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FREE

Automotive Trade Media *Cape*

EDITION 12

Focusing on the Automotive Industry within the Western Cape

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A NOTE FROM THE EDITOR



As we find ourselves in the final run-down to year-end, it's only natural to pause and reflect on the journey that has brought us to this point.

Speaking to our clients, partners, and loyal readers over the last few weeks, one sentiment has surfaced time and again - 2025 has tested many of us in ways we didn't quite expect. It has been a tough year on multiple fronts, personally, professionally, and economically - yet here we stand, at the threshold of another new year, stronger for the experience.

If there's one truth that continually reveals itself, it's that South Africans possess a remarkable resilience. We take knocks, dust ourselves off, and push forward with a determination that feels uniquely ours.

No matter the circumstances, we adapt, endure, and find ways to rise. That spirit has been evident in every conversation, every workshop visit, every event, and every story we've covered this year.

The Western Cape automotive industry, in particular, has shown its mettle. Business across the region has faced real challenges, but the resilience of this sector, from independent workshops to suppliers, restorers, dealers, specialists, and every trade professional in between, remains unmatched.

Throughout the year, Automotive Trade Media Cape has had the privilege of shining a spotlight on some of the most inspiring businesses operating in our province. Their commitment to excellence, their ability to innovate under pressure, and their unwavering passion for the trade have painted a clear picture - the Western Cape continues to be a powerhouse in South Africa's automotive landscape.

What has stood out most, however, are the people behind these businesses, individuals whose dedication goes beyond profit and productivity. They are problem-solvers, craftspeople, entrepreneurs, mentors, and community builders.

Many of them operate quietly behind the scenes, yet their impact is unmistakable. Having had the privilege to meet and interview so many of these remarkable individuals, I am continually reminded of how strong the industry truly is when its people are driven by purpose and pride. As we look ahead, 2026 is already shaping up to be an exciting year for enthusiasts, professionals, and families alike. The season kicks off with the Classic Car & Bike Festival at Timour Hall in Plumstead at the end of January - an event that never disappoints. February brings the ever-popular George Motor Show, and by the time April rolls around, engines will once again be roaring up the hill at the iconic Simola Hillclimb. It's a full calendar from the get-go, and we look forward to being on the ground to cover every moment of these adrenaline-fuelled showcases.

This edition also carries special significance for us, as it marks two years of Automotive Trade Media Cape. It's a milestone that fills our team with gratitude and pride. When we launched at the beginning of 2024, we knew there was a gap to fill - a space dedicated to celebrating the Western Cape's automotive trade, events, and personalities. What we didn't anticipate was how warmly the industry would embrace us. Thanks to you our subscribers, readers, and advertisers that the magazine has grown in leaps and bounds. Your support, feedback, and enthusiasm have shaped this platform into what it is today, and for that, we extend our heartfelt thanks. Without you, none of this would be possible. As we wrap up another year, I wish you and your families a safe, joyful, and restful festive season. May 2026 bring prosperity, growth, and new opportunities for us all. Here's to the journey ahead - one we are honoured to share with you.

Until the New Year...



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HALO

WISHING YOU SAFETY & PROSPERITY

As the year draws to a close and many of our members are preparing to enjoy some well-deserved rest, HALO would like to thank you for your support, and wish you and your loved ones a joyous festive season.

May the new year bring with it prosperity, as we continue to strive to bring about positive change in the motor body repair industry.

Happy holidays and remember to buckle up.

Should you need any advice or support, contact **Richard Green** at richard@haloandco.biz



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BRIGHTON BODY & SPRAY

Three Decades of Excellence in Autobody Repair



Established in June 1995, Brighton Body & Spray has grown from a small family venture into one of the most respected names in the autobody repair industry.

Founded in Brackenfell by husband and wife team, Mike and Ina van Eijk, the business began with a simple but powerful commitment: to deliver exceptional quality repairs and service that customers could trust. Nearly three decades later, that commitment remains the foundation of their success.

Situated in the northern suburbs of Cape Town, Brighton Body & Spray has seen consistent and significant growth since its inception. In 2012, the couple's son, Mike Jnr, joined the business permanently, strengthening its family-run values and bringing new energy to the company's vision. With each passing year, the business has expanded its capabilities, upgraded its technology, and refined its processes - yet the heart of the company has always stayed the same: integrity, craftsmanship, and exceptional care for every client.

Over the years, Brighton Body & Spray has built an outstanding reputation within the autobody repair sector. Their workshop is known not only for the precision of its work, but for the professionalism and transparency that customers experience from the moment they walk through the door.

Client reviews consistently highlight the team's excellent workmanship, attention to detail, and seamless communication. Many customers remark on the company's ability to meet promised deadlines, an achievement not always easily met in the repair industry, while others share that the results of their repairs far exceeded expectations.

This consistent stream of positive feedback is no coincidence; it is the product of rigorous standards and a business culture that places the customer at the centre of every decision.

In a move that demonstrates their commitment to accountability and continuous improvement, Brighton Body & Spray contracts Lightstone Consumers to manage their Customer Satisfaction Index (CSI) function



A family team dedicated to quality repairs and customer care - Mike van Eijk (Jnr), Ina van Eijk & Mike van Eijk (Snr)

independently. This ensures impartial evaluation and honest, data-driven insights into how clients truly feel about their experience. Their latest results speak volumes - a remarkable 99% client satisfaction rating. With the most recent annual Lightstone Consumers rankings, the company achieved third place nationally and secured the top position in the Western Cape, a testament to the consistently high service levels they deliver.

Part of the company's continued success lies in its active involvement in industry structures. Brighton Body & Spray is a proud member of HALO, an organisation dedicated to upholding high standards and providing guidance to the motor body repair industry. Mike van Eijk commends HALO's expertise and leadership, "I feel that HALO are the most knowledgeable when it comes to motor body repair and, with their vast experience in the industry, they have what it takes to guide the industry in the right direction." says Mike van Eijk. This partnership reflects Brighton Body & Spray's belief that maintaining excellence is not just about internal systems, but about participating in broader industry conversations and advancing best practices across the board. As a Major Structural Repairer, Brighton Body & Spray has earned manufacturer approvals for all major motoring brands. These approvals indicate that the workshop meets stringent criteria set by vehicle manufacturers for equipment, training, repair methods, and quality assurance. For clients, this means absolute peace of mind that their vehicles are repaired according to factory specifications, using approved techniques and materials, preserving both safety and value. Brighton Body & Spray have the ability to work across all major brands which also positions the business as a versatile and highly capable repairer in a competitive market.

Behind the company's impeccable reputation is a dedicated team of 17 qualified staff members. Each individual plays a vital role in the operation, from the panelbeaters and spraypainters whose hands-on craftsmanship defines the final product, to the estimators, quality controllers, and administrative staff who ensure that each repair flows efficiently from start to finish. Brighton Body & Spray places immense value on continuous training and skills development.

In a rapidly evolving industry where technology and repair methods advance constantly, staying updated is essential - not only for quality standards, but for safety and compliance. This investment in people has created a team that is not only technically skilled, but aligned with the company's ethos of professionalism and care.

At its core, Brighton Body & Spray is a story of commitment - commitment to family, to craft, to excellence, and to community. The company has grown, adapted, and modernised over 30 years, but its fundamental values have never wavered. With award-winning service, industry recognition, and a fiercely loyal customer base, Brighton Body & Spray continues to set the benchmark for autobody repair in the Western Cape. Their journey stands as a powerful reminder that when passion and precision meet, the results speak for themselves.





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FRANSCHHOEK CLASSIC CAR FESTIVAL

Where Heritage Meets Horsepower

Following last year's sell-out success, the 2025 Franschhoek Classic Car Festival returned with even more style, substance, and sensory appeal - cementing its place as one of South Africa's premier motoring showcases.

Spread across two iconic venues and packed with curated displays, anniversary tributes, and rare automotive masterpieces, the festival offered enthusiasts and casual visitors a full weekend of nostalgia, engineering excellence and motorsport history.

Forty of the Finest kicked the festival off on Saturday, 4 October 2025, at the historic Huguenot Monument, where the grounds were transformed into a polished open-air gallery of automotive brilliance. The day's headline attraction, "Forty of the Finest", brought together 40 curated cars from 40 different brands, each chosen for its engineering influence, rarity, or design significance. This signature display was a crystal-clear reminder of why the Franschhoek Classic Car Festival has become a magnet for collectors and connoisseurs. The curation goes beyond aesthetics, celebrating the stories and eras that shaped motoring culture.

Adding to the spectacle, a 75-year Formula One tribute display brought fans face-to-face with the evolution of the pinnacle of motorsport. From

early mechanical beasts to aerodynamic modern marvels, the curated lineup showcased how F1's relentless pursuit of speed and innovation has shaped the wider automotive industry.

Enthusiasts were treated to even more themed displays, including a Ford Perana tribute, honouring South Africa's own home-grown performance icon, as well as beautifully assembled anniversary showcases for MG and BMW. Surrounding the curated areas, car clubs, enthusiast groups, and dealerships added vibrant energy to the event, proudly presenting their collections and connecting with visitors who shared their passion.



**Bold Chrome, big fins -
pure Buick swagger.
An icon restored
to its rightful spotlight**

But it was the vehicles themselves that truly stole the show. The calibre of classics on display ranged from a pristine 1930 Ford Model A and an elegant 1965 Karmann Ghia to a meticulously restored Bugatti Type 35 - a car synonymous with early motor racing dominance. A strong showing of American muscle, including Mustangs in every shade of nostalgia, stood alongside iconic European exotics such as Ferraris that turned as many heads as the day's mountain-framed backdrop. Each vehicle was restored with near-obsessive attention to detail, gleaming under the Franschhoek sun, proudly showcasing the craftsmanship that keeps automotive heritage alive.

Sunday, 5th October 2025, shifted the festival to the magnificent setting of the

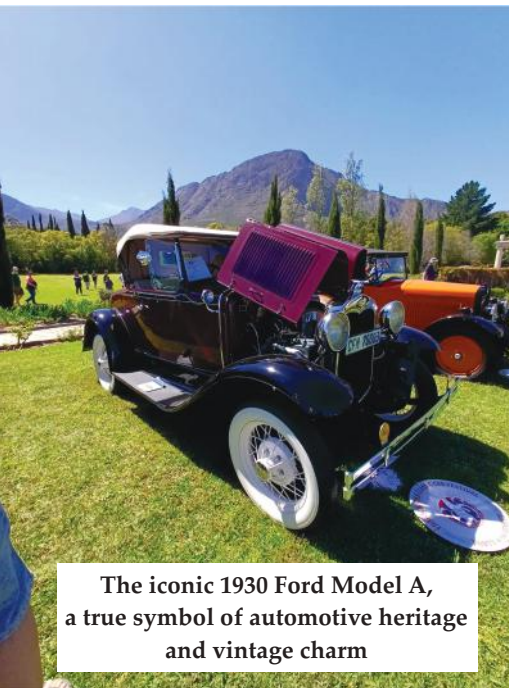
Franschhoek Motor Museum at L'Ormarins - the perfect venue for a day dedicated to champions, milestones, and motoring icons.

The 75 years of Formula One celebrations continued, this time with an extraordinary centrepiece, an F1 car from a championship-winning team, displayed in all its sculpted, aerodynamic glory. The car served as a living tribute to the engineering excellence that has defined Formula One over the decades. Surrounding it was a comprehensive homage to every F1 World Champion - a walk-through timeline of racing's finest, culminating with a special nod to South Africa's own hero, Jody Scheckter, the 1979 World Champion whose legacy continues to inspire local motorsport talent.

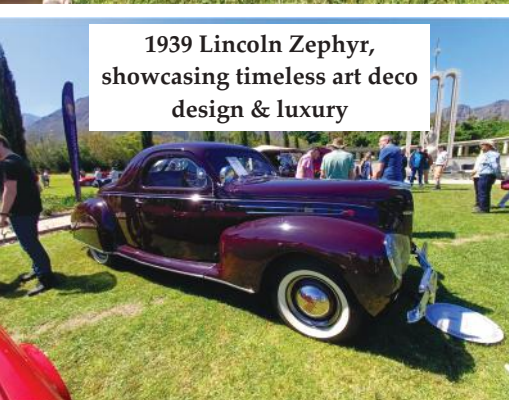
Another major highlight was a 50-year celebration of the BMW 3 Series, a model that has become synonymous with sporty sophistication and everyday performance. The showcase charted the evolution of BMW's most celebrated nameplate, from the early E21 models to the latest generation, demonstrating how the 3 Series has remained a benchmark across decades.

This year's Franschhoek Classic Car Festival did more than bring exceptional cars together - it created an atmosphere where history, passion, and community converged. With record attendance, elevated displays, and a two-day programme that delighted enthusiasts of all ages, the festival has once again proven that the classics aren't just vehicles; they're rolling chapters of our shared automotive story and, judging by the excitement that carried through both venues, the 2026 edition is already eagerly anticipated.

For updates on the next festival, follow them on social media, email fccf@bugaloo.co.za or visit their website at www.fccf.co.za.



**The iconic 1930 Ford Model A,
a true symbol of automotive heritage
and vintage charm**



**1939 Lincoln Zephyr,
showcasing timeless art deco
design & luxury**



**1967 Camaro Convertible, the perfect
blend of power and open-air freedom**

A SLIGHTLY IRREVERENT HISTORY OF MG

By Steve Reeder: Novelist, Regional Bike Racing Champion and terrible golfer

A slightly wry and British humorous history of MG, from their tea-scented birth to their electric rebirth. If Britain were ever to choose a national automotive spirit animal, it wouldn't be a Range Rover (too posh), nor a Mini (too cheeky), nor even a Jaguar (too unreliable, though stylish while doing so). No, it would probably be the MG: affordable, fun, forever teetering between glorious success and catastrophic bankruptcy - in other words, quintessentially British.

The Humble Garage That Started It All

The story begins in 1924, in Oxford, at Morris Garages - hence the "MG." William Morris, later Lord Nuffield, (Who, by the way, was an old friend of my mother!) had made his fortune selling rather ordinary cars to people who thought "motor car ownership" sounded like something one did in tweed. Into this steady but slightly boring empire strode Cecil Kimber, a man with a fondness for bow ties, sketching, and turning dull saloons into rakish sports cars.

Kimber essentially looked at a Morris Oxford and thought, what this dreary lump really needs is a diet and a saucy new body - remind me of my last girlfriend, really.

The first MGs were basically warmed-over Morrises with more curves, less weight, and a bit of attitude - like giving your accountant a leather jacket and sending him to dance lessons. People loved them.

By the late 1920s MG was churning out little two-seat roadsters that looked fast even when parked outside a pub. They weren't just stylish either - they could actually go quite quickly, especially downhill, with a following wind, and if the driver had packed a prayer book.

Racing Into the Spotlight - Nothing says "serious car maker" like trying to kill drivers at high speed in pursuit of trophies. MG quickly cottoned on to the idea that racing wins on Sunday sold cars on Monday. In the 1930s, MGs were buzzing around race tracks and setting land speed records at Brooklands and on salt flats in the U.S.

They weren't Ferraris, mind you, but they punched above their weight. Tiny MGs embarrassed bigger, more expensive machines, much to the delight of the British public, who adored underdogs almost as much as

they adored warm beer and cricket metaphors.

Then along came World War II, which had the irritating effect of halting frivolities like building jaunty roadsters. MG spent the war years helping the nation's efforts, and the world spent six years blowing itself up. Not great for business, though it did wonders for post-war demand: after all, if you've survived six years of rationing, air raids, and powdered eggs, you deserve a small red convertible.

The late 1940s and 1950s were MG's golden era. The



MG TC, TD, and TF series arrived, seducing American GIs who'd discovered them during their stay in Europe. They took these cheeky little cars back to the U.S., where they caused quite the stir among locals used to land-yachts the size of aircraft carriers. Actually, to be fair to US auto makers, they still thought they were designing wagons to cross the prairies with - still do, I suspect!

Suddenly, the American market wanted British sports cars: lightweight, agile, and utterly unlike a Cadillac. MG was perfectly positioned. The MGA (1955) looked like it had been designed by someone with a ruler and a dream. It was sleek, it was curvy, and it sold in bucketloads.

Then came the MGB in 1962. Ah yes, the MGB: the car most people picture when they think of MG. It was affordable, handsome in a square-jawed sort of way, and about as mechanically sophisticated as a kettle. But it was fun. It was also the first sports car for thousands of people who wanted wind in their hair but couldn't stretch to an Aston Martin. MGs were everywhere - in driveways, at pubs, and inevitably broken down at the side of the road.

Sadly, success attracted bureaucracy. By the 1960s MG was no longer an independent little marque making nimble cars. It had been swallowed into the great industrial blancmange that was British Leyland - a company best known for being a sort of slow-motion train wreck in business suit form.

British Leyland owned everything from Austin to Rover to Jaguar, and it did so with all the grace of a drunken octopus juggling. MG, once the cheeky little rogue of the motoring world, became just another badge on the corporate bingo card. Costs were cut. Designs stagnated. American safety regulations forced MG to bolt giant rubber bumpers onto the once-pretty MGB, making it look like it was wearing





orthodontic braces. Performance fell behind the competition. Yet somehow, people still loved MGs, even when their dashboards rattled like maracas and their electrics behaved like gremlins after midnight.

Then came The Dark Ages - By 1980, British Leyland had run out of money, ideas, and patience. MG stopped making sports cars altogether. Enthusiasts wept into their oil-stained handkerchiefs. The Abingdon factory closed, and it looked like the MG story had ended, another casualty of Britain's car-making ineptitude.

Except, not quite. The badge was too well-loved to die. Throughout the 1980s, MG was awkwardly pasted onto warmed-over Austins and Rovers. You could buy an MG Metro, MG Maestro, or MG Montego. They were faster than the cooking versions, sure, but the romance of an open-top roadster was nowhere to be found.

Nobody wrote love poems to their MG Montego, although I did own one and it wasn't half bad. In 1992, the world was blessed with the MG RV8 — a sort of greatest hits album in car form.

Essentially an old MGB dragged out of retirement, given fuel injection, some new clothes, and a price tag that could make a banker choke on his gin. It wasn't perfect, but it signaled something important: MG was back.

Then came the MGF in 1995, a proper new sports car at last! Mid-engine, perky handling, and just enough unreliability to remind you it was British. The MGF captured the spirit of the old MGs: fun, accessible, and slightly cheeky. It was a sales success, and for a moment it looked like MG might truly return to glory.

Unfortunately, MG was shackled to Rover, which by the late 1990s was less a car company and more a tragic soap opera. Ownership changed hands more often than a pub dartboard. BMW swooped in, then fled. The "Phoenix Four" bought Rover, promising revival but delivering financial carnage. MG's badge was plastered onto warmed-over Rovers like the ZR, ZS, and ZT. Some of these cars were actually decent - the ZT 260 even had a Mustang V8 shoehorned in - but the whole company collapsed in 2005 under a mountain of debt and poor decisions.

Once again, MG looked dead.

But! Enter the Chinese Dragon

But in the 21st century, death in the car world is merely an intermission. In 2005, Chinese company Nanjing Automobile bought the MG name, factories, and whatever was left of Rover's lunchbox. Later, Nanjing merged into SAIC, one of China's automotive giants.

And so began the strangest chapter yet: MG, the quintessentially British sports car company, reborn under Chinese ownership. Cue sharp intakes of breath from purists, who muttered about "selling out" while tinkering with their carburetors in sheds.

The new MGs were not sprightly roadsters but practical hatchbacks and

SUVs, built to compete with Kias and Hyundais. The MG6, MG3, and later the MG ZS (an SUV, horror of horrors) arrived. And here's the funny thing: people actually bought them. Not just in China, but in Britain too. They were affordable, decent, and came with long warranties - things MG had never been known for before.

And now? MG has gone electric. The MG ZS EV is one of the cheapest electric SUVs on sale in Britain. The MG4, launched in 2022, has been hailed as a game-changer: stylish, good to drive, practical, and crucially, cheap. Reviewers have even dared to suggest it's better value than a Volkswagen ID.3. Imagine telling Cecil Kimber in 1924 that one day MG would be beating the Germans at making electric hatchbacks.

The irony is delicious. MG, once mocked for unreliability, is now selling thousands of dependable EVs with seven-year warranties. In 2023 MG became one of the UK's fastest-growing car brands. For a company that's been killed, resurrected, and sold more times than a haunted house, that's quite the comeback.

So what is MG today? It's no longer the scrappy Oxford sports car maker it once was. It's part of a massive Chinese conglomerate. Its cars are more likely to be family crossovers than dinky roadsters. And yet - the badge still means something. MG has always represented affordable fun, a touch of style for people who can't afford Italian exotica, and a sense of cheeky underdog spirit.

Sure, today's MGs don't break down in the rain like the classics. They don't smell faintly of petrol and leather polish. But they do carry the story forward - from a tiny Oxford garage to a global electric player. And perhaps that's the most MG thing of all: constant reinvention, usually against the odds.

Epilogue: Tea, Toast, and Tinkering

If you pop down to any British car meet on a Sunday morning, you'll still find rows of lovingly maintained MGAs, MGBs, and MGFs, bonnet up, owners huddled over carburetors while sipping lukewarm tea. They'll grumble about how modern MGs are "not proper MGs," and then they'll drive home in their classics, roof down, wind in their hair, grinning like schoolboys.

And somewhere, you suspect, Cecil Kimber is looking down, bow tie askew, probably muttering: As long as they're still smiling, the job's done.

But, for those of you who are dying to ask these questions, here is some information on present day MG:

- **Design & Engineering** - MG cars are now designed and engineered in the UK, at the SAIC Motor UK Technical Centre in Longbridge, Birmingham. That's the old Rover/MG site, though only a fraction of it is used now. The bulk of the styling and development work is carried out there by British and international teams working under SAIC (the Chinese parent company).

- **Who's in Charge of Design** - MG's global design is overseen by SAIC's design team, led by British-born Carl Gotham, who is the Advanced Design Director at the London design studio. He's the chap behind the MG4 EV's sharp looks. Think of it as "Chinese-owned, but with British brains sketching the lines."

- **Manufacturing** - Actual large-scale production of MGs no longer happens in the UK. The cars are built in China (primarily), and also in Thailand, India, and Indonesia for regional markets. The Longbridge plant assembled some MG6s from kits until 2016, but full UK car manufacturing ceased then. So, in short - Design/engineering in Britain, mass manufacturing in China (and other overseas plants).

My send novel has been optioned as a movie - if they find the production money! :) Here is a link: <https://www.goodreads.com/book/show/26026649-teardrops-of-the-waning-moon>



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For more info contact Bonnie:
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UNRULY STUNTS, Where skill meets pure adrenaline

The Killarney Motor Show roared to life on 2 November 2025, but it wasn't just the engines that drew the crowds. For the first time ever, Unruly Stunts hosted their own official stunt riding competition - an adrenaline-charged showdown featuring six professional stunt riders and three talented junior entrants. The spectacle drew a massive crowd, all eager to witness high-skill bike control, daring tricks, and the raw energy that this sport delivers in every throttle twist.



The team behind the Unruly Stunts brand -
Mikey Pitchers, Ryan Nilsen & Luke Richmond

For the Unruly Stunts team, this competition marked a major milestone. Comprised of Luke Richmond, Mikey Pitchers and Ryan Nilsen, the trio has built their brand from pure passion and a shared mission - to showcase the artistry and athleticism of stunt riding while opening the doors for new talent. Each rider began stunt riding at a very young age, honing their skills.

Now, united under the Unruly banner, they are determined to elevate stunt riding within the Western Cape and beyond. "Stunt riding is addictive," says Luke - and it's impossible not to believe him. Meet the team in person and their enthusiasm hits you immediately. Their eyes light up when they talk about new tricks, their favourite stunts, or the feeling of landing something they've trained months for. It's a sport that demands discipline, precision and courage, and their commitment is unmistakable.

Stunt riding has often lived in the shadows, stereotyped as a pastime for rule breakers or thrill-seekers pushing boundaries for the sake of rebellion. Unruly Stunts is rewriting that narrative, one wheelie, stoppie, and drift at a time.

Through structured demonstrations, professional etiquette and a focus on safety, they are shifting public perception and giving stunt riding the credibility it deserves.

Taking this mission even further, the team is in the process of establishing a dedicated stunt riding school. Their goal is to create a safe, controlled environment for up and coming stunt riders to learn the foundations of the sport. With a fully "stunted" Yamaha prepared for training sessions, aspiring riders will soon have the opportunity to explore stunt riding without the risks of trying it on the streets.

This initiative has already sparked widespread excitement, especially among young riders who have long admired the sport from a distance.

A project of this scale doesn't happen alone, and Unruly Stunts proudly acknowledges the support of their sponsors.

Companies such as Baycity Auto, Origen Oil, Origine Helmets, Henderson Racing, EVSteam, DunlopSA and Van Niekerk Racing have thrown their weight behind the team, helping them travel, perform and promote the sport across the Western Cape.

At exhibitions and events, spectators can spot the Unruly crew effortlessly combining technical skill with showmanship, always drawing applause from crowds of all ages.

But the brand is more than just riding. It's a culture. The Unruly identity has expanded into apparel through their clothing line, Stunt Pilot Clothing, where fans can wear their passion proudly. It's fast becoming a favourite among supporters, riders and anyone who appreciates the fearless energy associated with the sport.

With their first competition now behind them, Unruly Stunts is powering into the future with clear vision and unstoppable momentum. Whether it's through competitions, exhibitions, training or brand building, they're shaping the next chapter of stunt riding in South Africa.

To book the Unruly Stunts crew for your next event or enquire about sponsorship opportunities, contact Luke on 076 157 0832.

Follow them on Instagram @unruly_stunts to stay updated on their upcoming shows, training developments and behind-the-scenes action.



1st Place Winner - Pro Class
Heinrich Pretorius



1st Place Winner - Beginner Class
Daniel van Dyk





Automotive Trade Media *Cape*

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FIRST CORVETTE STINGRAY UNITS ARRIVE IN SOUTH AFRICA AND ARE DELIVERED TO THEIR NEW OWNERS



CVH Auto Group marks a historic milestone as the first factory-built right-hand-drive Corvette units are delivered to local customers. This moment comes after years of preparation, international collaboration, and a shared vision to bring one of the world's most celebrated performance cars to South African roads.

Every Corvette delivered is backed by a service plan and warranty, ensuring complete peace of mind for owners, underlining CVH Auto Group's commitment to exceptional customer care.

"We celebrate the realisation of a vision years in the making," says Donovan Eley, Dealer Principal at CVH Auto Group. "Bringing the Corvette to South Africa in factory-built right-hand drive has been an extraordinary journey, and to hand over the first cars to their owners is a proud and thrilling moment for our entire team."

Renowned for its 6.2-litre naturally aspirated V8, producing 369 kW and accelerating from 0–100 km/h in just 3.5 seconds, the Corvette combines world-class performance with unmistakable style. South African enthusiasts now have the opportunity to experience this legendary nameplate exactly as it was intended: precision-engineered from the factory in right-hand drive.

Customers and enthusiasts are invited to visit the CVH Auto

Group showroom in Bryanston to register interest for future allocations. With additional units on the way, now is the perfect time to experience the arrival of this motoring icon in South Africa.



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FESTIVE SEASON WARNING

Safe driving starts with sober choices and a roadworthy vehicle



With year-end functions, office parties and festive celebrations soon to be in full swing, the Motor Industry Workshop Association (MIWA), a proud association of the Retail Motor Industry Organisation (RMI), is urging motorists to think carefully about the decisions they make both behind the wheel and before they get there.

According to Dewald Ranft, Chairman of MIWA, the combination of alcohol, late-night driving and poorly maintained vehicles creates a dangerous cocktail every December.

"We see the fallout first-hand in workshops," says Ranft. "Many of the vehicles that come in during the festive season show the unmistakable signs of high-impact collisions linked to drunk or fatigued driving. But what many motorists don't realise is that a poorly maintained car can turn a bad situation into a catastrophic one."

Impaired driving leads to costly mechanical damage. Ranft says alcohol-related accidents typically result in more severe repair work due to delayed reaction times, excessive speed and reduced control. Common damage MIWA workshops see after festive crashes includes: suspension and steering failures; bent or cracked rims; undercarriage and exhaust damage; blown tyres; compromised braking systems and airbag deployment and structural damage. "These repairs are expensive - often running into tens of thousands of rand," says Ranft. "And if alcohol is involved, this may invalidate one's insurance claim and insurers may reject the claim entirely. That leaves families carrying the full cost at the worst possible time of year. It could also, lead to higher insurance premiums in the new year."

But even with a sober driver, your vehicle must still be safe. MIWA warns that many people plan ahead for a designated driver - but forget to consider whether their vehicle is roadworthy for late-night festive travel.

"Late-night driving means reduced visibility, more fatigued drivers on the road, and a higher likelihood of encountering intoxicated motorists," explains Ranft.

"If your own vehicle has poor tyres, dim headlights, faulty wipers or weak brakes, you're putting your designated driver, and everyone else, at unnecessary risk."

Before heading to a year-end function or festive celebration, MIWA recommends the following:

- Make a transport plan before the party starts
- Secure a designated driver, ride-share or shuttle service early - don't leave it to judgement calls later in the evening.
- Never hand your keys to someone who has been drinking
- Even if they insist they are "fine", you could face denied insurance claims, costly repairs and potential liability.
- Give your vehicle a quick safety check

Before night-time travel, ensure your tyres have sufficient tread; headlights, taillights and indicators work; brake pads are in good condition; windscreen wipers clear effectively; there are no fluid leaks and the spare wheel and triangle are present

- Avoid unnecessary night driving

Most alcohol-related crashes happen after dark. If a trip can wait until morning, delay it.

Ranft says MIWA members see the tragic effects of reckless festive-season decisions every year. One must also remember that the average age of vehicles on our roads is 10.6 years which means that many of these older cars could require some level of attention.

"One irresponsible choice can change a family's life forever," he says. "This year, we're asking South Africans to do two simple things: don't drink and drive and make sure your vehicle is roadworthy before you head out. It's the combination that saves lives."



**Dewald Ranft,
Chairman of MIWA**

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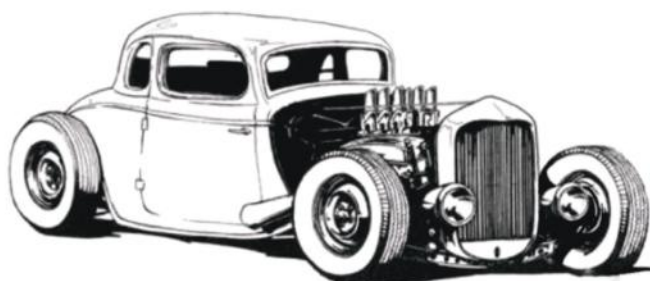
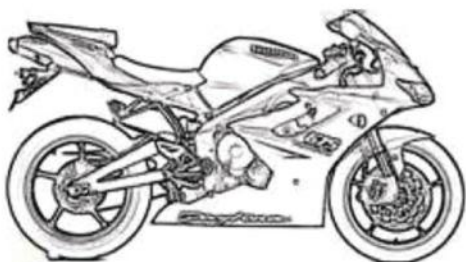
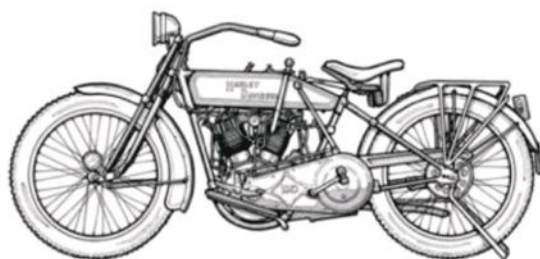
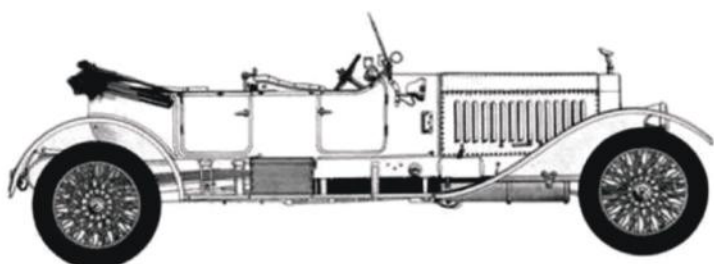
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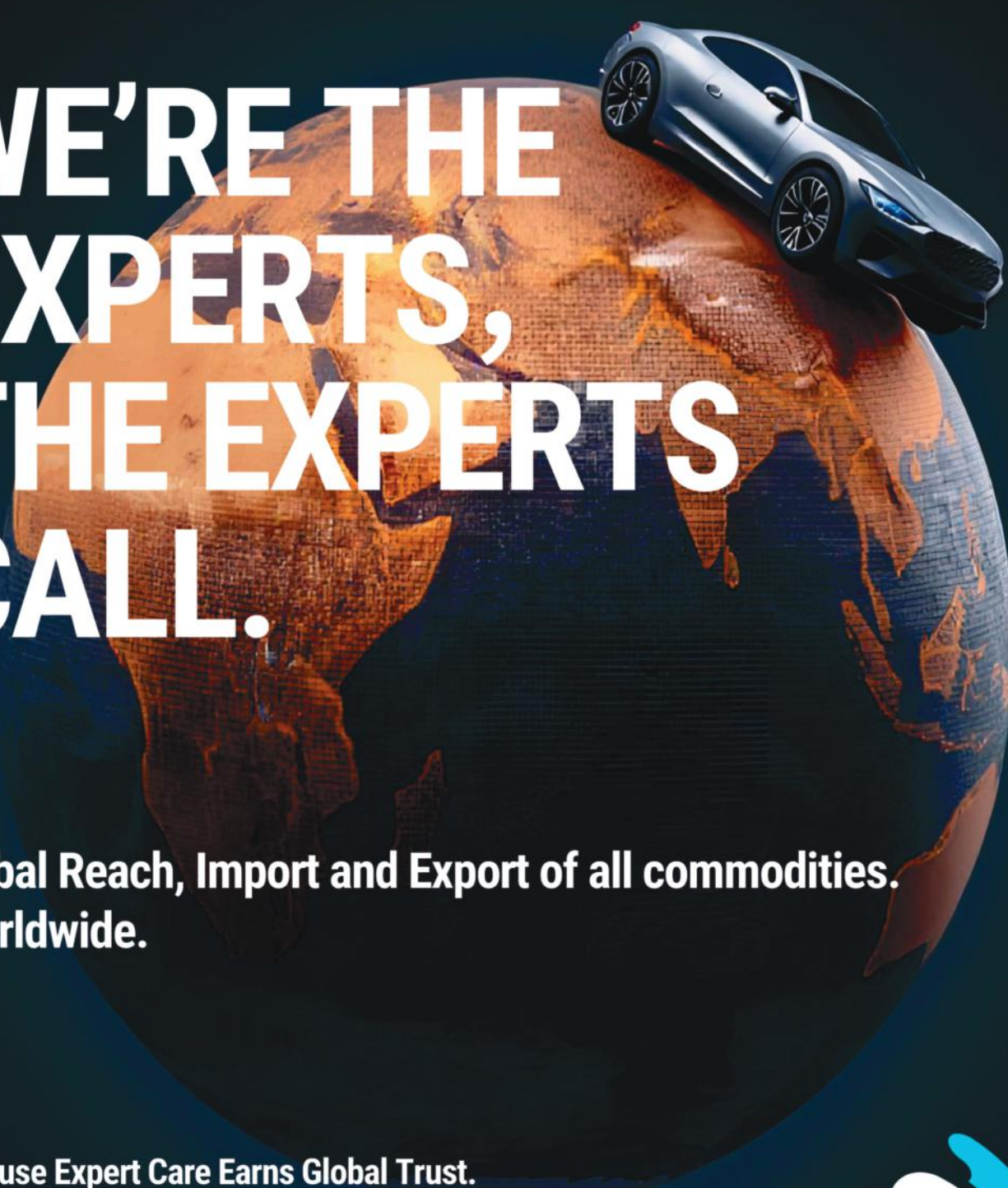


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