPORTS CAR ON STILTS



BMW's mid-sized SUVs, like the X4, are rather popular but now BMW has transformed them from SUV to sports car with the full M Competition treatment.

WHAT happens when you combine a commanding driving position, all-wheel drive and BMW's most powerful straight-six petrol engine? You get a car that reels in the horizon like the best sports cars while still offering a dose of practicality, that's what.

POWER PLAY

Under the bonnet is a newly developed high-revving 3.0 litre unit with M TwinPower Turbo technology that generates 375kW and 600Nm in the Competition variants.

The latest incarnation of M TwinPower Turbo technology features two mono scroll turbochargers. High precision injection technology raises maximum injection pressure

from 200 bar to 350 bar, enabling extremely efficient mixture preparation. The technology package is rounded off with Valvetronic fully variable valve timing and Double-Vanos variable camshaft timing.

Naturally an advanced high performance engine like this generates plenty of heat. The track-tested cooling system has been designed to work around this and comprises one central radiator and two positioned either side of it. It also includes an engine oil cooler and separate transmission oil cooler.

PUTTING THE POWER DOWN

Transferring all this power into forward motion is an eight-speed M Steptronic

transmission with Drivelogic coupled to the new M xDrive all-wheel-drive system. Besides fully automated gear changes, it enables manual shifts with sequential gear selection. Manual mode allows the driver to shift down several times to the lowest gear possible, so as to utilise the engine braking effect and it does not force upshifts during acceleration. Three levels can be chosen via a button on the gear lever, which alters the transmission's shift characteristics from smooth and efficient to lightning fast.

The new M xDrive all-wheel-drive system plays its part in the vehicle's sublime performance attributes. This system, which was first seen on the M5, blends the traction-related benefits of sending power to all four wheels with the proven dynamic qualities of classical rear-wheel drive. The electronically controlled M xDrive works in tandem with the Dynamic Stability Control and only shifts drive to the front axle when the

rear wheels reach the limits of their power-transferring ability. This traction trickery and some large tyres help in rocketing the X4M from standstill to 100km/h in a claimed 4.1 seconds.

DOES IT SOUND GOOD?

The sound of a car like this is important, an exhaust system was tailor-made to fit this new six-cylinder. The dual branch pipework leads into a bespoke silencer that exits through two 100mm tailpipes. Electrically controlled flaps help to produce the rich engine note for which BMW M cars are renowned.

The M sports exhaust system, which is standard fitment on the Competition models, provides an enhanced acoustic showcase for the engine's brawny and linear power delivery. From inside the cabin, the soundtrack is still fairly sedate but judging by the reaction of pedestrians, it sounds like the world is about to end when this BMW blasts past.

SOAKING UP THE BUMPS

Under the skin is a trick suspension set-up that ensures balanced predictable handling given the weight and power this vehicle puts down. The bespoke kinematics and elasto-kinematics of the M-specific suspension can be tuned via three settings, ranging from harsh to 'lose your fillings' hard. I am sure this is not the case on the autobahns of Germany but on Johannesburg's back roads, the car is as firm as the best sports cars as it hops and skips along. Fortunately, the well-bolstered seats go a long way to minimising some of the discomfort.

The chassis package is rounded off with M-specific steering and powerful M brakes hidden behind 21-inch light alloy wheels.

WHAT DO THE BUTTONS ON THE STEERING WHEEL DO?

Like all real M cars, the driver can tailor all the systems to their preference. The damper control systems and M xDrive modes, the engine and transmission characteristics and steering set-up can be adjusted at the touch of a button. The DSC system can be configured to allow wheel slip in M Dynamic Mode and

then switched off if need be. Plus the content shown in the optional head-up display can be specified via the iDrive menu. The driver can store two overall set-up options configured as desired from the above parameters in the iDrive menu and select them as and when required via the two red M buttons on the steering wheel; a steering wheel that wouldn't look out of place on a racing car.

DOES IT LOOK THE PART?

There is no mistaking this model for a regular X4. Apart from the regular M garnishing, the Competition variants feature further exclusive accents to the exterior in the form of high-gloss black kidney surrounds, exterior mirror caps and M gills. Unique diffuser styling is flanked by those large exhaust pipes. Up top is an M-specific roof spoiler, the design of which extends the flank lines into the powerfully contoured tail that is rounded off with a tailgate spoiler.

Inside, the aura is enhanced with M Sport seats with extended merino leather upholstery, model-specific door sill plates and a model nameplate on the centre console. Options for the Competition models include special bi-colour leather upholstery variants with Alcantara applications.

WHAT IS IT LIKE TO DRIVE?

The X4M is a superb vehicle but the lines between sports car and SUV are blurred. It features the engine that is set to do duty in the next M3 and M4 coupled to all-wheel drive. However, that all-wheel drive does not mean it is meant for off-road driving.

The model-specific design features are geared squarely to the functional requirements of a high-performance car and the highly distinctive appearance means this is immediately apparent. The large frontal air intakes, for example, ensure an effective supply of cooling air for the engine, transmission and brakes.

The hugely potent engine, their chassis, underpinned by motorsport expertise, and perfectly balanced aerodynamics combine to create the type of thrilling all-round package for which BMW M cars are renowned.

When we tested the more regular variants of the BMW X4, we were left scratching our heads, wondering if it is trying to be a sports car, a coupé or an SUV.

After a week behind the wheel of the X4 M Competition, we find ourselves asking the same question. This vehicle might feature SUV or coupé styling but under the skin it is a thoroughbred sports car, offering those who prefer a higher seating position a car that can rival any model from the M stable or any sports car for that matter. **EW**

HARDWARE

Engine: Six-cylinder inline

Displacement: 2 993cc

Power: 375kW @ 6 250r/min

Torque: 600Nm @ 2 600r/min

Transmission: Eight-speed automatic with Drivelogic

4WD system: M xDrive All-wheel drive

Driving aids: DSC, My Dynamic Mode, cornering brake control, dynamic brake control, and active M differential

Differential lock: None

Tyre size: 255/40R21 (front)

265/40R21 (rear)

Tyre brand: Michelin

Rim size: 21-inch

Suspension front: Adaptive M suspension with double-joint spring strut axle

Suspension rear: Adaptive M suspension with five-link axle in lightweight steel construction

Brakes front: Vented discs

Brakes rear: Vented discs

MEASUREMENTS AND CAPACITIES

Average fuel consumption:

14.8 litres/100km

Fuel tank capacity: 65 litres

Range: 439km

OWNERSHIP

Warranty: Two-year/unlimited km

Maintenance plan: Five-year/100 000km

Service interval: Determined by on-board computer

Price: R1 605 686

"The bespoke kinematics and elastokinematics of the M-specific suspension can be tuned via three settings, ranging from harsh to 'lose your fillings' hard"



Right: Exterior styling might be quint-essentially Range Rover but under the skin it is a thoroughly modern vehicle.

Opposite page, top to bottom: At home on the catwalk or in the bush.

● The interior is the epitome of luxury and now includes the Touch Pro duo infotainment system.

● This might be a hybrid but it is still a Range Rover and retains all of that pedigree.

BIG CLEAN, GREEN MACHINE



The SUV cliché is a dirty one, with a big diesel or petrol engine that fills the atmosphere with poisonous gases. So, in an attempt to clean up their act, companies like Land Rover are looking at ways to alternatively power their vehicles.

LAND ROVER has added plug-in hybrid models across its range, including the Range Rover and Range Rover Sport. But does this strategy detract from the driving experience for which these vehicles are known and loved?

A 2.0-litre petrol engine powers the Range Rover Sport

Plug-in Hybrid or PHEV. That might not sound very sporty but it produces 297kW and 640Nm. This engine is further bolstered by a 105kW electric motor housed within the ZF automatic gearbox. It's located in the centre of the vehicle alongside a 7kW on-board charger.

The result of this engineering trickery is that this Range Rover

Sport emits only 64g/km on the NEDC combined cycle but is capable of accelerating from 0–100km/h in 6.7 seconds on its way to a top speed of 220km/h.

Drivers have a choice of two modes. Parallel Hybrid mode combines petrol and electric drive while EV mode enables the vehicle to run solely on the electric motor for up to 51km using the energy stored in the battery.

During hybrid mode, a save function prevents the battery charge dropping below a pre-selected level. The predictive energy optimisation function allows you to enter a destination in the navigation system and use the built-in GPS altitude data for the selected route

to intelligently combine the electric motor and petrol engine to maximise fuel economy. When the battery goes flat, the vehicle operates just like a normal petrol-powered model, albeit with a slight drop in acceleration performance and a rise in fuel consumption.

HOW DO YOU CHARGE IT?

With a rapid charger, the batteries can be fully charged in under three hours using the optional 32A wall box. The batteries can be fully charged in seven and a half hours using the 10A home charging cable supplied with the vehicle. The prismatic cell lithium-ion batteries, which



are located beneath the boot floor, are covered by an eight-year, 160 000km, and 70% state of health warranty. The only drawback is that there is no space for a spare wheel. Instead you get a tyre repair kit and a small compressor.

CAN IT GO OFF-ROAD?

Land Rover's Terrain Response 2 technology has a unique calibration to intelligently and precisely distribute torque from the electric motor, which has no creep speed and is able to deliver maximum torque from zero rpm, to all four wheels. Being a Range Rover, there are modes for all kinds of terrain, making off-roading a simple affair.

The drive of the vehicle is similar to traditionally powered models, except that the throttle response reminds you of a fairground dodge-em car. The vehicle always pulls off in electric mode, with the petrol engine jumping in to help between 20 and 30km/h depending on the level of throttle input. This makes for a strange sensation, almost like the stop-start system is activating just as the gearbox is about to select second gear.

WHAT ELSE IS NEW?

With significant changes under the skin, the exterior has evolved to harmonise and modernise the design, making the Range Rover Sport look more dynamic without changing its character. At the front, the striking new design is enabled by all-new LED headlights sitting alongside a redesigned grille, which is complemented by a redesigned bumper with more aggressive profile.

Inside, it is exactly as luxurious as you would expect a Range Rover to be. The Range Rover Sport features the latest Touch Pro Duo infotainment system. Cutting-edge technology includes Gesture sunblind and Pixel-laser LED headlights as well as a new advanced tow assist function to take care of the difficult counter-steering required to position trailers accurately when reversing. The driver can simply guide the trailer into the desired space using the rotary controller for the Terrain Response 2 system.

In-car connectivity is enhanced with up to 14 power points, including a domestic plug socket to keep laptops and other devices charged.

SUMMARY

South Africa might not be ready for fully electric vehicles, let alone hydrogen powered models, so something like Range Rover's Plug-in Hybrid is the perfect segue into this new world of plugging in your car when you go shopping or when you get home at night. **EV**

HARDWARE

Engine: Four-cylinder turbocharged petrol electric hybrid

Displacement: 1 997cc

Power: 297kW @ 5 500r/min plus 105

Torque: 640Nm @ 1500r/min plus 205

Transmission: Eight-speed Automatic

4WD system: All-wheel drive

Driving aids: EBD, DSC, tow assist, tow hitch assist, traction control, brake control, emergency brake assist, roll stability control, all terrain progress control, terrain response 2, hill descent control

Differential lock: Centre

Tyre size: 275/45 R22

Tyre brand: Pirelli Scorpion

Rim size: 22-inch

Suspension front: Independent wide spaced double wishbone

Suspension rear: Advanced multi-link

Brakes front: Discs

Brakes rear: Discs

SPEEDOMETER CALIBRATION

60km/h: 57km/h

80km/h: 76km/h

100km/h: 97km/h

120km/h: 116km/h

ACCELERATION

0-60km/h: 3.1 seconds

0-100km/h: 6.7 seconds

60-120km/h: 6.2 seconds

1/4 mile: 14.9 seconds @ 156.3km/h

BRAKING

60-0km/h: 1.9 seconds and 15.7 metres

120-0km/h: 5.3 seconds and 77.7 metres

MEASUREMENTS AND CAPACITIES

Engine speed at 120km/h: 1 800r/min

Average fuel consumption: 12.8 litres/100km

Fuel tank capacity: 104 litres

Range: 812km

Ground clearance, front: 260mm

Ground clearance, rear: 270mm

Weight: 2 540kg

OWNERSHIP

Warranty: Three-year/100 000km

Maintenance plan: Five-year/100 000km

Service interval: 26 000km

Price: R1 699 400

Good as Gold

If you're an outdoor and fitness junkie, you might already know about the ISPO Trade Show in Germany that rewards innovative, functional and sustainable gear.

EARLY in January, nearly 3 000 companies descended on Munich, Germany, to showcase their latest outdoor gear at the ISPO Trade Show. The show grants companies access to a platform on which they can display what they have in store for the future.

Among the thousands of people who visited the show were a panel of judges who know their gear. These judges presented gold awards to the gear that best suited ISPO's ethos.

We browsed through all of the gold award winners to bring you a guide of the most innovative gear relevant to the South African market.



1. SUMMIT L3 50/50 DOWN HOODIE, BY THE NORTH FACE

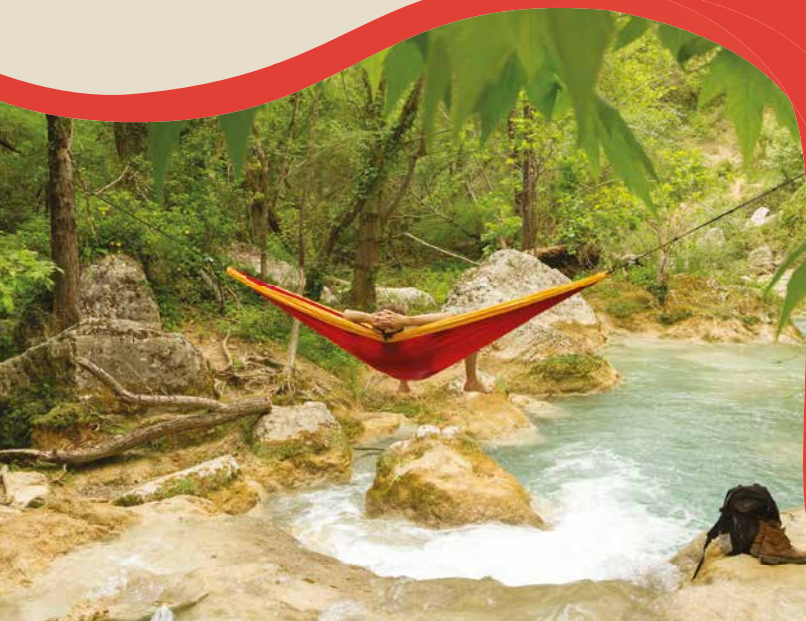
The North Face designed this jacket specifically to wear on the highest peaks on the planet, so a skiing holiday in Lesotho should be easy.

It may seem like overkill but this jacket regulates body temperature instead of simply using core heat insulation. The materials are breathable, which keeps the wearer fresher for longer.

The upper-layer is extremely light and allows for airflow. Underneath, you'll find aluminised tubes, filled with weather-resistant down. It's lightweight, easy to store and provides the sort of protection normally reserved for serious mountaineers.

Unfortunately, it costs about as much as you'd normally pay to clothe a family of four for several years.

AVAILABILITY: Right now
WEBSITE: thenorthface.com
PRICE: R19 200



2. LIGHTWEIGHT HAMMOCK, BY TICKET TO THE MOON

When it comes to exploring off the grid, size and weight matters.

This inventive travel hammock is large enough to accommodate a person up to 3.2m tall, yet it weighs just 228g. That's around 100g more than a Cadbury's slab and just about as big when you fold it down.

The hammock is made from standard parachute nylon but the ropes and loops are made by a company called Dynamee, based in the Netherlands. It developed a rope with the longest acronym we've ever seen – UHMwPE – which stands for ultra high molecular weight polyethylene.

It basically means you don't have to worry if you're on the chubbier side of the spectrum. Just because this hammock is light, doesn't mean you have to be.

AVAILABILITY: Right now
WEBSITE: takealot.com
PRICE: R790



3. SMARTSAFETY TOOL, BY PROTEGEAR A*LIVE

Every sport has its injuries and the last thing you want is to be out of reach when something bad happens. This may sound like a freak occurrence, especially in the age of the smartphone, but the fact of the matter is this: every year thousands of people are injured in the great outdoors, only to realise that the incident occurred in a region without reception. To make matters worse, outdoor incidents have a tendency to render a person unconscious.

Enter the SmartSafety tool: a small triangular device, beautiful in its simplicity. It's small enough to clip onto a backpack yet packs enough tech to summon a fleet of emergency vehicles.

The SmartSafety can tap into both mobile phone networks and the Iridium Global Satellite Network. It serves as a hotspot for a phone but can detect an emergency all by itself and alert the necessary authorities in case the worst happens.

According to ProteGear, this little device can reduce the response of emergency teams by as much as 90%.

AVAILABILITY: Release date to be confirmed
WEBSITE: protegear.de
PRICE: R8 000 (plus additional data package)

4. FENIX 6X PRO SOLAR, BY GARMIN

The ultimate smartwatch for the ultimate outdoor fanatic, thanks to its unique solar charging lens. The average smartwatch lasts around three days between charges but this one is designed to go 148 hours (just over six days) in its expedition mode with the GPS tracking switched on. This means it will track your activity, even if it's cycling from Windhoek to Johannesburg via Botswana.

It's pre-installed with over 2 000 points of interest, can store up to 2 000 songs and will send out an emergency alert if it detects elevated stress levels, or the lack of a heartbeat.

The Fenix was subjected to US military standards for thermal, shock and water resistance so it should have no issues when you take it for a leisurely jog on a Sunday afternoon.

AVAILABILITY: Right now
WEBSITE: sportsmanswarehouse.co.za
PRICE: R12 000



5. INFLATABLE SURFBOARD, BY TRIPSTIX

If you're a Vaalie who's into surfing, you have one of two options: strap a board to the roof or invest in an inflatable board. The latter normally elicits a frown from dedicated surfers, as inflatables simply can't match a hardboard's performance. It's just facts, bru.

At least, that used to be the case. Tripstix's new ClustAir longitudinal tubes promise the stiffness you'd expect from a hardboard while maintaining the ability to fold down to an easily storable size.

Its current size is claimed to be perfect for both beginners and experts, but Tripstix is working on a smaller board for those who like to stick closer to the shore.

AVAILABILITY: Right now
WEBSITE: tripstix.de
PRICE: R12 000





"A good photograph is knowing where to stand."
– Ansel Adams

BRIDGE OVER TROUBLED WATER

◀ Current World Champions Ott Tanak and Martin Jarveoja of team Hyundai Shell Mobis WRT don't have any time to take in the scenery of the very unSwedish-like Swedish round of the WRC. Very little snow saw crews battle it out on gravel and ice while trying to preserve their studded tyres.

📍 Jaanus Ree (Red Bull Content Pool)

HAMMER TIME

▶ Bryce Menzies on his way to victory at the 2020 King of Hammers in California.

📍 Art Eugenio (Red Bull Content Pool)

DROPPING IN

▼ Olympic medallist Twan van Gendt rolls down the start ramp during a training session at Papendal in Arnhem, The Netherlands, in preparation for this year's Tokyo Summer Olympics.

📍 Jarno Schurgers (Red Bull Content Pool)



CHILLING OUT ON THE GARDEN ROUTE



The Garden Route is a popular destination for holidaymakers from across South Africa and now there's another great camping option in this area.

Text and photographs:
Karlo Truter

GEORGE COUNTRY Estate is situated in the heart of George on the Garden Route. When we arrived at the gates, we couldn't imagine what a great time we were going to have. The receptionists were friendly and gave us a code to access the gate; security is a priority at this resort. The first impressions were of a resort that is neat and well maintained.

Our site for the weekend had its own private ablutions. These are equipped with a basin, shower and toilet. Our level of expectation when it comes to ablutions has certainly been

raised following our visit to George Country Resort.

There are approximately 16 of these private sites and each includes paving where you can set up your caravan, off-road caravan or tent. Each site has a small kitchen complete with basin, storage space and power points for equipment like a kettle.

The resort boasts beautiful green lawns while big trees provide ample shade for the 126 campsites. All the sites are spacious and have power points. The general ablutions are neat and there are dishwashing and

FACILITIES

- Electricity: Yes
- Hot water: Yes
- Fishing: Yes
- Swimming: Yes
- Pet friendly: No
- Nearest town: George



laundry facilities with coin-operated washing machines and tumble dryers.

During our visit it was extremely warm so we really enjoyed the cool water of the swimming pool. The children thoroughly enjoyed the playpark while the parents kept an eye on them from the well-placed benches.

At dusk, we enjoyed the sunset alongside the dam. It was a real treat as we enjoyed snacks and sundowners.

Every evening we lit a campfire while camp neighbours dropped by to share their camping stories. Chickens wandered about while we enjoyed the company of new friends around the braai. I don't think those chickens would have been so peaceful if they knew we were thinking of chicken recipes every time they walked by. Pets are not allowed at this resort so visitors can walk around with confidence

that they will not step on any 'landmines'.

We were up early the next morning to enjoy the fresh air and fresh cup of coffee and rusks. We lit the fire so we could prepare a nice cowboy breakfast.

Some of the campers we met during our stay are regulars at the George Country Estate. There are many options for day trips as it is so centrally located on the Garden Route. Well-known beaches in the area include Victoria Bay (3.7km), Klein Brak (30km) and Wilderness, which is only 7km from the resort.

We love camping but there are also chalets for those travellers who prefer this self-catering style of accommodation and there are card facilities for hassle-free payments.

We will most definitely stop by the George Country Estate when we find ourselves on the Garden Route again. **LV**



Opposite page: Each campsite includes a section of paving for the setting up of caravans or camping trailers. **Above:** The lovely swimming pool was welcoming and refreshing on hot days.

Left: With a playpark, big pool and large lawns, George Country Estate is ideal for all ages.

Below: Many trees provide ample shade across the 126 campsites.



I WANT TO GO, TOO

Name: George Country Estate

Location: S 33.993621 E

22.519329

Accommodation: camping and self catering

Pricing: from R400

Contact: 044 889 0034

Website: www.georgeresort.co.za



MORE INFORMATION:

Lekker kampplekke is an online magazine and website specialising in South African campsite reviews. www.lekkerkampplekke.co.za



In August 2019, Opposite Lock announced it would be partnering with well-known 4x4 outfitters LA Sport.

THE partnering of these two industry stalwarts means a larger offering for customers as LA Sport benefits from the extensive Opposite Lock dealer network.

“We saw an opportunity to grow our product range, expand our offering and improve distribution of the LA Sport products,” says Darrell van Zeil, CEO of Opposite Lock.

Lionel Lewis – founder of LA Sport – is well known in the industry, has built some amazing vehicles and has been the first to attempt many things. He also has a vast product knowledge that remains an asset to any 4x4 business.

“LA Sport sees this partnership as a step forward. We were the first to have our own TV show and the first to

attempt a variety of conversions on the latest off-road vehicles. Doing all these projects over the years has seen us gain invaluable experience in what works and what doesn’t,” says Lewis.

The LA Sport product offering includes the LAS Profender suspension kits, LAS Bull bars, LAS protection gear, rear bumpers, behind bumper winche brackets, towbars and snorkels. LA Sport is particularly proud of these products as they have been designed and developed here in South Africa and are produced

to LA Sports high standards and specifications by trusted local and international suppliers.

The LAS range of bull bars is a unique design that has been developed in South Africa and is then built at a factory in Thailand. The only reason for this decision was because of the time-saving gained when getting the product from concept stage to a product that is ready for fitment.

The Profender suspension kits follow a similar approach with the shocks manufactured in Thailand to the exact



Opposite page: Opposite Lock now offers an even wider variety of accessories to transform your vehicle from mild to wild. **This page, clockwise from top left:** LAS Profender suspension kits are manufactured to the exact specifications determined by LA Sport. ● The LA Sport event truck is a large showroom on wheels. ● Lionel from LA Sport has built a number of custom vehicles over the years including this Land Cruiser Dually. ● The LA Sport monster truck is well known in the industry and now parks under the Opposite Lock tent.

specifications determined by LA Sport. These shock absorbers are then paired with locally manufactured springs.

The LAS products now benefit from the Opposite Lock supply chain with distribution through Opposite Lock dealers and stores, which include over 200 in South Africa. For the customer, this means more choice thanks to a larger range of products.

“The LAS products are extremely robust while still offering great value for money. We are hoping that with these products added to our portfolio, we can dramatically increase our export business, especially within Africa, as there is a huge demand for this kind of offering on the continent,” says Van Zeil.

The small, highly skilled team at LA Sport, led by Lewis, will focus on the product and

ensure it is perfect. In the workshop they will concentrate on research and development as well as special fitments. They have vast experience in building custom vehicles that have stood the test of time and will continue to service customers with this offering.

“It is great to be able to focus on what is important again, I am enjoying being hands-on in the workshop and reconnecting with many of our old customers,” adds Lewis.

The duo believe there is still room for good growth in the

local 4x4 industry as it remains a great springboard into Africa and all the adventures that the continent has to offer.

MORE INFORMATION:

011 697 0001
www.oppositelock.co.za
info@oppositelock.co.za

OL opposite lock
 4WD & Vehicle Accessories

RANGER STEPS UP

The Ford Castrol Cross Country team is stepping up to the premier class in the Production Vehicle category of the South African Cross Country Series (SACCS) for 2020.



THE team, which is run by Neil Woolridge Motorsport (NWM), is set to debut a completely new FIA-class Ford Ranger during the season, powered by an advanced twin-turbocharged petrol engine – a ground-breaking, world-first for this category of motorsport.

As the Class T champions in 2018 and 2019, the Ford Castrol NWM squad has dominated this segment of the SACCS Production Vehicle championship. But it is now taking aim at the top-tier cross-country category which caters for the latest and most sophisticated vehicles, as raced in the Dakar Rally and the FIA World Cup for Cross Country Rallies.

The current Ford Ranger has been raced successfully in South Africa and internationally since 2013, with a total of 24 full race-spec vehicles having been produced

at the NWM facility in Pietermaritzburg. However, for the new FIA-class challenge, the team started out last year with a clean-sheet design for a completely new vehicle to suit the new 2020 regulations introduced by the FIA, the governing body for international motorsport.

In place of the tried and trusted naturally aspirated 5.0-litre V8 derived from the Ford Mustang, which has powered the team to consecutive cross country titles in South Africa and Brazil over the past two years, the latest-generation Ranger will feature the exceptional 3.5-litre V6 EcoBoost twin-turbocharged engine used in the mighty Ford F-150 Raptor high-performance off-road pickup and the Ford GT supercar.

The FIA has confirmed Ford and Neil Woolridge Motorsport will be the first in the world to enter cross-country racing in its

current form with a turbo-charged petrol engine.

The introduction of turbo petrol engines by the FIA represents an exciting new era for the sport, and for Ford and NWM to be at the forefront of this development is a great accolade.

Although the NWM team is under no illusions it has a steep mountain to climb with an all-new vehicle and engine package – and doesn't expect to be on the podium straight away – it is confident that developing a ground-breaking new vehicle in line with the latest rules is the way to go.

"We will have the advantage of developing the new car throughout this year, so that we are perfectly placed to challenge for the FIA-class title in 2021," says Neil Woolridge, team principal of NWM.

"For our international customers, it means they will soon also have access to the

state-of-the-art design, technology and performance that the new Ranger will offer."

With its proven high-performance credentials – both in the impressively capable F-150 Raptor and as a Le Mans 24-Hour winner with the Ford GT endurance racing programme – the 3.5 EcoBoost engine has a truly impressive pedigree.

Compared to the existing layout, the compact yet powerful V6 engine will be located further back in the chassis in a mid-mounted position for optimal weight distribution. It uses a twin air filter and dual intercooler design that is compact and mounted close to the engine for maximum efficiency, and relies on Motec electronic management for the advanced electronics and fuelling. A purpose-built fuel cell produced by Aerotec Laboratories in Britain is



2020 SACCS CALENDAR

ROUND	DATE	EVENT	VENUE
1	28-29 February	Mpumalanga 400	Dullstroom, Mpumalanga
2	3-4 April	Sugarbelt 400	Eston, KwaZulu-Natal
3	22-23 May	Clarens 400	Clarens, Free State
4	26-28 June	Toyota 1000 Desert Race	Selebi Phikwe, Botswana
5	14-15 August	Bronkhorstspuit 400	Bronkhorstspuit, Gauteng
6	18-19 September	Nampo 400	Bothaville, Free State
7	23-24 October	Parys 400	Parys, Free State

capable of carrying up to 480 litres for long cross-country events, while offering the most advanced levels of safety.

Power is transmitted to all four wheels via the latest-generation SADEV SC924 Evo gearbox that is far more compact and 10kg lighter than the current unit. Lighter front and rear differentials are matched to symmetrical driveshafts and propshafts that reduce the complexity and time required to replace units during the race or at the scheduled service stops. SADEV also supplies the specialised steering rack developed for the rigours of off-road racing.

The all-new cross-country Ranger looks more muscular and purposeful than ever with its redesigned bodywork that is more aerodynamic and notably wider than the outgoing model. It features an entirely new chassis design that allows for a larger cockpit and significantly improved space and ergonomics for the driver and co-driver, and is optimised to make the vehicle easier to work on for the team's technicians.

Under the skin, the new

wider chassis design enhances the Ranger's capabilities in the most punishing racing conditions. It employs the latest damper technology from BOS Suspension, with dual high-performance BOS dampers on all four corners delivering an impressive 280mm wheel travel for the fully independent front and rear suspension; the latter replacing the solid rear axle

configuration used in Class T.

Braking performance is even more critical in the faster FIA-class, so the new Ranger boasts top-spec air-cooled Brembo six-piston callipers up front and water-cooled six-pot callipers at the rear. The move to the premier class will also see the team relying on Dakar Rally-winning BF Goodrich KDR2+ tyres that are used by the top teams in cross-country

Main: The all-new cross country Ranger features a more muscular look thanks to redesigned bodywork that is noticeably wider.

Left: The FIA class allows for fully independent suspension at the front and rear.

Below: The team will also be making the switch to the Dakar-winning BFGoodrich KDR2+ tyres used by all the top teams.

racing around the world.

"As the new regulations were still being finalised at the beginning of this year, we will only debut our first all-new EcoBoost-powered Ranger at the second or third race of the 2020 SACCS season," Woolridge explains. "We are planning to have a full line-up with three new vehicles ready by mid-year, in time for the Botswana Desert Race at the end of June."

Gareth Woolridge will be responsible for the testing and development of the new FIA-class Ranger on its first competitive outings while the other two vehicles are being built at NWM's Pietermaritzburg facility. He will once again be joined by Boyd Dreyer in the co-driver's seat. **NW**



A NEW LEASE ON LIFE



As vehicles like the Land Rover Defender become rarer, they are becoming worthwhile investments. When they are damaged, it is worth spending the money to return them to their former glory.

THE 4x4 King prides itself on being a one-stop 4x4 fitment centre and customisation shop. The small, highly specialised, team has great relationships with most suppliers in the 4x4 industry, meaning they can source exactly the brand and type of products required without the prejudice of pushing the products in stock and on their shelves at that moment.

About two years ago, a seriously damaged, ex-Botswana military Defender was delivered to their premises, the client requesting the vehicle be properly repaired and then transformed into the ultimate 4x4 for duty in rural Botswana.

On the way to South Africa, the engine self-destructed so the 300TDI engine and transfer case were rebuilt to original specifications.

The chassis was taken back to bare metal before extensive rust proofing was applied. The suspension was completely rebuilt and bolstered with a set of Terraforma stage 4 shocks coupled with LAS coil springs. This shock and spring combo affords the Landy a generous 75mm lift, while the vehicle remains in the sweet spot in terms of the suspension geometry.



Rounding off the chassis upgrades is a set of 16-inch Sawtooth rims wrapped in Cooper 285 75 R 16 tyres and mounted via Terrafirma wheel spacers.

The bodywork was extensive and included repairs to the front quarter panels and door hinges. The bonnet was repaired using advanced aluminium welding techniques and the entire vehicle was repainted. Bonnet chequered plate and fender tops with a laser-etched Defender logo were added. The front grille was upgraded and modernised and a set of modern LED headlights was fitted. An Acrotek Kudu bull bar now protects the Defender from future damage while the front suspension is kept safe by a custom bash plate.

At the rear, the valence was repaired and strengthened while the rear hatch was smoothed over and modified with custom hinges so it now opens sideways.

Cattle rails were added to the load box that incorporates a spare wheel carrier on the inside, for safety and better load distribution. Its 4x4 credentials were boosted with additions such as a snorkel and rock sliders, an Easy Awn K9 roof rack incorporating four 26W spotlights and stainless steel brush reflectors.

Inside, the door panels were repaired and finished with a Raptor protective coating. The seats were reupholstered in leather and

a custom centre console was built.

The entire cabin was rewired, all switches repaired or replaced and the dashboard was refurbished and customised to accept a double DIN radio. A Blaupunkt Tokyo 21 head unit was installed which includes navigation thanks to TomTom maps of Southern Africa. This unit is paired with a set of 7x10-inch speakers, five-and-a-quarter inch mid-range speakers and a four-channel 2 800W amplifier.

Over two years, Dewald Oosthuizen and his team at The 4x4 King completely rebuilt the vehicle, not only returning it to roadworthy condition, but also taking it from a vehicle that was destined for the scrapheap to a showstopper. **W**

KIT LIST

- Terrafirma stage 4 shocks
- LAS coil springs
- 16-inch Sawtooth rims
- Cooper 285 75 R 16 tyres
- Terrafirma wheel spacers.
- Acrotek Kudu bull bar
- Custom bash plate
- Snorkel
- Custom rock sliders,
- Easy Awn K9 roof rack
- 26W spotlights
- Stainless steel brush reflectors.
- Blaupunkt Tokyo 21 head unit



Opposite page: The team at The 4x4 King transformed a accident damaged Defender into the ultimate 4x4 for duty in rural Botswana.

Left from top to bottom:

Four 26W spotlights sit atop the Easy Awn roof rack. ● The interior was fully customised and now houses a double-din Blaupunkt head unit. ● The interior is a far cry from that of a standard Defender, with a red and black theme giving it an upmarket feel. ● Terrafirma shocks and LAS springs smooth out the ride and equate to a 75mm lift. **Bottom, right:** Cattle rails were added along with a customised tailgate and spare wheel carrier.

A case of the hiccups

Last month our Duster went in for its annual service and we gave the Renault dealership a glowing review. This month it had to return and the quality of the service we received wasn't as satisfactory.



IT happened the first time as we turned right onto the R563 towards Hekpoort. A pull-off in first, followed by a quick change to second, a task our Duster has completed thousands of times before. But this time, something unexpected happened.

The instrument cluster lit up, the digital display indicated some sort of ESC failure message and the car refused to feed power to the front wheels, albeit only for a split-second. It felt like the traction control cutting the power, even though there was no reason for it to do so. The R563 is a straight-forward piece of tarmac and the weather was perfect. We know from experience the Duster's off-road biased tyres don't offer optimal grip in torrential downpours but bad weather wasn't a factor.

The message on the cluster disappeared as quickly as it had appeared. We scrolled through the trip computer menu and found no errors. Usually when a car displays an error in the cluster, it will stay there until the driver has confirmed that he's seen the message. In the Renault, it flashed for less than a second and went away. At least the car went about its business as usual following the odd glitch.

The car performed perfectly the next day. It was bucketing down, so as an added precaution, the all-wheel drive system was set to 4WD Auto. Once again the Duster performed beautifully and no errors were reported.

A couple of days later, the ESC failure glitch returned more frequently, followed by an engine failure warning. The engine did not fail, but the warning was enough to warrant a return to the dealership. We phoned Renault Centurion and booked the next available time slot.

Between our offices near Sandton and the dealer in Centurion, the Duster performed faultlessly. As we exited the highway, the Duster gave us another ESC failure warning, alerting us to an engine failure and then it died. In the middle of a busy intersection.

Not wanting to drain the battery, we refrained from trying to start it for five minutes. When we cranked it again, the engine jumped back to life. No errors, nothing. It drove the final 100m to the dealership without a hiccup.



The following day we received an SMS verifying the inspection, including the name of a contact person who would communicate with us during the day. After 11 phone calls to and fro, the only concrete fact we had was that the Duster would be ready for collection the next day.

Hoping that we'd have the opportunity to speak to the service manager then, we let it go.

On our way out the door the following morning, Renault Centurion phoned back and said the car was not ready and that a technician was busy running diagnostics on it. Luckily, we had a backup car, but many people out there don't have that luxury.

After having spent two full days at Renault Centurion, we were hoping

for a full report and upon our request, the technician walked us through the diagnostics report although this did not reveal the cause of the previous hiccups.

We explained the situation to the technician again, even showing him a video, but they had no idea about the cause. According to Renault's technician, the system resets every time the ignition is switched off and it doesn't store any errors. We understand why something like a traction control interference would be wiped from the memory but an engine failure warning seems like the kind of thing a car should store permanently or until its wiped clear by a service centre.

Renault Centurion made an effort to find the fault, even though the diagnostics equipment couldn't. The technician took the car for a short test drive to see if the problem presented itself again but it did not. The best solution they could think of was to reset the vehicle.

The Duster has been working perfectly since, but there's this nagging 'what if' situation in the back of our minds. If it does happen again, Renault Centurion is willing to do a full sweep of the electronics to find the fault but what if it happens somewhere far from a dealer while we're out on one of our adventures?

We'll keep you posted. **W**

✓ THE GOOD:

It performed well during the recent heavy Gauteng showers.

✗ THE BAD:

Our second dealer experience was not very impressive.

RENAULT DUSTER

Mileage at start: 563km

Mileage now: 15 987km

Average consumption: 7.7 litres/100km

Tank size: 50 litres

Distance per tank: 649km

Opposite page: Fully kitted out with off-road tyres and accessories, the Duster continues to turn heads. Unfortunately it has had to visit the dealer twice in the last six weeks. **Left, top:** Kitted out the Duster has developed into a real over-lander in form and function. **Left:** The dashboard lit up with a number of warning lights on a few occasions but the actual cause of the problem is yet to be found.

Right: Upgrades and modifications to the Isuzu Motors production plant in Port Elizabeth are currently underway in preparation for the new D-Max which will be launched in 2021, fortunately this means that we get to spend a few more months with our faithful workhorse.

Working class hero



WITH the imminent arrival of the new D-Max model, we were expecting our Suzie to be called back to Port Elizabeth any day now. However, the launch of the new model has been delayed until 2021, so we get to spend a few more months with our faithful workhorse.

Upgrades and modifications to the Isuzu Motors South Africa (IMSAf) production plant in Port Elizabeth are currently underway, gearing up for the production of the seventh-generation Isuzu D-Max bakkie.

Late last year, Isuzu Motors Limited of Japan confirmed the company would be investing R1.2 billion in the next generation bakkie programme in South Africa.

According to Dominic Rimmer, IMSAf senior vice president, Technical Operations, new programmes of this nature and magnitude have complex requirements which call for the localisation of a diverse set of components and systems, the local sourcing of supplier and in-house tooling and equipment and

manufacturing facility modifications.

“Our project launch team is working at an accelerated pace, and we anticipate we will be ready to roll the first units off the production line during the second half of 2021,” said Rimmer.

He added that extensive testing and development will be carried out. “Our bakkies are locally engineered to meet the requirements of local and sub-Saharan Africa markets, ensuring our products maintain high-quality standards, while retaining their reputation for reliability, capability and durability,” says Rimmer.

The all-new bakkie will benefit from bold styling as well as powertrain changes and significant improvements in overall refinement to cater for the diverse customer needs in this important segment.

South Africa will initially serve as the main market for the next generation bakkies but with growing volumes expected from the company’s Sub-Saharan Africa growth strategy.

The past month saw the D-Max

settle into its daily routine occupied with menial tasks like cleaning out our office storeroom and fighting the daily traffic and it does these tasks perfectly.

In celebration of our extended time with Suzie, the next few months will see us making a few subtle upgrades to our D-Max. These will ensure she remains fresh and funky until the new model arrives. **W**

THE GOOD

We get to spend a few more months with Suzie

THE BAD

We haven’t had time to head off-road recently

ISUZU D-MAX 3.0TD 4X4 LX AUTO

Mileage at start: 2 934km

Mileage: 18 034km

Average consumption:

10.55litres/100km

Tank size: 80 litres

Distance per tank: 758km

I want to be the boss of a trucking company



Thousands of children like Simo at the Red Cross War Memorial Children's Hospital have dreams and hopes for tomorrow. By making the **Children's Hospital Trust** a beneficiary in your Will you can help them realise their destiny.

Leave the World a better place. Leave a gift in your Will.

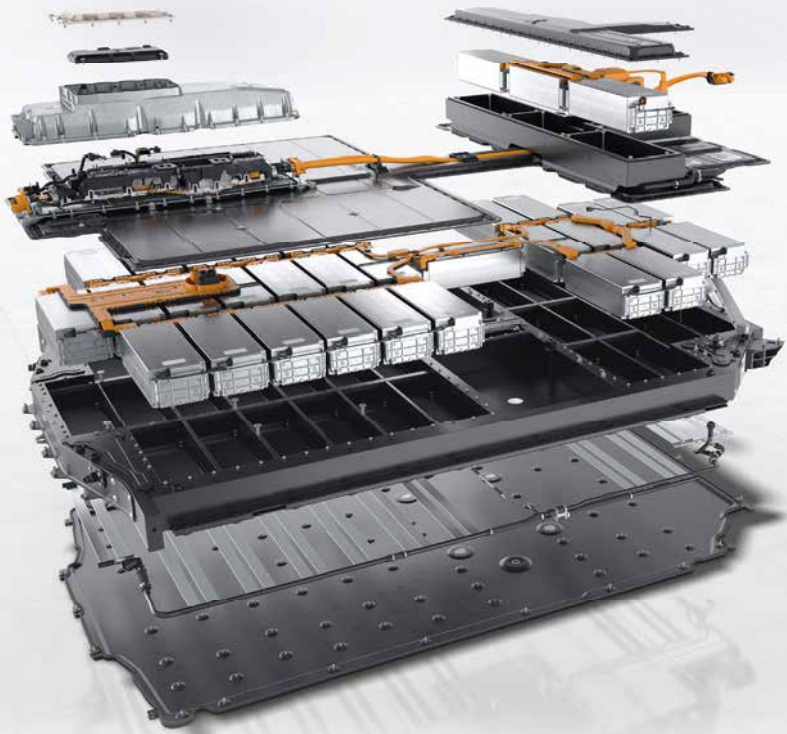
childrenshospitaltrust.org.za | 021 686 7860

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A HEATED DISCUSSION

Battery power is the future of car travel. However, there's one thing battery packs dislike strongly: large fluctuations in temperature. Surely, then, countries like ours will prove a non-starter for this technology? Cool down there, sunshine. Things are moving along.



A n ordinary car battery relies on a chemical reaction to provide a current, which is used by the starter to crank the engine. That's what the battery means to the average car owner: it produces the voltage needed to start the engine and that's about it.

A battery has additional functions, though, like providing additional power when the supply from the charging system isn't up to the task. It usually lasts for five years, but it can be as little as three. Replacing it requires nothing more than a quick trip to your local auto parts store and a spanner.

Those are the fundamental basics of a car battery in a car with an internal combustion engine.

But what happens when internal combustion is completely removed? We're speeding towards a future where batteries and electric motors will be the standard, whether we like it or not.

Don't agree? Consider Britain's recent changes in legislation. Petrol and diesel cars were already on the chopping block for 2040, but that date was moved to 2035 and the list now also includes plug-in hybrid vehicles. Gulp.

You might think that British or EU

legislation would have no impact on us, but it will in the long run. Automotive manufacturers are billion-dollar giants that develop new cars suited to the needs of their largest customer base. And South Africa is nowhere near large enough to have any effect on the future of motoring. The electric motor is the future and it will be powered by batteries, unless somebody can solve the hydrogen storage conundrum.

While modern electric vehicles use lithium-ion batteries and not the old-school lead-acid variety, the two share a very specific drawback: they're both extremely sensitive to temperature fluctuations.

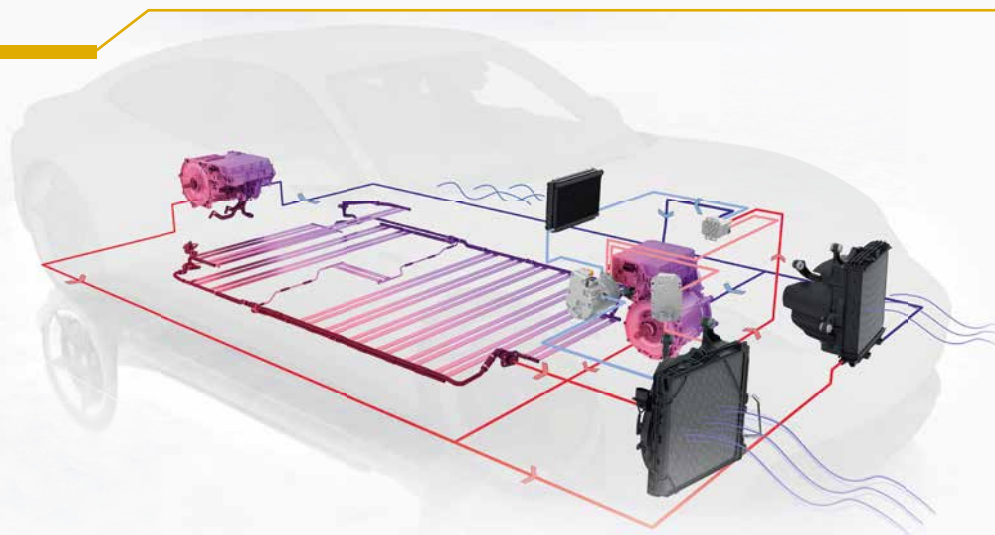
Unlike the battery in an internal combustion car, the cost of the batteries often amounts to more than half the value of an electric car. And they're not as easy to replace.

The optimal comfort zone for a lithium-ion battery pack is between 15 and 30°C.

Even a 10° fluctuation on either side can halve the battery life.

In the early days of electric vehicles, the batteries were air-cooled, or cooled via the vehicle's on-board air-conditioning system. The first-generation Nissan Leaf used forced air convection, while Nissan's e-NV200 concept vehicle and the production BMW i3 both drew air from the climate control and channelled it over the batteries. The main drawback to this kind of cooling system is the amount of space it requires. With the battery count increasing with every new model (much like the German horsepower war), air-cooling just wasn't going to cut it in the next generation of EVs with proper, usable range.

By usable, we mean anything above 400km. That's a reasonable amount considering day-to-day use and longer trips where a recharge is possible. But more range means more batteries, which require



Opposite page: Porsche's battery pack, as fitted to the Taycan, was designed to be as flat as possible, and is mounted low in the car. **Above:** The thermal management system consists of multiple parts, including three coolant pumps, six coolant valves and 10 coolant temperature systems. The entire system is controlled via a sophisticated ECU that can figure out the best thermal management strategy in real time. **Below:** The battery pack is mounted low in the car. It ensures optimal cooling, a low centre of gravity and a roomy interior.

more thermal management.

Enter the Tesla Model S, a ground-breaking vehicle in many ways. For the purposes of this article, we shall stick to its thermal management only. The Model S used a serpentine cooling system that is fed a glycol-based coolant (50% glycol solution and 50% water) through the battery pack. For the Model 3, Tesla upgraded the system to a manifold system with dedicated cooling networks. Each row of battery cells is equipped with its own cooling system. Tesla placed a lot of faith in this cooling system, as the Model 3's battery pack is a sealed unit, which means individual cells are difficult to replace.

By now, Teslas are famous for their ludicrous acceleration but doing a full bore start in one of their vehicles is not a process you can repeat over and over, due to overheating concerns.

Enter Porsche and the all new Taycan. One of the main talking points when it comes to the Taycan is the fact that launch control is always available. Even if the driver only has 3% battery left, they can launch the Porsche until the battery is completely drained.

In the Porsche, the battery housing is a load-bearing component of the body structure, accommodating cooling and electronic components and protecting them from environmental influences.

The thermal management centres on a highly efficient, intelligent system for cooling and heating the high-voltage components. This applies in particular to the HV battery with 800V technology but also to other components such as on-board DC chargers, DC/DC converters, on-board AC chargers and

drive components such as electric machines, pulse-controlled inverters and transmissions.

Any power losses are prevented because the system can always provide cooling or heating capacity to the exact component that needs it. The Taycan can also detect when it's heading for a recharge, which means the whole system can be primed to reach the optimal temperature for charging purposes.

On the hardware side, the thermal management system consists of a networked line system with a coolant radiator, three coolant pumps, six coolant valves, two fans and 10 coolant temperature sensors. This is supplemented by the linked components from the air-conditioning system with a climate condenser, a separate

evaporator and a heat exchanger for air-conditioning/cooling. The entire system is controlled via a sophisticated networked control unit.

The amount of drive power available from the battery and whether it can be charged quickly depends on the charge level and the cell temperature. This results in different temperature targets for the battery, depending on the initial state and the desired final state.

This is where the selected driving mode plays a large role. If the driver selects range mode the hardware is operated with the best possible efficiency. The speed of the coolant pump, for example, is reduced. In sport mode the corresponding temperature targets for the coolant flow are selected for maximum performance of the electric machines and pulse-controlled inverters.

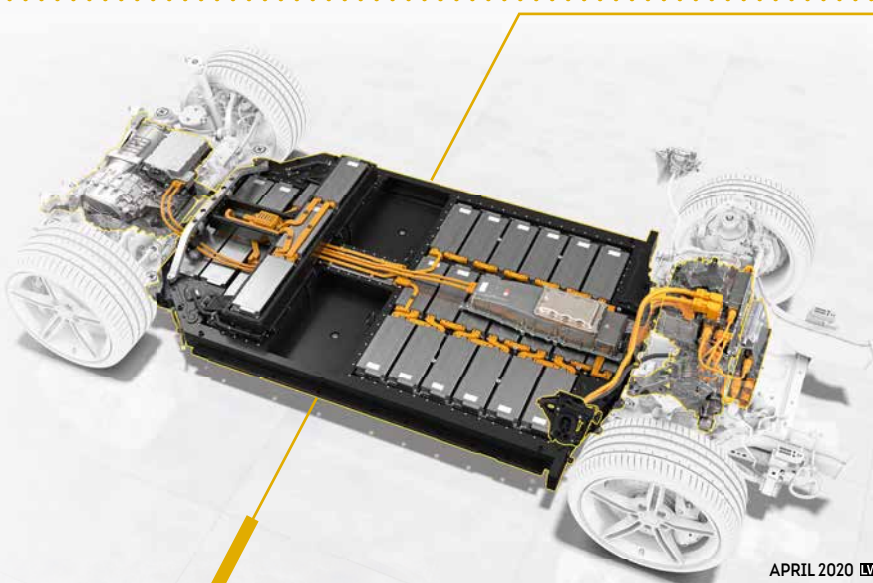
The combinations used in the thermal management of the overall vehicle alone add up to more than 300 varieties in the Taycan. The optimum energy state is constantly being adjusted and therein lies the Porsche's secret.

At the moment, the Taycan is the only Porsche that uses such an advanced system but the German brand will undoubtedly use what it learns from this car going forward.

With Britain moving the axing date of petrol and diesel forward, manufacturers have no choice but to co-operate.

We think it's only a matter of time before this technology syphons down to the rest of the Porsche line-up, including the Macan and Cayenne.

With a thermal management system as smart as this, these cars will be perfectly suited to South Africa's unique weather patterns. **W**



	Model	Price (R)	HP (monthly)	Engine	Fuel type (diesel/petrol/turbo)	Power (kW)	Torque (Nm)	Drive system	Gears (manual/auto)	
ALFA ROMEO More info: www.alfaromeo.co.za										
Alfa Romeo Stelvio Average sales per month: 4 Maintenance plan: 6 year / 100 000km Replacement due: Still new										
OVERVIEW: Alfa Romeo brings its style and panache to the SUV segment. A solid vehicle that's fun to drive.										
	2.0T Super Q4	834 900	15 980	4 / 2.0	turbo petrol	206 @ 5250	400 @ 2250	4WD	8 / automatic	
	Quadrifoglio Q4	1 675 000	31 950	V6/2.9	turbo petrol	375 @ 6500	600 @ 2500	4WD	8 / automatic	
	Quadrifoglio Q4 Race Edition	1 825 000	34 800	V6/2.9	turbo petrol	375 @ 6500	600 @ 2500	4WD	8 / automatic	
ASTON MARTIN More info: www.daytona.co.za										
Aston Martin DBX Average sales per month: n/a Service plan: 3 year / unlimited km Replacement due: Still new										
OVERVIEW: Aston's first attempt at building an SUV looks spectacular in the flesh. Nice interior, too.										
	DBX	3 600 000	68 550	V8 / 4.0	turbo petrol	405 @ 6500	700 @ 2200	4WD	9 / automatic	
AUDI More info: www.audi.co.za										
Audi Q2 Average sales per month: 88 Maintenance plan: 5 year / 100 000km Replacement due: Still new										
OVERVIEW: From the looks of it, Audi's baby crossover has all the ingredients to be a hit with young urbanites.										
	30TFSI	461 000	8 870	3 / 1.0	turbo petrol	85 @ 5000	200 @ 2000	FWD	7 / automatic	
	30TFSI sport Black Edition	511 268	9 830	3 / 1.0	turbocharger petrol	85 @ 5000	200 @ 2000	FWD	7 / automatic	
	35TFSI	499 000	9 590	4 / 1.4	turbo petrol	110 @ 5000	250 @ 1500	FWD	7 / automatic	
	35TFSI sport Black Edition	558 268	10 720	4 / 1.4	turbocharger petrol	110 @ 5000	250 @ 1500	FWD	7 / automatic	
Audi Q3 Average sales per month: n/a Maintenance plan: 5 year / 100 000km Replacement due: Still new										
OVERVIEW: Audi's smallest SUV is stylish, comfortable and equipped with an interior befitting its price tag.										
	35TFSI	578 000	11 090	4 / 1.4	turbo petrol	110 @ 5000	250 @ 1500	FWD	6 / automatic	
Audi Q5 / SQ5 Average sales per month: 110 Maintenance plan: 5 year / 100 000km Replacement due: Still new										
OVERVIEW: Arguably the most important SUV in Audi's line-up. Consistently one of its best sellers. Sleek and sophisticated. A great vehicle to live with.										
	40TDI quattro	723 000	13 850	4 / 2.0	turbo diesel	140 @ 3800	400 @ 1750	4WD	7 / automatic	
	45TFSI quattro	770 500	14 750	4 / 2.0	turbo petrol	185 @ 5000	370 @ 1600	4WD	7 / automatic	
	SQ5 TFSI quattro	1 070 000	20 450	V6 / 3.0	turbo petrol	260 @ 5400	500 @ 1370	4WD	7 / automatic	
Audi Q7 Average sales per month: 11 Maintenance plan: 5 year / 100 000km Replacement due: Facelift due										
OVERVIEW: A large luxury barge that's tough to fault. Plenty of space, great on the open road and very frugal with its diesel engine.										
	45TDI quattro	1 094 000	20 900	V6 / 3.0	turbo diesel	183 @ 2900	600 @ 1500	4WD	8 / automatic	
Audi Q8 Average sales per month: 15 Maintenance plan: 5 year / 100 000km Replacement due: Still new										
OVERVIEW: Audi's first attempt at an upmarket SUV Coupé looks magnificent and serves as a fitting halo model for the German brand.										
	55TFSI quattro	1 397 500	26 670	V6 / 3.0	turbo petrol	250 @ 5000	500 @ 1370	4WD	8 / automatic	
	45TDI quattro	1 449 000	27 650	V6 / 3.0	turbo diesel	183 @ 2900	600 @ 1500	4WD	8 / automatic	
BAIC More info: www.baic.co.za										
BAIC X25 Average sales per month: New Service plan: Optional Replacement due: Still new										
OVERVIEW: A fun and attractive little crossover that's well priced. Nothing too trailblazing here, but relatively good value for what you get.										
	1.5 Comfort	219 990	4 290	4 / 1.5	petrol	85 @ 6000	148 @ 3800	FWD	5 / manual	
	1.5 Comfort auto	239 990	4 670	4 / 1.5	petrol	85 @ 6000	148 @ 3800	FWD	4 / automatic	
	1.5 Fashion	229 990	4 480	4 / 1.5	petrol	85 @ 6000	148 @ 3800	FWD	5 / manual	
	1.5 Fashion auto	249 990	4 860	4 / 1.5	petrol	85 @ 6000	148 @ 3800	FWD	4 / automatic	
BENTLEY More info: www.johannesburg.bentleymotors.com										
Bentley Bentayga Average sales per month: 8 Maintenance plan: 3 year / 75 000km Replacement due: Speed model added										
OVERVIEW: One of the most luxurious SUVs money can buy.										
	V8	3 395 000	64 650	V8 / 4.0	turbo petrol	404 @ 6000	770 @ 1960	4WD	8 / automatic	
	Diesel	3 395 000	64 650	V8 / 4.0	turbo diesel	320 @ 3750	900 @ 1000	4WD	8 / automatic	
	W12	3 995 000	76 060	W12 / 6.0	turbo petrol	447 @ 5250	900 @ 1250	4WD	8 / automatic	
	Speed	4 595 000	87 460	W12 / 6.0	turbo petrol	467 @ 5000	900 @ 1500	4WD	8 / automatic	
	W12 Mulliner	5 195 000	98 870	W12 / 6.0	turbo petrol	447 @ 5250	900 @ 1250	4WD	8 / automatic	
BMW More info: www.bmw.co.za										
BMW X1 Average sales per month: n/a Maintenance plan: 5 year / 100 000km Replacement due: Facelifted and 18d model added										
OVERVIEW: BMW's smallest SUV offers sporty styling, nimble handling and just the right amount of off-road ability.										
	sDrive18i	567 277	10 890	3 / 1.5	turbo petrol	103 @ 4600	220 @ 1480	FWD	7 / automatic	
	sDrive18d	596 771	11 450	4 / 2.0	turbo diesel	110 @ 4000	330 @ 1750	FWD	8 / automatic	
	sDrive20i	608 669	11 680	4 / 2.0	turbo petrol	141 @ 5000	280 @ 1350	FWD	7 / automatic	
	sDrive20d	636 139	12 200	4 / 2.0	turbo diesel	140 @ 4000	400 @ 1750	FWD	8 / automatic	
	xDrive20d	666 645	12 780	4 / 2.0	turbo diesel	140 @ 4000	400 @ 1750	4WD	8 / automatic	
BMW X2 Average sales per month: 14 Maintenance plan: 5 year / 100 000km Replacement due: M35i added										
OVERVIEW: Slotting in between the X1 and X3, the X2 brings some sportiness and pizzazz to the compact SUV segment.										
	sDrive18i	621 910	11 930	3 / 1.5	turbo petrol	103 @ 4600	220 @ 1480	FWD	7 / automatic	
	sDrive20i	661 277	12 680	4 / 2.0	turbo petrol	141 @ 5000	280 @ 1350	FWD	7 / automatic	
	sDrive20d	690 265	13 230	4 / 2.0	turbo diesel	140 @ 4000	400 @ 1750	FWD	8 / automatic	
	xDrive20d	720 392	13 800	4 / 2.0	turbo diesel	140 @ 4000	400 @ 1750	4WD	8 / automatic	
	M35i	825 072	15 790	4 / 2.0	turbo petrol	225 @ 5000	450 @ 1750	4WD	8 / automatic	
BMW X3 Average sales per month: 145 Maintenance plan: 5 year / 100 000km Replacement due: M competition added										
OVERVIEW: Great luxury compact SUV. One of the best in its segment.										
	sDrive18d	677 404	12 980	4 / 2.0	turbo diesel	110 @ 4000	350 @ 1500	RWD	8 / automatic	
	sDrive20i	691 199	13 250	4 / 2.0	turbo petrol	135 @ 5000	290 @ 1350	RWD	8 / automatic	
	xDrive20i	751 705	14 400	4 / 2.0	turbo petrol	135 @ 5000	290 @ 1350	4WD	8 / automatic	
	xDrive20d	778 289	14 900	4 / 2.0	turbo diesel	140 @ 4000	400 @ 1750	4WD	8 / automatic	
	xDrive30d	955 313	18 270	6 / 3.0	turbo diesel	195 @ 4000	620 @ 2000	4WD	8 / automatic	
	M40d	1 072 464	20 490	6 / 3.0	turbo diesel	240 @ 4400	680 @ 1750	4WD	8 / automatic	
	M40i	1 075 879	20 560	6 / 3.0	turbo petrol	265 @ 5500	500 @ 1520	4WD	8 / automatic	
	M competition	1 510 686	28 830	6 / 3.0	turbo petrol	375 @ 6250	600 @ 2600	4WD	8 / automatic	

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B - F

	Model	Price (R)	HP (monthly)	Engine	Fuel type (diesel/petrol/turbo)	Power (kW)	Torque (Nm)	Drive system	Gears (manual/auto)
BMW X4 Average sales per month: 45 Maintenance plan: 5 year / 100 000km Replacement due: M competition added OVERVIEW: A competent, fast and luxurious grand tourer that sits a little higher off the ground.									
	xDrive20d	873 542	16 710	4 / 2.0	turbo diesel	140 @ 4000	400 @ 1750	4WD	8 / automatic
	xDrive20i	877 337	16 780	4 / 2.0	turbo petrol	135 @ 5000	290 @ 1350	4WD	8 / automatic
	M40d	1 167 464	22 300	6 / 3.0	turbo diesel	240 @ 4400	680 @ 1750	4WD	8 / automatic
	M40i	1 170 879	22 370	6 / 3.0	turbo petrol	265 @ 5500	500 @ 1520	4WD	8 / automatic
	M competition	1 605 686	30 630	6 / 3.0	turbo petrol	375 @ 6250	600 @ 2600	4WD	8 / automatic
BMW X5 Average sales per month: 142 Maintenance plan: 5 year / 100 000km Replacement due: 45e added OVERVIEW: BMW's all-new X5 is large, luxurious and equipped with a host of 4x4 extras that make it more capable off the beaten road than its predecessors.									
	xDrive30d	1 233 096	23 550	6 / 3.0	turbo diesel	195 @ 4000	620 @ 2000	4WD	8 / automatic
	xDrive45e	1 345 000	25 680	6 / 3.0	turbo petrol-electric hybrid	290	600	4WD	8 / automatic
	M50d	1 543 982	29 460	6 / 3.0	turbo diesel	294 @ 4400	760 @ 2000	4WD	8 / automatic
	M50i	1 553 090	29 630	V8 / 4.4	turbo petrol	390 @ 5500	750 @ 1800	4WD	8 / automatic
BMW X6 Average sales per month: n/a Maintenance plan: 5 year / 100 000km Replacement due: Still new OVERVIEW: The perfect SUV for BMW X5 fans who want to stand out in a crowd.									
	xDrive40i	1 345 879	25 690	6 / 3.0	turbo petrol	250 @ 5500	450 @ 1500	4WD	8 / automatic
	M50d	1 693 982	32 310	6 / 3.0	turbo diesel	294 @ 4400	760 @ 2000	4WD	8 / automatic
	M50i	1 703 090	32 480	V8 / 4.4	turbo petrol	390 @ 5500	750 @ 1800	4WD	8 / automatic
BMW X7 Average sales per month: 30 Maintenance plan: 5 year / 100 000km Replacement due: Still new OVERVIEW: BMW's all-new X7 is the biggest, grandest SUV it's ever going to make. Not a bad price considering how much car you get in return.									
	xDrive30d	1 603 349	30 590	6 / 3.0	turbo diesel	195 @ 4000	620 @ 2000	4WD	8 / automatic
	M50d	1 904 108	36 310	6 / 3.0	turbo diesel	294 @ 4400	760 @ 2000	4WD	8 / automatic
	M50i	1 913 343	36 480	V8 / 4.4	turbo petrol	390 @ 5500	750 @ 1800	4WD	8 / automatic
CITROËN More info: www.citroen.co.za									
Citroën C3 Aircross Average sales per month: n/a Service plan: 5 year / 100 000km Replacement due: Still new OVERVIEW: The C3 Aircross is funky, handles well and features a lot of kit as standard. It faces some stiff competition, however.									
	1.2T Feel	345 900	6 680	3 / 1.2	turbo petrol	81 @ 5500	205 @ 1500	FWD	6 / automatic
	1.2T Shine	369 900	7 140	3 / 1.2	turbo petrol	81 @ 5500	205 @ 1500	FWD	6 / automatic
Citroën C5 Aircross Average sales per month: n/a Service plan: 5 year / 100 000km Replacement due: Still new OVERVIEW: Citroën's current halo model is comfortable and has a number of unique features that make it stand out. Good value, compared to other models that use the same platform.									
	1.6T Feel	474 900	9 130	4 / 1.6	turbo petrol	121 @ 6000	240 @ 1400	FWD	6 / automatic
	1.6T Shine	514 900	9 890	4 / 1.6	turbo petrol	121 @ 6000	240 @ 1400	FWD	6 / automatic
FIAT More info: www.fiat.co.za									
Fiat Panda Average sales per month: 5 Service plan: 3 year / 100 000km Replacement due: Unknown OVERVIEW: The Panda is back. Cuter and more capable than before.									
	0.9 TwinAir Easy	204 900	4 000	2 / 0.9	turbo petrol	63 @ 5500	145 @ 1900	FWD	5 / manual
	0.9 TwinAir Lounge	219 900	4 290	2 / 0.9	turbo petrol	63 @ 5500	145 @ 1900	FWD	5 / manual
	0.9 TwinAir 4x4	250 900	4 880	2 / 0.9	turbo petrol	63 @ 5500	145 @ 1900	4WD	6 / manual
	0.9 TwinAir 4x4 Cross	270 900	5 260	2 / 0.9	turbo petrol	66 @ 5500	145 @ 1900	4WD	6 / manual
Fiat 500X Average sales per month: 1 Service plan: 3 year / 100 000km Replacement due: Facelift due OVERVIEW: Bigger than a regular Fiat 500, but still pretty small. It is fun and stylish, but not the most practical vehicle for the price.									
	1.6 Pop	298 900	5 790	4 / 1.6	petrol	81 @ 5500	152 @ 4500	FWD	5 / manual
	1.4T Pop Star	336 900	6 510	4 / 1.4	turbo petrol	103 @ 5000	230 @ 1750	FWD	6 / manual
	1.4T Pop Star auto	356 900	6 890	4 / 1.4	turbo petrol	103 @ 5000	230 @ 1750	FWD	6 / automatic
	1.4T Cross	362 900	7 000	4 / 1.4	turbo petrol	103 @ 5000	230 @ 1750	FWD	6 / manual
	1.4T Cross auto	381 900	7 370	4 / 1.4	turbo petrol	103 @ 5000	230 @ 1750	FWD	6 / automatic
Fiat Fullback Average sales per month: 3 Service plan: 5 year / 100 000km Replacement due: Unknown OVERVIEW: It's basically a Mitsubishi Triton with a Fiat badge.									
	2.5Di-D SX	461 900	8 890	4 / 2.5	turbo diesel	100 @ 3500	324 @ 2000	RWD	5 / manual
	2.5Di-D 4x4 LX	528 900	10 160	4 / 2.5	turbo diesel	131 @ 4000	400 @ 2000	4WD	5 / manual
	2.4Di-D 4x4 LX	573 900	11 020	4 / 2.4	turbo diesel	133 @ 3500	430 @ 2500	4WD	5 / automatic
FORD More info: www.ford.co.za									
Ford EcoSport Average sales per month: 830 Service plan: 4 year / 60 000km Replacement due: Facelifted OVERVIEW: South Africa's favourite compact crossover received a decent makeover recently. Still only available in front-wheel drive.									
	1.5 Ambiente	271 500	5 270	3 / 1.5	petrol	91 @ 6000	150 @ 4250	FWD	5 / manual
	1.5TDCi Ambiente	282 100	5 470	4 / 1.5	turbo diesel	74 @ 3750	205 @ 1750	FWD	5 / manual
	1.0T Trend	310 700	6 010	3 / 1.0	turbo petrol	92 @ 6000	170 @ 1400	FWD	6 / manual
	1.0T Trend auto	324 900	6 280	3 / 1.0	turbo petrol	92 @ 6000	170 @ 1400	FWD	6 / automatic
	1.0T Titanium	347 900	6 720	3 / 1.0	turbo petrol	92 @ 6000	170 @ 1400	FWD	6 / manual
	1.0T Titanium auto	360 900	6 970	3 / 1.0	turbo petrol	92 @ 6000	170 @ 1400	FWD	6 / automatic
Ford Ranger Average sales per month: 2 200 Service plan: 6 year / 90 000km Replacement due: Raptor added OVERVIEW: Ford's double cab continues to sell up a storm in South Africa. The 2.0-litre engine and 10-speed gearbox work together beautifully. Lots of bakkie for the money, especially in XLT guise.									
	SuperCab:								
	2.2TDCi Hi-Rider	360 600	6 960	4 / 2.2	turbo diesel	88 @ 3700	285 @ 1500	RWD	5 / manual
	2.2TDCi Hi-Rider XL	398 900	7 690	4 / 2.2	turbo diesel	118 @ 3700	385 @ 1500	RWD	6 / manual
	2.2TDCi Hi-Rider XL auto	411 800	7 930	4 / 2.2	turbo diesel	118 @ 3700	385 @ 1500	RWD	6 / automatic
	2.2TDCi Hi-Rider XLS	450 300	8 670	4 / 2.2	turbo diesel	118 @ 3700	385 @ 1500	RWD	6 / automatic
	2.2TDCi 4x4 XL	449 000	8 640	4 / 2.2	turbo diesel	118 @ 3700	385 @ 1500	4WD	6 / manual
	2.2TDCi 4x4 XLS	499 000	9 590	4 / 2.2	turbo diesel	118 @ 3700	385 @ 1500	4WD	6 / automatic
	3.2TDCi Hi-Rider XLS	448 800	8 640	5 / 3.2	turbo diesel	147 @ 3000	470 @ 1500	RWD	6 / manual
	3.2TDCi 4x4 XLS	508 100	9 760	5 / 3.2	turbo diesel	147 @ 3000	470 @ 1500	4WD	6 / manual
	3.2TDCi 4x4 XLT	600 400	11 520	5 / 3.2	turbo diesel	147 @ 3000	470 @ 1500	4WD	6 / automatic
	Double Cab:								
	2.2TDCi Hi-Rider	362 400	6 990	4 / 2.2	turbo diesel	88 @ 3700	285 @ 1500	RWD	5 / manual
	2.2TDCi Hi-Rider XL	428 200	8 250	4 / 2.2	turbo diesel	118 @ 3700	385 @ 1500	RWD	6 / manual
	2.2TDCi Hi-Rider XL auto	449 500	8 650	4 / 2.2	turbo diesel	118 @ 3700	385 @ 1500	RWD	6 / automatic
	2.2TDCi 4x4 XL	477 300	9 180	4 / 2.2	turbo diesel	118 @ 3700	385 @ 1500	4WD	6 / manual
	2.2TDCi 4x4 XL auto	497 500	9 560	4 / 2.2	turbo diesel	118 @ 3700	385 @ 1500	4WD	6 / automatic
	2.2TDCi Hi-Rider XLS	480 800	9 250	4 / 2.2	turbo diesel	118 @ 3700	385 @ 1500	RWD	6 / manual
	2.2TDCi 4x4 XLS	538 100	10 340	4 / 2.2	turbo diesel	118 @ 3700	385 @ 1500	4WD	6 / automatic

LEISURE **wheels**

The Adventure
Motoring Magazine

Advertiser	Page
American SUV	110
Carryboy	100
Gemini Parts	112
Gobi-X	106
Goldwagen	114
Load Hog	110
Melville & Moon	112

Advertiser	Page
Motorhome World	118
Northern Off-road	116,118
Onca	108
Phoenix	106
R & D Offroad	116
Schaeffler	104
Supreme Spring	110

Advertiser	Page
Takla	110
Tentco	96,98,102
Turbo Doc	110
TV2	118
Vermont	106
Wayne's 4x4	116
Wild Accessories	108
Wild Earth	112



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	Model	Price (R)	HP (monthly)	Engine	Fuel type (diesel/petrol/turbo)	Power (kW)	Torque (Nm)	Drive system	Gears (manual/auto)
	2.0Turbo Hi-Rider XLT	544 300	10 450	4 / 2.0	turbo diesel	132 @ 3500	420 @ 1750	RWD	10 / automatic
	2.0Turbo 4x4 XLT	603 400	11 580	4 / 2.0	turbo diesel	132 @ 3500	420 @ 1750	4WD	10 / automatic
	3.2TDCi Hi-Rider XLT	573 100	11 000	5 / 3.2	turbo diesel	147 @ 3000	470 @ 1500	RWD	6 / manual
	3.2TDCi Hi-Rider XLT auto	604 600	11 600	5 / 3.2	turbo diesel	147 @ 3000	470 @ 1500	RWD	6 / automatic
	3.2TDCi 4x4 XLT	638 800	12 250	5 / 3.2	turbo diesel	147 @ 3000	470 @ 1500	4WD	6 / manual
	3.2TDCi 4x4 XLT auto	653 200	12 520	5 / 3.2	turbo diesel	147 @ 3000	470 @ 1500	4WD	6 / automatic
	3.2TDCi Hi-Rider Wildtrak	645 200	12 370	5 / 3.2	turbo diesel	147 @ 3000	470 @ 1500	RWD	6 / automatic
	2.0Bi-Turbo Hi-Rider Wildtrak	668 800	12 820	4 / 2.0	turbo diesel	157 @ 3500	500 @ 1500	RWD	10 / automatic
	2.0Bi-Turbo 4x4 Wildtrak	717 500	13 750	4 / 2.0	turbo diesel	157 @ 3000	500 @ 1500	4WD	10 / automatic
	2.0Bi-Turbo 4x4 Raptor	836 700	16 010	4 / 2.0	turbo diesel	157 @ 3750	500 @ 1500	4WD	10 / automatic
Ford Kuga Average sales per month: 85 Service plan: 6 year / 90 000km Replacement due: 1.5TDCi and ST Line added									
OVERVIEW: Excellent all-round compact SUV, but needs to contend with perception issues.									
	1.5T Ambiente	409 800	7 900	4 / 1.5	turbo petrol	110 @ 6000	240 @ 1600	FWD	6 / manual
	1.5T Ambiente auto	425 000	8 190	4 / 1.5	turbo petrol	132 @ 6000	240 @ 1600	FWD	6 / automatic
	1.5TDCi Ambiente	435 700	8 390	4 / 1.5	turbo diesel	88 @ 3600	270 @ 1750	FWD	6 / manual
	1.5TDCi Trend	466 300	8 970	4 / 1.5	turbo diesel	88 @ 3600	270 @ 1750	FWD	6 / manual
	1.5T Trend	468 300	9 010	4 / 1.5	turbo petrol	132 @ 6000	240 @ 1600	FWD	6 / automatic
	2.0T AWD ST Line	585 400	11 230	4 / 2.0	turbo petrol	177 @ 5500	340 @ 2000	4WD	6 / automatic
	2.0TDCi AWD ST Line	588 900	11 300	4 / 2.0	turbo diesel	132 @ 3500	400 @ 2000	4WD	6 / automatic
Ford Everest Average sales per month: 280 Service plan: 6 year / 90 000km Replacement due: Updated									
OVERVIEW: Ford's bakkie-based SUV is now available with the superb 2.0-litre engines from the Ranger. Great all-round SUV and a proper off-roader.									
	2.2TDCi XLS	522 700	10 040	4 / 2.2	turbo diesel	118 @ 3700	385 @ 1500	RWD	6 / automatic
	2.0Turbo XLT	599 600	11 500	4 / 2.0	turbo diesel	132 @ 3500	420 @ 1750	RWD	10 / automatic
	2.0Bi-Turbo XLT	652 600	12 510	4 / 2.0	turbo diesel	157 @ 3750	500 @ 1500	RWD	10 / automatic
	3.2TDCi 4WD XLT	673 400	12 910	5 / 3.2	turbo diesel	147 @ 3000	470 @ 1750	4WD	6 / automatic
	2.0Bi-Turbo 4WD XLT	701 500	13 440	4 / 2.0	turbo diesel	157 @ 3750	500 @ 1500	4WD	10 / automatic
	2.0Bi-Turbo 4WD Limited	776 500	14 870	4 / 2.0	turbo diesel	157 @ 3750	500 @ 1500	4WD	10 / automatic
Ford Tourneo Custom Average sales per month: 150 Service plan: 6 year / 90 000km Replacement due: Recently facelifted									
OVERVIEW: A comfortable eight-seater featuring all the creature comforts.									
	2.2TDCi LWB Ambiente	588 900	11 300	4 / 2.2	turbo diesel	74 @ 3500	310 @ 1300	FWD	6 / manual
	2.2TDCi LWB Trend	612 300	11 750	4 / 2.2	turbo diesel	92 @ 3500	350 @ 1450	FWD	6 / manual
	2.2TDCi SWB Limited	659 800	12 650	4 / 2.2	turbo diesel	114 @ 3500	385 @ 1600	FWD	6 / manual
GWM More info: www.gwm.co.za									
GWM M4 Average sales per month: 15 Service plan: Optional 5 year / 60 000km Replacement due: Re-introduced									
OVERVIEW: Same value for money compact crossover it always was.									
	1.5	177 400	3 480	4 / 1.5	petrol	77 @ 6000	138 @ 4200	FWD	5 / manual
GWM Steed 5 Average sales per month: n/a Service plan: 3 year / 45 000km Replacement due: Facelifted									
OVERVIEW: A popular and capable bakkie. Good value for money.									
	2.2MPi	184 900	3 620	4 / 2.2	petrol	73 @ 4450	180 @ 2400	RWD	5 / manual
	2.2MPi SX	209 900	4 100	4 / 2.2	petrol	73 @ 4450	180 @ 2400	RWD	5 / manual
	2.0VGT SX	244 900	4 760	4 / 2.0	turbo diesel	105 @ 4000	305 @ 1800	RWD	6 / manual
	2.0VGT 4x4 SX	274 900	5 330	4 / 2.0	turbo diesel	105 @ 4000	305 @ 1800	4WD	6 / manual
GWM Steed 5E Average sales per month: n/a Service plan: 3 year / 45 000km Replacement due: Still new									
OVERVIEW: A slightly plusher version of the Steed. Still good value for money.									
	2.4 SX	224 900	4 380	4 / 2.4	petrol	93 @ 5250	200 @ 2500	RWD	5 / manual
	2.4 Xscape	244 900	4 760	4 / 2.4	petrol	93 @ 5250	200 @ 2500	RWD	5 / manual
	2.0VGT SX	264 900	5 140	4 / 2.0	turbo diesel	105 @ 4000	305 @ 1800	RWD	6 / manual
	2.0VGT Xscape	284 900	5 520	4 / 2.0	turbo diesel	105 @ 4000	305 @ 1800	RWD	6 / manual
GWM Steed 6 Average sales per month: n/a Maintenance plan: 3 year / 45 000km Replacement due: Still new									
OVERVIEW: A good Chinese bakkie, but one without a proper place in the market. The Steed 5 makes more sense from a value-for-money standpoint.									
	2.0VGT SX	289 900	5 620	4 / 2.0	turbo diesel	105 @ 4000	305 @ 1800	RWD	6 / manual
	2.0VGT Xscape	319 900	6 190	4 / 2.0	turbo diesel	105 @ 4000	305 @ 1800	RWD	6 / manual
HAVAL More info: www.haval.co.za									
Haval H1 Average sales per month: n/a Service plan: 3 year / 45 000km Replacement due: Facelifted									
OVERVIEW: Big on value-for-money Chinese crossover.									
	1.5	184 900	3 620	4 / 1.5	petrol	69 @ 6000	130 @ 4000	FWD	5 / manual
Haval H2 Average sales per month: n/a Service plan: 5 year / 60 000km Replacement due: Facelifted									
OVERVIEW: A solid offering, made even better thanks to a recent facelift.									
	1.5T City	269 900	5 240	4 / 1.5	turbo petrol	105 @ 5600	202 @ 2200	FWD	6 / manual
	1.5T City auto	304 900	5 900	4 / 1.5	turbo petrol	105 @ 5600	202 @ 2200	FWD	6 / automatic
	1.5T Luxury	294 900	5 710	4 / 1.5	turbo petrol	105 @ 5600	202 @ 2200	FWD	6 / manual
	1.5T Luxury auto	329 900	6 380	4 / 1.5	turbo petrol	105 @ 5600	202 @ 2200	FWD	6 / automatic
Haval H6 Average sales per month: n/a Service plan: 3 year / 45 000km Replacement due: Luxury model added									
OVERVIEW: The GWM H6 becomes the Haval H6. Rough around the edges but good value for money.									
	1.5T City	244 900	4 760	4 / 1.5	turbo petrol	105 @ 5600	210 @ 2200	FWD	6 / manual
	1.5T Premium	264 900	5 140	4 / 1.5	turbo petrol	105 @ 5600	210 @ 2200	FWD	6 / manual
	1.5T Luxury	284 900	5 520	4 / 1.5	turbo petrol	105 @ 5600	210 @ 2200	FWD	6 / manual
Haval H6 C Average sales per month: n/a Service plan: 5 year / 60 000km Replacement due: Still new									
OVERVIEW: An affordable and attractive SUV from the Chinese manufacturer. Sure to surprise (and impress) some buyers.									
	2.0T City	334 900	6 470	4 / 2.0	turbo petrol	140 @ 5200	310 @ 2000	FWD	6 / manual
	2.0T City auto	364 900	7 040	4 / 2.0	turbo petrol	140 @ 5200	310 @ 2000	FWD	6 / automatic
	2.0T Premium	354 900	6 850	4 / 2.0	turbo petrol	140 @ 5200	310 @ 2000	FWD	6 / manual
	2.0T Premium auto	384 900	7 720	4 / 2.0	turbo petrol	140 @ 5200	310 @ 2000	FWD	6 / automatic
	2.0T Luxury	374 900	7 230	4 / 2.0	turbo petrol	140 @ 5200	310 @ 2000	FWD	6 / manual
	2.0T Luxury auto	404 900	7 800	4 / 2.0	turbo petrol	140 @ 5200	310 @ 2000	FWD	6 / automatic

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	Model	Price (R)	HP (monthly)	Engine	Fuel type (diesel/petrol/turbo)	Power (kW)	Torque (Nm)	Drive system	Gears (manual/auto)
Haval H9 Average sales per month: n/a Service plan: 5 year / 60 000km Replacement due: New OVERVIEW: A Prado-sized luxury SUV for the price of a top-spec Fortuner. Nice interior with loads of room.									
	2.0T 4WD Luxury	609 900	11 700	4 / 2.0	turbo petrol	180 @ 5500	350 @ 1800	4WD	8 / automatic
HONDA More info: www.honda.co.za									
Honda BR-V Average sales per month: 97 Service plan: 2 year / 30 000km (Comfort and Elegance) Replacement due: Still new OVERVIEW: Not quite SUV, nor is it really a crossover.									
	1.5 Trend	258 800	5 030	4 / 1.5	petrol	88 @ 6600	145 @ 4600	FWD	6 / manual
	1.5 Comfort	285 000	5 520	4 / 1.5	petrol	88 @ 6600	145 @ 4600	FWD	6 / manual
	1.5 Comfort auto	302 300	5 850	4 / 1.5	petrol	88 @ 6600	145 @ 4600	FWD	CVT / automatic
	1.5 Elegance	307 600	5 950	4 / 1.5	petrol	88 @ 6600	145 @ 4600	FWD	6 / manual
	1.5 Elegance auto	324 800	6 280	4 / 1.5	petrol	88 @ 6600	145 @ 4600	FWD	CVT / automatic
Honda HR-V Average sales per month: 55 Service plan: 4 year / 60 000km Replacement due: Facelifted OVERVIEW: Honda's first attempt at the car-based crossover segment, now in its second generation.									
	1.5 Comfort	376 700	7 270	4 / 1.5	petrol	88 @ 6600	145 @ 4600	FWD	CVT / automatic
	1.8 Elegance	445 700	8 580	4 / 1.8	petrol	105 @ 6500	172 @ 4300	FWD	CVT / automatic
Honda CR-V Average sales per month: 33 Service plan: 5 year / 90 000km Replacement due: Facelifted OVERVIEW: New version of Honda's solid road-oriented compact SUV. Impressive and well equipped, but pricey.									
	2.0 Comfort	462 700	8 900	4 / 2.0	petrol	113 @ 6500	189 @ 4300	FWD	CVT / automatic
	2.0 Elegance	522 800	10 040	4 / 2.0	petrol	113 @ 6500	189 @ 4300	FWD	CVT / automatic
	1.5T Executive AWD	639 500	12 260	4 / 1.5	turbo petrol	140 @ 5600	240 @ 2000	4WD	CVT / automatic
	1.5T Exclusive AWD	685 400	13 140	4 / 1.5	turbo petrol	140 @ 5600	240 @ 2000	4WD	CVT / automatic
HYUNDAI More info: www.hyundai.co.za									
Hyundai Venue Average sales per month: New Service plan: 3 year / 45 000km Replacement due: Still new OVERVIEW: Hyundai's smallest SUV is keenly priced and generously equipped.									
	1.0T Motion	274 900	5 330	3 / 1.0	turbo petrol	88 @ 6000	172 @ 1500	FWD	6 / manual
	1.0T Motion auto	304 900	5 900	3 / 1.0	turbo petrol	88 @ 6000	172 @ 1500	FWD	7 / automatic
	1.0T Fluid	309 900	6 000	3 / 1.0	turbo petrol	88 @ 6000	172 @ 1500	FWD	6 / manual
	1.0T Fluid auto	339 900	6 570	3 / 1.0	turbo petrol	88 @ 6000	172 @ 1500	FWD	7 / automatic
	1.0T Glide	369 900	7 140	3 / 1.0	turbo petrol	88 @ 6000	172 @ 1500	FWD	7 / automatic
Hyundai Creta Average sales per month: 240 Service plan: 5 year / 90 000km Replacement due: Facelifted OVERVIEW: A favourite among South African consumers that will likely continue to do well thanks to a recent upgrade. Nippy diesel engine and loads of space on the inside remain the key selling points.									
	1.6 Executive	364 900	7 040	4 / 1.6	petrol	90 @ 6300	150 @ 4850	FWD	6 / manual
	1.6 Executive Limited Edition	372 900	7 190	4 / 1.6	petrol	90 @ 6300	150 @ 4850	FWD	6 / manual
	1.6 Executive auto	389 900	7 520	4 / 1.6	petrol	90 @ 6300	150 @ 4850	FWD	6 / automatic
	1.6 Executive Limited Edition auto	397 900	7 670	4 / 1.6	petrol	90 @ 6300	150 @ 4850	FWD	6 / automatic
	1.6D Executive	434 900	8 370	4 / 1.6	turbo diesel	94 @ 4000	260 @ 2750	FWD	6 / automatic
	1.6D Executive Limited Edition	438 900	8 450	4 / 1.6	turbo diesel	94 @ 4000	260 @ 2750	FWD	6 / automatic
Hyundai Kona Average sales per month: 75 Service plan: 5 year / 90 000km Replacement due: Still new OVERVIEW: Hyundai's funkiest crossover by far. For those who want to stand out just a little bit more. Decent three-cylinder 1.0 engine with ample power at higher altitudes.									
	1.0T Executive	389 900	7 520	3 / 1.0	turbo petrol	88 @ 6000	172 @ 1500	FWD	6 / manual
	2.0 Executive	409 900	7 900	4 / 2.0	petrol	110 @ 6200	180 @ 4500	FWD	6 / automatic
Hyundai Tucson Average sales per month: 345 Service plan: 5 year / 90 000km Replacement due: Sport models added OVERVIEW: A great all-round SUV. One of the clear leaders in its segment.									
	2.0 Premium	432 900	8 340	4 / 2.0	petrol	115 @ 6200	196 @ 4000	FWD	6 / manual
	2.0 Premium auto	454 900	8 750	4 / 2.0	petrol	115 @ 6200	196 @ 4000	FWD	6 / automatic
	2.0 Executive	497 900	9 570	4 / 2.0	petrol	115 @ 6200	196 @ 4000	FWD	6 / automatic
	2.0 Elite	529 900	10 180	4 / 2.0	petrol	115 @ 6200	196 @ 4000	FWD	6 / automatic
	1.6T Elite	607 900	11 660	4 / 1.6	turbo petrol	130 @ 5500	265 @ 4500	FWD	7 / automatic
	2.0D Elite	617 900	11 850	4 / 2.0	turbo diesel	131 @ 4000	400 @ 1750	FWD	8 / automatic
	1.6T Sport	664 900	12 750	4 / 1.6	turbo petrol	150 @ 5500	300 @ 4500	FWD	7 / automatic
	2.0D Sport	674 900	12 940	4 / 2.0	turbo diesel	150 @ 4000	460 @ 1750	FWD	8 / automatic
Hyundai H-1 Average sales per month: 80 Service plan: 5 year / 90 000km Replacement due: Facelifted OVERVIEW: Great at moving people from point A to point B. The recent facelift has left it looking rather dapper.									
	2.4 bus Executive	544 900	10 460	4 / 2.4	petrol	126 @ 6000	224 @ 4200	RWD	5 / manual
	2.5CRDi bus Elite	674 900	12 940	4 / 2.5	turbo diesel	125 @ 3600	441 @ 2000	RWD	5 / automatic
Hyundai Santa Fe Average sales per month: 45 Service plan: 5 year / 90 000km Replacement due: Still new OVERVIEW: The Santa Fe offers BMW X3 / Audi Q5 levels of comfort and performance but it's slightly larger than both. Lots of value here, especially at the bottom end of the range.									
	2.2D Premium	614 900	11 800	4 / 2.2	turbo diesel	142 @ 3800	440 @ 1750	FWD	8 / automatic
	2.2D Executive	674 900	12 940	4 / 2.2	turbo diesel	142 @ 3800	440 @ 1750	FWD	8 / automatic
	2.2D 4WD Elite	764 900	14 650	4 / 2.2	turbo diesel	142 @ 3800	440 @ 1750	4WD	8 / automatic
ISUZU More info: www.isuzu.co.za									
Isuzu D-Max Average sales per month: 1 609 Service plan: 5 year / 90 000km Replacement due: Recently facelifted OVERVIEW: Still the same KB you know and love, now just with a new badge, a 6-speed gearbox and updated infotainment.									
	Extended Cab:								
	250 Hi-Ride	385 800	7 440	4 / 2.5	turbo diesel	100 @ 3400	320 @ 1800	RWD	5 / manual
	250 Hi-Ride auto	403 200	7 770	4 / 2.5	turbo diesel	100 @ 3400	320 @ 1800	RWD	5 / automatic
	300 3.0TD LX	485 700	9 340	4 / 3.0	turbo diesel	130 @ 3600	380 @ 1800	RWD	6 / manual
	300 3.0TD LX auto	501 300	9 640	4 / 3.0	turbo diesel	130 @ 3600	380 @ 1800	RWD	6 / automatic
	300 3.0TD 4x4 LX	553 600	10 630	4 / 3.0	turbo diesel	130 @ 3600	380 @ 1800	4WD	6 / manual
	Double Cab:								
	250	362 100	6 990	4 / 2.5	turbo diesel	100 @ 3400	320 @ 1800	RWD	5 / manual
	250 Hi-Ride	417 900	8 050	4 / 2.5	turbo diesel	100 @ 3400	320 @ 1800	RWD	5 / manual
	250 Hi-Ride auto	435 300	8 380	4 / 2.5	turbo diesel	100 @ 3400	320 @ 1800	RWD	5 / automatic
	250 X-Rider	457 300	8 800	4 / 2.5	turbo diesel	100 @ 3400	320 @ 1800	RWD	5 / manual
	250 X-Rider auto	474 700	9 130	4 / 2.5	turbo diesel	100 @ 3400	320 @ 1800	RWD	5 / automatic
	250 4x4 Hi-Ride	469 400	9 030	4 / 2.5	turbo diesel	100 @ 3400	320 @ 1800	4WD	5 / manual
	250 4x4 X-Rider	509 000	9 780	4 / 2.5	turbo diesel	100 @ 3400	320 @ 1800	4WD	5 / manual
	250 LE	459 000	8 830	4 / 2.5	turbo diesel	100 @ 3400	320 @ 1800	RWD	5 / automatic

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	Model	Price (R)	HP (monthly)	Engine	Fuel type (diesel/petrol/turbo)	Power (kW)	Torque (Nm)	Drive system	Gears (manual/auto)
	300 3.0TD Hi-Ride	464 100	8 930	4 / 3.0	turbo diesel	130 @ 3600	380 @ 1800	RWD	6 / automatic
	300 3.0TD LX	564 900	10 840	4 / 3.0	turbo diesel	130 @ 3600	380 @ 1800	RWD	6 / manual
	300 3.0TD LX auto	581 100	11 150	4 / 3.0	turbo diesel	130 @ 3600	380 @ 1800	RWD	6 / automatic
	300 3.0TD 4x4 LX	637 700	12 230	4 / 3.0	turbo diesel	130 @ 3600	380 @ 1800	4WD	6 / manual
	300 3.0TD 4x4 LX auto	653 400	12 530	4 / 3.0	turbo diesel	130 @ 3600	380 @ 1800	4WD	6 / automatic
	300 3.0TD 4x4 LX Arctic Trucks AT 35	805 800	15 420	4 / 3.0	turbo diesel	130 @ 3600	380 @ 1800	4WD	6 / automatic
Isuzu MU-X Average sales per month: 104 Service plan: 5 year / 90 000km Replacement due: Still new									
OVERVIEW: Isuzu's answer to the Fortuner and Everest. Charming, dependable and luxuriously equipped.									
	3.0	618 000	11 850	4 / 3.0	turbo diesel	130 @ 3600	380 @ 1800	RWD	6 / automatic
	3.0 4WD	684 500	13 120	4 / 3.0	turbo diesel	130 @ 3600	380 @ 1800	4WD	6 / automatic
JAC More info: www.jacmotors.co.za									
JAC T6 Average sales per month: n/a Service plan: 5 year / 60 000km Replacement due: 19T Comfort added									
OVERVIEW: Untested. Unknown. But cheap.									
	19T Comfort	279 900	5 430	4 / 1.9	turbo diesel	100 @ 3600	320 @ 2000	RWD	5 / manual
	19T Lux	304 900	5 900	4 / 1.9	turbo diesel	100 @ 3600	320 @ 2000	RWD	5 / manual
	2.8T Lux	309 900	6 000	4 / 2.8	turbo diesel	88 @ 3600	250 @ 1800	RWD	6 / manual
	19T 4x4 Lux	354 900	6 850	4 / 1.9	turbo diesel	100 @ 3600	320 @ 2000	4WD	5 / manual
JAC T8 Average sales per month: n/a Service plan: 5 year / 60 000km Replacement due: Still new									
OVERVIEW: All-new Chinese bakkie with a 1.9-litre engine and a host of features as standard. Price is attractive, but we'll reserve comment until we've driven it.									
	19T Lux	349 900	6 760	4 / 1.9	turbo diesel	100 @ 3600	320 @ 2000	RWD	6 / manual
	19T 4WD Lux	399 000	7 690	4 / 1.9	turbo diesel	100 @ 3600	320 @ 2000	4WD	6 / manual
JAGUAR More info: www.jaguar.co.za									
Jaguar E-Pace Average sales per month: 41 Maintenance plan: 5 year / 100 000km Replacement due: Chequered Flag added									
OVERVIEW: Smaller cousin to the quick and luxurious F-Pace. Very fashionable SUV that performs excellently on tarmac.									
	D180 AWD	708 116	13 570	4 / 2.0	turbo diesel	132 @ 4000	430 @ 1750	4WD	9 / automatic
	D180 AWD S	752 716	14 420	4 / 2.0	turbo diesel	132 @ 4000	430 @ 1750	4WD	9 / automatic
	D180 AWD R-Dynamic S	789 016	15 110	4 / 2.0	turbo diesel	132 @ 4000	430 @ 1750	4WD	9 / automatic
	D180 AWD Chequered Flag	825 316	15 800	4 / 2.0	turbo diesel	132 @ 4000	430 @ 1750	4WD	9 / automatic
	D180 AWD R-Dynamic SE	830 716	15 900	4 / 2.0	turbo diesel	132 @ 4000	430 @ 1750	4WD	9 / automatic
	D180 AWD R-Dynamic HSE	861 616	16 490	4 / 2.0	turbo diesel	132 @ 4000	430 @ 1750	4WD	9 / automatic
	P250 AWD	744 831	14 270	4 / 2.0	turbo petrol	183 @ 5500	365 @ 1200	4WD	9 / automatic
	P250 AWD S	807 731	15 460	4 / 2.0	turbo petrol	183 @ 5500	365 @ 1200	4WD	9 / automatic
	P250 AWD R-Dynamic S	844 231	16 160	4 / 2.0	turbo petrol	183 @ 5500	365 @ 1200	4WD	9 / automatic
	P250 AWD Chequered Flag	880 531	16 850	4 / 2.0	turbo petrol	183 @ 5500	365 @ 1200	4WD	9 / automatic
	P250 AWD R-Dynamic SE	885 831	16 950	4 / 2.0	turbo petrol	183 @ 5500	365 @ 1200	4WD	9 / automatic
	P250 AWD R-Dynamic HSE	916 631	17 530	4 / 2.0	turbo petrol	183 @ 5500	365 @ 1200	4WD	9 / automatic
Jaguar F-Pace Average sales per month: 28 Maintenance plan: 5 year / 100 000km Replacement due: SVR added									
OVERVIEW: A compact SUV that does both performance and luxury equally well.									
	20d AWD Pure	865 904	16 570	4 / 2.0	turbo diesel	132 @ 4000	430 @ 1750	4WD	8 / automatic
	20d AWD Chequered Flag	1 032 904	19 740	4 / 2.0	turbo diesel	132 @ 4000	430 @ 1750	4WD	8 / automatic
	25t Pure	935 240	17 890	4 / 2.0	turbo petrol	184 @ 5500	365 @ 1200	RWD	8 / automatic
	25t AWD Pure	965 725	18 470	4 / 2.0	turbo petrol	184 @ 5500	365 @ 1200	4WD	8 / automatic
	25t AWD Chequered Flag	1 131 525	21 620	4 / 2.0	turbo petrol	184 @ 5500	365 @ 1200	4WD	8 / automatic
	25d AWD Pure	956 275	18 290	4 / 2.0	turbo diesel	177 @ 4000	500 @ 1500	4WD	8 / automatic
	25d AWD Chequered Flag	1 122 075	21 440	4 / 2.0	turbo diesel	177 @ 4000	500 @ 1500	4WD	8 / automatic
	30t AWD Pure	981 531	18 770	4 / 2.0	turbo petrol	221 @ 5500	400 @ 1500	4WD	8 / automatic
	30t AWD 300 Sport	1 168 231	22 320	4 / 2.0	turbo petrol	221 @ 5500	400 @ 1500	4WD	8 / automatic
	30d AWD Pure	1 039 334	19 860	V6 / 3.0	turbo diesel	221 @ 4000	700 @ 2000	4WD	8 / automatic
	30d AWD 300 Sport	1 225 934	23 410	V6 / 3.0	turbo diesel	221 @ 4000	700 @ 2000	4WD	8 / automatic
	30d AWD S	1 240 934	23 700	V6 / 3.0	turbo diesel	221 @ 4000	700 @ 2000	4WD	8 / automatic
	35t AWD S	1 348 059	25 730	V6 / 3.0	supercharged petrol	280 @ 6500	460 @ 4500	4WD	8 / automatic
	SVR	1 571 728	29 990	V8 / 5.0	supercharged petrol	405 @ 6000	680 @ 2500	4WD	8 / automatic
Jaguar I-Pace Average sales per month: 2 Maintenance plan: n/a Replacement due: New									
OVERVIEW: The first all-electric crossover in South Africa. Decent range, and you can drive down to Durban thanks to a network of charging points.									
	EV400 AWD S	1 717 300	32 750	e / electric	electric	294e	696e	4WD	E / automatic
	EV400 AWD SE	1 776 900	33 890	e / electric	electric	294e	696e	4WD	E / automatic
	EV400 AWD HSE	1 854 200	35 360	e / electric	electric	294e	696e	4WD	E / automatic
JEEP More info: www.jeep.co.za									
Jeep Renegade Average sales per month: 13 Service plan: 3 year / 100 000km Replacement due: Facelifted									
OVERVIEW: The smallest Jeep is perfectly suited to urbanites. 4x4 models have some serious off-road credentials.									
	1.4T Sport	340 000	6 570	4 / 1.4	turbo petrol	103 @ 5500	230 @ 1750	FWD	6 / manual
	1.4T Longitude	400 000	7 710	4 / 1.4	turbo petrol	103 @ 5500	230 @ 1750	FWD	6 / automatic
	1.4T Limited	440 000	8 470	4 / 1.4	turbo petrol	103 @ 5500	230 @ 1750	FWD	6 / automatic
	2.4 4x4 Trailhawk	490 000	9 420	4 / 2.4	petrol	137 @ 6250	232 @ 3900	4WD	9 / automatic
Jeep Compass Average sales per month: 3 Service plan: 3 year / 100 000km Replacement due: Still new									
OVERVIEW: Aims to be the most capable SUV in its segment and seems to have the hardware to back it up. We haven't driven it yet.									
	2.4 4x4 Trailhawk	599 990	11 510	4 / 2.4	petrol	129 @ 6400	229 @ 3900	4WD	9 / automatic
Jeep Cherokee Average sales per month: 10 Maintenance plan: 6 year / 100 000km Replacement due: Facelift due									
OVERVIEW: The looks are controversial, but the rest of the package is very solid. It's a good SUV, but it is quite pricey.									
	2.4L Longitude	636 900	12 210	4 / 2.4	petrol	130 @ 6400	229 @ 3900	FWD	9 / automatic
	3.2L Limited	702 900	13 470	V6 / 3.2	petrol	200 @ 6500	315 @ 4300	FWD	9 / automatic
	3.2L 4x4 Limited	763 900	14 630	V6 / 3.2	petrol	200 @ 6500	315 @ 4300	4WD	9 / automatic
	3.2L 4x4 Trailhawk	798 900	15 290	V6 / 3.2	petrol	200 @ 6500	315 @ 4300	4WD	9 / automatic
Jeep Wrangler Average sales per month: 37 Maintenance plan: 3 year / 100 000km Replacement due: Still new									
OVERVIEW: Most capable standard production 4x4 on sale in South Africa at the moment. Comes with a price tag to match.									
	3.6 Sahara	857 900	16 420	V6 / 3.6	petrol	209 @ 6400	347 @ 4100	4WD	8 / automatic
	3.6 Rubicon	897 900	17 180	V6 / 3.6	petrol	209 @ 6400	347 @ 4100	4WD	8 / automatic
	Unlimited 3.6 Sahara	889 900	17 020	V6 / 3.6	petrol	209 @ 6400	347 @ 4100	4WD	8 / automatic
	Unlimited 3.6 Rubicon	914 900	17 500	V6 / 3.6	petrol	209 @ 6400	347 @ 4100	4WD	8 / automatic

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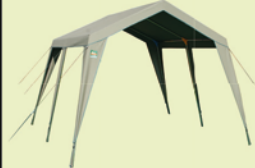
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	Model	Price (R)	HP (monthly)	Engine	Fuel type (diesel/petrol/turbo)	Power (kW)	Torque (Nm)	Drive system	Gears (manual/auto)
Jeep Grand Cherokee Average sales per month: 21 Maintenance plan: 6 year / 100 000km Replacement due: Trackhawk added OVERVIEW: A good luxury SUV that can go quite far off-road. A very nice all-rounder.									
	3.6L Limited	891 900	17 060	V6 / 3.6	petrol	210 @ 6350	347 @ 4300	4WD	8 / automatic
	3.6L Overland	955 900	18 280	V6 / 3.6	petrol	210 @ 6350	347 @ 4300	4WD	8 / automatic
	3.6L Summit	1 091 900	20 860	V6 / 3.6	petrol	210 @ 6350	347 @ 4300	4WD	8 / automatic
	5.7L Overland	1 053 900	20 140	V8 / 5.7	petrol	259 @ 5200	520 @ 4200	4WD	8 / automatic
	3.0CRD Limited	1 047 900	20 030	V6 / 3.0	turbo diesel	179 @ 3600	569 @ 1800	4WD	8 / automatic
	3.0CRD Overland	1 101 900	21 050	V6 / 3.0	turbo diesel	179 @ 3600	569 @ 1800	4WD	8 / automatic
	3.0CRD Summit	1 256 900	24 000	V6 / 3.0	turbo diesel	179 @ 3600	569 @ 1800	4WD	8 / automatic
	SRT	1 348 900	25 750	V8 / 6.4	petrol	344 @ 6250	624 @ 4100	4WD	8 / automatic
	Trackhawk	2 199 900	41 930	V8 / 6.2	supercharged petrol	522 @ 6000	875 @ 4800	4WD	8 / automatic
JMC More info: www.jmcsa.co.za JMC Vigus 5 Average sales per month: 10 Service plan: 5 year / 60 000km Replacement due: Still new OVERVIEW: An affordable bakkie with a good engine, if you don't mind the looks.									
	2.4TDCi LX	317 990	6 150	4 / 2.4	turbo diesel	103 @ n/a	310 @ n/a	RWD	5 / manual
	2.4TDCi 4x4 LX	374 990	7 230	4 / 2.4	turbo diesel	103 @ n/a	310 @ n/a	4WD	5 / manual
JMC Landwind 5 Average sales per month: 7 Service plan: 5 year / 100 000km Replacement due: Flagship added OVERVIEW: A reasonably attractive SUV that boasts a Chinese world speed record.									
	2.0T Lux	245 990	4 780	4 / 2.0	turbo petrol	140 @ 5500	250 @ 2800	FWD	6 / manual
	2.0T Lux auto	276 880	5 370	4 / 2.0	turbo petrol	140 @ 5500	250 @ 2800	FWD	8 / automatic
	2.0T Flagship	313 880	6 070	4 / 2.0	turbo petrol	140 @ 5500	250 @ 2800	FWD	8 / automatic
KIA More info: www.kia.co.za Kia Seltos Average sales per month: n/a Service plan: 5 year / 90 000km Replacement due: Still new OVERVIEW: The Kia Seltos competes in a hotly contested segment, armed with the latest in engine and gearbox technology. Interior is decent as well and it's competitively priced.									
	1.6 EX	353 995	6 840	4 / 1.6	petrol	90 @ 6300	151 @ 4850	FWD	6 / manual
	1.6 EX auto	371 995	7 180	4 / 1.6	petrol	90 @ 6300	151 @ 4850	FWD	6 / automatic
	1.6 EX+	389 995	7 520	4 / 1.6	petrol	90 @ 6300	151 @ 4850	FWD	6 / automatic
	1.4T-GDI GT Line	444 995	8 570	4 / 1.4	turbo petrol	103 @ 6000	242 @ 1500	FWD	7 / automatic
Kia Sportage Average sales per month: 82 Service plan: 5 year / 90 000km Replacement due: Facelifted OVERVIEW: A fun and impressively premium SUV. Sporty and stylish. The diesel is the one to go for.									
	1.6GDI Ignite	399 995	7 710	4 / 1.6	petrol	97 @ 6300	161 @ 4850	FWD	6 / automatic
	2.0 Ignite Plus	409 995	7 900	4 / 2.0	petrol	115 @ 6200	196 @ 4000	FWD	6 / manual
	2.0 Ignite Plus auto	423 995	8 170	4 / 2.0	petrol	115 @ 6200	196 @ 4000	FWD	6 / automatic
	2.0CRDi Ignite Plus	474 995	9 140	4 / 2.0	turbo diesel	131 @ 4000	400 @ 1750	FWD	8 / automatic
	2.0 EX	480 995	9 250	4 / 2.0	petrol	115 @ 6200	196 @ 4000	FWD	6 / automatic
	2.0 EX Plus	521 995	10 030	4 / 2.0	petrol	115 @ 6200	196 @ 4000	FWD	6 / automatic
	2.0CRDi EX	531 995	10 220	4 / 2.0	turbo diesel	131 @ 4000	400 @ 1750	FWD	8 / automatic
	2.0CRDi EX AWD	559 995	10 750	4 / 2.0	turbo diesel	131 @ 4000	400 @ 1750	4WD	8 / automatic
	2.0CRDi EX Plus	572 995	11 000	4 / 2.0	turbo diesel	131 @ 4000	400 @ 1750	FWD	8 / automatic
Kia Sorento Average sales per month: 20 Service plan: 5 year / 100 000km Replacement due: Facelifted OVERVIEW: A completely underrated car in South Africa. The Sorento is now even better thanks to a substantial facelift.									
	2.2CRDi LX	599 995	11 510	4 / 2.2	turbo diesel	147 @ 3800	440 @ 1750	FWD	8 / automatic
	2.2CRDi AWD LX	639 995	12 270	4 / 2.2	turbo diesel	147 @ 3800	440 @ 1750	FWD	8 / automatic
	2.2CRDi EX	629 995	12 080	4 / 2.2	turbo diesel	147 @ 3800	440 @ 1750	4WD	8 / automatic
	2.2CRDi AWD EX	669 995	12 840	4 / 2.2	turbo diesel	147 @ 3800	440 @ 1750	4WD	8 / automatic
Kia Grand Sedona Average sales per month: 28 Service plan: 5 year / 100 000km Replacement due: Facelifted OVERVIEW: Possibly South Africa's best kept motoring secret. Have a look if you need lots of space but not that much off-road ability.									
	2.2CRDi EX	643 995	12 350	4 / 2.2	turbo diesel	147 @ 3800	440 @ 1750	FWD	8 / automatic
	2.2CRDi EX+	672 995	12 900	4 / 2.2	turbo diesel	147 @ 3800	440 @ 1750	FWD	8 / automatic
	2.2CRDi SXL	825 995	15 810	4 / 2.2	turbo diesel	147 @ 3800	440 @ 1750	FWD	8 / automatic
LAMBORGHINI More info: www.lamborghini.com Urus Average sales per month: n/a Maintenance plan: 3 year (optional 5 year) / 100 000km Replacement due: Still new OVERVIEW: The fastest SUV on sale in South Africa comes at a price. Should be epic to drive, though.									
	Urus	3 495 000	66 550	V8 / 4.0	turbo petrol	478 @ 6000	850 @ 2250	4WD	8 / automatic
LAND ROVER More info: www.landrover.co.za Land Rover Discovery Sport Average sales per month: 25 Maintenance plan: 5 year / 100 000km Replacement due: Recently facelifted OVERVIEW: The facelifted Disco Sport offers a nice compromise between on- and off-road ability. Even more luxurious thanks to the recent upgrades.									
	D180	753 548	14 430	4 / 2.0	turbo diesel	132 @ 4000	430 @ 1750	4WD	9 / automatic
	D180 S	799 548	15 310	4 / 2.0	turbo diesel	132 @ 4000	430 @ 1750	4WD	9 / automatic
	D180 R-Dynamic S	823 148	15 750	4 / 2.0	turbo diesel	132 @ 4000	430 @ 1750	4WD	9 / automatic
	D180 R-Dynamic SE	859 348	16 440	4 / 2.0	turbo diesel	132 @ 4000	430 @ 1750	4WD	9 / automatic
	D180 R-Dynamic HSE	901 848	17 250	4 / 2.0	turbo diesel	132 @ 4000	430 @ 1750	4WD	9 / automatic
	P250	767 870	14 700	4 / 2.0	turbo petrol	184 @ 5500	365 @ 1300	4WD	9 / automatic
	P250 S	813 770	15 580	4 / 2.0	turbo petrol	184 @ 5500	365 @ 1300	4WD	9 / automatic
	P250 R-Dynamic S	837 470	16 030	4 / 2.0	turbo petrol	184 @ 5500	365 @ 1300	4WD	9 / automatic
	P250 R-Dynamic SE	873 670	16 720	4 / 2.0	turbo petrol	184 @ 5500	365 @ 1300	4WD	9 / automatic
	P250 R-Dynamic HSE	916 070	17 520	4 / 2.0	turbo petrol	184 @ 5500	365 @ 1300	4WD	9 / automatic
Land Rover Range Rover Evoque Average sales per month: 71 Maintenance plan: 5 year / 100 000km Replacement due: Still new OVERVIEW: The glamorous SUV that jump-started a segment is back for round two.									
	D180	760 075	14 560	4 / 2.0	turbo diesel	132 @ 4000	430 @ 1750	4WD	9 / automatic
	D180 S	811 275	15 530	4 / 2.0	turbo diesel	132 @ 4000	430 @ 1750	4WD	9 / automatic
	D180 SE	872 275	16 690	4 / 2.0	turbo diesel	132 @ 4000	430 @ 1750	4WD	9 / automatic
	D180 R-Dynamic HSE	950 575	18 180	4 / 2.0	turbo diesel	132 @ 4000	430 @ 1750	4WD	9 / automatic
	P250	805 099	15 410	4 / 2.0	turbo petrol	183 @ 5500	365 @ 1300	4WD	9 / automatic
	P250 S	856 399	16 390	4 / 2.0	turbo petrol	183 @ 5500	365 @ 1300	4WD	9 / automatic
	P250 SE	917 399	17 550	4 / 2.0	turbo petrol	183 @ 5500	365 @ 1300	4WD	9 / automatic
	P250 R-Dynamic HSE	995 799	19 040	4 / 2.0	turbo petrol	183 @ 5500	365 @ 1300	4WD	9 / automatic
	D180 R-Dynamic SE First Edition	976 975	18 680	4 / 2.0	turbo diesel	132 @ 4000	430 @ 1750	4WD	9 / automatic
	P250 R-Dynamic SE First Edition	1 021 999	19 540	4 / 2.0	turbo petrol	183 @ 5500	365 @ 1300	4WD	9 / automatic

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	Model	Price (R)	HP (monthly)	Engine	Fuel type (diesel/petrol/turbo)	Power (kW)	Torque (Nm)	Drive system	Gears (manual/auto)
Land Rover Range Rover Velar									
Average sales per month: 43 Maintenance plan: 5 year / 100 000km Replacement due: SVAutobiography Dynamic Edition added									
OVERVIEW: Like the Range Rover Sport, the Velar is a solid all-round performer. It's mostly about style, but it can handle off-roading.									
	D180	1 050 183	20 070	4 / 2.0	turbo diesel	132 @ 4000	430 @ 1500	4WD	8 / automatic
	D180 S	1 142 183	21 820	4 / 2.0	turbo diesel	132 @ 4000	430 @ 1500	4WD	8 / automatic
	D180 SE	1 195 683	22 840	4 / 2.0	turbo diesel	132 @ 4000	430 @ 1500	4WD	8 / automatic
	D180 HSE	1 294 283	24 710	4 / 2.0	turbo diesel	132 @ 4000	430 @ 1500	4WD	8 / automatic
	P250	1 054 105	20 150	4 / 2.0	turbo petrol	184 @ 5500	365 @ 1200	4WD	8 / automatic
	P250 S	1 146 105	21 890	4 / 2.0	turbo petrol	184 @ 5500	365 @ 1200	4WD	8 / automatic
	P250 SE	1 199 605	22 910	4 / 2.0	turbo petrol	184 @ 5500	365 @ 1200	4WD	8 / automatic
	P250 HSE	1 298 205	24 790	4 / 2.0	turbo petrol	184 @ 5500	365 @ 1200	4WD	8 / automatic
	D240	1 119 901	21 400	4 / 2.0	turbo diesel	177 @ 4000	500 @ 1500	4WD	8 / automatic
	D240 S	1 211 901	23 150	4 / 2.0	turbo diesel	177 @ 4000	500 @ 1500	4WD	8 / automatic
	D240 SE	1 265 401	24 160	4 / 2.0	turbo diesel	177 @ 4000	500 @ 1500	4WD	8 / automatic
	D240 HSE	1 363 901	26 040	4 / 2.0	turbo diesel	177 @ 4000	500 @ 1500	4WD	8 / automatic
	P300	1 111 537	21 240	4 / 2.0	turbo petrol	221 @ 5500	400 @ 1500	4WD	8 / automatic
	P300 S	1 203 437	22 980	4 / 2.0	turbo petrol	221 @ 5500	400 @ 1500	4WD	8 / automatic
	P300 SE	1 257 037	24 000	4 / 2.0	turbo petrol	221 @ 5500	400 @ 1500	4WD	8 / automatic
	P300 HSE	1 355 537	25 880	4 / 2.0	turbo petrol	221 @ 5500	400 @ 1500	4WD	8 / automatic
	D275	1 186 801	22 670	V6 / 3.0	turbo diesel	202 @ 4000	625 @ 1500	4WD	8 / automatic
	D275 S	1 278 601	24 410	V6 / 3.0	turbo diesel	202 @ 4000	625 @ 1500	4WD	8 / automatic
	D275 SE	1 332 201	25 430	V6 / 3.0	turbo diesel	202 @ 4000	625 @ 1500	4WD	8 / automatic
	D275 HSE	1 430 801	27 310	V6 / 3.0	turbo diesel	202 @ 4000	625 @ 1500	4WD	8 / automatic
	P340	1 194 591	22 820	V6 / 3.0	supercharged petrol	250 @ 6500	450 @ 4500	4WD	8 / automatic
	P340 S	1 286 491	24 560	V6 / 3.0	supercharged petrol	250 @ 6500	450 @ 4500	4WD	8 / automatic
	P340 SE	1 340 091	25 580	V6 / 3.0	supercharged petrol	250 @ 6500	450 @ 4500	4WD	8 / automatic
	P340 HSE	1 438 591	27 460	V6 / 3.0	supercharged petrol	250 @ 6500	450 @ 4500	4WD	8 / automatic
	D300	1 206 846	23 050	V6 / 3.0	turbo diesel	221 @ 4000	700 @ 1500	4WD	8 / automatic
	D300 S	1 298 746	24 800	V6 / 3.0	turbo diesel	221 @ 4000	700 @ 1500	4WD	8 / automatic
	D300 SE	1 352 346	25 820	V6 / 3.0	turbo diesel	221 @ 4000	700 @ 1500	4WD	8 / automatic
	D300 HSE	1 450 946	27 690	V6 / 3.0	turbo diesel	221 @ 4000	700 @ 1500	4WD	8 / automatic
	P380	1 224 091	23 380	V6 / 3.0	supercharged petrol	280 @ 6500	450 @ 4500	4WD	8 / automatic
	P380 S	1 316 091	25 130	V6 / 3.0	supercharged petrol	280 @ 6500	450 @ 4500	4WD	8 / automatic
	P380 SE	1 369 691	26 150	V6 / 3.0	supercharged petrol	280 @ 6500	450 @ 4500	4WD	8 / automatic
	P380 HSE	1 468 191	28 020	V6 / 3.0	supercharged petrol	280 @ 6500	450 @ 4500	4WD	8 / automatic
	SVAutobiography Dynamic Edition	1 789 675	34 130	V8 / 5.0	supercharged petrol	405 @ 6000	680 @ 2500	4WD	8 / automatic
Land Rover Discovery									
Average sales per month: 37 Maintenance plan: 5 year / 100 000km Replacement due: Si4 and Sd4 engines added									
OVERVIEW: Land Rover promises old-school capability combined with Range Rover looks. A solid all-round SUV that can handle the country club and the 4x4 trail.									
	S Sd4	1 033 572	19 760	4 / 2.0	turbo diesel	177 @ 4000	430 @ 1400	4WD	8 / automatic
	S Si4	1 040 024	19 880	4 / 2.0	turbo petrol	221 @ 5500	400 @ 1500	4WD	8 / automatic
	S Td6	1 111 206	21 230	V6 / 3.0	turbo diesel	190 @ 3750	600 @ 1750	4WD	8 / automatic
	S Si6	1 160 090	22 160	V6 / 3.0	supercharged petrol	250 @ 6500	450 @ 3500	4WD	8 / automatic
	SE Sd4	1 193 872	22 800	4 / 2.0	turbo diesel	177 @ 4000	430 @ 1400	4WD	8 / automatic
	SE Si4	1 194 124	22 810	4 / 2.0	turbo petrol	221 @ 5500	400 @ 1500	4WD	8 / automatic
	SE Td6	1 264 206	24 140	V6 / 3.0	turbo diesel	190 @ 3750	600 @ 1750	4WD	8 / automatic
	Landmark Td6	1 317 506	25 150	V6 / 3.0	turbo diesel	190 @ 3750	600 @ 1750	4WD	8 / automatic
	SE Si6	1 290 290	24 640	V6 / 3.0	supercharged petrol	250 @ 6500	450 @ 3500	4WD	8 / automatic
	HSE Sd4	1 333 872	25 460	4 / 2.0	turbo diesel	177 @ 4000	430 @ 1400	4WD	8 / automatic
	HSE Si4	1 334 224	25 470	4 / 2.0	turbo petrol	221 @ 5500	400 @ 1500	4WD	8 / automatic
	HSE Td6	1 406 806	26 850	V6 / 3.0	turbo diesel	190 @ 3750	600 @ 1750	4WD	8 / automatic
	HSE Si6	1 432 990	27 350	V6 / 3.0	supercharged petrol	250 @ 6500	450 @ 3500	4WD	8 / automatic
	HSE Luxury Sd4	1 432 972	27 350	4 / 2.0	turbo diesel	177 @ 4000	430 @ 1400	4WD	8 / automatic
	HSE Luxury Si4	1 433 224	27 350	4 / 2.0	turbo petrol	221 @ 5500	400 @ 1500	4WD	8 / automatic
	HSE Luxury Td6	1 508 806	28 790	V6 / 3.0	turbo diesel	190 @ 3750	600 @ 1750	4WD	8 / automatic
	HSE Luxury Si6	1 534 990	29 290	V6 / 3.0	supercharged petrol	250 @ 6500	450 @ 3500	4WD	8 / automatic
Land Rover Range Rover Sport									
Average sales per month: 62 Maintenance plan: 5 year / 100 000km Replacement due: Facelifted, and P360 and P400 added									
OVERVIEW: Very stylish and sporty, but also off-road capable. The V8 supercharged versions are absolute monsters.									
	S Si4	1 176 412	22 470	4 / 2.0	turbo petrol	221 @ 5500	400 @ 1500	4WD	8 / automatic
	S P360	1 258 765	24 040	6 / 3.0	turbo petrol	265 @ 5500	450 @ 2000	4WD	8 / automatic
	S TDV6	1 293 806	24 700	V6 / 3.0	turbo diesel	190 @ 4000	600 @ 2000	4WD	8 / automatic
	SE Si4	1 234 112	23 570	4 / 2.0	turbo petrol	221 @ 5500	400 @ 1500	4WD	8 / automatic
	SE TDV6	1 305 206	24 920	V6 / 3.0	turbo diesel	190 @ 4000	600 @ 2000	4WD	8 / automatic
	SE P360	1 318 165	25 170	6 / 3.0	turbo petrol	265 @ 5500	450 @ 2000	4WD	8 / automatic
	SE SDV6	1 421 723	27 130	V6 / 3.0	turbo diesel	225 @ 4000	700 @ 1500	4WD	8 / automatic
	HSE TDV6	1 451 306	27 700	V6 / 3.0	turbo diesel	190 @ 4000	600 @ 2000	4WD	8 / automatic
	HSE Si4	1 452 012	27 710	4 / 2.0	turbo petrol	221 @ 5500	400 @ 1500	4WD	8 / automatic
	HSE P360	1 542 665	29 430	6 / 3.0	turbo petrol	265 @ 5500	450 @ 2000	4WD	8 / automatic
	HSE SDV6	1 681 823	32 080	V6 / 3.0	turbo diesel	225 @ 4000	700 @ 1500	4WD	8 / automatic
	HSE P400e	1 699 500	32 420	4 / 2.0	turbo petrol-electric hybrid	297	640	4WD	8 / automatic
	HSE Dynamic P400e	1 745 100	33 280	4 / 2.0	turbo petrol-electric hybrid	297	640	4WD	8 / automatic
	HSE Dynamic Supercharged	1 853 835	35 350	V8 / 5.0	supercharged petrol	386 @ 6000	625 @ 2500	4WD	8 / automatic
	HSE Dynamic SDV8	1 866 989	35 600	V8 / 4.4	turbo diesel	250 @ 3500	740 @ 1750	4WD	8 / automatic
	Autobiography Dynamic P400	1 749 059	33 360	6 / 3.0	turbo petrol	294 @ 5500	550 @ 2000	4WD	8 / automatic
	Autobiography Dynamic P400e	1 880 800	35 860	4 / 2.0	turbo petrol-electric hybrid	297	640	4WD	8 / automatic
	Autobiography Dynamic SDV8	2 067 789	39 420	V8 / 4.4	turbo diesel	250 @ 3500	740 @ 1750	4WD	8 / automatic
	Autobiography Dynamic Supercharged	2 120 835	40 430	V8 / 5.0	supercharged petrol	386 @ 6000	625 @ 2500	4WD	8 / automatic
	SVR	2 428 935	46 280	V8 / 5.0	supercharged petrol	423 @ 6000	700 @ 3500	4WD	8 / automatic
Land Rover Range Rover									
Average sales per month: 17 Maintenance plan: 5 year / 100 000km Replacement due: Facelifted, and Vogue SDV8 added									
OVERVIEW: The modest choice over the Bentayga for those who want to announce their arrival.									
	Vogue TDV6	2 089 406	39 830	V6 / 3.0	turbo diesel	190 @ 4000	600 @ 2000	4WD	8 / automatic
	Vogue SDV8	2 207 689	42 080	V8 / 4.4	turbo diesel	250 @ 3500	740 @ 1750	4WD	8 / automatic
	Vogue P400e	2 292 500	43 690	4 / 2.0	turbo petrol-electric hybrid	297	640	4WD	8 / automatic
	Vogue SE P400e	2 491 000	47 460	4 / 2.0	turbo petrol-electric hybrid	297	640	4WD	8 / automatic
	Vogue SE SDV8	2 563 689	48 850	V8 / 4.4	turbo diesel	250 @ 3500	740 @ 1700	4WD	8 / automatic
	Vogue SE Supercharged	2 633 511	50 170	V8 / 5.0	supercharged petrol	375 @ 6000	625 @ 2500	4WD	8 / automatic
	Autobiography P400e	2 836 600	54 030	4 / 2.0	turbo petrol-electric hybrid	297	640	4WD	8 / automatic
	Autobiography SDV8	2 919 789	55 620	V8 / 4.4	turbo diesel	250 @ 3500	740 @ 1700	4WD	8 / automatic

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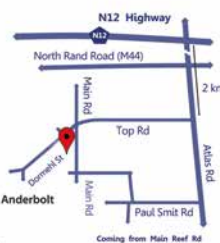
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	Model	Price (R)	HP (monthly)	Engine	Fuel type (diesel/petrol/turbo)	Power (kW)	Torque (Nm)	Drive system	Gears (manual/auto)
	Autobiography Supercharged	2 989 511	56 940	V8 / 5.0	supercharged petrol	386 @ 6000	625 @ 2500	4WD	8 / automatic
	SVAutobiography Dynamic Supercharged	3 720 411	70 840	V8 / 5.0	supercharged petrol	416 @ 6000	700 @ 2500	4WD	8 / automatic
	Range Rover L:								
	L Vogue SE P400e	2 595 300	49 450	4 / 2.0	turbo petrol-electric hybrid	297	640	4WD	8 / automatic
	L Vogue SE SDV8	2 671 289	50 890	V8 / 4.4	turbo diesel	250 @ 3500	740 @ 1700	4WD	8 / automatic
	L Vogue SE Supercharged	2 728 611	51 980	V8 / 5.0	supercharged petrol	386 @ 6000	625 @ 2500	4WD	8 / automatic
	L Autobiography P400e	2 948 800	56 170	4 / 2.0	turbo petrol-electric hybrid	297	640	4WD	8 / automatic
	L Autobiography SDV8	3 035 289	57 810	V8 / 4.4	turbo diesel	250 @ 3500	740 @ 1700	4WD	8 / automatic
	L Autobiography Supercharged	3 105 011	59 140	V8 / 5.0	supercharged petrol	386 @ 6000	625 @ 2500	4WD	8 / automatic
	L SVAutobiography P400e	4 128 100	78 590	4 / 2.0	turbo petrol-electric hybrid	297	640	4WD	8 / automatic
	L SVAutobiography SDV8	4 249 489	80 900	V8 / 4.4	turbo diesel	250 @ 3500	740 @ 1700	4WD	8 / automatic
	L SVAutobiography Supercharged	4 448 311	84 680	V8 / 5.0	supercharged petrol	416 @ 6000	700 @ 2500	4WD	8 / automatic
	LEXUS								
More info: www.lexus.co.za									
Lexus UX									
Average sales per month: 17 Maintenance plan: 7 year / 105 000km Replacement due: Still new									
OVERVIEW: The smallest member of the Lexus SUV clan looks sleek and is as high-tech as they come.									
	200 EX	641 900	12 310	4 / 2.0	turbo petrol	126 @ 6600	205 @ 4800	FWD	CVT / automatic
	250h EX	676 800	12 970	4 / 2.0	petrol-electric hybrid	135	180+e	FWD	CVT / automatic
	250h SE	741 400	14 200	4 / 2.0	petrol-electric hybrid	135	180+e	FWD	CVT / automatic
	200 F-Sport	770 000	14 740	4 / 2.0	petrol	126 @ 6600	205 @ 4800	FWD	CVT / automatic
Lexus NX									
Average sales per month: 19 Maintenance plan: 7 year / 105 000km Replacement due: SE added									
OVERVIEW: An impressive premium compact SUV. Buy one if the RAV4 isn't quite premium enough.									
	300 EX	737 100	14 120	4 / 2.0	turbo petrol	175 @ 4800	350 @ 1650	4WD	6 / automatic
	300 F-Sport	866 200	16 570	4 / 2.0	turbo petrol	175 @ 4800	350 @ 1650	4WD	6 / automatic
	300h SE	952 200	18 210	4 / 2.5	petrol-electric hybrid	145	210+e	4WD	CVT / automatic
Lexus RX									
Average sales per month: 8 Maintenance plan: 7 year / 105 000km Replacement due: Facelifted and F-Sport added									
OVERVIEW: Lexus' X5 and GLE competitor wasn't really made for off-roading but it's likely the most comfortable SUV in this price bracket.									
	350 EX	1 032 200	19 730	V6 / 3.5	petrol	221 @ 6300	370 @ 4600	4WD	8 / automatic
	350L EX	1 108 700	21 180	V6 / 3.5	petrol	216 @ 6300	358 @ 4600	4WD	8 / automatic
	350 F-Sport	1 154 800	22 060	V6 / 3.5	petrol	221 @ 6300	370 @ 4600	4WD	8 / automatic
	450h SE	1 342 100	25 620	V6 / 3.5	petrol-electric hybrid	230	335+e	4WD	CVT / automatic
Lexus LX									
Average sales per month: 10 Maintenance plan: 7 services / 100 000km Replacement due: Diesel model added									
OVERVIEW: A Land Cruiser in a fancy jacket. Very comfortable and very capable.									
	450d	1 787 900	34 100	V8 / 4.5	turbo diesel	195 @ 3400	650 @ 1600	4WD	6 / automatic
	570	1 853 100	35 340	V8 / 5.7	petrol	270 @ 5600	530 @ 3200	4WD	8 / automatic
MAHINDRA									
More info: www.mahindra.co.za									
Mahindra KUV100 Nxt									
Average sales per month: 195 Service plan: 3 year / 50 000km (K6+ and K8 models) Replacement due: Facelifted, and K2+ added									
OVERVIEW: A more mainstream offering from the Mahindra brand as opposed to the rugged and boxy options we have grown accustomed to.									
	1.2 G80 K2+	142 999	2 820	3 / 1.2	petrol	61 @ 5500	115 @ 3500	FWD	5 / manual
	1.2 G80 K2+ #DARE	155 999	3 070	3 / 1.2	petrol	61 @ 5500	115 @ 3500	FWD	5 / manual
	1.2 G80 K6+	191 999	3 760	3 / 1.2	petrol	61 @ 5500	115 @ 3500	FWD	5 / manual
	1.2 D75 K6+	214 999	4 190	3 / 1.2	turbo diesel	57 @ 3750	190 @ 1750	FWD	5 / manual
	1.2 G80 K8	209 999	4 100	3 / 1.2	petrol	61 @ 5500	115 @ 3500	FWD	5 / manual
	1.2 D75 K8	234 999	4 570	3 / 1.2	turbo diesel	57 @ 3750	190 @ 1750	FWD	5 / manual
Mahindra Thar									
Average sales per month: 6 Service plan: Optional Replacement due: Still new									
OVERVIEW: At this price you can go quite far off the beaten track, with low-range and an automatically locking rear differential as standard.									
	2.5CRDe 4x4	236 999	4 610	4 / 2.5	turbo diesel	79 @ 3800	247 @ 1800	4WD	5 / manual
	2.5CRDe 4x4 Adventure	299 999	5 810	4 / 2.5	turbo diesel	79 @ 3800	247 @ 1800	4WD	5 / manual
Mahindra TUV300									
Average sales per month: 13 Service plan: 3 year / 90 000km Replacement due: Facelift due									
OVERVIEW: Nice engine and excellent price. Looks are controversial, though.									
	1.5CRDe T8	249 999	4 860	4 / 1.5	turbo diesel	74 @ 3750	240 @ 1600	RWD	5 / manual
Mahindra XUV300									
Average sales per month: 96 Service plan: 5 year / 90 000km Replacement due: It's new, and W4 added									
OVERVIEW: Nice engine and excellent price. Looks are controversial, though.									
	1.5TD W4	234 999	4 570	4 / 1.5	turbo diesel	86 @ 3750	300 @ 1500	FWD	6 / manual
	1.2T W6	249 999	4 860	3 / 1.2	turbo petrol	81 @ 5000	200 @ 2000	FWD	6 / manual
	1.5TD W6	274 999	5 330	4 / 1.5	turbo diesel	86 @ 3750	300 @ 1500	FWD	6 / manual
	1.2T W8	304 999	5 900	3 / 1.2	turbo petrol	81 @ 5000	200 @ 2000	FWD	6 / manual
	1.5TD W8	324 999	6 280	4 / 1.5	turbo diesel	86 @ 3750	300 @ 1500	FWD	6 / manual
Mahindra Pik Up									
Average sales per month: 263 Service plan: 5 year / 90 000km Replacement due: S11 automatic added									
OVERVIEW: It's tough, it's capable and feels as solid as a tank.									
	2.2CRDe S6	312 499	6 050	4 / 2.2	turbo diesel	103 @ 3750	320 @ 1500	RWD	6 / manual
	2.2CRDe S6 Karoo	322 499	6 240	4 / 2.2	turbo diesel	103 @ 3750	320 @ 1500	RWD	6 / manual
	2.2CRDe 4x4 S6	342 499	6 620	4 / 2.2	turbo diesel	103 @ 3750	320 @ 1500	4WD	6 / manual
	2.2CRDe 4x4 S6 Karoo	352 499	6 810	4 / 2.2	turbo diesel	103 @ 3750	320 @ 1500	4WD	6 / manual
	2.2CRDe S10	347 499	6 710	4 / 2.2	turbo diesel	103 @ 3750	320 @ 1500	RWD	6 / manual
	2.2CRDe S10 Karoo	352 499	6 810	4 / 2.2	turbo diesel	103 @ 3750	320 @ 1500	RWD	6 / manual
	2.2CRDe 4x4 S10	377 499	7 280	4 / 2.2	turbo diesel	103 @ 3750	320 @ 1500	4WD	6 / manual
	2.2CRDe 4x4 S10 Karoo	382 499	7 380	4 / 2.2	turbo diesel	103 @ 3750	320 @ 1500	4WD	6 / manual
	2.2CRDe S11	384 999	7 420	4 / 2.2	turbo diesel	103 @ 3750	320 @ 1500	RWD	6 / automatic
	2.2CRDe S11 Karoo	399 999	7 710	4 / 2.2	turbo diesel	103 @ 3750	320 @ 1500	RWD	6 / automatic
	2.2CRDe 4x4 S11	414 999	7 990	4 / 2.2	turbo diesel	103 @ 3750	320 @ 1500	4WD	6 / automatic
	2.2CRDe 4x4 S11 Karoo	429 999	8 280	4 / 2.2	turbo diesel	103 @ 3750	320 @ 1500	4WD	6 / automatic
Mahindra Scorpio									
Average sales per month: 19 Service plan: 3 year / 70 000km Replacement due: Facelifted									
OVERVIEW: We haven't driven it yet, but we have seen what it can do off-road - it's mighty impressive at the price.									
	2.2CRDe S11	309 999	6 000	4 / 2.2	turbo diesel	88 @ 4000	280 @ 1800	RWD	5 / manual
	2.2CRDe 4x4 S11	329 999	6 380	4 / 2.2	turbo diesel	88 @ 4000	280 @ 1800	4WD	5 / manual



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	Model	Price (R)	HP (monthly)	Engine	Fuel type (diesel/petrol/turbo)	Power (kW)	Torque (Nm)	Drive system	Gears (manual/auto)
MAHINDRA XUV500 Average sales per month: 25 Service plan: 5 year / 100 000km Replacement due: Facelifted, and W10 added									
OVERVIEW: The XUV500 offers excellent value for money, especially towards the upper-end of the range.									
	2.2CRDe W4	309 999	6 000	4 / 2.2	turbo diesel	103 @ 3750	330 @ 1600	FWD	6 / manual
	2.2CRDe W6	369 999	7 140	4 / 2.2	turbo diesel	103 @ 3750	330 @ 1600	FWD	6 / automatic
	2.2CRDe W8	387 999	7 480	4 / 2.2	turbo diesel	103 @ 3750	330 @ 1600	FWD	6 / manual
	2.2CRDe W8 auto	414 999	7 990	4 / 2.2	turbo diesel	103 @ 3750	330 @ 1600	FWD	6 / automatic
	2.2CRDe W10	429 999	8 280	4 / 2.2	turbo diesel	103 @ 3750	330 @ 1600	FWD	6 / automatic
MASERATI More info: www.maserati.com/za									
Maserati Levante Average sales per month: 4 Maintenance plan: 5 year / 100 000km Replacement due: Levante base model added									
OVERVIEW: A luxurious SUV from a famous brand. Solid vehicle, but lacks the fun and drama you'd expect from a Maserati.									
	Levante	1 650 000	31 470	V6 / 3.0	turbo petrol	257 @ 5750	500 @ 1750	4WD	8 / automatic
	Diesel	1 750 000	33 380	V6 / 3.0	turbo diesel	202 @ 4000	600 @ 2000	4WD	8 / automatic
	S	2 050 000	39 080	V6 / 3.0	turbo petrol	316 @ 5750	580 @ 2000	4WD	8 / automatic
MAZDA More info: www.mazda.co.za									
Mazda CX-3 Average sales per month: 342 Service plan: 3 year / Unlimited Replacement due: Updated									
OVERVIEW: On paper, it's the perfect crossover. It has looks, a decent engine and above all, pavement hopping abilities.									
	2.0 Active	315 400	6 100	4 / 2.0	petrol	115 @ 6000	206 @ 2800	FWD	6 / manual
	2.0 Active auto	333 900	6 450	4 / 2.0	petrol	115 @ 6000	206 @ 2800	FWD	6 / automatic
	2.0 Dynamic	343 800	6 640	4 / 2.0	petrol	115 @ 6000	206 @ 2800	FWD	6 / manual
	2.0 Dynamic auto	356 600	6 880	4 / 2.0	petrol	115 @ 6000	206 @ 2800	FWD	6 / automatic
	2.0 Individual	410 200	7 900	4 / 2.0	petrol	115 @ 6000	206 @ 2800	FWD	6 / automatic
	2.0 Individual Plus	425 800	8 200	4 / 2.0	petrol	115 @ 6000	206 @ 2800	FWD	6 / automatic
Mazda CX-5 Average sales per month: 324 Service plan: 3 year / Unlimited km Replacement due: Updated									
OVERVIEW: Pricey but impressive. A great SUV with a very premium feel.									
	2.0 Active	411 400	7 930	4 / 2.0	petrol	121 @ 6000	210 @ 4000	FWD	6 / manual
	2.0 Active auto	424 000	8 170	4 / 2.0	petrol	121 @ 6000	210 @ 4000	FWD	6 / automatic
	2.0 Dynamic	437 800	8 430	4 / 2.0	petrol	121 @ 6000	210 @ 4000	FWD	6 / manual
	2.0 Dynamic auto	450 500	8 670	4 / 2.0	petrol	121 @ 6000	210 @ 4000	FWD	6 / automatic
	2.2DE Active	498 500	9 580	4 / 2.2	turbo diesel	140 @ 4500	450 @ 2000	FWD	6 / automatic
	2.0 Individual	509 900	9 800	4 / 2.0	petrol	121 @ 6000	210 @ 4000	FWD	6 / automatic
	2.5 AWD Individual	576 200	11 060	4 / 2.5	petrol	143 @ 6000	257 @ 4000	4WD	6 / automatic
	2.2DE AWD Akera	605 400	11 610	4 / 2.2	turbo diesel	140 @ 4500	450 @ 2000	4WD	6 / automatic
Mazda BT-50 Average sales per month: 26 Service plan: 3 year / Unlimited km Replacement due: Facelifted									
OVERVIEW: The updated BT-50 is an impressive bakkie. Styling has also improved greatly.									
	2.2 SLX	477 000	9 170	4 / 2.2	turbo diesel	110 @ 3700	375 @ 1500	RWD	6 / manual
	2.2 SLE	515 900	9 910	4 / 2.2	turbo diesel	110 @ 3700	375 @ 1500	RWD	6 / manual
	2.2 SLE auto	537 500	10 320	4 / 2.2	turbo diesel	110 @ 3700	375 @ 1500	RWD	6 / automatic
	3.2 4x4 SLE	585 100	11 230	5 / 3.2	turbo diesel	147 @ 3000	470 @ 1750	4WD	6 / manual
	3.2 4x4 SLE auto	600 200	11 520	5 / 3.2	turbo diesel	147 @ 3000	470 @ 1750	4WD	6 / automatic
MERCEDES-BENZ / MERCEDES-AMG More info: www.mercedes-benz.co.za									
Mercedes-Benz GLB Average sales per month: n/a Maintenance plan: 5 year / 100 000km Replacement due: Still new									
OVERVIEW: Mercedes' first attempt at building a seven-seat offering in this price range. Luxurious, spacious and equipped with modern engine offerings.									
	GLB250	730 554	13 990	4 / 2.0	turbo petrol	165 @ 5500	350 @ 1800	FWD	8 / automatic
	GLB250 Edition 1	855 554	16 370	4 / 2.0	turbo petrol	165 @ 5500	350 @ 1800	FWD	8 / automatic
	GLB220d 4Matic	737 277	14 120	4 / 2.0	turbo diesel	140 @ 3800	400 @ 1600	4WD	8 / automatic
	GLB220d 4Matic Edition 1	862 277	16 500	4 / 2.0	turbo diesel	140 @ 3800	400 @ 1600	4WD	8 / automatic
Mercedes-Benz X-Class Average sales per month: n/a Maintenance plan: 5 year / 100 000km Replacement due: X350d added									
OVERVIEW: It's a bakkie, it's a Benz, it's expensive.									
	X220d Progressive	642 103	12 310	4 / 2.3	turbo diesel	120 @ 3750	403 @ 1500	RWD	6 / manual
	X250d Progressive	694 025	13 300	4 / 2.3	turbo diesel	140 @ 3750	450 @ 1500	RWD	7 / automatic
	X250d 4Matic Progressive	695 751	13 330	4 / 2.3	turbo diesel	140 @ 3750	450 @ 1500	4WD	6 / manual
	X250d 4Matic Progressive auto	723 811	13 870	4 / 2.3	turbo diesel	140 @ 3750	450 @ 1500	4WD	7 / automatic
	X250d 4Matic Power	790 281	15 130	4 / 2.3	turbo diesel	140 @ 3750	450 @ 1500	4WD	6 / manual
	X250d 4Matic Power auto	818 341	15 660	4 / 2.3	turbo diesel	140 @ 3750	450 @ 1500	4WD	7 / automatic
	X350d 4Matic Progressive	904 188	17 300	V6 / 3.0	turbo diesel	190 @ 3400	550 @ 1400	4WD	7 / automatic
	X350d 4Matic Power	973 188	18 610	V6 / 3.0	turbo diesel	190 @ 3400	550 @ 1400	4WD	7 / automatic
Mercedes-Benz GLC / Mercedes-AMG GLC Average sales per month: n/a Maintenance plan: 5 year / 100 000km Replacement due: Facelifted									
OVERVIEW: The thorn in the side of the segment-leading BMW X3, and it can even do some off-roading.									
	GLC220d 4Matic	812 530	15 550	4 / 2.0	turbo diesel	143 @ 3800	400 @ 1600	4WD	9 / automatic
	GLC300d 4Matic	854 301	16 350	4 / 2.0	turbo diesel	180 @ 4200	500 @ 1600	4WD	9 / automatic
	GLC300 4Matic	874 819	16 740	4 / 2.0	turbo petrol	190 @ 5800	370 @ 1800	4WD	9 / automatic
	AMG GLC43 4Matic	1 110 420	21 220	V6 / 3.0	turbo petrol	287 @ 5500	520 @ 2500	4WD	9 / automatic
	AMG GLC63 S 4Matic+	1 717 620	32 760	V8 / 4.0	turbo petrol	375 @ 5500	700 @ 1750	4WD	9 / automatic
Mercedes-Benz GLC coupé / Mercedes-AMG GLC coupé Average sales per month: n/a Maintenance plan: 5 year / 100 000km Replacement due: Facelifted									
OVERVIEW: Not as practical as the regular GLC, but it certainly looks sportier.									
	GLC220d coupé 4Matic	946 151	18 090	4 / 2.0	turbo diesel	143 @ 3800	400 @ 1600	4WD	9 / automatic
	GLC300d coupé 4Matic	983 048	18 790	4 / 2.0	turbo diesel	180 @ 4200	500 @ 1600	4WD	9 / automatic
	GLC300 coupé 4Matic	1 005 187	19 220	4 / 2.0	turbo petrol	190 @ 5800	370 @ 1800	4WD	9 / automatic
	AMG GLC43 coupé 4Matic	1 285 168	24 540	V6 / 3.0	turbo petrol	287 @ 5500	520 @ 2500	4WD	9 / automatic
	AMG GLC63 S coupé 4Matic+	1 896 240	36 160	V8 / 4.0	turbo petrol	375 @ 5500	700 @ 1750	4WD	9 / automatic
Mercedes-Benz Vito / V-Class Average sales per month: n/a Maintenance plan: 5 year / 100 000km Replacement due: V-Class recently facelifted									
OVERVIEW: V-Class may just be the ultimate people-mover out there. Refined, comfortable and reasonably powerful.									
	Vito 111 CDI Tourer Pro	653 540	12 530	4 / 1.6	turbo diesel	84 @ 3800	270 @ 1500	FWD	6 / manual
	Vito 114 CDI Tourer Pro	684 572	13 120	4 / 2.1	turbo diesel	100 @ 3800	330 @ 1200	RWD	6 / manual
	Vito 114 CDI Tourer Pro auto	718 879	13 770	4 / 2.1	turbo diesel	100 @ 3800	330 @ 1200	RWD	7 / automatic
	Vito 116 CDI Tourer Pro	776 631	14 870	4 / 2.1	turbo diesel	120 @ 3800	380 @ 1400	RWD	7 / automatic
	Vito 116 CDI Tourer Select	922 401	17 640	4 / 2.1	turbo diesel	120 @ 3800	380 @ 1400	RWD	7 / automatic
	Vito 119 CDI Tourer Select	955 333	18 270	4 / 2.1	turbo diesel	140 @ 3800	440 @ 1400	RWD	7 / automatic
	V200d	913 951	17 480	4 / 2.1	turbo diesel	100 @ 3800	330 @ 1200	RWD	7 / automatic
	V220d	955 518	18 270	4 / 2.1	turbo diesel	120 @ 3800	380 @ 1400	RWD	7 / automatic
	V250d	1 027 686	19 640	4 / 2.1	turbo diesel	140 @ 3800	440 @ 1400	RWD	7 / automatic
	V220d Avantgarde	1 247 819	23 830	4 / 2.1	turbo diesel	120 @ 3800	380 @ 1400	RWD	7 / automatic
	V250d Avantgarde	1 292 474	24 860	4 / 2.1	turbo diesel	140 @ 3800	440 @ 1400	RWD	7 / automatic



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	Model	Price (R)	HP (monthly)	Engine	Fuel type (diesel/petrol/turbo)	Power (kW)	Torque (Nm)	Drive system	Gears (manual/auto)
Mercedes-Benz GLE / Mercedes-AMG GLE									
Average sales per month: n/a Maintenance plan: 5 year / 100 000km Replacement due: Still new									
OVERVIEW: The all-new GLE looks smart and is equipped with a host of advanced interior features, like MBUX.									
	GLE300d 4Matic	1 252 187	23 910	4 / 2.0	turbo diesel	180 @ 4200	500 @ 1600	4WD	9 / automatic
	GLE450 4Matic	1 377 855	26 300	6 / 3.0	turbo petrol	286e @ 5500	500 @ 1600	4WD	9 / automatic
	GLE400d 4Matic	1 400 729	26 740	6 / 2.9	turbo diesel	243 @ 3600	700 @ 1200	4WD	9 / automatic
	AMG GLE53 4Matic+	1 628 638	31 070	6 / 3.0	turbo petrol	336 @ 6100	520 @ 1800	4WD	9 / automatic
Mercedes-Benz GLE coupé									
Average sales per month: n/a Maintenance plan: 5 year / 100 000km Replacement due: Still new									
OVERVIEW: The Mercedes GLE Coupé looks stunning and will likely lure customers who want their luxury SUV to stand out from the crowd. Faces tough competition from Porsche and BMW.									
	GLE400d coupé 4Matic	1 593 867	30 410	6 / 2.9	turbo diesel	243 @ 3600	700 @ 1200	4WD	9 / automatic
Mercedes-Benz GLS									
Average sales per month: n/a Maintenance plan: 5 year / 100 000km Replacement due: Still new									
OVERVIEW: The largest and most opulent SUV the famed German manufacturer currently makes.									
	GLS400d 4Matic	1 619 247	30 890	6 / 2.9	turbo diesel	243 @ 3600	700 @ 1200	4WD	9 / automatic
	GLS580 4Matic	1 781 030	33 970	V8 / 4.0	turbo petrol	376e @ 5500	700 @ 2000	4WD	9 / automatic
Mercedes-Benz G-Class / Mercedes-AMG G-Class									
Average sales per month: n/a Maintenance plan: 5 year / 100 000km Replacement due: G400d added									
OVERVIEW: The new version of one of our favourite cars ever. The G63 is ridiculous, but in a good way.									
	G400d Stronger Than Time	2 497 825	47 590	6 / 2.9	turbo diesel	243 @ 3600	700 @ 1200	4WD	9 / automatic
	AMG G63	2 907 644	55 380	V8 / 4.0	turbo petrol	430 @ 6000	850 @ 2500	4WD	9 / automatic
	AMG G63 Stronger Than Time	3 387 944	64 520	V8 / 4.0	turbo petrol	430 @ 6000	850 @ 2500	4WD	9 / automatic
MINI									
More info: www.mini.co.za									
Countryman									
Average sales per month: 62 Maintenance plan: 5 year / 100 000km Replacement due: Cooper D added									
OVERVIEW: Mini's latest crossover iteration. It's the biggest Mini ever with a price tag to match. It also comes with an excellent maintenance plan.									
	Cooper Countryman	494 277	9 500	3 / 1.5	turbo petrol	100 @ 4400	220 @ 1400	FWD	6 / automatic
	Cooper D Countryman	525 259	10 090	4 / 2.0	turbo diesel	110 @ 4000	330 @ 1750	FWD	6 / automatic
	Cooper S Countryman	572 669	10 990	4 / 2.0	turbo petrol	141 @ 5000	280 @ 1350	FWD	8 / automatic
	John Cooper Works ALL4 Countryman	738 072	14 140	4 / 2.0	turbo petrol	225 @ 5000	450 @ 1750	4WD	8 / automatic
MITSUBISHI									
More info: www.mitsubishi-motors.co.za									
Mitsubishi ASX									
Average sales per month: 29 Service plan: 5 year / 90 000km Replacement due: Facelifted again									
OVERVIEW: Now that the Eclipse is competing higher up on the scale, Mitsubishi relaunched the ASX as a value offering. Same car as before but now only available in 2 models. Decently equipped, as well.									
	2.0	379 995	7 330	4 / 2.0	petrol	110 @ 6000	197 @ 4200	FWD	5 / manual
	2.0 auto	399 995	7 710	4 / 2.0	petrol	110 @ 6000	197 @ 4200	FWD	CVT / automatic
Mitsubishi Eclipse Cross									
Average sales per month: 61 Service plan: 5 year / 90 000km Replacement due: 1.5T added									
OVERVIEW: The Eclipse Cross look cool, drives well and is generously equipped. Road biased, but can handle a gravel road with ease.									
	2.0 GLS	409 995	7 900	4 / 2.0	petrol	110 @ 6000	198 @ 4200	FWD	CVT / automatic
	2.0 GLS AWD	449 995	8 660	4 / 2.0	petrol	110 @ 6000	198 @ 4200	4WD	CVT / automatic
	1.5T GLS	459 995	8 850	4 / 1.5	turbo petrol	110 @ 5500	250 @ 2000	FWD	CVT / automatic
Mitsubishi Triton									
Average sales per month: 41 Service plan: 5 year / 90 000km Replacement due: Facelifted									
OVERVIEW: The facelifted Triton looks stunning, is reasonably well priced and remains a proper off-roader. Good bakkie all round but missing some things that should be standard at the price.									
	2.4DI-D	519 995	9 990	4 / 2.4	turbo diesel	133 @ 3500	430 @ 2500	RWD	6 / manual
	2.4DI-D auto	539 995	10 370	4 / 2.4	turbo diesel	133 @ 3500	430 @ 2500	RWD	6 / automatic
	2.4DI-D 4x4	579 995	11 130	4 / 2.4	turbo diesel	133 @ 3500	430 @ 2500	4WD	6 / manual
	2.4DI-D 4x4 auto	599 995	11 510	4 / 2.4	turbo diesel	133 @ 3500	430 @ 2500	4WD	6 / automatic
Mitsubishi Outlander									
Average sales per month: 7 Service plan: 5 year / 90 000km Replacement due: Facelifted									
OVERVIEW: Looks are controversial, but the Outlander is easy to live with. Spacious and practical. CVT can be a little annoying when you put your foot down.									
	2.4 GLS	499 995	9 610	4 / 2.4	petrol	123 @ 6000	222 @ 4100	4WD	CVT / automatic
Mitsubishi Pajero Sport									
Average sales per month: 26 Service plan: 5 year / 90 000km Replacement due: Upgraded									
OVERVIEW: Solid vehicle from Mitsubishi, but up against some stiff competition.									
	2.4 D4	589 995	11 320	4 / 2.4	turbo diesel	133 @ 3500	430 @ 2500	RWD	8 / automatic
	2.4 D4 4x4	639 995	12 270	4 / 2.4	turbo diesel	133 @ 3500	430 @ 2500	4WD	8 / automatic
	2.4 D4 4x4 Shogun	659 995	12 650	4 / 2.4	turbo diesel	133 @ 3500	430 @ 2500	4WD	8 / automatic
Mitsubishi Pajero									
Average sales per month: 13 Maintenance plan: 5 year / 100 000km Replacement due: Unknown									
OVERVIEW: Long in the tooth, but has held up incredibly well. Great on-road and off.									
	3-door 3.2DI-D GLS	709 995	13 600	4 / 3.2	turbo diesel	140 @ 3800	441 @ 2000	4WD	5 / automatic
	5-door 3.2DI-D GLS Exceed	799 995	15 310	4 / 3.2	turbo diesel	140 @ 3800	441 @ 2000	4WD	5 / automatic
NISSAN									
More info: www.nissan.co.za									
Nissan NP 300 Hardbody									
Average sales per month: 825 Service plan: Optional Replacement due: Unknown									
OVERVIEW: An oldie but a goody. A solid workhorse.									
	2.4 Hi-rider	394 800	7 610	4 / 2.4	petrol	105 @ 5600	205 @ 3600	RWD	5 / manual
	2.5TDi Hi-rider	419 200	8 070	4 / 2.5	turbo diesel	98 @ 3600	304 @ 2000	RWD	5 / manual
	2.5TDi 4x4	463 600	8 920	4 / 2.5	turbo diesel	98 @ 3600	304 @ 2000	4WD	5 / manual
	2.4 4x4	483 600	9 300	4 / 2.4	petrol	105 @ 5600	205 @ 3600	4WD	5 / manual
Nissan Qashqai									
Average sales per month: 193 Service plan: 3 year / 90 000km Replacement due: Facelifted									
OVERVIEW: A pioneering crossover, featuring all the bells, whistles and enough space for everyone and their luggage. It's getting a tad expensive, though.									
	1.2T Visia	368 100	7 100	4 / 1.2	turbo petrol	85 @ 4500	190 @ 2000	FWD	6 / manual
	1.2T Acenta	396 900	7 650	4 / 1.2	turbo petrol	85 @ 4500	190 @ 2000	FWD	6 / manual
	1.2T Acenta auto	415 900	8 010	4 / 1.2	turbo petrol	85 @ 5200	165 @ 1750	FWD	CVT / automatic
	1.5dCi Acenta Plus	443 900	8 540	4 / 1.5	turbo diesel	81 @ 4000	260 @ 1750	FWD	6 / manual
	1.2T Tekna	458 300	8 820	4 / 1.2	turbo petrol	85 @ 5200	165 @ 1750	FWD	CVT / automatic

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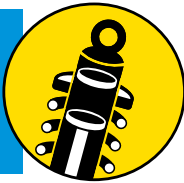
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	Model	Price (R)	HP (monthly)	Engine	Fuel type (diesel/petrol/turbo)	Power (kW)	Torque (Nm)	Drive system	Gears (manual/auto)
Nissan X-Trail									
Average sales per month: 205 Service plan: 3 year / 90 000km Replacement due: Facelifted									
OVERVIEW: The quintessential compact SUV. Comfy and practical, with a bit of 4x4 ability, too.									
	2.0 Visia	409 900	7 900	4 / 2.0	petrol	106 @ 6000	200 @ 4400	FWD	6 / manual
	1.6dCi Visia	436 300	8 400	4 / 1.6	turbo diesel	96 @ 4000	320 @ 1750	FWD	6 / manual
	2.5 4x4 Acenta	470 100	9 040	4 / 2.5	petrol	126 @ 6000	233 @ 4000	4WD	CVT / automatic
	2.5 4x4 Acenta Plus	488 500	9 390	4 / 2.5	petrol	126 @ 6000	233 @ 4000	4WD	CVT / automatic
	2.5 4x4 Acenta Tech	491 160	9 440	4 / 2.5	petrol	126 @ 6000	233 @ 4000	4WD	CVT / automatic
	1.6dCi 4x4 Tekna	521 700	10 020	4 / 1.6	turbo diesel	96 @ 4000	320 @ 1750	4WD	6 / manual
	2.5 4x4 Tekna	534 300	10 260	4 / 2.5	petrol	126 @ 6000	233 @ 4000	4WD	CVT / automatic
Nissan Navara									
Average sales per month: 115 Service plan: 3 year / 90 000km Replacement due: Still new									
OVERVIEW: The all-new Navara is here. It's a very good bakkie that brings some new tech to the segment.									
	2.3D SE	504 900	9 700	4 / 2.3	turbo diesel	140 @ 3750	450 @ 1500	RWD	6 / manual
	2.3D SE auto	531 600	10 210	4 / 2.3	turbo diesel	140 @ 3750	450 @ 1500	RWD	7 / automatic
	2.3D LE	595 500	11 430	4 / 2.3	turbo diesel	140 @ 3750	450 @ 1500	RWD	6 / manual
	2.3D LE auto	608 600	11 680	4 / 2.3	turbo diesel	140 @ 3750	450 @ 1500	RWD	7 / automatic
	2.3D Stealth	602 800	11 570	4 / 2.3	turbo diesel	140 @ 3750	450 @ 1500	RWD	6 / manual
	2.3D Stealth auto	621 100	11 910	4 / 2.3	turbo diesel	140 @ 3750	450 @ 1500	RWD	7 / automatic
	2.3D 4x4 SE	590 900	11 340	4 / 2.3	turbo diesel	140 @ 3750	450 @ 1500	4WD	6 / manual
	2.3D 4x4 LE	655 100	12 560	4 / 2.3	turbo diesel	140 @ 3750	450 @ 1500	4WD	6 / manual
	2.3D 4x4 LE auto	670 300	12 850	4 / 2.3	turbo diesel	140 @ 3750	450 @ 1500	4WD	7 / automatic
	2.3D 4x4 Stealth	683 200	13 090	4 / 2.3	turbo diesel	140 @ 3750	450 @ 1500	4WD	7 / automatic
Nissan Patrol									
Average sales per month: 5 Service plan: 3 year / 90 000km Replacement due: Still new									
OVERVIEW: Nissan's big, flashy and capable Patrol is now in SA. A great overlander.									
	5.6 V8 LE Premium 4WD	1 464 100	27 940	V8 / 5.6	petrol	298 @ 5800	560 @ 4000	4WD	7 / automatic
OPEL									
More info: www.opel.co.za									
Opel Crossland X									
Average sales per month: 64 Service plan: 3 year / 60 000km Replacement due: Diesel added									
OVERVIEW: Small and funky crossover from Opel. Good value for money.									
	1.2 Essentia	275 000	5 330	3 / 1.2	petrol	60 @ 5750	118 @ 2750	FWD	5 / manual
	1.2 Enjoy	296 000	5 730	3 / 1.2	petrol	60 @ 5750	118 @ 2750	FWD	5 / manual
	1.2 Turbo Enjoy	349 000	6 740	3 / 1.2	turbo petrol	81 @ 5500	205 @ 1500	FWD	6 / automatic
	1.6TD Enjoy	349 000	6 740	4 / 1.6	turbo diesel	68 @ 4000	230 @ 1750	FWD	5 / manual
	1.2 Turbo Cosmo	399 000	7 690	3 / 1.2	turbo petrol	81 @ 5500	205 @ 1500	FWD	6 / automatic
Opel Mokka X									
Average sales per month: 19 Service plan: 5 year / 90 000km Replacement due: Facelifted									
OVERVIEW: A very fun little compact crossover. Not built for off-road, but nice to live with.									
	1.4 Turbo Enjoy	389 000	7 500	4 / 1.4	turbo petrol	103 @ 4900	200 @ 1850	FWD	6 / automatic
	1.4 Turbo Cosmo	439 000	8 450	4 / 1.4	turbo petrol	103 @ 4900	200 @ 1850	FWD	6 / automatic
Opel Grandland X									
Average sales per month: 46 Service plan: 5 year / 100 000km (Optional Maintenance plan) Replacement due: Still new									
OVERVIEW: Opel's current halo model is handsome, luxurious and spacious.									
	1.6 Turbo	442 000	8 510	4 / 1.6	turbo petrol	121 @ 6000	240 @ 1400	FWD	6 / automatic
	1.6 Turbo Enjoy	489 000	9 400	4 / 1.6	turbo petrol	121 @ 6000	240 @ 1400	FWD	6 / automatic
	1.6 Turbo Cosmo	576 000	11 060	4 / 1.6	turbo petrol	121 @ 6000	240 @ 1400	FWD	6 / automatic
PEUGEOT									
More info: www.peugeot.co.za									
Peugeot 2008									
Average sales per month: 11 Service plan: 5 year / 100 000km Replacement due: 2020									
OVERVIEW: Lots of crossover for the price. It's quite stylish too.									
	1.2T Active	317 900	6 150	3 / 1.2	turbo petrol	81 @ 5500	205 @ 1500	FWD	5 / manual
	1.2T Allure	353 900	6 830	3 / 1.2	turbo petrol	81 @ 5500	205 @ 1500	FWD	6 / automatic
	1.2T GT Line	368 900	7 120	3 / 1.2	turbo petrol	81 @ 5500	205 @ 1500	FWD	6 / automatic
Peugeot 3008									
Average sales per month: 28 Service plan: 5 year / 100 000km Replacement due: Still new									
OVERVIEW: A funky, fashionable and spacious crossover that's easy to live with. Not built for the rough stuff, but can handle some gravel.									
	1.6T Active	439 900	8 470	4 / 1.6	turbo petrol	121 @ 6000	240 @ 1400	FWD	6 / automatic
	1.6T Allure	489 900	9 420	4 / 1.6	turbo petrol	121 @ 6000	240 @ 1400	FWD	6 / automatic
	1.6T GT Line	549 900	10 560	4 / 1.6	turbo petrol	121 @ 6000	240 @ 1400	FWD	6 / automatic
Peugeot 5008									
Average sales per month: n/a Service plan: 5 year / 100 000km Replacement due: Still new									
OVERVIEW: Offers seating for seven. Strong engines and an upmarket interior. It's pricey, however.									
	1.6T Allure	539 900	10 370	4 / 1.6	turbo petrol	121 @ 6000	240 @ 1400	FWD	6 / automatic
	2.0Hdi Allure	559 900	10 750	4 / 2.0	turbo diesel	110 @ 4000	370 @ 2000	FWD	6 / automatic
	1.6T GT Line	584 900	11 230	4 / 1.6	turbo petrol	121 @ 6000	240 @ 1400	FWD	6 / automatic
	2.0Hdi GT Line	604 900	11 610	4 / 2.0	turbo diesel	110 @ 4000	370 @ 2000	FWD	6 / automatic
PORSCHE									
More info: www.porsche.co.za									
Porsche Macan									
Average sales per month: n/a Maintenance plan: 3 year (optional 5 year) / 100 000km Replacement due: Facelifted, and GTS model added									
OVERVIEW: One of the sportiest SUVs you can buy, and now even more affordable thanks to the entry-level four-cylinder model.									
	Macan	869 000	16 630	4 / 2.0	turbo petrol	180 @ 5000	370 @ 1600	4WD	7 / automatic
	S	1 110 000	21 210	V6 / 3.0	turbo petrol	260 @ 5400	480 @ 1360	4WD	7 / automatic
	GTS	1 349 000	25 750	V6 / 2.9	turbo petrol	280 @ 5200	520 @ 1750	4WD	7 / automatic
	turbo	1 614 000	30 790	V6 / 2.9	turbo petrol	324 @ 5700	550 @ 1800	4WD	7 / automatic
Porsche Cayenne									
Average sales per month: n/a Maintenance plan: 3 year (optional 5 year) / 100 000km Replacement due: turbo S e-hybrid added									
OVERVIEW: A Porsche that's surprisingly practical. Fun, fast, comfy and spacious - what more could you ask for? Not for off-roading.									
	Cayenne	1 174 000	22 420	V6 / 3.0	turbo petrol	250 @ 5300	450 @ 1340	4WD	8 / automatic
	S	1 335 000	25 490	V6 / 2.9	turbo petrol	324 @ 5700	550 @ 1800	4WD	8 / automatic
	e-hybrid	1 725 000	32 900	V6 / 3.0	turbo petrol-electric hybrid	340	700	4WD	8 / automatic
	turbo	2 210 000	42 120	V8 / 4.0	turbo petrol	404 @ 5750	770 @ 2000	4WD	8 / automatic
	turbo S e-hybrid	2 775 000	52 860	V8 / 4.0	turbo petrol-electric hybrid	500	900	4WD	8 / automatic
Porsche Cayenne Coupé									
Average sales per month: n/a Maintenance plan: 3 year (optional 5 year) / 100 000km Replacement due: Still new									
OVERVIEW: Basically a Porsche Cayenne, but turned up all the way to 11. Not only does it look cooler, but Porsche says it's dynamically more capable than the standard SUV.									
	coupé	1 320 000	25 200	V6 / 3.0	turbo petrol	250 @ 5300	450 @ 1340	4WD	8 / automatic
	S coupé	1 451 000	27 690	V6 / 2.9	turbo petrol	324 @ 5700	550 @ 1800	4WD	8 / automatic
	e-hybrid coupé	1 807 000	34 460	V6 / 3.0	turbo petrol-electric hybrid	340	700	4WD	8 / automatic
	turbo coupé	2 300 000	43 830	V8 / 4.0	turbo petrol	404 @ 5750	770 @ 2000	4WD	8 / automatic
	turbo S e-hybrid coupé	2 844 000	54 170	V8 / 4.0	turbo petrol-electric hybrid	500	900	4WD	8 / automatic



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	Model	Price (R)	HP (monthly)	Engine	Fuel type (diesel/petrol/turbo)	Power (kW)	Torque (Nm)	Drive system	Gears (manual/auto)	
RENAULT										More info: www.renault.co.za
Renault Captur Average sales per month: 95 Service plan: 3 year / 45 000km Replacement due: Facelifted										
OVERVIEW: Lots of charm, style and space but it only aspires to the occasional gravel road.										
	66kW turbo Blaze	251 900	4 890	3 / 0.9	turbo petrol	66 @ 5250	135 @ 2500	FWD	5 / manual	
	66kW turbo Dynamique	298 900	5 790	3 / 0.9	turbo petrol	66 @ 5250	135 @ 2500	FWD	5 / manual	
	66kW dCi Dynamique	325 900	6 300	4 / 1.5	turbo diesel	66 @ 4000	220 @ 1750	FWD	5 / manual	
	88kW turbo Dynamique	325 900	6 300	4 / 1.2	turbo petrol	88 @ 5000	205 @ 2000	FWD	6 / manual	
	88kW turbo Dynamique auto	341 900	6 610	4 / 1.2	turbo petrol	88 @ 4900	190 @ 2000	FWD	6 / automatic	
Renault Duster Average sales per month: 294 Service plan: 3 year / 45 000km Replacement due: TechRoad added										
OVERVIEW: One of South Africa's favourite SUVs just got a whole lot better. Lots of space, gadgets and ability at a stunning price.										
	1.6 Expression	260 900	5 070	4 / 1.6	petrol	84 @ 5500	148 @ 3750	FWD	5 / manual	
	1.5dCi TechRoad	298 900	5 790	4 / 1.5	turbo diesel	66 @ 4000	240 @ 1750	FWD	5 / manual	
	1.5dCi TechRoad auto	332 900	6 430	4 / 1.5	turbo diesel	80 @ 4000	250 @ 1750	FWD	6 / automatic	
	1.5dCi Dynamique 4WD	332 900	6 430	4 / 1.5	turbo diesel	80 @ 4000	240 @ 1750	4WD	6 / manual	
	1.5dCi Prestige	340 900	6 590	4 / 1.5	turbo diesel	80 @ 4000	250 @ 1750	FWD	6 / automatic	
Renault Koleos Average sales per month: 32 Service plan: 5 year / 90 000km Replacement due: Still new										
OVERVIEW: A handsome mid-size SUV with loads of space for the family. More than adequate off-road and reasonably priced considering its size.										
	2.5 Expression	409 900	7 900	4 / 2.5	petrol	126 @ 6000	233 @ 4000	FWD	CVT / automatic	
	2.5 Dynamique	459 900	8 850	4 / 2.5	petrol	126 @ 6000	233 @ 4000	FWD	CVT / automatic	
	2.5 Dynamique 4WD	499 900	9 610	4 / 2.5	petrol	126 @ 6000	233 @ 4000	4WD	CVT / automatic	
ROLLS-ROYCE										More info: www.rolls-roycemotorcars.com
Cullinan Average sales per month: n/a Maintenance plan: 4 year / unlimited km Replacement due: Still new										
OVERVIEW: The most expensive SUV on sale in South Africa comes with the most sought-after badge in the business. Not sold on the looks, but it does have presence.										
	Cullinan	POA	POA	V12 / 6.8	turbo petrol	420 @ 5000	850 @ 1600	4WD	8 / automatic	
SUBARU										More info: www.subaru.co.za
Subaru XV Average sales per month: 28 Maintenance plan: 3 year / 75 000km Replacement due: Still new										
OVERVIEW: A crossover that can actually handle some off-roading. Has 4x4, great ground clearance and Subaru's X-Mode. A lot of vehicle for the money. Luggage area could be bigger.										
	2.0i	413 000	7 960	H4 / 2.0	petrol	115 @ 6000	196 @ 4200	4WD	CVT / automatic	
	2.0i-S ES	473 000	9 100	H4 / 2.0	petrol	115 @ 6000	196 @ 4200	4WD	CVT / automatic	
Subaru Forester Average sales per month: 39 Maintenance plan: 3 year / 75 000km Replacement due: Still new										
OVERVIEW: Great all-rounder with loads of standard kit and more off-road ability than you'd expect. Deserves to sell better than it does.										
	2.0i	451 000	8 680	H4 / 2.0	petrol	115 @ 6000	196 @ 4000	4WD	CVT / automatic	
	2.0i-L ES	490 000	9 420	H4 / 2.0	petrol	115 @ 6000	196 @ 4000	4WD	CVT / automatic	
	2.0i-S ES	524 000	10 070	H4 / 2.0	petrol	115 @ 6000	196 @ 4000	4WD	CVT / automatic	
Subaru Outback Average sales per month: 4 Maintenance plan: 3 year / 75 000km Replacement due: Facelifted										
OVERVIEW: Very spacious and surprisingly capable. Deserves better sales, but the station wagon-like looks put many off.										
	2.5i-S ES Premium	617 000	11 840	H4 / 2.0	petrol	129 @ 5800	235 @ 4000	4WD	CVT / automatic	
	3.6 R-S ES Premium	688 000	13 190	H6 / 3.0	petrol	191 @ 6000	350 @ 4400	4WD	CVT / automatic	
SUZUKI										More info: www.suzukiauto.co.za
Suzuki Ignis Average sales per month: 184 Service plan: 2 year / 30 000km Replacement due: Facelift due 2020										
OVERVIEW: A funky hatch with some crossover styling. Good value for money.										
	1.2 GL	182 900	3 580	4 / 1.2	petrol	61 @ 6000	113 @ 4200	FWD	5 / manual	
	1.2 GL Special Edition	188 900	3 700	4 / 1.2	petrol	61 @ 6000	113 @ 4200	FWD	5 / manual	
	1.2 GLX	204 900	4 000	4 / 1.2	petrol	61 @ 6000	113 @ 4200	FWD	5 / manual	
	1.2 GLX Special Edition	215 900	4 210	4 / 1.2	petrol	61 @ 6000	113 @ 4200	FWD	5 / manual	
	1.2 GLX auto	221 900	4 320	4 / 1.2	petrol	61 @ 6000	113 @ 4200	FWD	5 / automatic	
Suzuki Jimny Average sales per month: 150 Service plan: 4 year / 60 000km Replacement due: Still new										
OVERVIEW: The all-new Jimny is even more capable off-road than the previous model and also much easier to live with on a day-to-day basis.										
	1.5 GA AllGrip	285 900	5 540	4 / 1.5	petrol	75 @ 6000	130 @ 4000	4WD	5 / manual	
	1.5 GLX AllGrip	323 900	6 260	4 / 1.5	petrol	75 @ 6000	130 @ 4000	4WD	5 / manual	
	1.5 GLX AllGrip auto	343 900	6 640	4 / 1.5	petrol	75 @ 6000	130 @ 4000	4WD	4 / automatic	
Suzuki Vitara Average sales per month: 63 Service plan: 4 year / 60 000km Replacement due: Facelifted, and 1.4 turbo added										
OVERVIEW: The Vitara is a no-nonsense crossover with an old-school engine and it's as tough as nails. It handles gravel roads with grace.										
	1.6 GL	293 900	5 690	4 / 1.6	petrol	86 @ 6000	151 @ 4000	FWD	5 / manual	
	1.6 GL+	332 900	6 430	4 / 1.6	petrol	86 @ 6000	151 @ 4000	FWD	5 / manual	
	1.6 GL+ auto	352 900	6 810	4 / 1.6	petrol	86 @ 6000	151 @ 4000	FWD	6 / automatic	
	1.6 GLX	381 900	7 370	4 / 1.6	petrol	86 @ 6000	151 @ 4000	FWD	6 / automatic	
	1.6 GLX AllGrip	390 900	7 540	4 / 1.6	petrol	86 @ 6000	151 @ 4000	4WD	5 / manual	
	1.4T GLX	386 900	7 460	4 / 1.4	turbo petrol	103 @ 5500	220 @ 1500	FWD	6 / manual	
	1.4T GLX auto	405 900	7 820	4 / 1.4	turbo petrol	103 @ 5500	220 @ 1500	FWD	6 / automatic	
TOYOTA										More info: www.toyota.co.za
Toyota Rush Average sales per month: 196 Service plan: 6 services / 90 000km Replacement due: Still new										
OVERVIEW: Toyota's entry in the compact SUV segment is big on space and standard equipment. Engine is a tad underpowered with five people on board.										
	1.5 S	324 200	6 270	4 / 1.5	petrol	77 @ 6000	136 @ 4200	RWD	5 / manual	
	1.5 S auto	338 800	6 550	4 / 1.5	petrol	77 @ 6000	136 @ 4200	RWD	4 / automatic	
Toyota C-HR Average sales per month: 191 Service plan: 6 services / 90 000km Replacement due: Facelifted										
OVERVIEW: A quirky little compact SUV with interesting styling and loads of features. A solid offering from Toyota.										
	1.2T	371 700	7 170	4 / 1.2	turbo petrol	85 @ 5600	185 @ 1500	FWD	6 / manual	
	1.2T Plus	403 000	7 770	4 / 1.2	turbo petrol	85 @ 5600	185 @ 1500	FWD	6 / manual	
	1.2T Plus auto	415 100	8 000	4 / 1.2	turbo petrol	85 @ 5600	185 @ 1500	FWD	CVT / automatic	
	1.2T Luxury	476 600	9 170	4 / 1.2	turbo petrol	85 @ 5600	185 @ 1500	FWD	CVT / automatic	

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	Model	Price (R)	HP (monthly)	Engine	Fuel type (diesel/petrol/turbo)	Power (kW)	Torque (Nm)	Drive system	Gears (manual/auto)
Toyota RAV4 Average sales per month: 619 Service plan: 6 services / 90 000km Replacement due: Still new OVERVIEW: Toyota's popular SUV is back, sporting some rather handsome styling. It might seem expensive but you get a lot for your investment. CVT gearbox is fine but top-end eight-speed automatic is better.									
	2.0 GX	445 600	8 580	4 / 2.0	petrol	127 @ 6600	203 @ 4400	FWD	6 / manual
	2.0 GX auto	457 500	8 800	4 / 2.0	petrol	127 @ 6600	203 @ 4400	FWD	CVT / automatic
	2.0 AWD GX-R	541 800	10 410	4 / 2.0	petrol	127 @ 6600	203 @ 4400	4WD	CVT / automatic
	2.0 VX	541 600	10 400	4 / 2.0	petrol	127 @ 6600	203 @ 4400	FWD	CVT / automatic
	2.5 AWD VX	618 400	11 860	4 / 2.5	petrol	152 @ 6600	243 @ 4000	4WD	8 / automatic
Toyota Hilux Average sales per month: 3 883 Service plan: 6 services / 90 000km Replacement due: GR Sport added OVERVIEW: The Hilux is a good bakkie that sells in prodigious numbers. There's not much wrong with it, and it benefits from a great dealer network across the country.									
	Xtra Cab:								
	2.4GD-6 SRX	419 800	8 090	4 / 2.4	turbo diesel	110 @ 3400	400 @ 1600	RWD	6 / manual
	2.4GD-6 SRX auto	437 400	8 420	4 / 2.4	turbo diesel	110 @ 3400	400 @ 1600	RWD	6 / automatic
	2.8GD-6 Legend 50	526 500	10 110	4 / 2.8	turbo diesel	130 @ 3400	420 @ 1400	RWD	6 / manual
	2.8GD-6 Legend 50 auto	546 200	10 490	4 / 2.8	turbo diesel	130 @ 3400	420 @ 1400	RWD	6 / automatic
	2.8GD-6 4x4 Legend 50	596 300	11 440	4 / 2.8	turbo diesel	130 @ 3400	420 @ 1400	4WD	6 / manual
	2.8GD-6 4x4 Legend 50 auto	616 300	11 820	4 / 2.8	turbo diesel	130 @ 3400	420 @ 1400	4WD	6 / automatic
	Double Cab:								
	2.7 S	413 500	7 970	4 / 2.7	petrol	122 @ 5200	245 @ 4000	RWD	5 / manual
	2.4GD-6 S	437 700	8 430	4 / 2.4	turbo diesel	110 @ 3400	400 @ 1600	RWD	6 / manual
	2.4GD-6 SR	448 400	8 630	4 / 2.4	turbo diesel	110 @ 3400	400 @ 1600	RWD	6 / manual
	2.4GD-6 4x4 SR	518 600	9 960	4 / 2.4	turbo diesel	110 @ 3400	400 @ 1600	4WD	6 / manual
	2.4GD-6 SRX	463 800	8 920	4 / 2.4	turbo diesel	110 @ 3400	400 @ 1600	RWD	6 / manual
	2.4GD-6 SRX auto	479 200	9 220	4 / 2.4	turbo diesel	110 @ 3400	400 @ 1600	RWD	6 / automatic
	2.4GD-6 4x4 SRX	540 000	10 370	4 / 2.4	turbo diesel	110 @ 3400	400 @ 1600	4WD	6 / manual
	2.4GD-6 4x4 SRX auto	565 000	10 850	4 / 2.4	turbo diesel	110 @ 3400	400 @ 1600	4WD	6 / automatic
	2.8GD-6 Legend 50	596 600	11 450	4 / 2.8	turbo diesel	130 @ 3400	420 @ 1400	RWD	6 / manual
	2.8GD-6 Legend 50 auto	616 600	11 830	4 / 2.8	turbo diesel	130 @ 3400	450 @ 1600	RWD	6 / automatic
	2.8GD-6 4x4 Legend 50	667 200	12 790	4 / 2.8	turbo diesel	130 @ 3400	420 @ 1400	4WD	6 / manual
	2.8GD-6 4x4 Legend 50 auto	689 000	13 200	4 / 2.8	turbo diesel	130 @ 3400	450 @ 1600	4WD	6 / automatic
	2.8GD-6 4x4 GR Sport	728 800	13 960	4 / 2.8	turbo diesel	130 @ 3400	450 @ 1600	4WD	6 / automatic
	4.0 V6 4x4 Legend 50	733 600	14 050	V6 / 4.0	petrol	175 @ 5200	376 @ 3800	4WD	6 / automatic
Toyota Fortuner Average sales per month: 1 110 Service plan: 6 services (petrol) 9 services (diesel) / 90 000km Replacement due: Upgraded OVERVIEW: This new model of South Africa's favourite SUV represents a massive leap forward from the previous generation model.									
	2.7	505 600	9 720	4 / 2.7	petrol	122 @ 5200	245 @ 4000	RWD	6 / automatic
	2.4GD-6	524 800	10 080	4 / 2.4	turbo diesel	110 @ 3400	400 @ 1600	RWD	6 / manual
	2.4GD-6 auto	545 300	10 470	4 / 2.4	turbo diesel	110 @ 3400	400 @ 1600	RWD	6 / automatic
	2.4GD-6 4x4	573 200	11 000	4 / 2.4	turbo diesel	110 @ 3400	400 @ 1600	4WD	6 / automatic
	2.8GD-6	624 300	11 970	4 / 2.8	turbo diesel	130 @ 3400	420 @ 1400	RWD	6 / manual
	2.8GD-6 auto	645 300	12 370	4 / 2.8	turbo diesel	130 @ 3400	450 @ 1600	RWD	6 / automatic
	2.8GD-6 4x4	692 400	13 270	4 / 2.8	turbo diesel	130 @ 3400	420 @ 1400	4WD	6 / manual
	2.8GD-6 4x4 auto	713 600	13 670	4 / 2.8	turbo diesel	130 @ 3400	450 @ 1600	4WD	6 / automatic
	4.0 V6 4x4	752 300	14 410	V6 / 4.0	petrol	175 @ 5200	376 @ 3800	4WD	6 / automatic
Toyota Hiace Average sales per month: n/a Service plan: 9 services / 90 000km Replacement due: Updated OVERVIEW: The old Quantum returns as Toyota's new budget people carrier, the Hiace.									
	2.5D-4D bus 14-seater GL	571 900	10 980	4 / 2.5	turbo diesel	75 @ 3600	260 @ 1600	RWD	5 / manual
Toyota Quantum Average sales per month: 736 Service plan: 9 services / 90 000km Replacement due: New, and VX model added OVERVIEW: The new Quantum is said to be more efficient and safer. Bound to be all over the place soon.									
	2.8 LWB bus 11-seater GL	631 100	12 100	4 / 2.8	turbo diesel	130 @ 3400	420 @ 1400	RWD	6 / manual
	2.8 SLWB bus 14-seater GL	647 700	12 420	4 / 2.8	turbo diesel	115 @ 3600	420 @ 1600	RWD	6 / manual
	2.8 LWB bus 9-seater VX	947 400	18 120	4 / 2.8	turbo diesel	115 @ 3600	420 @ 1600	RWD	6 / automatic
Toyota Land Cruiser 70 Series Average sales per month: 225 Service plan: Optional Replacement due: Namib added OVERVIEW: An iconic workhorse that's great for overlanding. The V8 diesel engine is wonderful.									
	Land Cruiser 79 4.0 V6	673 700	12 910	V6 / 4.0	petrol	170 @ 5200	360 @ 3800	4WD	5 / manual
	Land Cruiser 79 4.2D	705 900	13 530	6 / 4.2	diesel	96 @ 3800	285 @ 2200	4WD	5 / manual
	Land Cruiser 79 4.5D-4D LX V8	791 500	15 150	V8 / 4.5	turbo diesel	151 @ 3400	430 @ 1200	4WD	5 / manual
	Land Cruiser 79 4.5D-4D LX V8 Namib	911 500	17 430	V8 / 4.5	turbo diesel	151 @ 3400	430 @ 1200	4WD	5 / manual
	Land Cruiser 76 Station Wagon 4.5D-4D LX V8	810 100	15 510	V8 / 4.5	turbo diesel	151 @ 3400	430 @ 1200	4WD	5 / manual
Toyota FJ Cruiser Average sales per month: 9 Service plan: 9 services / 90 000km Replacement due: Upgraded OVERVIEW: The FJ Cruiser is a capable off-roader that combines modernity with the retro looks of yesteryear.									
	FJ Cruiser	678 100	13 000	V6 / 4.0	petrol	200 @ 5600	380 @ 4400	4WD	5 / automatic
Toyota Land Cruiser Prado Average sales per month: 83 Service plan: 9 services / 90 000km Replacement due: Facelifted OVERVIEW: This is the off-roader to have when the Fortuner is a bit run-of-the-mill and the 200 is too OTT for your liking.									
	3.0DT TX	892 500	17 070	4 / 3.0	turbo diesel	120 @ 3400	400 @ 1600	4WD	5 / automatic
	4.0 VX	1 010 000	19 310	V6 / 4.0	petrol	202 @ 5600	381 @ 4400	4WD	5 / automatic
	3.0DT VX	1 011 900	19 340	4 / 3.0	turbo diesel	120 @ 3400	400 @ 1600	4WD	5 / automatic
	4.0 VX-L	1 050 300	20 070	V6 / 4.0	petrol	202 @ 5600	381 @ 4400	4WD	5 / automatic
	3.0DT VX-L	1 052 100	20 110	4 / 3.0	turbo diesel	120 @ 3400	400 @ 1600	4WD	5 / automatic
Toyota Land Cruiser 200 Average sales per month: 84 Service plan: 9 services / 90 000km Replacement due: Facelifted OVERVIEW: This is as luxurious as a capable off-roader gets and its styling is even modest - considering the price.									
	4.5D-4D V8 GX-R	1 086 200	20 760	V8 / 4.5	turbo diesel	195 @ 3400	650 @ 1600	4WD	6 / automatic
	4.5D-4D V8 VX-R	1 510 100	28 810	V8 / 4.5	turbo diesel	195 @ 3400	650 @ 1600	4WD	6 / automatic
VOLKSWAGEN More info: www.vw.co.za Volkswagen T-Cross Average sales per month: 750 Service plan: 5 year / 90 000km Replacement due: Still new OVERVIEW: VW's compact crossover is based on the award-winning Polo and they have been selling up a storm since it was launched.									
	1.0TSI 85kW Comfortline	343 300	6 630	3 / 1.0	turbo petrol	85 @ 5000	200 @ 2000	FWD	7 / automatic
	1.0TSI 85kW Highline	374 500	7 220	3 / 1.0	turbo petrol	85 @ 5000	200 @ 2000	FWD	7 / automatic



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	Model	Price (R)	HP (monthly)	Engine	Fuel type (diesel/petrol/turbo)	Power (kW)	Torque (Nm)	Drive system	Gears (manual/auto)
Volkswagen Caddy Alltrack Average sales per month: n/a Service plan: 3 year / 60 000km Replacement due: Still new OVERVIEW: Perfect for the weekly commute and the odd adventure. It's also got loads of space to just gulp up about anything.									
	Alltrack 2.0TDI	472 200	9 080	4 / 2.0	turbo diesel	81 @ 4200	250 @ 1500	FWD	5 / manual
	Alltrack 2.0TDI auto	508 300	9 770	4 / 2.0	turbo diesel	103 @ 4200	320 @ 1750	FWD	6 / automatic
Volkswagen Tiguan Average sales per month: 498 Service plan: 5 year / 90 000km Replacement due: 1.4TSI Trendline auto added OVERVIEW: Compact, practical, economical and reliable – standard qualities of the Tiguan.									
	1.4TSI Trendline	449 800	8 660	4 / 1.4	turbo petrol	110 @ 5000	250 @ 1500	FWD	6 / automatic
	1.4TSI Comfortline	513 700	9 870	4 / 1.4	turbo petrol	110 @ 5000	250 @ 1500	FWD	6 / automatic
	2.0TDI 4Motion Comfortline	577 600	11 090	4 / 2.0	turbo diesel	110 @ 3250	340 @ 1750	4WD	7 / automatic
	2.0TDI 4Motion Highline	601 500	11 540	4 / 2.0	turbo diesel	130 @ 3500	380 @ 1750	4WD	7 / automatic
	2.0TSI 4Motion Highline	601 400	11 540	4 / 2.0	turbo petrol	162 @ 4500	350 @ 1500	4WD	7 / automatic
Volkswagen Tiguan Allspace Average sales per month: New Service plan: 5 year / 90 000km Replacement due: 1.4TSI Comfortline added OVERVIEW: The Tiguan is great. Now it's even better with 7 seats.									
	1.4TSI Trendline	473 600	9 110	4 / 1.4	turbo petrol	110 @ 5000	250 @ 1500	FWD	6 / automatic
	1.4TSI Comfortline	543 700	10 440	4 / 1.4	turbo petrol	110 @ 5000	250 @ 1500	FWD	6 / automatic
	2.0TSI 4Motion Comfortline	556 500	10 690	4 / 2.0	turbo petrol	132 @ 4200	320 @ 1500	4WD	7 / automatic
	2.0TSI 4Motion Highline	635 300	12 180	4 / 2.0	turbo petrol	162 @ 4500	350 @ 1500	4WD	7 / automatic
Volkswagen Amarok Average sales per month: 239 Service plan: 5 year / 90 000km Replacement due: Facelifted, and V6 TDI added OVERVIEW: One of the most SUV-like bakkies out there. The auto lacks low-range, but is still impressively capable.									
	2.0TDI Comfortline	556 600	10 690	4 / 2.0	turbo diesel	103 @ 3500	340 @ 1600	RWD	6 / manual
	2.0TDI Comfortline 4Motion	621 300	11 920	4 / 2.0	turbo diesel	103 @ 3500	340 @ 1600	4WD	6 / manual
	2.0BiTDI Highline	615 100	11 800	4 / 2.0	turbo diesel	132 @ 4000	420 @ 1500	RWD	8 / automatic
	2.0BiTDI Highline 4Motion	653 200	12 520	4 / 2.0	turbo diesel	132 @ 4000	400 @ 1500	4WD	6 / manual
	2.0BiTDI Highline 4Motion auto	673 000	12 900	4 / 2.0	turbo diesel	132 @ 4000	420 @ 1500	4WD	8 / automatic
	2.0BiTDI Dark Label 4Motion	709 700	13 600	4 / 2.0	turbo diesel	132 @ 4000	420 @ 1500	4WD	8 / automatic
	2.0BiTDI Highline Plus	674 400	12 930	4 / 2.0	turbo diesel	132 @ 4000	420 @ 1500	RWD	8 / automatic
	2.0BiTDI Highline Plus 4Motion	732 600	14 030	4 / 2.0	turbo diesel	132 @ 4000	420 @ 1500	4WD	8 / automatic
	3.0 V6 TDI Highline 4Motion	760 000	14 550	V6 / 3.0	turbo diesel	165 @ 3000	550 @ 1400	4WD	8 / automatic
	3.0 V6 TDI Canyon 4Motion	815 000	15 600	V6 / 3.0	turbo diesel	165 @ 3000	550 @ 1400	4WD	8 / automatic
	3.0 V6 TDI Highline Plus 4Motion	817 700	15 650	V6 / 3.0	turbo diesel	165 @ 3000	550 @ 1400	4WD	8 / automatic
	3.0 V6 TDI Extreme 4Motion	854 300	16 350	V6 / 3.0	turbo diesel	165 @ 3000	550 @ 1400	4WD	8 / automatic
Volkswagen Kombi / Caravelle / California Average sales per month: 173 Maintenance plan: 5 year / 60 000km Replacement due: Facelift due OVERVIEW: The Kombi/Caravelle/California trio is as practical as MPVs get and, what's more, the 4Motion can even handle some fairly bad gravel roads.									
	Kombi 2.0TDI SWB Trendline	598 900	11 490	4 / 2.0	turbo diesel	75 @ 3000	250 @ 1500	FWD	5 / manual
	Kombi 2.0TDI LWB Trendline	606 900	11 640	4 / 2.0	turbo diesel	75 @ 3000	250 @ 1500	FWD	5 / manual
	Kombi 2.0TDI SWB Trendline auto	634 500	12 170	4 / 2.0	turbo diesel	103 @ 3500	340 @ 1750	FWD	7 / automatic
	Kombi 2.0TDI SWB Trendline Plus	651 200	12 490	4 / 2.0	turbo diesel	103 @ 3500	340 @ 1750	FWD	7 / automatic
	Kombi 2.0BiTDI SWB Trendline Plus	693 200	13 280	4 / 2.0	turbo diesel	132 @ 4000	400 @ 1500	FWD	7 / automatic
	Kombi 2.0BiTDI SWB Comfortline	773 200	14 800	4 / 2.0	turbo diesel	132 @ 4000	400 @ 1500	FWD	7 / automatic
	California Beach 2.0TDI 4Motion	941 800	18 010	4 / 2.0	turbo diesel	110 @ 3250	340 @ 1500	4WD	7 / automatic
	Caravelle 2.0BiTDI PanAmericana 4Motion	981 100	18 760	4 / 2.0	turbo diesel	132 @ 4000	400 @ 1500	4WD	7 / automatic
	Caravelle 2.0BiTDI Highline	1 014 100	19 380	4 / 2.0	turbo diesel	132 @ 4000	400 @ 1500	FWD	7 / automatic
	Caravelle 2.0BiTDI Highline 4Motion	1 046 600	20 000	4 / 2.0	turbo diesel	132 @ 4000	400 @ 1500	4WD	7 / automatic
	California Coast 2.0BiTDI 4Motion	1 089 500	20 820	4 / 2.0	turbo diesel	150 @ 4000	450 @ 1400	4WD	7 / automatic
Volkswagen Touareg Average sales per month: 25 Maintenance plan: 5 year / 100 000km Replacement due: Still new OVERVIEW: The most expensive VW on sale in SA may just be the best all-round large, luxury SUV.									
	V6 TDI Luxury	1 074 600	20 540	V6 / 3.0	turbo diesel	190 @ 3250	600 @ 2250	4WD	8 / automatic
	V6 TDI Executive R-Line	1 229 700	23 480	V6 / 3.0	turbo diesel	190 @ 3250	600 @ 2250	4WD	8 / automatic
VOLVO More info: www.volvocars.co.za									
Volvo XC40 Average sales per month: 27 Maintenance plan: 5 year / 100 000km Replacement due: T3 auto added OVERVIEW: Destined for mass appeal? We reckon so.									
	T3 Momentum	524 543	10 080	3 / 1.5	turbo petrol	120 @ 5500	265 @ 1850	FWD	6 / manual
	T3 Momentum auto	551 561	10 590	3 / 1.5	turbo petrol	110 @ 5500	265 @ 1500	FWD	8 / automatic
	D4 AWD Momentum	642 522	12 320	4 / 2.0	turbo diesel	140 @ 4000	400 @ 1750	4WD	8 / automatic
	T5 AWD Momentum	653 416	12 530	4 / 2.0	turbo petrol	185 @ 5500	350 @ 1800	4WD	8 / automatic
Volvo XC60 Average sales per month: 68 Maintenance plan: 5 year / 100 000km Replacement due: Still new OVERVIEW: Volvo's XC60 is a technological marvel. Few cars are as refined and comforting. We recommend the diesel model.									
	D4 AWD Momentum	699 454	13 400	4 / 2.0	turbo diesel	140 @ 4250	400 @ 1750	4WD	8 / automatic
	T5 AWD Momentum	726 666	13 920	4 / 2.0	turbo petrol	187 @ 5500	350 @ 1500	4WD	8 / automatic
	D5 AWD Momentum	770 936	14 760	4 / 2.0	turbo diesel	173 @ 4000	480 @ 1750	4WD	8 / automatic
	T6 AWD Inscription	827 804	15 840	4 / 2.0	supercharged + turbo petrol	235 @ 5700	400 @ 2200	4WD	8 / automatic
Volvo V90 Cross Country Average sales per month: 4 Maintenance plan: 5 year / 100 000km Replacement due: Still new OVERVIEW: Based on the XC90/S90 platform, the V90 premium station wagon gets all Volvo's latest tech. That also means it's rather pricey.									
	T5 AWD Momentum	853 709	16 340	4 / 2.0	turbocharger petrol	187 @ 5500	350 @ 1500	4WD	8 / automatic
	D4 AWD Momentum	875 877	16 760	4 / 2.0	turbocharger diesel	140 @ 4250	400 @ 1750	4WD	8 / automatic
	D5 AWD Inscription	956 914	18 300	4 / 2.0	turbocharger diesel	173 @ 4000	480 @ 1750	4WD	8 / automatic
	T6 AWD Inscription	1 017 684	19 450	4 / 2.0	supercharged + turbo petrol	235 @ 5700	400 @ 2200	4WD	8 / automatic
Volvo XC90 Average sales per month: 39 Maintenance plan: 5 year / 100 000km Replacement due: Facelifted OVERVIEW: A fantastic SUV from Volvo that is comfortable, looks great and offers good performance. One of the best in its class.									
	T5 AWD Momentum	1 040 944	19 900	4 / 2.0	turbo petrol	187 @ 5500	350 @ 1500	4WD	8 / automatic
	D5 AWD Inscription	1 133 279	21 650	4 / 2.0	turbo diesel	173 @ 4000	480 @ 1750	4WD	8 / automatic
	T6 AWD Inscription	1 136 629	21 710	4 / 2.0	supercharged + turbo petrol	235 @ 5700	400 @ 2200	4WD	8 / automatic
	T8 Twin Engine AWD Inscription	1 288 660	24 600	4 / 2.0	superchgd turbo petrol-elec hybrid	300	640	4WD	8 / automatic

NOTE

The models, prices and specifications shown in this Buyer's Guide are the latest available at the time of going to press. Our deadline occurred at the end of February 2020. If you are interested in a specific vehicle, please check pricing and specification with a relevant dealer before making a binding decision.

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AUTO MANUFACTURERS VS THE AFTERMARKET

Naamsa responds to the Competition Commission guidelines on the Automotive Aftermarkets

BARELY 12 hours after President Cyril Ramaphosa reassured both local and international investors during his State of the Nation Address that Government will continue to create conditions conducive to investment and growing the country's ailing economy, the Competition Commission of South Africa has taken steps that may well have the opposite effect.

The commission published policy guidelines that will compel the automotive industry to implement enforceable measures that could fundamentally change the current nature and structure of the automotive retail and aftermarket value chains in the country. The proposed guidelines bring about some profound structural changes which will intrinsically remould the existing business models of all automotive multinational companies that continue to invest emphatically in the country's economy, its workforce and its overall future growth.

The National Association of Automobile Manufacturers of South Africa (Naamsa) has said the industry was not substantively opposed to the proposed reforms but is gravely disturbed by the manner in which the Competition Commission has elected to progress the conversation notwithstanding the fact that Naamsa held four meetings in the last seven months with the commission to discuss different approaches available to address the proposed reforms. Naamsa's view is that the proposed reforms required



Above: The Volkswagen factory in Uitenhage. Auto manufacturers may be under increased pressure following a ruling from the Competition Commission.

carefully considered interventions that can be implemented gradually over a reasonable period of time.

Michael Mabasa, CEO of Naamsa said the publishing of the guidelines was an indication that the Competition Commission negotiated with the industry in bad faith.

"Transformation of the automotive sector in South Africa is no longer a contested space because it is a business imperative that makes sense for the success and sustainability of

the automotive industry. In all our meetings, I personally reassured the Commission of the industry's unambiguous commitment to systemically address barriers to entry which remain very high in the industry for many exciting, new and aspiring entrants. Clearly our messages fell on deaf ears because the commission chose 'a stick approach' and is now using these guidelines as a blunt instrument to achieve a goal we were all working towards," said Mabasa.

"Introducing these enforceable guidelines is extremely punitive and a dangerous retrogressive step that is counterproductive and which will harm the economy.

"I admire the courage of the Competition Commission in many other areas of their work, but it is our considered view that on this occasion, they sought to unjustifiably impose a blunt instrument on an industry that has already agreed to self-regulate and reform.

"The motor industry has taken practical measures and developed an ambitious Automotive Masterplan 2035 which is a blueprint for many other sectors which have followed in our footsteps in developing their own sectoral masterplans as confirmed by President Ramaphosa during the recent State of the Nation address," said Mabasa. **W**

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MID-MOUNTED LOAD-LUGGER

Japan's automotive industry has to rank as one of the most interesting in the world, if only because of the development and existence of the kei car.

AFTER World War II, Japan had extremely limited resources and little access to raw materials. Add to that a large urban population where space was an equally rare commodity. The result was a country where the car as we knew it simply wouldn't work.

The result was a set of guidelines set by the government. A manufacturer was only allowed to build a car 2.8m long and 1m wide. Instead of throwing their hands in the air and proclaiming that it would be impossible to build a bakkie/MPV/SUV within those specifications, most manufacturers enthusiastically scooped up the gauntlet thrown at their feet. As motoring fanatics, we're glad they did because the result was the kei car, of which there are many superb examples.

One of these examples was the Daihatsu Midget, designed simply to carry a large load from point A to point B.

Introduced in 1957, the Midget had only one seat, one front wheel and a two-stroke air-cooled mid-mounted engine powering the rear wheels. The 250cc engine was capable of a whopping 6kW. Later versions added an extra 3kW to the mix.

As it was meant to be nothing more than a load carrier, it only featured a cargo area at the rear, which could carry 300kg.

Daihatsu had a winner on its hands and by 1972, 336 534 units had been produced. The Japanese manufacturer decided to terminate production because of the

inherent instability of three-wheeled vehicles. At the time, it was producing a four-wheeled kei car alternative called the Hijet and the market slowly but surely moved over to that model.

That wasn't the end of the Midget, however, as it would continue to live on as the humble tuk tuk.

It was, and continues to be, built by obscure manufacturers like Bajaj and Bemo in countries like India, Pakistan, Indonesia and Thailand. While it's fairly easy to buy a modern tuk tuk in South Africa, the original Daihatsu Midgets are extremely rare, even in Japan.

The Midget name was left unused until 1996 when Daihatsu spotted another gap in the market. The Japanese government had continuously made updates

to kei car restrictions, giving manufacturers more room to work with.

Daihatsu decided to go back to its roots, giving the public another no-frills workhorse. The 1996 Midget had four wheels and a cargo area at the rear. Options included such items as air-conditioning and four-wheel drive.

Oddly, customers could choose between a model with electronic fuel injection or a model without it. They were almost identical, apart from the electronic injection model that was 75mm shorter.

As mentioned, this was a no-nonsense workhorse, designed to carry loads. As such, Daihatsu never even bothered to style the vehicle. It just had two upright headlights and a spare wheel in the middle. No edgy lines, or styling

inspired by exotic fish.

According to multiple online sources, the second-generation Midget remains a firm favourite among bar owners in Tokyo, as it's particularly good at carrying beer kegs.

The original Midget deserves iconic status as its three-wheel layout would eventually mobilise the masses in Third-World countries. Tuk tuks aren't as widespread here as they are overseas but you need only visit India or Thailand once to see the thousands of people who still rely on this design to get them where they're going on a daily basis. **LV**

1957 DAIHATSU MIDGET

Years of manufacture: 1957 to 1972

Engine: Air-cooled two-stroke

Size: 250cc

Power: 6kW

Gearbox: Three-speed manual

4WD system: None, but optional on second-generation

Ground clearance: n/a

Top speed: 70km/h





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