

THE JERUSALEM POST

CARS



TESLA VS COMPETITORS

The big EV battle: We tested the facelifted **Tesla Model 3** against **BYD Seal** and **Hyundai Ioniq 6**

Coming soon

Looking for a new car?
New 2024 models



First Drives

Audi Q6, Smart 3,
Voya Free



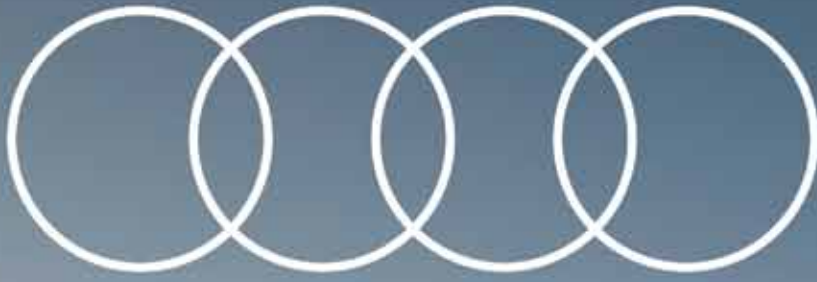
A Billionaire's dream

Meet the amazing
Ineos Grenadir



CAR THEFT

Stolen Israeli cars sold on Facebook marketplace in the west bank



The fully electric Audi Q4 e-tron models

www.audi.co.il

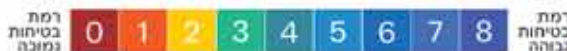


קידמה באמצעות טכנולוגיה Audi

לפרטים: 2834, audi.co.il

צ'מפיון מוטורס

התמונה להמחשה בלבד.



קוד דגם	תיאור דגם	רמת האבזור הבטיחותי
19-1347	Q4 e-tron 45	5
19-1352	Q4 e-tron 45 Tech pack	5
19-1346	Q4 Sportback e-tron 45	5
19-1350	Q4 Sportback e-tron 45 Tech pack	5



דגם	נתוני צריכת חשמל	
	צריכת חשמל (וואט שעה/ק"מ)	טווח נסיעה (ק"מ) חשמלית
Q4 e-tron 45	169	525
Q4 e-tron 45 Tech pack	170	521
Q4 Sportback e-tron 45	166	534
Q4 Sportback e-tron 45 Tech pack	167	530

נתוני היצרן עפ"י בדיקת מעבדה, תקן: EC/1715/2007. יתכן פער בין צריכת החשמל וטווח הנסיעה בתנאי מעבדה לבין צריכת החשמל וטווח הנסיעה בפועל. **הדרגה מחושבת לפי תקנות אוויר נקי (גילוי נתוני זיהום אוויר ברכב מנועי בפרסומת) התשס"ט 2009

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Dear readers,

These pages mark the launch of the first issue of *The Jerusalem Post's* car supplement.

This supplement begins its acceleration during the State of Israel's stormiest period to date, amid the longest war in its history, the end of which we cannot see.

Even though times are tough, and precisely because of that, our freedom of movement is of the utmost importance, and our cars are not a luxury, but a way to ensure that we have the independence to travel between work and home, drive our children, and visit our parents.

Believe it or not during this war, about 160,000 new cars made their way to Israel's roads in the first half of 2024 – a decrease of only 11% compared to the same period last year. The war did much to reveal the variables that fuel this market, from leasing companies that equip themselves according to the needs of their customers, Israelis who decided it was time to change cars, or because after all the sirens, impacts, and overall concerns, a new car is a ray of normalcy, a symbol of a quieter life. Many bought their first electric car, bringing the market share of electric cars in Israel to a record high of 25%, higher even than in the US or Germany.

In our debut issue, we examined the latest models to land on our shores, went on an exclusive journey of comparative tests after the most sought-after electric cars, and even tested an exclusive night vision system.

We review the important models that will arrive in Israel by the end of the year, while also revealing a disturbing phenomenon that befell the Israelis in the last 9 months – stolen Israeli cars sold openly on Facebook in the West Bank.

Enjoy, drive safe, and see you in the next supplements.

Udi Etsion

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Stolen from Israel these cars are sold freely on Facebook in the West Bank

A new Toyota RAV4 for NIS 16,000? Suzuki Jimny and Jeep Wrangler at market-breaking prices? Or a brand new EV that's basically for free? Everything is possible in the bustling marketplace of Jenin and Kabatia, where car thieves sell them out in the open. Facebook: "This is against our policy, we recommend contacting the police"

By Udi Etsion

Zakarna of Jenin offers a Toyota Rav4 for sale. The 2022 model is photographed from all directions, and the license plates have been removed. Perhaps that's because, as he states in the ad he published 28 days ago on the Facebook Marketplace, it is an "illegal" vehicle. While this dealer might be selling stolen property, at least he admits as much.

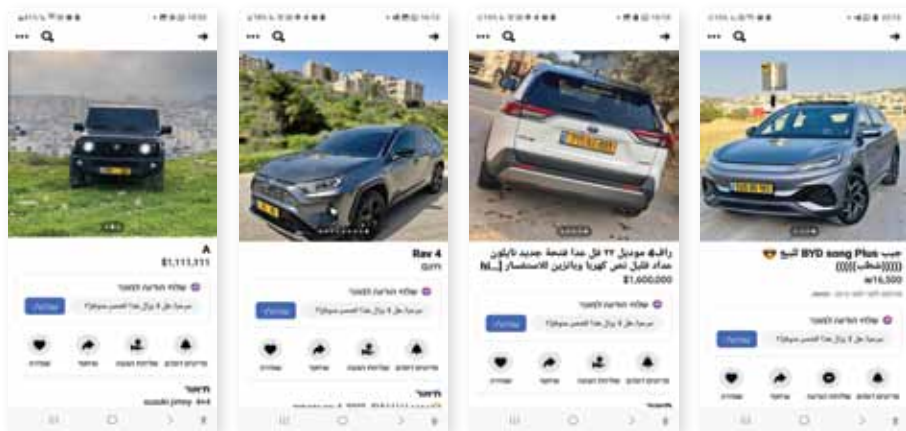
Zakarna has other ads on Mark Zuckerberg's market – he can sell you a Suzuki Jimny, 2023, well equipped, which also mysteriously lost its license plates on the way to being photographed. This car too bears the dubious title "illegal", and is ready to be shown to anyone interested in the town of Kabatia, 7 km away from Jenin.

Not all the used cars sold in Jenin mysteriously lost their license plate. Another resident of Jenin is offering a Toyota Rav4 for sale, without specifying the year. While he does not indicate that it is an illegal vehicle, a quick search through the stolen vehicle database of the Israeli Police reveals that he is not the car's official owner.

The poor man couldn't seem to handle the rough market these days and had to lower his original price of NIS 18,000 to a meager NIS 16,200. Only 20 km away, in Afula, this car is worth more than NIS 150,000.

This is a fraction of the cars we found while scrolling through the West Bank's Facebook Market. Among our findings were quite a few electric BYD ATTO 3 models, Jeep Wrangler, and Toyota Corolla, some of which are photographed with a fully exposed Israeli yellow license plate that betrays their status as stolen, and others have some of the digits blurred or hidden.

The citizens of Israel all felt a blow to their pockets in the passing year, when they renewed



Photos courtesy of Facebook surfers

their comprehensive car insurance, only to discover that that price had skyrocketed. And to add insult to injury, more than 20 thousand people suddenly found that the car they were paying so much for vanished into thin air after the number of thefts has doubled in recent years.

And if the data from vehicle tracking and recovery companies is to be believed, these numbers continue to rise. According to Pointer, when comparing the rate in the second quarter of 2024 to the first quarter of this year numbers are up by 42%.

The trade-in stole Israeli cars so close to the Green Line only illustrates the lack of deterrence and the systemic inaction that enables this economic blow: the Israelis are losing, the Palestinians turn an excellent profit, and the confidence that someone might help protect our property evaporates.

Insurance companies raised their rates after reporting heavy losses from the activity in the field, which improved their standing in the first quarter of this year. According to Calcalist's analysis, the six largest companies in the field – turned a NIS 314 million profit from comprehensive and third-party insurance in the first three months of this year, compared to a loss of NIS 134 million in the corresponding quarter last year.

Although since October 7 there had been daily activity and large IDF forces in Palestinian cities, these makeshift car shops in the West Bank where many of the stolen Israeli cars end up for dismantling into parts – dubbed

'Car Slaughterhouses' –continue to operate without restriction. The parts they "produce" often end up in garages in Israel, despite the ban on using parts from these areas.

"Our work is to prevent terrorism, not with crime," says a military official to Walla Cars. "In the past few months, we have seized and taken down about 2,000 'Meshtubots' (cars that were taken off the road in Israel due to theft or an accident, and continue to drive in the territories – U.E.), after we recognized that people in the West Bank are using them to carry out terror attacks. But we will not risk the lives of soldiers to find stolen cars."

Contrary to the data distributed by the tracking companies, the police claim that there has been a decrease in the number of thefts this year. The police stated in their response: "We are implementing police activity, both preventive and operational, to reduce vehicle thefts and determined activity against the vehicle thieves, most of whom are residents of the West Bank and are staying illegally in Israel. Since the beginning of the year, this activity has led to a drop of over 22% in car thefts, compared to last year."

Facebook, by the way, doesn't seem to be in a hurry to take proactive action to remove these ads. The company responded: "Selling stolen items on the marketplace is prohibited, and it is against our commerce policy. If you see an item on the marketplace that you think is stolen, we recommend contacting the local legal authorities to file a complaint with the police."



Photos courtesy of Israel Police

REFINED, REDUCTIVE AND CHARISMATIC.

RANGE ROVER
EVOQUE

Photo for illustration only



landrover.co.il

*9393

Model Code	Model Description	Safety Accessories Level
78	Range Rover Evoque S	6

Model	Avg. Fuel Consumption in L/100 km		Emission Level
P200S	Combined	8.7	15



**Fuel emission level for motor vehicles



* Manufacturer's data, according to lab results. Calculated according to Standard 2017/1151

** The level is calculated according to clean air standards (detection of pollution data from motor vehicles in ad), 2009

Keep an eye out for them: 2024's new models debuting in the coming months

From Alfa Romeo, Peugeot, and Kia to China's newest models from Dongfeng, Arcfox, and Dayun, as well as a brand-new off-road monster from Land Rover: Everything you need to know about the important models that are on their way to Israel

By Udi Etsion & Kynan Cohen

Alfa Romeo Junior: An electric comeback

Taking a page out of the Volkswagen Group's book, the Stellantis Group released a twin brother to the Jeep Avenger, Fiat 600, Peugeot 2008, and others – The Junior. Bearing the iconic Alfa Romeo emblem, it is the first electric vehicle created by the Italian manufacturer. It includes a mild hybrid 1.2 engine and 136 hp, an electric version with 156 hp and a promise of a range of 410 km, and an electric veloce version with a pair of electric engines and 280 hp. Italian design aside, its most attractive feature is the promise of sporty road behavior, which most electric cars lack.

Landing in Israel: The last quarter of 2024

Arcfox: Quality Chinese that doesn't come cheap

One year later than anticipated, another Chinese brand will soon be launched in Israel: Arcfox, by the veteran Chinese manufacturer BAIC and Canadian Magna. It will be launched by the importer, EV Motors from Netanya, which is now in negotiations to sell it to Automotive Equipment, Suzuki's importer.

Alpha S: This electric sedan will have to contend with the Tesla Model 3, the BYD SEAL, and the XPENG P7. Its body dimensions stand at 4.82 meters long, 1.93 meters wide, 1.48 meters high, and a wheelbase of 2.9 meters. There is a single-engine version with 221 hp and a dual-engine version adding a rear engine and dual drive, with a combined power of 435 hp. Both have a 94-kWh battery and promise a range of 570 km. The cabin is equipped with a 14.6-inch multimedia screen and a semi-autonomous driving technology provided by Huawei.

Alpha T:

This model uses the same drive system, and aims to compete with the Tesla Model Y. The dimensions are 4.78 meters long, 1.94 meters wide, 1.68 meters high, and a wheelbase of 2.94 meters. The official combined driving range is shortened to 546 km.

The late arrival is the Kaola, a 5-seat electric minivan similar in dimensions and price to the BYD ATTO 3. It is as tall as a crossover that's distinguishable by its electric side doors located in the back seat, great for transporting and harnessing toddlers to their safety seats.

A 58.8 kWh battery, coupled with a 164 hp electric motor, provides a combined range of about 400 km. Like other Arcfox models, it has full active safety systems and fast charging.

The Alpha S and Alpha T are expected to cost about NIS 240,000. The Kaola price is estimated at 140,000 NIS.

Landing in Israel: 2024's third quarter

BYD SEAL U: Tesla Y's rival

The SEAL U, despite the similar name, is not based on the modern platform of the BYD's SEAL sedan. Price should be competitive against EV crossovers like Tesla Model Y and Seres 5. The SEAL's technical layout is based on a front-wheel drive with a power of 218 hp and two batteries to choose from, 72 kW for a range of 420 km or 87 kWh for 500 km.

Landing in Israel: 2024's third quarter

Jaecoo: The pretentious model

Jaecoo is a new semi-luxury brand from Chinese Chery, that will be imported by Colmobil, Hyundai, Mitsubishi, and Mercers importer. J7 is the first model: a crossover with similar dimensions to the Hyundai Tucson, with a square design and the front sporting a grill that is hard to ignore. Its gasoline version, with a supercharged 1.6-liter engine and 195 hp, will arrive first in the last quarter of the year, to be followed by a plug-in version that should allow it to have a range of up to 160 km on electricity. A 14.8-inch touchscreen and a 10.25-inch dashboard await in the unbranded driver's environment. The safety layout aims for a score of 5 stars in the European crash tests. In the case of the Chery FX (Jaecoo is a Chery export brand) they proved they could do it.

Landing in Israel: 2024's third quarter

Hyundai Santa Fe



Arcos Alpha S





Land Rover Defender

Dacia Duster: Will it stay cheap?

Dacia's workhorse might finally align with the rest of the automotive industry with this new generation. It has a modern design, Taller, and will feature active safety systems that were missing from the previous model. However, that didn't stop it from getting a low score of 3 out of 5 stars in the European crash test.

In addition, for the first time, the duster also receives a Renault hybrid drive unit, a 1.6-liter gasoline, and an electric motor that produces a combined 141 hp and is connected to an automatic transmission. Customers can still get the engine The 1.2 liters with a manual box. It's a shame that 4x4 will be available only for the manual version.

Landing in Israel: 2024's last quarter

Dongfeng: A potential hit

Metro Motor, Israel's largest importer of two-wheelers, is expanding with another Chinese manufacturer. The BOX is a supermini electric with a length of 3.7 meters and a wheelbase of 2.42 meters, a modest power of 45 horses, a 27.2 kWh battery, and a range of about 230 km.

Landing in Israel: 2024's third quarter

Dayun: The luxury Chinese

CADURI Group, the importer of Skywell, now offers DAYUN, another new Chinese brand. And its H9 is a luxury electric crossover with 6 or 7 seats, depending on the version. It features a double ignition and stands at 600 hp. The official range is expected to be about 600 km, adhering to European standards.

The 6Y, the brand's saloon car, also boasts a fast-charging system and offers a range of about 540 km from a 100-kWh battery. There are two versions currently available – the basic version, with a single rear engine and 340 hp, and the version sporting two engines, dual drive 680 hp, and a promise to reach 100 km/h in 3.5 seconds.

A third model, Yuehu is a small electric car with a 31.7 kWh battery and a range of just under 300 km.

Landing in Israel: 2024's last quarter

Volvo: EX90: The flagship

Unofficially, the EX90 is the replacement of the XC90. Officially, it is the vehicle that marches the Chinese-Swedish manufacturer



BYD SEAL U

into the electric era. Large, with 5.09 meters and 2.99 meters in the wheelbase, the car features a restrained and meticulous Swedish design, 7 seats, a 107 kWh battery, and a range of 600 km in the base version. It offers 408 horses while the performance version will increase to 517 horses. As usual with Volvo, safety is the top priority.

Landing in Israel: 2024's third quarter

VOYAH Courage: The German's competitor

After the crossover Free and the minivan Dream, the third model of the Chinese luxury manufacturer arrives in the VOYAH showroom, the Courage: a compact crossover, generously equipped like the Free, and should offer dimensions similar to the Audi Q6 in a much more competitive price.

Landing in Israel: 2024's last quarter

Toyota Land Cruiser: Dynasty

The new generation of the Land Cruiser Prado series continues to offer everything that made this model so popular over the years – enough room for up to seven passengers, excellent off-road capabilities, and a good level of refinement on asphalt. However, this time they took care of their weak point, taking care of the outdated passenger cabin, and adding safety systems along with better road capabilities without giving up surface area.

Landing in Israel: 2024's last quarter

Hyundai: New Santa Fe, redesigned Sonata

Santa Fe, Hyundai's large crossover, is getting a new generation that resembles the Kia EV9 in design. It doesn't feature an electric version, but rather a gasoline, hybrid, or plug-in one. It offers three rows of seats within its 4.83 meters, with the hybrid version (which will be the first to arrive) sporting a separate screen for managing climate control. The driver can choose between a 2.5-liter gasoline engine with or without a turbocharger (195 and 281 hp respectively), a 1.6-liter hybrid turbo (226 hp), and the same engine with a plug-in 265 hp drive.



Alfa Romeo Junior

The Hybrid Sonata will align with the latest Hyundai look.

Landing in Israel: 2024's third quarter

Land Rover: The Defender's new performance version

There is no off-road enthusiast who has not sat behind the wheel facing a steep hill or at a traffic light, and wondered – "Why not add more power to my 4x4?" Land Rover heard these voices and recently revealed the Defender OCTA.

Its engine is a 4.4 liter V8 with 635 hp, two turbochargers for power, and a mild hybrid system. The acceleration from 0 to 100 km/h has decreased to 4 seconds, and there are also improved suspensions and shock absorbers, which increase the ground clearance to 32 cm, the approach and departure angles to 42/40, and allow it to drive through water as high as one meter.

The muscular Defender is almost 3 cm higher and wider, equipped with sports seats, and two additional exhaust pipes to improve both the visibility and the sound of the engine. The goal is to compete with the performance versions of the American SUVs, the Ford Bronco Raptor, the Jeep Wrangler 392, and the new Mercedes G.

To encourage customers to purchase a relatively expensive vehicle, only 4,000 units will be produced, with only a few dozen planned to land here.

Landing in Israel: 2025

MG Cyberster: The electric for the seasoned driver

SAIC, the Chinese owner of MG, has

always known how to pull our strings of nostalgia. Now it is returning to MG's roots as a manufacturer of open two-seater cars (roadster), running ahead of bigger, older, and well-respected competitors. This model features a fabric roof, scissor doors, and rear-wheel drive with 310 hp up to 536 hp in the all-wheel drive version.

Landing in Israel: 2024's last quarter

Mazda CX-60: An electric connection

Mazda continues to pave its way to becoming a luxury brand. Following the 7-seater CX-90 comes the CX-60, with rear-wheel and all-wheel drive versions. Those same versions will include either a mild hybrid with 3 liters or a plug-in 2.5-liter engine with an electric motor providing 327 hp. The 17.8 kWh battery will allow it 63 km of electric range.

Landing in Israel: 2024's last quarter

Mini Aceman: a discounted electric crossover

After the Countryman grew and became more expensive, BMW launched an electric crossover, smaller and significantly cheaper. At 4.07 meters in overall length and a wheelbase of 2.61 meters, it stands exactly between the Mini Cooper and the Countryman. The base model will have a front-wheel drive an output of 184 hp and a 40.7 kWh battery. There will also be an S version with 218 hp and a 54.2 kWh battery.

Landing in Israel: 2024's last quarter

Mercedes EQG: A technological record

Considered one of the legendary off-road vehicles, alongside the Defender, the Hummer, the Jeep, and others – it was clear that the transition of the G-Class to electricity would not be as simple as replacing the engines. The EQG equips each of its wheels with a motor, which makes it possible to produce a super sophisticated and precise dual drive for technical terrain. It also has a gimmick featuring the ability to make a 360-degree turn



Jaecoo J7

by turning the right-side wheels one way and the opposite wheels to the other.

Landing in Israel: 2024's third quarter

Citroen e-C3: The new people's car

The new model replaces both the Supermini C3 and the C3 Aircross crossover and includes either an electric or an economical Mld hybrid gasoline version. The emphasis here is on the cheapest price possible, which is why the electric version received a battery of only 44 kWh, and a modest range of only 320 km. Like its range, the price will also be modest, about NIS 120-130 thousand for the EV in Israel. A 113 hp engine is enough for 0-100 km/h in 11 seconds and a maximum speed of 135 km/h.

Landing in Israel: 2024's last quarter

Volkswagen ID.7: Electric with 700 km range

Volkswagen's first electric sedan offers an impressive range of 700 km, with the increased 86 kWh battery). The car is 5 meters long, and with a wheelbase of 2.97 meters, it is larger than the A6 saloon. With a 286 hp engine, it gets a 700 km impressive range. A 77 kWh battery base model gets 615 km, which is also good.

Landing in Israel: 2024's last quarter

Skoda: new Kodiaq, renewed Octavia

Kodiak: The second generation of the Czech 7-seater crossover continues with the same platform, albeit improved and updated, which now includes an enlarged trunk. The driver's environment features a new multimedia system, moving the gear selector to a small stick behind the steering wheel.

The engine lineup remains the same, 1.5 liter 150 hp, 2.0 liter 204 hp, 2.0-liter diesel with 150 or 193 hp. A plug-in drive unit sporting an electric range of more than 100 km.

Octavia: This esteemed family car received a modest facelift. In the cabin, however, the screens were updated from 8-10 inches in the past to 10-13 inches. The most significant change done to engines is replacing the 1,000 cc turbo gasoline version with a weakened 1,500 cc version with 116 hp, alongside a 150 hp version of the same engine.

Landing in Israel: 2024's last quarter



Leap Motor C10

Peugeot: 3008: Featuring the electric

Peugeot's third generation will land in Israel towards the end of the year. At first, we'll get the gasoline mild hybrid 1.2 liters, three cylinders, 136 hp, and an 8-speed planetary automatic transmission. An EV version will arrive later.

Landing in Israel: 2024's last quarter

Ford: Electric Explorer and Mustang

Explorer EV: This model has no relation to the American Explorer, but rather a special model for the European market. Taking advantage of the Volkswagen platform and engines means that the outputs will also be similar. The base version features a 77-kWh battery and 286 hp with a declared range of 602 km, or a dual drive version with a 79-kWh battery, 340 hp, and 566 km.

Mustang Mach E: The basic version is equipped with 266 hp, and the more powerful ones with 346 hp, the ranges vary between 340 and 480 km depending on the size of the battery – 68 or 88 kWh. The competition is supposed to be Tesla Model Y, and Hyundai IONIQ 5, among others.

Landing in Israel: 2024's last quarter

Kia EV3: A long-range, low-price crossover

An interesting competition for BYD ATTO 3 – The best-selling car in Israel. The new EV3 crossover is 4.3 meters long, has family space, a large trunk (460 liters), and a choice between two batteries: Basic with 58 kWh and a range of about 410 km, or long-range, with 81 kWh, able to traverse 600 kilometers. The price is expected to start at about NIS 180,000.

Landing in Israel: 2024's last quarter •



Kia EV3



DREAM BIG



VOYAH DREAM ELECTRIC LUXURY FLAGSHIP MPV 7 WITH 7 SEATS



DRIVING RANGE OF UP TO 480 KM



THREE-SCREEN COCKPIT



SEVEN LUXURIOUS SEATS

1 HaSadna'ot Street,
Herzliya

***3460**



טווח הנסיעה וצריכת החשמל על פי נתוני היצרן בבדיקות שנערכו בהתאם לנדרש ע"פ דין. טווח הנסיעה וצריכת החשמל בפועל מושפעים מגורמים שונים, כגון, אך לא רק: הרגלי נהיגה וטעינה, מזג אוויר, תנאי הדרך, גיל הסוללה ותחזוקת הרכב ולכן עשויים להצטמצם בפער משמעותי ביחס לנתוני המעבדה האמורים. קיבולת הסוללה ברכב חשמלי מצטמצמת לאורך הזמן ובהתאם לאופן השימוש. המחיר כולל מע"מ ואינו כולל אגרת רישוי בסך 558 שקלים. המחיר כולל אגרת רישוי הינו 430,543 שקלים. התמונה להמחשה בלבד. ט.ל.ח.

רמת האבזור הבטיחותי:



נתוני צריכת חשמל*		
טווח נסיעה (ק"מ)	צריכת חשמל (וואט שעה/ק"מ)	דגם
480	202	VOYAH DREAM

*נתוני היצרן עפ"י בדיקת המעבדה. תקן: EC 715/2007
**הדרגה מחושבת לפי תקנות אוויר נקי (גילוי נתוני זיהום אוויר ברכב מנועי בפרסומת) התשס"ט 2009

ID CARD
Hyundai
IONIQ 6

▲
WE LOVED
Human
engineering,
rear seat,
urban comfort

▼
**WE DIDN'T
LIKE**
The
performance,
the price

★
SCORE
9/10



ENGINE:
Electric, 228 hp. Rear
Wheel Drive

**PERFORMANCE
(MANUFACTURER):**
7.4 seconds from 0 to 100
km/h, 185 km/h top speed,
614 km range

WARRANTY:
5 years or 100 thousand
km for the vehicle, 7 years
or 150 thousand km for the
battery

PRICE (BASE/TEST):
NIS 238,000/NIS 260,000



The Big Three: Hyundai IONIQ 6 vs. Tesla Model 3 and BYD SEAL

For customers who still prefer their electric car in a traditional sedan configuration, several options offer a new approach to the concept. Three of them, the renewed Tesla Model 3, the newcomer BYD SEAL, and the Hyundai IONIQ 6, were brought to us for a first comparative test.

By Udi Etsion & Kynan Cohen

The light-blue, Tesla Model 3 is the car that heralded its company's venture into markets wider than it initially had with the Model S. It was also the car that led Tesla's entry into Israel, becoming one of the country's best-selling executive cars and a status symbol. Tesla Model 3 tested here is the updated version dubbed the "Highland" – a model that underwent both an exterior and interior facelift.

In blue, is China's representative in the competition – the BYD SEAL.

This company was the first to succeed in overtaking Tesla as the world's largest electric

car manufacturer in the last quarter of 2023 but since then Tesla has gotten the title back. The SEAL is the new generation of electric cars from this giant, which also uses industrial resources to build its advanced batteries.

Finally, in dark gray, stands the world representative for the traditional car manufacturers – Hyundai IONIQ 6. The Korean car industry stands at the forefront of electric vehicle manufacturing today. Their electric models, such as the IONIQ 5, Genesis GV60, and Kia EV9 are some of the better electric models on the market today.

Design: These cars were also made with

the rules of aerodynamics and aesthetics in mind. It was Tesla who went for the uniform look, devoid of the frills or flowing and smooth lines almost entirely. BYD does a similar thing, but they don't hold back and add various elements to the car including decorations on the front spoiler. IONIQ 6, on the other hand, decided not to leave a single corner lacking a design statement.

Passenger cabin: To reduce cost, Tesla further emphasized minimalism, and since their clientele is already familiar with the overall operation of the car's systems from its screen, the actual facelift is reflected in

two other elements – the elimination of the gear selector and the signal lever on both sides of the steering wheel.

The first one was moved to reside in the screen and is activated by sliding the finger up or down, and signaling is now done using two buttons on the left side of the steering wheel.

Although it's possible to adapt to their elimination of the signal lever, it doesn't solve the absence of a dashboard in front of the driver's eyes or through a head-up display on the windshield, dangerously taking the driver's eyes off the road by withholding physical switches.

The IONIQ 6 driver's environment is the most similar to a traditional car. It includes buttons for the air conditioning system, a large gear selector on the steering wheel, control levers for regenerative braking, and a driving mode selector.

The SEAL takes the middle ground. Like the Hyundai, its dashboard is placed in front of the driver, while control of the car's systems falls more into Tesla territory, being operated from a screen, with better accessibility to the interior's climate control, plus a few physical buttons for other driving functions.

On the other hand, it is overloaded with material combinations, decorations, special stitching, and shiny plastic parts.

However, the

SEAL does win the battle for the size of the multimedia screen: 15.6 inches, which rotates on its axis to both a horizontal or vertical position, compared to 15.4 inches in the Tesla and 12.3 inches in the Hyundai, which also has a dashboard of the same size. The SEAL's dashboard is 10.5 inches, while in the Tesla, as mentioned, it does not exist.

In terms of daily use, except for the window switches' location not being in the door the, IONIQ 6 has the simplest human engineering, and it is the easiest to operate.

At the model 3 there was no doubt about one thing, however – a panoramic roof without a covering might be one of their worst ideas to date. Too bad BYD did it as well.

Moving on to the rear seats, they're all spacious, with two charging ports, and air conditioning vents. The IONIQ 6 is the most spacious and is easiest to get in and out of. BYD comes in second and Tesla is third. Tesla does however take the win in gadgets, sporting an 8-inch screen with access to Netflix, YouTube, games, music, and climate control.

Trunk: The BYD (volume: 401 liters) remains in third place as it presents the narrowest loading opening among the contenders, the compartment under the floor is second in size to that of the Tesla Model 3. The Hyundai (400 liters) has the most convenient loading opening due to its wide opening. Its underfloor compartment is the smallest and features a front trunk. The Tesla has the largest trunk (506 liters). Only the Tesla and BYD have a front trunk, and it is larger – 88 liters compared to 50 liters in the Korean.

ID CARD Tesla Model 3

WE LOVED
▲
Performance,
power
consumption,
behavior

**WE DIDN'T
LIKE**
▼
Driver interface,
noise isolation

★
SCORE
8.5/10



ENGINE:
Two electric, 498 hp. Dual
drive

**PERFORMANCE
(MANUFACTURER):**
4.4 seconds from 0 to 100
km/h, 233 km/h top speed,
629 km range

WARRANTY:
4 years or 80 thousand km
for the vehicle, 8 years or
192 thousand km for the
battery

PRICE:
NIS 228,000



All three cars offer excellent safety equipment, receiving 5 stars in the European crash tests, where the Model 3 achieved the highest sub-scores.

Performance: Our goal was to compare the base versions of the three. BYD accepted the challenge, Tesla agreed to test only the reinforced dual-drive version.

For this reason, we gave less weight to the issue of performance when comparing accelerations between the three. Instead, we focused on how each car drives on its own with its purpose in mind – and there were no surprises.

BYD positioned itself in the middle yet again and The Tesla Model was third.

On challenging roads, the SEAL shows significant improvements over the HAN or the ATTO 3 models, showcasing good grip during sharp curves and turns. However, the steering wheel falls short compared to its competition, the brakes are softer and geared towards a drive that's relaxed rather than sporty.

The IONIQ 6 continues its track record of being decent and comfortable, but not fun to drive. In contrast, the

ID CARD BYD SEAL

▲
WE LOVED
Ride comfort, accessories, the price

▼
WE DIDN'T LIKE
Ergonomics, handling

★
SCORE
8.5/10

ENGINE:
Electric, 498 hp.Rear Wheel Drive

PERFORMANCE (MANUFACTURER):
5.9 seconds from 0 to 100 km/h, 180 km/h top speed, 614 km range

WARRANTY:
6 years or 150 thousand km for the vehicle, 8 years or 200 thousand km for the battery

PRICE:
NIS 217,000



The IONIQ 6's driving experience (with 228 hp) feels closest to a "normal" car, with the power delivery being calm, moderately predictable, and pleasant. Agile, but not violent or exciting.

The BYD is fast, its 312 horses are certainly noticeable, up to two-thirds of the pedal stroke there is power available for any driving task, but it loses some of its vigor on the last third of the pedal and at high speeds.

The availability of power and performance in the Tesla is excellent, and you have to "recalibrate" your foot when switching to Model 3 from the other two to avoid unexpected bursts of energy every time you touch the pedal.

The equivalent version of the SEAL, with 530 hp, offers slightly better performance on paper, at 6,000 NIS more.

Comfort and behavior: Our preferred choice for intercity travel was the IONIQ 6, with its comfortable riding experience and noise isolation being the best of the three. The

Model 3 is very sharp, with high capabilities and it performs exceptionally well.

Energy consumption: The IONIQ 6 and Tesla Model 3 recorded the best consumption of 15.7 kilowatts per 100 km, compared to 15.8 kilowatts in the Tesla and 16.9 in the SEAL. This means that the Hyundai (77.4 kWh battery) will traverse almost 500 km under real conditions, the Tesla (75 kWh) about 475, and the BYD (with 82.5 kWh) about 490 km.

The bottom line: When played against the improving Tesla and the young SEAL, the Hyundai IONIQ 6 still offers the best compromise. It might not be as agile or sporty as the Tesla, but it makes the fewest mistakes and will make the transition to an electric car very easy for those who buy it as their first electric car. Its designers did overcomplicate things, making for a perfectly pleasant vehicle. It is the most spacious and has the longest actual driving range, making it the winner of the test.

The Tesla Model 3 quality is obvious, it's better equipped and scored the highest in gadgets, with its original screen in the back seat. In addition, it provides the most enjoyable road behavior. But the update it passed did not take care of its main shortcomings, which are the Panoramic roof, inherited by BYD, the touchscreen's complete control, and the comfort of the ride, sacrifices in favor of its sportiness. It's an excellent sports sedan, which has swept an entire market after it, but it is not without some significant shortcomings.

The BYD SEAL does strive to please every driver, but it's lacking in ergonomics, its rear seat is less spacious, and its road behavior doesn't match up to either the Hyundai or the Tesla. It is a successful and generous sedan in accessories, being supplied with two charging cables, while the more expensive Hyundai does not come with even one. And above all, it is the only one that offers the best value for money, even without being the best car here.

The Billionaire's Revenge has created a new 4x4 legend

British businessman Sir Jim Ratcliffe was furious that Land Rover stopped making the classic Defender. So, with an investment of almost a billion dollars, with a British concept, German engineering, and a French factory, he created a modern replacement for it, with a new off-road vehicle. First Israeli test.

By Rami Gilboa



Photos by Rami Gilboa

ID CARD
Ineos
Grandir
Trailmaster

▲
WE LOVED
SUV without compromises, great passenger compartment, engines, quality of materials and durability

▼
WE DIDN'T LIKE
The price, not quiet and luxurious enough, fuel consumption

★
SCORE
9.5/10



ENGINE
a BMW 3-liter turbo, 245 hp in gasoline, 282 hp in diesel

GEARBOX
8-speed automatic, dual for road and off-road

PERFORMANCE
0-100 km/h in 8.6 seconds in gasoline, 9.9 in diesel. Maximum speed 160 km/h

ESTIMATED PRICE
over 650,000 NIS

We could have started the story of INEOS Grenadier by conquering deserts and jungles, describing the roar of engines and gears. But I rather start at the unknown pub in London, where the billionaire Jim Ratcliffe used to drink beer with his friends. Like the hundreds of thousands of fans of the old Defender around the world (myself included), Ratcliffe found himself horrified in 2016, when he realized the path Land Rover was taking to replace their iconic Defender, launched in 1948.

We were all losing our wits, but so was Ratcliffe, and he isn't just anyone; founder of petrochemical concern INEOS, Ratcliffe is also one of the owners of Mercedes' Formula 1 team, the Manchester United football club. The Sunday Times estimated his worth last year at £30 billion. And he paid almost one billion dollars to build a new Defender from scratch.

Technological concept: Like the old Defender the Grenadier also sits on a sturdy ladder frame and two live axles, has a mechanically operated transfer case, and wears 32-inch all-terrain tires on plain, durable iron rims – everything is Old-School, familiar, and reliable. Production is made in France, at the former Smart factory that Ratcliffe purchased from Mercedes.

In Europe, the test vehicle will set you back approximately 85,000 Euros – close to the price of the new Land Rover Hybrid Defender, which costs about NIS 685,000 in Israel. We will be able to know the actual price only after the Grenadier, imported by UMI, lands here, towards the end of the year.

Design: The Grenadier has the same vertical sidewalls as the aging Defender – a cubical rear, a sloping nose black wings, and roof vents replacing the Alpine windows. It looks like someone did a massive facelift to the old Defender, and I am very pleased. You're also able to choose between an elongated Station Wagon version like the blue test vehicle, and the elongated Quartermaster pickup version.

Cabin: The old Defender's interior was practically spartan, a masterpiece of poor human engineering. The new Grenadier, in contrast, is the epitome of comfort and efficiency. It is not luxurious, but functional and durable, with Ricoh seats being among the finest I have sat on, providing excellent space for up to five passengers.

Performance: Grenadier did not waste time and purchased one from BMW, an old and successful one. The diesel version delivers 245 hp, and the gasoline produces 282 horsepower.

I liked the gasoline better: it is stronger, quieter, and more refined than the one running on diesel, which was quite rough. The ZF 8-gear box works fine, but the BMW's fine gear-box doesn't work out so well for me in Grenadier's harsh terrain.

Fuel consumption is estimated to be around 8 kilometers per liter. Unfortunately, the only active safety measure in the Grenadier is autonomous braking, in addition to basic warning systems and airbags. Drive carefully, and good luck.

Comfort and road Handling: Customers are invited to pick between solid suspensions for road travel or a softer and more comfortable off-road setup. The test vehicle sat on the relatively stiff road suspensions, and they performed

excellently. The vehicle is comfortable and maintains a balanced chassis, even in sharp turns or under sharp braking.

The Grenadier is tall and heavy and has no intention of being sporty, and with two live axles and rough off-road tires, don't expect eloquent road behavior. Steering choice was made in favor of off-road driving, at the expense of the comforts of the road.

Going off-road: The off-road driving I experienced didn't even begin to scratch the surface of the Grenadier's capabilities. It has a beefy engine and a slow, short 'short' gear ratio, excellent body angles, and excellent suspension travel. The ground clearance is a decent 26.4 centimeters. The transmission is activated by a mechanical lever and allows you to drive in LOW with either a locked or open center differential. There are two lateral locks, in addition to downhill control. The feeling is of very good bump shielding (even at full air pressure), and solid and tight underbody assemblies.

The bottom line: The INEOS Grenadier is the victory of a stubborn redhead over the British industrialists. I fell in love with it at first sight and despite a few minor comments, I think the British have completed an amazing project in the Grenadier. On the other hand, anyone who is not a true off-road enthusiast should be warned: It's not fun on the road unless you know that at the end of the asphalt, an adventurous journey awaits you.

And after all that, what do you think happened to the humble 'Grenadier' pub in London? Of course, Ratcliffe bought this one too. •

The beautiful sister: First drive in Smart 3#



Photos by Udi Etsion

ID CARD
Smart
#3: 17

▲
WE LOVED
Space,
equipment,
handling and
performance

▼
**WE DIDN'T
LIKE**

trunk volume,
operation from
the screen only,
panoramic roof
without cover

★
SCORE
4.5/5



ENGINE AND DRIVE:
Electric engine 272 hp, 34
kg, rear-drive

BATTERY:
66 kWh

GEARBOX:
Direct transmission,
automatic transmission

**PERFORMANCE
(MANUFACTURER):**
5.8 seconds from 0 to 100
km/h, 200 km/h top speed,
455 km combined range

SAFETY:
5 out of 5 stars in the
European crash test. Full
active safety

WARRANTY:
3 years or 100 thousand km,
8 years or 160 thousand km
on the battery

PRICE (BASE/TEST CAR):
NIS 205,000/NIS 225,000

This new crossover coupé cleverly uses both German and Chinese genes to create an unusual electric car which costs much less than most competitors.

By Udi Etsion

Six months after the arrival of Smart #1 to Israel, her coupé version, Smart #3, has finally landed. While its name might sound similar to the one from Mercedes's tiny city car project, the product has changed completely. Smart is now a brand specializing in electric crossovers, owned by Mercedes and the Chinese Geely and manufactured in China.

If the Smart #1 is a twin to the Volvo EX30 and the Zeekr X, then the #3 is a coupé version. It is bigger and uses the same platform, reminiscent of the Tesla Model Y, Xpeng G6, and Skoda Enyaq coupé – which are larger, and excluding Xpeng, are also more expensive. Is it worth the additional price of NIS 10-20 thousand?

Design: The #3 is longer than the #1 by 13 cm with 4.4 meters from end to end, 2 cm wider with 1.84 meters, and 8 cm lower with 1.55 meters. The wheelbase has been lengthened by 3.5 cm to 2.785 meters and the trunk by 47 to 370 liters. Looking beyond dry numbers, it is a European rather than Chinese, an impression that will only intensify later.

Cabin: The driver's environment is very similar to that of the #1. Unlike Volvo and Tesla, the driver has a separate dashboard, and the trim features an efficient top display of the speed data on the windshield. That being said, all the systems are operated from the multimedia screen, which is cumbersome and requires the driver to take his eyes off the road for the simple task of operating the

air conditioner. In addition, there is no cover for the large panoramic roof that heats the passenger cabin in the summer, and the quality of the materials is more Geely than Mercedes.

Front and rear clearance is good. The seat is lower than in the Smart #1, but still high enough for a crossover, with an air conditioner outlet and USB sockets in the back. The trunk is relatively small considering this car's price point, only 370 liters, which is more reminiscent of a supermini car.

Equipment: In the basic Pro Plus level (starting at NIS 205,000) you can find a 12.8-inch screen with Android and Apple compatibility and a 9.2-inch digital dashboard, an electric trunk door, a panoramic roof, and more.

In the premium trim level tested (starting at NIS 225,000), there is additional LED matrix lighting, a 10-inch overhead display, a wireless charging surface for mobile phones, real leather padding (compared to leather replacement in the Pro Plus), a BEATS audio system, and more.

The Bravo version includes an all wheel drive, 428 hp, 0-100 in 3.7 seconds, selling for NIS 250,000.

Performance: While agile, the Smart #3 doesn't have extreme acceleration that might make regular passengers nauseous. There are three driving modes, with the Eco one being quite fast, and the sport mode being the fastest.

The limitation is the new traffic sign recognition system, whose default is to limit the driving speed when the cruise control is

activated to match the legal speed set by the road signs.

Although it can be canceled by wandering through the multimedia screen, this nuisance might be dangerous if it suddenly breaks after noticing a lower speed sign, which the drivers around it will not do.

Electricity: the Smart #3 is capable of fast charging at a rate of 150 kW, which is reasonable for the battery capacity, of 66 kWh (62 net). The slow charge is extremely fast, 22 kW in all trim levels, which will allow you to rely more on home or public charging discounted, in light of the fast-rising charging prices. The manufacturer promises a combined range of 455 km, we achieved 410 km, driving most of it at the speed of traffic and on hot summer days.

Comfort and handling: Driving comfort for the #3 is up to European standards, with a high grip, good control of the vehicle's movement during turns, and a fast steering wheel. Active driving, as with most electric cars, is not as comfortable in urban areas and greatly improves once they leave. That being said, it is quiet.

Bottom line: The base version gives the best value for money, as doesn't lose any important accessories. Smart offers what most buyers look for with a well-designed, well-equipped, and better-than-average electric. At #3, it offers the design and character that much more expensive streetcars usually have. Just take down the hashtag, life is not Twitter. •

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The best way to
experience Israel

Audi Q6 e-tron

When your twin brother is called Porsche



Photos courtesy of Audi

Audi completes its crossover line with the Q6 'sandwich', which combines the Q4 and Q8: a highly technological and refined electric vehicle. At a price approaching half a million shekels, we didn't expect less than that

By Rami Gilboa

"One of our main goals," said engineer Stephen Greenlander, "was to get rid of the feeling of heaviness that accompanies the current generation of electric cars." Well, with a 100 kWh battery weighing 590 kilograms, it's no surprise that a need to reduce the feeling of heaviness was born here. The Audi engineers' path to lightness was through the development of two powerful engines (387/510 hp), sharp and immediate steering, tight air suspension, and improved stabilizer rods. Soon we'll hit the road to feel what it's like to be light with a weight of 2,350 kilograms.

But before we can use gas (or electricity), let's devote a few words to PPE, Volkswagen's new technological pride. Premium Platform Electric is an innovative 800-volt platform featuring a 100-kWh battery and a WLTP range of up to 625 kilometers that should save 30% of power consumption while improving performance by 33%. This versatile platform is already featured in the latest Porsche Macan, and in the near

future, will appear in additional models of the Volkswagen concern.

Design: At 4.77 meters long and 1.65 meters high, the Q6 e-tron is a large and impressive crossover, certainly with the 21-inch wheels of the test vehicles. Even if we peel away the brand logos and writing, you'll immediately recognize that this is an Audi crossover – the front, profile, air intakes, everything speaks in an 'Audi language' that has received a modern twist. You won't find bold and blunt curves here – even the front of the car doesn't look too electric. Conservative customers are not looking for a modern appearance. They want to feel at home with the brand that is familiar to them. Above large air intakes are OLED lighting units that flash and twinkle in a variety of pyrotechnic shows, which is impressive to the eye, but I'm not sure how much is really needed.

The side of the Q6 is carved in strong lines, with black rubber shielding to enhance the tough look. The electric show continues at the rear with a light strip stretching across the car. Usability is maintained with a 526-litre

luggage compartment and a 64-litre front luggage compartment. Do you want to drag the horses to your neighbor's farm? It has an impressive towing capacity up to 2,400 kg. It is likely that in the future, there will also be a Sportback version with a 'coupé' silhouette.

Interior: It's not significantly different from Audi's latest cabins, but it shows a leap forward in display and technology. A 14.5-inch multimedia display and an 11.9-inch digital instrument cluster are displayed side by side behind a panoramic, concave, and stunning glass panel. These two OLED displays are designed for the driver, who also benefits from a premium heads-up display projected on the front window. The third 10.9 display is designed for the passenger on the right and allows viewing navigation and operating various systems. While driving, the right display is exposed only to the passenger, but when the vehicle stops, the driver can also see what is displayed on it. The wonders of electronics!

Beyond these sophistications, the interior offers a very large amount of space front and



ID CARD
Audi Q6
e-tron

▲
WE LOVED
refinement
and luxury,
technology,
interior
space and
comfort, QS6
performance

▼
**WE DIDN'T
LIKE**
Price,
conservative
design, a bit big
for urban use

★
SCORE
9/10



MOTOR:
2 electric

MAXIMUM POWER(HP):
387 (hp at 510 at SQ6)

MAX TORQUE(KG):
34.5

**TRANSMISSION,
PROPULSION:**
Auto, Direct transmission.
All-wheel drive

**PERFORMANCE
(MANUFACTURER):**
5.9 seconds from 0 to 100
km/h (4.3 in the SQ6), 210
km/h (230 mph), 625 km
Range (565)

MAXIMUM SPEED (KM/H):
210 (230)

WARRANTY:
3 years or 100 thousand km
per vehicle, 8 years or 160
thousand km per battery

APPROXIMATE PRICE:
from NIS 500,000

rear, and Audi's quality of execution and finish: premium materials (fabric, leather, or recycled materials, Alcantara in SQ6). The seat support is excellent, electrified, and has speakers in the headrest for discreet listening to phone calls or navigation directions. There is ambient lighting and plenty of gadgets, a Bang & Olufsen sound system with 20 speakers (which also transmits 'white noise' to quiet the sound of the engine and tires), acoustic insulated front windows, and much more – in short, if you're looking for 'premium,' you've reached your destination.

Engine, range, and charging performance: The Q6 comes in two motor versions, both with a pair of engines – the Q6 version offers 387 hp and 87 kgm with 5.9 seconds from zero to 100 km/h, the sporty SQ6 boasts 510 hp and 4.3 seconds. In the future, a discounted 326 hp version will also arrive, with a single rear engine and a range of up to 640 kilometers. The truth is that the standard Q6 was also very agile; we've forgotten it, but at a featured 5.9 seconds per 100 km/h, it's faster than a modern Golf GTI. Audi did not enter the 0-100 battles between Chinese and American manufacturers and offered a very powerful and fast car, allowing for a realistic range approaching 600 kilometers.

Those who still want to fly first from the traffic light will order a SQ6 that finishes the classic acceleration in a hair-raising 4.3 seconds. It's fast – very fast. In Launch mode, the jump is physically unpleasant, and the acceleration extends deep into the 180 km/h range or more, up to 230 km/h. In normal driving, you don't feel such intensity, but both Q6s are very fast and convincing. The ride is quiet and

powerful, and the intermediate accelerations are instantaneous. Regenerative charging can be controlled with steering levers from completely free driving to one-pedal driving to a complete stop.

The Q6 and SQ6 have a 100 kWh (95 net) battery based on 800-volt technology and a fast charging rate of 270 kW; at a suitable charging station, 10 minutes of charging will add to the range of 255 kilometers. Charging from 10% to 80% will only take 21 minutes, if you can find one that powerful. This data brings us to a stage where 'range anxiety' begins to dissolve and ceases to be a consideration.

Comfort and road handling: One of the expectations of such a vehicle is very high ride comfort. With adaptive air suspension, the Q6 is very comfortable, on a highway and even on dirt paths where we drove for a few kilometers (no, it's not an SUV, don't be confused. A 4.5-centimeter body lift can tempt you for off-road fun but with sporty tires and no spare wheel, don't!). At slow speeds, you feel the low profile of the tires, 285/40R21 at the rear, and 255/40R21 at the front. The Q6 will arrive in Israel only with 20- or 21-inch wheels, while in Europe, the base models will also be sold with comfortable and useful 19-inch wheels. The SQ6 is a bit stiffer than the standard Q6, a result to be expected given the sporty suspension. The Q6 is a few millimeters wider than the more upscale Q8. At 194 centimeters wide, it may challenge less skilled drivers, certainly in the alleys of the city.

Did the engineers manage to get rid of the feeling of heaviness they talked about at launch? Yes and no. The car responds quickly

and sharply to turning the steering wheel, the powerful engines provide effortless acceleration, and the brakes bite well and continuously, a fine achievement in the world of electric cars. The Pirelli P-Zero grip is superb, body lean is minimal, and the Q6 clings to the road with its fingernails. The Q6 is an excellent and relaxing highway cruiser. Getting into large asphalt potholes doesn't take it out of its sense of relaxation, and the feeling of security is very high.

But nothing will help. As much as the balance and harmony of the Q6 are fine, you still feel the 2.3 tons. Reduce the feeling of heaviness? Absolutely. Make it disappear? Not yet. Safety specifications are rich with autonomous braking, lane keeping, blind-spot alerts, and cruise control aided by navigation information. The forward and backward view is good, but the side mirrors and A-pillars interfere with diagonal forward viewing.

Bottom line: While the Q4 and Q8 are already starting to age, the Q6 has arrived and rejuvenated Audi's line of crossovers. The Q6 may be a 'sandwich boy' between the 4th and 8th, but it is more dynamic, more economical, looks modern, and may persuade conservative Audi customers to switch from petrol and diesel to clean electricity. I assume that at prices starting at half a million shekels, the Q6 will not flood the streets of Tel Aviv. Most sales will be of the 'regular' Q6, which is very impressive in itself. Only a handful of customers will invest their money in the more powerful SQ6, which could be a 'discounted' alternative to the Porsche Macan, which sits on a similar platform and assemblies. •



ID CARD
Voyah
Free

▲
WE LOVED
Space,
equipment,
performance,
and price

▼
**WE DIDN'T
LIKE**
Charging
speed,
unknown brand

★
SCORE
9/10



ENGINE AND DRIVE
Two electric motors, 489 hp,
73, dual drive.

BATTERY:
106 kWh

GEARBOX:
Direct transmission,
automatic transmission

**PERFORMANCE
(MANUFACTURER):**
4.4 seconds from 0 to 100
km/h, 200 km/h top speed,
500 km combined range

PRICE:
400,000 NIS

From the fighting in Gaza to fighting the night

We took Voyah Free, the cheapest electric crossover in Israel with a night vision system, on a journey on Israel's darkest roads in an unusual road test.

By Udi Etsion

Tanks, helicopters, fighter jets, and even infantry forces have now possessed night vision equipment, with those being one of the most requested and donated items at the beginning of the Swords of Iron War.

But there is another war to fight using night vision systems – the one for our safety on the road. At nighttime, car accidents tend to be far deadlier because due to fatigue and the difficulty seeing pedestrians, wildlife, and other cars on unlit roads.

The Voyah Free we tested is the cheapest electric car in Israel equipped with a night vision system, coming in at NIS 400,000. Other models with night vision like Cadillac Escalade, Porsche Panamera, and Mercedes S Class, cost almost twice as much.

As part of the test, the Safari in Ramat Gan has agreed to open the gates to its savannah during closing hours, to allow us to test how much the system will assist us in identifying the wild animals, playing the part of pedestrians in the simulation, in a completely dark environment.

The Voyah has an infrared-based night vision system, with an official range of 150 meters, intended to be effective even on a highway. The system is completely driver-oriented: although the car has two 12.3-inch screens for multimedia and operation, one to the right of the driver and a separate one for the passenger in front, the night vision display can only be obtained on the third screen of the same size that serves as a dashboard. The operation is easy at least –

by pressing one of the buttons on the steering wheel the gray image takes over the dashboard.

I repeatedly look ahead, using the headlights to watch zebras or hippos lazily walking around, but as soon as I look down at the screen, I see another herd further down, hidden from infrared-free eyes, as well as two wildebeests that were either playing or fighting over territory, wild donkeys, and pelicans flying around the lake.

From the safari, I head north. Destination: Ramot Menashe. My driving is as comfortable as can be – the front space is excellent, and the seats are electrically adjustable, heated, and ventilated. In the back, there is even more space, including an air conditioner outlet, and two USB sockets, standard and C. The trunk has a generous volume of 560 liters, and there are also hooks for hanging bags. And there is another small trunk, with a volume of 72 liters under the "hood".

On Route 6 I climb to 120 km/h. The car uses two electric motors with a combined power of 489 hp, an all-wheel drive, and a battery with a capacity of 106 kWh, which is important for a reasonable range on the highway. The accelerations, especially in sport mode, are notably fast.

What is more interesting about the Voyah is the ability to control the height of the chassis. When you switch to "Sport" mode, the ground clearance shrinks from 17 cm to a meager 12 cm. It becomes significant later on when driving through small roads, where the Voyah shows

good control for a vehicle as heavy and tall as this, tighter than in normal suspension settings, hardly affecting the comfort of the ride. It's not a Porsche Cayenne by any means, but it holds its own. In off-road mode, the ground clearance to 21 cm. We will get to this in time.

Route 66 is completely dark except for its intersections, and I go back to the night vision screen, which clears up the dark sections for me – If a pedestrian was crossing the road, I would probably see him. The night vision gives me an advantage when cars rush in the opposite lane with high beam lights: looking down at the screen prevents glare and allows me to continue to see what awaits me down the road.

A little before Kibbutz Mishmar HaEmek I turn right into the dark forest. After only a few hundred meters, the night vision system saves me from being too late to recognize a dark bus parked on the side of the road.

Switching to the raised suspension mode is tricky. On the one hand, I feel more confident on the trails, and on the other, I remind myself that the Voyah doesn't have a spare wheel. Here, too, the night vision provides extra security, although it is a shame that the display does not turn with the steering wheel. I end the night with a real-world range of about 420 km.

The Voyah Free continues to impress with accessories and technology. It's not perfect, but at its price – about NIS 200,000 less than a Mercedes, Audi, or BMW of the same size – you don't need night vision to see the value for money.

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רמת האבזור הבטיחותי	תיאור דגם	קוד דגם
6	EQS450+	593-2862, 593-2863, 593-3002
6	EQS580 4Matic	593-2693



נתוני צריכת חשמל*			
דגם	צריכת חשמל (וואט שעה/ק"מ)	טווח נסיעה חשמלית (ק"מ)	דרגת זיהום אוויר
EQS450+	189	700	1
EQS580 4Matic	196	627	1

דרגת זיהום אוויר מרכב מנועי**
זיהום מירבי 15 (10, 11, 12, 13, 14, 15) זיהום מזערי 1 (1, 2, 3, 4, 5, 6, 7, 8, 9, 10)

*נתוני היצרן, עפ"י בדיקת מעבדה. תקן EU 2017/1151

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