

VOLUME 3 May 2025

# ALL THINGS >>> MOTORING INTERNATIONAL



**The BMW X3 is the 2025 South African Car of the Year as judged by the SA Guild of Mobility Journalists and sponsored by Old Mutual Insure**

## **In this issue**

South Africa's Car of the Year 2025

Road review:  
the Suzuki Swift

Road review:  
the Nissan Magnite



## Siyanda: Creativity Meets Execution

"Where Creativity and Execution Come Together"

At Siyanda, creativity isn't just an idea—it's brought to life through flawless execution. With over three decades of experience, our team continues to push boundaries, delivering events that leave a lasting impression



100% Female-owned  
51% Black-owned  
Level 2 BBBEE Certified  
Proudly South African



"Let's Bring Your Vision to Life"  
Contact us today and see how we can create extraordinary experiences together.  
events@siyandaevents.co.za



# COMMENT

## Shooting a moving target!

The VAT debate is being heard in court as I write, Trump is still trumpeting and the Pope has passed on, all just reminders life is a moving target, change is inevitable and probably just about any cliché you care to think of that fits the scenario.

The reality is it is difficult to shoot at a moving target and that's pretty much why life never stands still and, either we move with it or get left behind – or drown while trying to swim against the current. There, some more clichés!

The auto industry here, and overseas, is working its way through significant changes and disruptions and, while currently still in its infancy, will be a very different looking entity when things do finally settle down for a while, doing things few people could have predicted for an automaker.

Never mind the push toward electric vehicles or other forms of zero emission energy – keep your eye on how Artificial Intelligence (AI) is playing a role from the design right through to the actual production of new generation cars and commercial vehicles.

There will be more! AI will dominate the entire operation of the vehicle. The moves to completely automated cars is well

under way and, while this may still some time to become a safe reality,

AI is well ensconced as part of the overall programme and just as you thought you were comfortable saying out loud "Hey (name of car)" and telling it to turn on the radio, dial a phone number, adjust the navigation or whatever, those systems are become more clever and intuitive, learning your voice, understandings your moods, preferences, musical tastes and will automatically set up the car to suit.

Doomsday scenarios abound – the car deciding to stop and shut down because the AI brain thinks you are tired, automatically regulates maximum speed based on road signage and refuses any throttle input even for overtaking – there are plenty of 'what if' horror stories.



Colin Windell  
Editor

## Quick links ...

If you have any queries, concerns or just need advice:

[Ask Mikey](#)

For the very best deal to keep you covered:

[Car and Home Insurance](#)

Take a look at our Leisure section:

[Caravans & Leisure](#)

They may be Cheap but they still are pristine:

[Cheap Cars](#)

For the love of nostalgia:

[Classic Cars](#)

Classy, quick and just waiting for you:

[Exotic Cars](#)

See how the numbers stack up:

[Finance Calculator](#)

For the best deal in auto finance:

[Finance Your Car](#)

Our biggest movers:

[Hot Sellers](#)

Two wheels and an open road:

[Motorcycles](#)

Cars priced competitively for Students:

[Student Cars](#)

## On our cover:

Following two rigorous testing days in March, the country's most respected motoring journalists have spoken, crowning the BMW X3 as the 2025 South African Car of the Year. This marks a successive victory for the German manufacturer, with the G70 generation 7 Series winning in 2024. BMW holds the record for the manufacturer with the most number of SA Car of the Year titles. However, this is the first time the X3 nameplate has been awarded the coveted title.

# In this month's issue

VOLUME 3 May 2025

03

Stepping out of the shadows

07

News

08

Road review  
Chery Tiggo Cross

11

Mike's column

12

Road review  
Nissan Magnite

15

Brit on the Move

16

Road review  
Tank 500 HEV

20

Retro Revs

22

Road review  
Suzuki Swift

ALL THINGS MOTORING INTERNATIONAL magazine is produced by CHANGECARS and ALL THINGS MOTORING INTERNATIONAL, 214 Queens Road, Bryanston, and, while every attempt is made to ensure the accuracy of all information and data, the entities and companies take no responsibility for errors that may occur. The online magazine is produced monthly by: Publisher & Advertising Sales: Michael Pashut Editor: Colin Windell Correspondents: Retro & Classic – Stuart Johnston; UK – Mark Smythe Layout & Design: Kay Johnstone. Editorial Contact: Colin Windell — +2783 326 7147 or colin@changecars.co.za

## FEATURE



## Stepping out of the shadows

In that hostelry I rarely visit, the banter often turns to the bakkies the 'manne' drive with badge pride quite evident in the flow of conversation. Drop the moniker 'LDV' into the conversation elicits a large number of blank looks with one near-whispered "do you mean light delivery vehicle".

Well, yes in the broad sense of the descriptor. More specifically, this LDV in questions refers to Leyland Daf Vehicles – LDV for short – and is a . . . light 'commercial' vehicle marketed under the name by a company of the same name that has been active in country for a while but is now only beginning to flex its muscle.

There is no actual connection to either Leyland or Daf vehicles and the background is both those companies were purchased some time back by Chinese automaker SAIC (which also owns MG) and it decided the export versions of the Maxxus bakkie would be under the LDV brand name.

For the past year or so the company has quietly been establishing its dealer base and this will reach 50 spread around the country by the end of the year; a number the company believes is the ideal to ensure viability and profitability for the network based on estimated sales numbers. At the same time it has been setting up and

stocking a comprehensive parts warehouse in Johannesburg where, currently, the pick rate is sitting at 98%.

Emerging from its shell as it were, LDV recently hosted a ride-and-drive to the Kruger National Park where I had the chance to drive two of its current models- more of which anon.

Significantly, this is a forerunner to an ambitious rollout of new product through the remainder of 2025 that will see the launch of a 4wd capable SUV, a panel van, a MPV people mover and its halo bakkie, the Terron, that is pitched into the same segment as the top end Hilux and Ranger models.

A glorious sighting of a lone lioness just chilling on the side of the road, determinedly unconcerned by the growing number of vehicles and camera clicks perhaps summed up the way in which LDV has approached its entry to the local market – chilled, measured and not too worried about what others are doing.

Nevertheless, while South Africa's love affair with double-cab bakkies is no secret, the Chinese-built LDV T60 is here to shake up the braai chat. With its bold styling, wallet-friendly pricing and a choice between rugged 4x4 grit or

urban polish, the T60 aims to charm both adventurers and city slickers.

The Max Pro 4x4 flexes its muscles with a 2,0-litre bi-turbo diesel engine, churning out 160 kW and a meaty 480 Nm of torque — numbers that rival pricier competitors such as the Ford Ranger. Paired with a smooth 6-speed automatic, this 4x4 beast thrives on low-end grunt, making light work of steep inclines, gravel passes, or towing up to 3 500 kg (perfect for boats or caravans).

The selectable 4x4 system, hill descent control, and robust suspension (220 mm ground clearance) scream 'weekend warrior', ready to tackle the Drakensberg or Namibian dunes.

On the road out from the Boksburg dealership and through the morning traffic with a few stop/starts the average consumption was 10,2 l/100 km to our lunch stop in Mbombela. From there to the overnight venue in Marloth Park, I managed to keep it down to 8,0 l/100 km.

This LDV is comparable to the Mitsubishi Triton and remains a tad 'old school' with a smallish centre screen and not a library of screen menus to wade through. My biggest gripe is the fact SAIC has not done whatever is necessary to have Android Auto operational.

The Elite auto swaps the bi-turbo for a single-turbo 2.0TD, delivering 120 kW and 375 Nm. While less punchy, it's no slouch — ideal for daily commutes or highway cruising. The same 6-speed auto ensures relaxed driving, though overtaking on the N1 demands a heavier foot. With a 1 000 kg payload and 2 500 kg towing capacity, it's a solid workhorse for small businesses or family hauling.



Behind the wheel, the Max Pro feels every bit the off-roader. The steering is weighty and the ladder-frame chassis communicates every gravel-road jiggle — reminders of its rugged intent. Yet, it's surprisingly composed on tar, with minimal body roll. Noise insulation could be better, but that's bakkie life. The Elite, meanwhile, prioritises comfort. Its softer suspension soaks up potholes and speed bumps, while refined cabin acoustics make Jo'burg traffic less grating.

The Elite's single-turbo sips diesel at 8,5–9,0 l/100km, a boon for cost-conscious drivers. Both run on 500 ppm diesel, a win for rural SA fuel availability. The Elite keeps it utilitarian with vinyl seats, manual climate control and a 10-inch touchscreen (with Apple CarPlay). But it nails essentials: six crash bags, rear parking sensors and a lockable rear dif. The Max Pro pampers with leather



seats, dual-zone climate control, keyless entry and a 360-degree camera — a rarity in this price bracket. Both cabs offer ample rear legroom, though the upright seating won't rival a SUV.

The LDV T60 Elite 4x4 is a no-nonsense contender for farmers, overlanders, or tradies needing go-anywhere grit without splurging on a Ranger or Hilux. Its torque-rich engine and 4x4 chops justify the extra fuel bills. The Max Pro auto, meanwhile, suits urbanites craving bakkie practicality without the rugged edge. It's a savvy choice for school runs, weekend getaways, or small-business logistics, blending comfort and affordability. Final Braai-Worthy Take: LDV isn't yet a household name in SA, but the T60 double cabs offer compelling value. If you're after a budget-friendly 4x4 workhorse or a tech-savvy urban cruiser, these bakkies deserve a test drive — just don't expect resale values to match Toyota's stalwarts. Lekker driving!

**Colin Windell**



# Buy Smart With Screan



## How it Works

Screan is able to inspect and assess second-hand vehicles from dealerships and private sellers across South Africa using vehicle inspection experts.



### Vehicle Inspections include:

- Mechanical Inspection
- Service History Review
- Vehicle Exterior
- Vehicle Interior
- Vehicle Engine



**BOOK A SCREEN**  
[screan.co.za](https://screan.co.za)

### Suzuki empowers rugby

Suzuki Auto South Africa has launched a corporate social responsibility initiative in collaboration with the Humanitarian Empowerment Fund (HEF) to bolster grassroots rugby development. The nine-month programme, running from April to December, will train young players in Rugby Sevens across four West Rand schools: Newclare Primary, Everest Primary, Dowling Primary and Claremont Primary. Should the pilot prove effective, plans to extend it to neighbouring institutions will be explored.

Brendon Carpenter, Suzuki's Brand Marketing Manager, highlighted the initiative's dual focus on nurturing athletic potential and promoting healthy lifestyles and life skills. Two annual Suzuki Sevens Development Tournaments will offer participants tangible goals and a platform to showcase their progress.

HEF will manage coaching staff and pre-training meals, while Suzuki will supply two seven-seater Ertiga vehicles to aid transport. This follows Suzuki's existing support for community sports, including its sponsorship of the Griqualand West Rugby Union since 2023 and partnership with Thembisa's Imvuselelo Sporting Organisation, which uses football to steer youth away from crime.



### Flagship Lexus dealership

Lexus South Africa has unveiled Halfway Lexus Pretoria, a new flagship dealership in Lynwood, Pretoria East, marking its expansion into the capital. The facility integrates advanced technology and tailored services, aligning with the brand's focus on innovation and customer-centric experiences.

Leon Theron, Senior Vice President of Sales & Marketing, highlighted the blend of Lexus's craftsmanship and modern amenities, stating, "This opening reflects our commitment to meeting evolving customer expectations while maintaining our reputation for reliability and sophistication".

Inspired by Lexus's 'Omotenashi' hospitality ethos, the design features open spaces, natural materials, and clean lines, merging functionality with aesthetic appeal. Chris Jones, Dealer Principal, noted the dealership's alignment with Halfway's legacy of automotive excellence and its strategic location within a bustling business hub.

Emphasising sustainability, the venue showcases hybrid vehicles and eco-conscious practices, mirroring Lexus's global environmental goals. The dealership aims to redefine traditional automotive retail, offering a space where luxury, innovation, and sustainability converge.





## ROAD REVIEW

# THE Chery Tiggo Cross

South Africa's automotive scene is seeing a shake-up as Chinese marque Chery accelerates its climb up the sales charts, challenging established players like Hyundai. Central to this push is the Tiggo Cross, a compact SUV spun from the brand's popular Tiggo 4 Pro. Priced between R399 900 (Comfort) and R449 900 (Elite), it aims to blend style, tech and value — but does it deliver?

The Tiggo Cross borrows cues from its larger Tiggo 7 Pro sibling, sporting sleek LED lighting, a distinctive rear light bar and 18-inch alloys (Elite trim) framing red brake callipers. Its bold front grille and sharp lines give it a contemporary edge, though some may find the design more conservative than rivals such as the Haval Jolion Pro.

Inside, the cabin punches above its price tag. Soft-touch surfaces, leather-trimmed seats (heated and electric in the Elite we had on test), dual-zone climate control and ambient lighting create a premium vibe. A 10,25-inch touchscreen handles infotainment with wireless Android Auto/Apple CarPlay, while a voice assistant adds a futuristic touch — though mastering its commands takes patience. A 360-degree camera and wireless charger sweeten the deal.





Powered by a 1,5-litre turbo-charged engine (108 kW/210 Nm), the Tiggo Cross feels adequate for urban commutes, with the six-speed DCT shifting smoothly. However, throttle calibration remains a gripe. Eco mode feels lethargic, Normal mode improves slightly and Sport mode triggers wheelspin under hard acceleration — a common quirk among Chinese models. Ride quality leans firm, though it handles bumps competently.

Fuel efficiency disappoints, with test figures of 9,6 l/100 km — well above the claimed 6.5 l/100 km. Rivals such as the Toyota Corolla Cross Hybrid highlight this shortfall, sipping fuel at half the rate. Brake pedal feel also warrants criticism, with a spongy response under sudden stops.

Safety is a strong suit: seven crash bags (including a centre cushion), adaptive cruise control, blind-spot monitoring, and lane-keep assist come standard. A 5-year/60 000 km service plan, 5-year/150 000 km warranty and decade-long engine cover provide peace of mind.

The Tiggo Cross excels in tech and design, offering a premium package for under R450 000. Yet throttle niggles and thirstier fuel habits may deter efficiency-focused buyers.

For style-conscious drivers prioritising kit over dynamics, it's a tempting proposition — though rivals including the Haval Jolion Pro and Volkswagen T-Cross offer sharper driving experiences. Chery's ambition is clear, but refinement hurdles remain. If the brand irons out these wrinkles, the Tiggo Cross could well become a segment favourite.

**Colin Windell**

*In need of a bakkie – [click here](#)*

*Need finance – [click here](#)*

*We have Tiggo Cross pre-owned and dealer demo – [take a look](#)*



## MIKE'S COLUMN

**S**outh Africans are car crazy and with good reason. We have excellent weather, superb choice of vehicles and some truly spectacular roads.

If you have a special story or beautiful vehicle collection, I would love to engage.

I am available on michael@allthingsmotoring.co.za and 083 377 5432 and would love to your story.

Warm regards

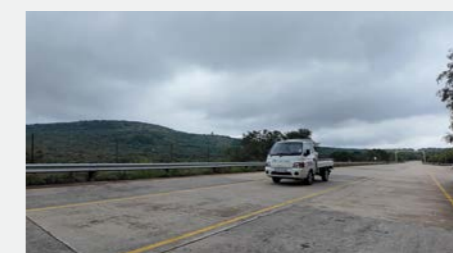
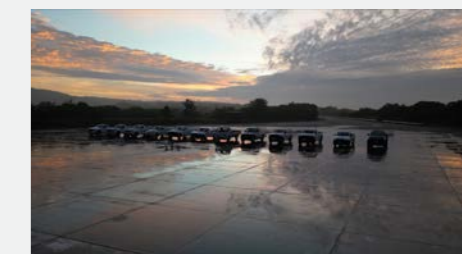
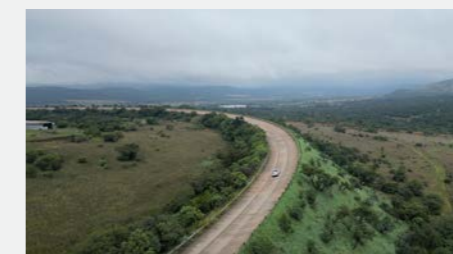
**Mike Pashut**



### Not to be missed

12 bakkies. 1 000 kg of sand on each. Who's hot and who's not! ALL THINGS MOTORING put the 12 vehicles through their paces at the Gerotek Test Centre near Pretoria in the capable hands of Grant McCleery and the Driving Dynamics team.

You can catch the first of three segments on the ALL THINGS MOTORING show on Ignition (Channel 189) from May 19 and judge for yourself.



# ROAD REVIEW



South Africa's B-SUV segment thrives on value, blending compact dimensions, urban practicality and wallet-friendly pricing. Since its 2021 debut, the Nissan Magnite has carved out a loyal following, with some 25 000 units sold. The latest iteration has tweaks to styling, safety and refinement but, does it hold its ground in a market brimming with rivals including the Toyota Starlet Cross and Kia Sonet?

Approaching the Magnite, the revised front end commands attention. The wider grille, flanked by boomerang-shaped LED daytime running lights, gives it a sharper, more assertive stance. Contrasting fog lamp bezels add flair, though opinions split on whether the design feels 'busy' or refreshingly modern.

At the rear, the new 3D honeycomb LED taillights steal the show, offering a sophisticated after-dark signature.

Diamond-cut 16-inch alloys and a magma orange paint option (pictured) inject vibrancy, though some may yearn for the Kuro variant's stealthier aesthetic.

Inside, the cabin echoes the outgoing model's layout but with welcome upgrades. The Acenta Plus variant we had on test flaunts quilted leatherette seats with Heat Guard tech — a clever touch for South African summers — while softer-touch materials grace the dashboard and door cards.

A 7-inch touchscreen with wireless Android Auto/Apple CarPlay remains intuitive, though the single USB-A port up front and solitary USB-C in the rear feel stingy. Practicality shines with 336 litres of boot space, but the driving position leans van-like, lacking seat tilt adjustment. NVH levels impress for the segment, though budget-oriented tyres transmit road texture into the cabin.

## THE Nissan Magnite





Nissan offers two engines: a 1,0-litre naturally aspirated unit (53 kW) and a turbo-charged version (74 kW). The latter, tested here, pairs with a 5-speed manual or CVT. The CVT, surprises. Gone is the rubber-band drone; instead, it mimics a conventional auto's smoothness, only protesting under hard acceleration. The transmission handled the test route with composed suspension, though steep hills highlight the turbo's limits at altitude. Steering is precise, if light, making city navigation a breeze.

Safety upgrades respond directly to criticism. Six crash bags, reinforced steel construction and C-pillar crash sensors now feature across the range. Tech like walk-away locking and a 360-degree camera (Acenta Plus) add convenience, though rivals still offer more advanced driver aids.

Here lies the rub. The facelifted Magnite's price tag leaps sharply — the Acenta Plus CVT now exceeds R100 000 over its 2021 predecessor. At this level, it brushes against rivals such as the Sonet and Hyundai Exter, which boast funkier designs or more cabin space. Nissan's 3-year/30 000 km service plan and 6-year/150 000 km warranty sweeten the deal, but budget-focused buyers may balk.

Nissan's updates address key gripes, delivering a more polished, tech-savvy Magnite. The manual

variant's verve and the CVT's refinement stand out, while the cabin's premium touches elevate it above plasticky peers.

Yet, in a segment where value reigns, the price hike may deter newcomers. Loyal Nissan fans will appreciate the upgrades, but convincing rivals' devotees requires test drives—and perhaps a dealer incentive or two.

In South Africa's cut-throat B-SUV arena, the Magnite remains a credible choice. It just needs to shout louder in a room full of chatterboxes.

**Colin Windell**

*Here's the Nissan Magnite you have been looking for – just a click away*

*Good insurance is as vital as safe driving – click here to find out more*

*Crunch the numbers by using this handy Finance Calculator*

## BRIT ON THE MOVE



### Profits, tariffs, and who is disrupting the auto industry

The global auto industry is still in limbo as automakers wait for an announcement on what US President Donald Trump will do at the end of his 90-day pause on tariffs. His decision to implement a 25% tariff on cars remains in place, significantly higher of course for China, but there continues to be uncertainty around tariffs on parts, especially those from China.

"Despite the 90-day pause on most reciprocal tariffs, the near- and longer-term outlook is dogged by tariff uncertainty, complicating investment and management decisions," says GlobalData in its latest executive briefing on tariffs and trade wars. "The greatest risk is that ongoing market volatility triggers reflexivity, sending corporate and consumer confidence plummeting, with indications that this is already happening."

Some OEMs can accommodate the tariffs better than others though. The latest data from Car Industry Analysis reveals how much profit the car companies are making per car and once again, Ferrari tops the list. Its profit margin on each car sold increased in 2024 to R2 937 259. Porsche remains second on the list, but its profit dropped from R488 866 to R389 898. Mercedes-Benz is third but its margins are significantly lower at R100 837, also a figure down on the previous year.

Stellantis, Nissan and GWM are at the bottom of the profit list, each making less than R15 000 per car, but there is one further level, the negative basement. The main name that stands out here is Aston Martin, which loses R397 398 per car, so don't expect to haggle on the price next time you want to order a new Vantage. US electric vehicle company Rivian loses R1 877 558

per car, but even that is small change compared to Lucid, currently losing R6 092 141 per car, twice as much as Ferrari makes. Lucid's losses have improved over 2023 though and the company is hoping that its move into Europe and new Gravity Grand Touring SUV will improve things further.

Meanwhile, EV sales continue to rise, but still not at the rate predicted a few years ago. That is leading to strategy changes. Hyundai has paused EV production for a week and at the same time introduced a new hybrid system that promises increased fuel efficiency and even some features associated with BEVs such as Vehicle-to-Load capability.

Despite the many challenges, there's lots of positive news in the industry at the moment. Milan Design Week and the New York Auto Show previewed some fantastic new models and trends. Kia is celebrating its EV3 taking World Car of the Year, replicating the success of the Kia EV9 in 2024 and there's champagne for Michael Schiebe, chairman of the board of management at Mercedes-AMG who received the covered Visionary Disruptor of the Year award from Newsweek. In the same awards, Volvo received Designer Disruptor of the Year and its recently revealed new ES90 definitely justifies this even more.

Auto Shanghai is the big focus as we go to print though and as well as dozens of new models from Chinese manufacturers, there will be a keen interest in the Volkswagen Group. The German automaker is in the midst of realigning its product strategy and some of its recent reveals hint at exciting new models to come.

**Mark Smythe**

Over the past 16 years, Great Wall Motors (GWM) has carved a formidable niche in South Africa's automotive landscape, with its Haval brand challenging perceptions of value versus legacy. Now, the Tank sub-brand steps into the spotlight, targeting adventure-focused buyers with the Tank 500 — a seven-seat SUV aiming to rival established names including Toyota Prado and Land Rover.

The Tank 500's boxy silhouette may evoke familiar cues from the Land Cruiser J200, but it carves its own identity with assertive styling. A bold tri-spar chrome grille dominates the front, flanked by angular LED headlights and fog lamps. Chrome accents extend along the body, framing 20-inch multi-spoke wheels that, surprisingly, avoid appearing garish.

Practical touches include retractable side steps for easier access and a rear-mounted spare wheel with a body-coloured cover. The tailgate swings outward—a pragmatic choice for tighter parking spaces — while a satin silver skid plate adds a touch of off-road readiness.

Inside, the Tank 500 blends opulence with functionality. Nappa leather upholstery and wood-grain trim lend a premium feel, though the latter's durability remains to be tested. The cabin's horizontal lines emphasise



# ROAD REVIEW

## THE Tank 500 HEV

spaciousness, accommodating taller occupants comfortably across all three rows.

A 14,6-inch touchscreen anchors the dashboard, housing infotainment controls and a crisp 12-speaker Harman Kardon sound system. Wireless Android Auto, Apple CarPlay and a charging tray cater to tech-savvy users, though key functions like volume remain frustratingly buried in sub-menus.

Front passengers enjoy heated, ventilated, and massaging seats — with additional lumbar support for the driver — while a digital instrument cluster and heads-up display keep vital data in view. Ambient lighting, a panoramic sunroof, and tri-zone climate control round out the luxuries. Practicality is not forgotten: boot space shrinks from 795 litres to a modest 98 litres when the third row is upright, but fold both rear rows, and it expands to 1 459 litres.

*Tank 500 is on our radar – [click here to see what we have](#)*

*Looking for a safe car for a student – [then click here](#)*

*Need finance – [click here for the very best deals](#)*



Disclaimer: Overseas model shown.



Under the bonnet lies a 2,0-litre turbo-charged petrol engine paired with a hybrid system, delivering 255 kW and 648 Nm. Power reaches all four wheels via a nine-speed hybrid automatic transmission, with mechanical locking differentials activated via cabin buttons. On tarmac, the Tank 500 feels composed, its suspension absorbing imperfections adeptly. Gravel roads reveal confident stability, though steep gradients expose a curious lag — requiring a firm throttle press to maintain momentum.

Fuel economy claims of 8,5 l/100 km proved optimistic during testing, with real-world figures hovering around 11,0 l/100 km. The hybrid system prioritises performance over efficiency, making it less frugal than rivals. Drivers can toggle between Eco, Normal, and off-road modes, with the AWD system adeptly managing traction on loose surfaces.

Priced at R1 222 900, the Tank 500 undercuts luxury rivals while packing comparable kit. A seven-year/200,000 km warranty, eight-year battery cover and five-year service plan aim to alleviate ownership concerns. Yet, its near-R1.2-million tag invites scrutiny — especially against diesel-powered alternatives like the Toyota Fortuner.

The GWM Tank 500 is a compelling proposition for buyers prioritising tech and space over brand prestige. Its lavish interior and robust drivetrain impress, though real-world efficiency and long-term reliability remain questions. For those willing to bypass traditional badges, the Tank 500 offers a daring alternative — proof that GWM's ambition is as substantial as its SUV.

**Colin Windell**



# CHANGE CARS

*"Our Name Says it All"*

**THE SAFEST WAY TO BUY OR SELL A VEHICLE ONLINE!  
HELPING DEALERS REACH CUSTOMERS,  
AND CUSTOMERS FIND THEIR PERFECT CAR.**

## *What is* CHANGE CARS?

CHANGE CARS is the premier online platform that connects dealers with buyers, making it easy to advertise, find, and purchase vehicles. Our platform allows dealers to showcase their inventory to a wide audience while providing customers with a seamless, user-friendly experience to find their next car.

## *Why Advertise with* CHANGE CARS?

### **REACH A LARGER AUDIENCE**

Showcase your vehicles to thousands of potential buyers looking for the perfect car, who see CHANGE CARS as the safest online Platform.

### **PROFESSIONAL LISTINGS**

High-quality vehicle listings with detailed descriptions, and photos that make your vehicles stand out.

**Website: [www.changecars.co.za](http://www.changecars.co.za)**

**Phone: 0861 248 248 | Email: [info@changecars.co.za](mailto:info@changecars.co.za)**

**Follow Us: Instagram | Facebook | Twitter | YouTube – @ChangeCars**

**CHANGE CARS – YOUR PARTNER IN THE VEHICLE MARKETPLACE.**

# Retro Rews

## My kinda cars, my kinda people

Dave van der Merwe's Anglia is a case of a car evolving one giant leap at a time. Despite emitting enough vibrations to get me start thinking like a beatnik – I think a dude called Aron was one, he lived next door to me in Hatfield Pretoria, where I went to school, the same primary school where, I believe, that show-off Muskrat attended. You know the dude, the one who wants to fly to Mars, just to prove that he, and he alone, can do it.

The temptation to the countless super-brain boxes Musk has already fired, must be huge when it comes to evolving a mothership that could take the good Elon into space. If there indeed is such a thing, for someone with such a huge ego. Elon rules by fear, dude. So my advice is to make sure that the thing bombs out early due to some minuscule mishap overlooked.

After all, good people with respect for the universe wouldn't trifle with ways of Mother Nature in such a far out arena. A scientist can always claim immunity overlaid by Musk's impunity. If there really is any value for mankind to go to Mars at this

stage, we need real fit people to take the further Giant couple of steps and not do a catwalk in the shadow of the moon.

That's why I like Dave van der Merwe's approach in the art of hill-climbing, in that it's a giant leap into the hills of Knysna.

To digress once again: War and irresponsible trips to the moon should be avoided at all costs – has Elton, sorry Elon, been watching too many episodes of the Big Bang Theory? (For a moment there, I was thinking about Elton as in John, who could very well sing Rocket Man on a video for a large portion of the American populace, followed by Lady Di.) You know the one, where Howard gets a super-padded space suit to accompany super-built Russian astronauts – and Dave van der Merwe has followed – relatively uuh – suit.

Dave's next step into the future will be to run his old Angle-box with a 2,0-litre Ford motor known as a Pinto overhead cam device, but it is actually one and the same as the 2,0-litre Pinto motor that everyone seems to be so keen on running.

This means that Dave has gone from a sweet-sounding Ford Kent limited to about 8 000 r/min or so in a 700 kg cabbie and a 5-speed box to 89 kW to proper jetting of the Weber carburetors and Vernier pulley adjustments on the camshaft wheel.

My advice is, get your collective butts down to Knysna on May 3, or somewhere where Berg Wind conditions are expected. And get to lean on the rather ratty mudguards of Dave van der Merwe's Anglia. You may wish for a zwish body work job – that can come next year with a close ratio five-speed gearbox, sourced from some rugged beast somewhere.

Next year, let's hope, Dave can try slicks on his car, and even more trickery. Then we will see. Beauty meets the beast. Dave is a patient man.

My bet is that pound for pound, the comparatively low-revving, dual-double-choke Weber carb Anglia will be the star of the show. The Anglia weighs in at just 750 kg standard!! And as long as a big enough ratio can be found, do the sums...

At the moment, think of Dave's car as a four-speed Cosworth, or like a little junk-yard terrier rescue jobbie. Full of love, but a bit rough around the edges right now. That's what I'm gonna do.

Anyway. Dave's Anglebox, as some dudes used to call them – others call them Skynsies – runs a 5-point something rear axle ratio, and most probably a cam with Vernier pulleys to give it the perfect rally pitch up Knysna's Simola haul with enough give in the belt-wheel ratios ready enough to provide adjustment of the sufficient variety to enable peak revs.

My guess is about 7 000 r/min, worthy of a trip up to Worcester or somewhere like that to enable a quick fitting, further to enable a quickish haul up the hill to be right in the torque band for a quick conquering of Simola's long and winding road. It'll definitely hit 7 000 r/min with a Dick-Tator fuelling system and have enough 'dig' from the softish chunky tread tyre profiles to provide a flat-out swoop through the final bends at the top of the hill. The really cool thing about the eight-valve Cosworth 2,0 litre mill should provide excellent grunt too, as should a neat re-working of the tyre sidewalls, through the top few final sweeps.

Get yourselves down to Knysna on May 3 for a Democratic Day of the Hillclimb, or better still, thoroughly re-caffeinate you and your missus at Knysna Motor Show-re-jigged as Cars@Coffee on April 27. And to re-write a Bob Dylan lyric to make things a great day out, "Well, I ride on a mail train baby, I can't buy no thrill... duh duh, du du.."

Toot toot!

Book a ride on that train now, Berg Winds are predicted!

Stuart Johnston



# ROAD REVIEW



The Suzuki Swift has long been a familiar sight on our roads, carving out a reputation as a plucky, pragmatic hatchback. The latest iteration of the 1.2 GL automatic model continues this legacy, blending city-friendly agility with a wallet-conscious ethos.

At first glance, the Swift's design walks a fine line between playful and purposeful. The latest model sports a bolder front grille, a chiselled shoulder line and a boxier roofline that nods to retro hatchback charm while embracing modern flair. While its high profile might raise eyebrows among design purists, the GL trim's 15-inch alloy wheels and vibrant paint options — like the deep red metallic of our test car— add a touch of sophistication. It is a cheeky upgrade from the utilitarian steel wheels of the base model, proving that affordability does not have to mean austerity.

Slide into the cabin, and the Swift's no-nonsense approach continues. Hard plastics dominate, but they are assembled with a robustness that feels fit for purpose in this budget-friendly segment. The GL spec elevates the experience with a multifunction steering wheel and a crisp 7,0-inch touchscreen infotainment system. Wireless Apple CarPlay and Android Auto integration are welcome touches, ensuring seamless smartphone connectivity. The system responds swiftly to inputs, though the accompanying four-speaker audio setup struggles at higher volumes, sounding strained when pushed beyond 70%.

Practicality is another strong suit. The 265-litre boot expands to a generous 948 litres with the rear seats folded, while rear legroom, though snug, outshines many rivals. For daily errands or weekend getaways, the Swift proves surprisingly versatile.

Where the Swift truly shines is on the road. Its 1,2-litre three-cylinder petrol engine — producing 60 kW and 112 Nm—pairs with a CVT



## THE Suzuki Swift

automatic transmission (a welcome upgrade from the clunky automated manual of old). While the engine's initial grumble might unsettle three-cylinder sceptics, it settles into a refined hum once moving.

Power delivery is linear, with a usable torque band between 2 500 r/min and 4 000 r/min, making zipping through city traffic or merging onto motorways refreshingly stress-free.

The steering is light and direct, offering just enough feedback to keep drivers engaged without fatigue. Combined with a tight turning circle, navigating narrow streets or crammed car parks feels intuitive. The suspension soaks up potholes and speed bumps with ease, though it retains enough composure to feel planted on winding B-roads. Bridgestone tyres, a step up from previous models' budget rubber, enhance grip and stability — even during Johannesburg's blustery and rainy test conditions, the Swift remained unfazed by crosswinds at motorway speeds.

Fuel efficiency remains a headline feature. Suzuki claims 4,4 l/100 km, though real-world driving yielded a still-impressive 5,2 l/100 km. For commuters, this translates to fewer stops at the pump and more miles for your money. Safety credentials include anti-lock braking with EBD, dual front crash bags, and Isofix anchors, though the Swift's recent Euro NCAP three-star rating (67% adult occupant safety) may give pause. While adequate for the segment,

rivals such as the Hyundai Grand i10 offer similar pricing with marginally better safety tech.

Priced at R259 900, the Swift undercuts rivals like the Kia Picanto while offering comparable kit. A 5-year warranty and 2-year service plan sweeten the deal.

The Swift is not a car that shouts for attention. Instead, it quietly excels as a dependable, economical companion for urban life. Its blend of nimble handling, frugal engine, and pragmatic design makes it a standout in the budget segment — proof that sometimes, the simplest solutions are the smartest.

Whether you're threading through city traffic or embarking on a weekend adventure, the Swift delivers a grin-inducing mix of practicality and charm.

**Colin Windell**

*Click here swiftly to find the perfect car for you*

*For the very best insurance deal for your car – click here*

*Crunch the numbers by using this handy Finance Calculator*



## Renault outlines progress

At the 2025 ChangeNow Summit in Paris, Renault Group executives Josep-Maria Recasens (Strategy Director and Ampere CEO) and Cléa Martinet (Sustainability Director and Ampere CSO) detailed the automotive sector's sustainability challenges amid growing market competition. Four years after launching its Renaulution strategic plan, the group now offers 12 electric vehicles (EVs) in Europe and has developed an integrated EV ecosystem to accelerate adoption.

"Our focus on sustainability has guided responses to industry pressures," said Recasens. "We've pursued electrification and digitalisation while upskilling teams via ReKnow University. To address material volatility and reduce reliance on overseas battery supply chains, we've invested in circular solutions like The Future Is NEUTRAL and Refactory. Affordable EVs produced in France remain central to our approach."

Under Renaulution, decarbonisation was prioritised alongside traditional performance metrics, driving a 40% reduction in fleet CO2 emissions and a 50% cut in manufacturing emissions between 2019 and 2024. The group's experimental Emblème concept further demonstrates progress, achieving a 90% lifecycle emissions reduction compared to 2019 benchmarks.



## Giulietta Berlina marks 70 Years since Turin debut

Unveiled on 20th April 1955 at the Turin Motor Show, the Alfa Romeo Giulietta Berlina marked a turning point in Italy's post-war automotive landscape. Fusing elegance, innovation, and accessibility, it reflected the nation's economic revival and Alfa Romeo's evolution from niche manufacturer to industrial force. Stellantis Heritage and Alfa Romeo now celebrate its enduring impact.

"The Giulietta democratised Alfa Romeo's racing heritage," noted Roberto Giolito, Head of Stellantis Heritage. Emerging after Alfa's Formula 1 triumphs, the Giulietta project aimed to blend performance with practicality. The Sprint coupé, designed by Franco Scaglione for Bertone, debuted in 1954, prompting the accelerated launch of the Berlina.

Powered by a 1290cc twin-cam engine, with aluminium construction and independent suspension, the Berlina reached 140km/h—"the family car that wins races." Under Rudolf Hruska, production at the Portello plant soared. Culturally iconic and produced until 1965, the Giulietta's legacy lives on in Alfa Romeo's DNA.



# EYE CANDY



## ALL THE WINNERS

### Overall:

- 1 BMW X3
- 2 Suzuki Swift
- 3 BMW M5



### Categories:

**Budget:**  
Suzuki Swift

**Family:**  
Volkswagen Tiguan



**Premium:**  
BMW M5

**Executive:**  
BMW 5 Series

**Adventure Utility:**  
Toyota Land Cruiser Prado



**Performance:**  
BMW M5

**People's Choice:**  
Mahindra XUV 3XO



Make Your Event a Lasty Memory  
Your Memories; Our Pleasure

Cathy: +27 82 571 6200





# ALL THINGS MOTORING

INTERNATIONAL

## The Ultimate Destination for Car Enthusiasts!

*Your go-to show for everything automotive.*

### What is ALL THINGS MOTORING?

ALL THINGS MOTORING is your premium automotive show that brings you everything you need to know about the world of motoring. From expert reviews and car showcases to live events and industry insights, we've got it all!

#### WHY TUNE IN?

- Expert Reviews: Get detailed reviews of the latest car models, with expert insights into performance, design, and features.
- Behind-the-Scenes Access: Join us for exclusive behind-the-scenes footage from the world of motorsports, car manufacturers, and much more.
- Automotive Advice: Our experts provide practical advice and tips on car maintenance, buying, selling, and keeping your vehicle in top shape.
- Engaging Content: Enjoy our engaging videos, blogs, and interviews with industry professionals. Dive into the latest trends in the automotive world.
- Exclusive Events: Attend live events, car shows, and exclusive meetups with fellow car enthusiasts and the All Things Motoring team.

#### CONTENT BEYOND THE SHOW

- Automotive Blog: Stay up to date with the latest news, trends, and innovations in the automotive industry. Expert writers share insights on all things motoring.
- Video Content: Watch in-depth videos on car reviews, car culture, and more, available on our website and social media platforms.
- Advice Columns: Have a motoring question? Our expert Mike answers your automotive queries with useful advice and solutions.
- Events & Meetups: Get invitations to exclusive events where you can meet other motoring enthusiasts and discover the latest products and innovations.

Catch ALL THINGS MOTORING on Ignition TV, Channel 189

*Where Passion Meets Performance*

Website: [www.allthingsmotoring.com](http://www.allthingsmotoring.com) | Phone: 0861 248 248 | Email: [info@allthingsmotoring.com](mailto:info@allthingsmotoring.com)

Follow Us: Instagram | Facebook | Twitter | YouTube – @AllThingsMotoring

