

Daihatsu Gran Max



DAIHATSU

Customers don't like too many choices, says Daihatsu, so it has rationalised its line-up to be less complex, offering only two Sirion models (1,3 and 1,5 in manual and automatic), two Terios variants (4x2, 4x4 in manual/auto) and one Materia.

This small-car specialist recently launched the Gran Max pick-up at very attractive prices (see CAR Guide in this issue). A new Sirion can't be too far off either; we expect it on sale in South Africa perhaps by late 2010.

DODGE

Although the Chrysler group is still doing particularly well in South Africa, selling around 350 units on a monthly basis, certain models have not been performing to expectation and will be dropped. So, say a tear-

ful goodbye to the Nitro.

The Caliber, however, continues, and will get significantly better around mid 2010 when a much improved facia debuts. Sadly, we won't be getting the new 2,2-litre turbodiesel due to our poor diesel quality.

The Journey has been fairly well-received and will continue.

FERRARI

Of course, the big news at Maranello is the all-new 458 Italia, for which locals are already starting to place orders. First deliveries should start during the first half of the year.

Following in due course, probably before year-end, will be the roofless Spider model, and perhaps another 12 months later, the hardcore Scuderia.

Work is apparently also well under way on the successor to

Fiat Punto Evo



the Enzo, but there are no confirmed details yet, only rumours, and these say that the next supercar from the house of the Prancing Horse is smaller, lighter and possibly powered by a triple-turbocharged V8.

FIAT

Although 2010 looks like a lean year in terms of new products from Fiat, it will nevertheless be an important one, considering the new alliance with Chrysler, results of which will undoubtedly filter through to the local operation.

But in terms of product the big news in 2010 is the arrival of the Punto Evo during the second quarter of the year. Current Grande Punto will continue, covering the entry-level of this line-up with normally aspirated 1,2- and 1,4-litre engines. Punto

Evo will slot in slightly higher up, with the engines most likely for South Africa being the marque's new Multi-Air units in normally aspirated and turbocharged 1,4-litre forms.

Around the same time Fiat will make a few detail changes to the underrated Bravo range, and add a new flagship model with features such as leather and cruise control as standard.

A 1,4-litre T-Jet Linea model could also be added to the line-up, possibly around August/September, but the recently launched (in Europe) Doblo is unlikely for South Africa.

Finally, the 500 could be "relaunched", positioning it as the axis of the local Fiat line-up, and possibly adding a lower specification 1,4-litre model to the range (still offering full customisation options) as well as

Ferrari 458 Italia

