# Motoring World INTERNATIONAL

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INTERVIEW

**NIGERIA'S UNTAPPED NEW-CAR MARKET IS A HUGE OPPORTUNITY**

*--BBA Motors MD*



**TOMPOLO'S TANTITA:**
INSIDE NIGERIA'S BATTLE TO RECLAIM ITS STOLEN OIL



ROAD TEST:

**CHERY TIGGO 8 PRO** ENDURES THREE DAYS OF TORTURE ON NIGERIAN ROADS – DID IT SURVIVE?



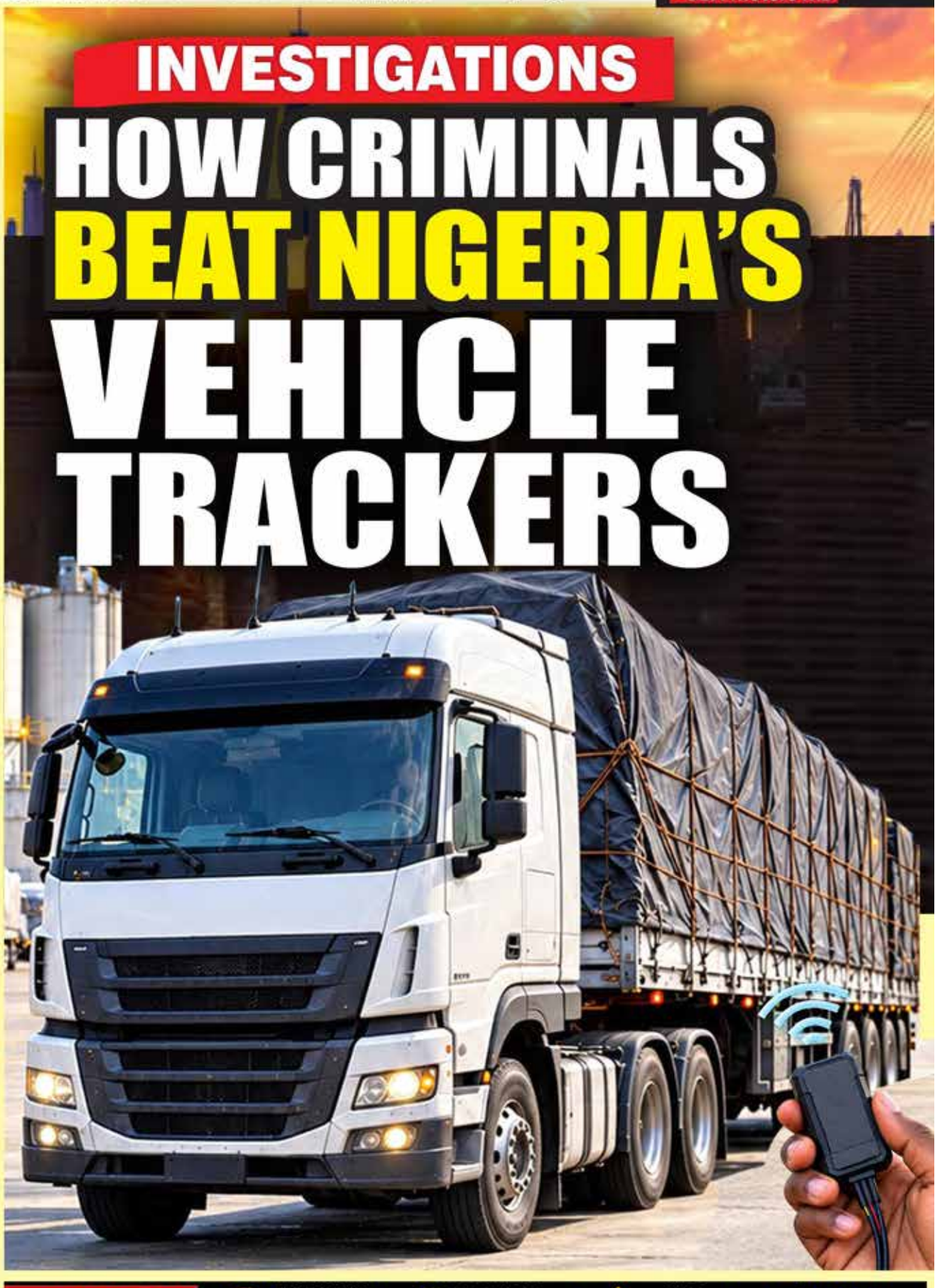
2026 AUTO INDUSTRY SCORECARD:
**BOOM, BUST OR FALSE START?**



**PICKUP CONTEST:**
CHINESE & NIGERIAN CHALLENGERS
**TARGET JAPANESE GIANTS**

**INVESTIGATIONS**

# HOW CRIMINALS BEAT NIGERIA'S VEHICLE TRACKERS



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## NADDC SCORECARD

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## 01 CLEANER MOBILITY

CNG conversion training and workshop accreditation, biofuel collaboration and EV infrastructure development.




## 02 SKILLS & LOCAL INNOVATION

Automotive training, mechatronics programmes and the EV Campus Shuttle Bus Development Competition.




## 03 VEHICLE QUALITY & SAFETY

SON–NADDC Vehicle Conformity Assessment Programme (VeHCAP) to strengthen standards and quality assurance.




## 04 INDUSTRY DEVELOPMENT

End-of-life vehicle recycling initiatives and a national vehicle dealership registration framework.



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# Before You Trust That Badge

## ···or That Tracker




The truck on your screen is moving. The kilometres are rising. The payment looks justified.

But what if the truck carrying the goods is somewhere else?

Welcome to an edition of Motoring World that asks uncomfortable questions about familiar assurances—from the tracking systems businesses trust to the vehicle badges motorists swear by.

Our investigation into GPS fraud examines allegations of mileage manipulation and insider collaboration that could turn fleet-monitoring technology into a channel for financial leakage. For anyone who owns trucks, manages deliveries or approves transport payments, this is a story worth reading before authorising the next invoice.

Then comes the battle dominating our cover: **Pickup War.**

For years, Japanese pickups have commanded loyalty on Nigerian roads. Now, Chinese and Nigerian challengers are demanding a hearing—and bringing specifications that make this contest difficult to dismiss.

We examine seven contenders: Toyota Hilux, Mitsubishi L200, Innoson Carrier, ZNA Rich6, JAC T8 Pro, Chery Himla and Maxus T60. Our comparison weighs engine output alongside equipment, practicality and ownership considerations. Does the familiar badge still settle the buying decision? Read the figures before reaching for your cheque book.

Away from the specification sheets, we took the **Chery Tiggo 8 Pro** into Lagos gridlock, expressway traffic and Ibafo's pothole traps. Three days. Plenty of pressure. Could its showroom appeal survive the roads its Nigerian buyers actually use? Our report reveals the strengths—and the compromises.

Yet beneath these individual contests lies a bigger question: **What is happening to Nigeria's automotive industry?**

Our 2026 Auto Industry Scorecard looks beyond launches and investment announcements to examine production, demand, local content and the obstacles between factory capacity and commercial success. Boom, bust or false start? The evidence deserves your attention.

There is optimism, too. In Executive Chat, BBA Motors M/D Rebecca Liyuan Jia explains why she sees a huge opportunity in Nigeria's untapped new-car market. What gives an investor the confidence to commit millions of dollars where others see uncertainty? Her answers offer much to consider.

Elsewhere, we test the Changan CS15, investigate disappearing EV range, return to the chemistry protecting your engine and offer practical advice for safer, wiser motoring. And when the serious business gets too heavy, our Motoring Humour provides a welcome change of gear.

Thirty years after our journey began, our purpose remains clear: ask the questions that help motorists and industry stakeholders make better decisions.

Turn the page. Some familiar certainties are about to face a

*Femi Owoeye*
***Publisher/Editor-In-Chief***

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# Pass The Auto Bill Before Another Industrial Funeral




The 2026 reform effort deserves recognition. On September 3, NADDC convened industry stakeholders in Lagos to examine the Draft National Automotive Industry Bill, 2026. The proposal would give statutory backing to NAIDP's incentives and protections, replace the existing institutional framework and transform the council into the National Automotive Design and Development Commission. Its ambitions include component manufacturing, electric mobility and stronger domestic supply chains. This goes beyond giving an old policy a new name.

Government has also tightened its Nigeria First procurement drive. September's directive requires federal procuring entities to prioritise domestically assembled vehicles, with exceptions subject to official approval. In October, NADDC reported installed assembly capacity of 370,520 vehicles annually. That is productive potential Nigeria must turn into factory orders, employment and local value. Capacity, however, is not actual production.

Yet consultations and procurement circulars cannot substitute for durable legislation. Investors purchasing machinery, training workers and developing suppliers need confidence that today's incentives will survive tomorrow's administration.

Here, the state police campaign offers a compelling lesson in political urgency.

On October 23, the Presidency announced that 24 state assemblies had approved the constitutional amendment enabling a dual policing system, meeting the required threshold. That momentum demonstrates what coordinated executive and legislative commitment can achieve.

Automotive reform deserves comparable determination, although its legislative route differs.

State policing is being advanced to strengthen protection of lives and property. Automotive legislation would strengthen protection of productive investment, industrial employment and economic capacity. Both concern national security: one confronts violence; the other helps prevent industrial decay and deepening dependence on imports.

The faded dominance of PAN and Volkswagen's original Nigerian operations should haunt policymakers. Their histories warn that factories and famous badges cannot guarantee industrial survival.

But urgency must produce a workable law. NAMA's recommendations deserve attention: predictable tariffs, practical component-development incentives, properly governed development funding and measurable obligations for investors. Public support should purchase verifiable production, jobs, skills and local content.

Presidency, Industry Ministry, Justice Ministry and National Assembly are, therefore, urged to publish a coordinated timetable for final drafting, submission, hearings, passage and presidential assent. NADDC and BPP should publish quarterly procurement and production results. Affordable vehicle finance, reliable electricity and rigorous quality standards must accompany implementation.

It would be shameful to let this renewed effort disappear beneath campaign posters.

Give the auto bill the political velocity of state police reformbefore another generation inherits silent factories.

***Nigeria cannot afford another automotive policy celebrate at stakeholder meetings, then abandoned when election campaigns seize the national agenda***

# Has Santa Already Solved Our Fuel Crisis?




At this time of year, my thoughts turn to seasonal magic and a transport mystery deserving more attention.

Picture it: a generously proportioned gentleman with a white beard, travelling in an open-top vehicle pulled by reindeer. He circles the globe, delivers countless parcels and apparently never stops to refuel.

No breakdowns, filling-station queues or messages explaining that your delivery is delayed. The postal services must find him deeply irritating.

But what keeps him airborne? Imagination? Livestock emissions? A secret fuel formula?

Before another manufacturer unveils its latest mobility breakthrough, we should demand an examination of Santa's sleigh.

Running costs appear modest. There is presumably a feeding bill, but nobody reports seeing Santa studying petrol prices with a troubled expression.

Perhaps we are asking the wrong questions about alternative fuels.

Our ancestors entertained ambitious transport ideas: flying horses and celestial chariots. Somehow, we settled for sitting in traffic, arguing over scratched bumpers.

I fear we have lost something.

Consider a modern reindeer range: a family model, compact hatchback, imposing SUV and sporty version for drivers convinced everyone should move aside.

Would the sports model need more reindeer, or simply more enthusiastic ones?

Imagine rising above Lagos traffic: fresh air, wonderful views and congestion shrinking beneath you.

Admittedly, parking eight reindeer outside a supermarket might require negotiation. Their emissions could arrive in a form pedestrians would struggle to ignore. Still, free fertilizer. Let us remain positive.

Ancient Egyptians imagined sacred boats carrying the sun across the heavens: solar transport, thousands of years before charging apps.

The engineering was mystical, but the ambition excellent.

Then there is the broomstick.

In Italian festive folklore, La Befana uses one to deliver gifts to children. Lightweight, compact and unlikely to require a multistorey car park: surely worth investigating.

Comfort might suffer. Perching on a stick for long journeys sounds like something one's spine would resent. Upholstery could help.

Are bristles essential for stability, or removable on luxury models? Would passenger versions require wider brooms?

Manufacturers have launched vehicles with stranger names and fewer obvious advantages.

My source mentions pixie dust, perhaps explaining airborne performance. Unfortunately, he cannot obtain a sample. Our road test remains postponed.

Chinese legends offer cloud travel. Comfortable, presumably, although what happens when the cloud becomes rain?

Dragons promise presence, excellent ground clearance and fire-lighting ability. Persuading one to submit to inspection could prove challenging.

Our ancestors refused to let practical objections spoil promising ideas.

Horses flew, broomsticks carried passengers and sleighs reached every home before morning.

Nobody interrupted to ask about battery range.

I am not suggesting we abandon the motor industry and breed showroom reindeer. However, anyone producing a reliable flying model with comfortable seats should invite me to the launch.



A sleigh crossing snowy skies remains irresistible: bells jingling, lights twinkling below and a distant "Ho, ho, ho!" drifting through the night. Especially when its driver has apparently solved the fuel problem.

Now, could he share the secret before my next filling-station visit?




# R.T. Briscoe Plans Landmark 70th Anniversary

R.T. Briscoe Plc will celebrate its 70th anniversary in March 2027, Deputy Managing Director, Dr. Femi Eguaikhide, has disclosed to *Motoring World*.

Eguaikhide, who chairs the anniversary planning committee, said preparations were underway to commemorate seven decades of operations in Nigeria.

Established in 1957, the company has maintained a longstanding presence in Nigeria's automotive and business sectors, operating through major economic changes and evolving mobility needs.

The anniversary offers an opportunity to reflect on its corporate journey and future direction as vehicle affordability, technology and changing customer preferences reshape the industry.

R.T. Briscoe was among the organisations honoured at *Motoring World*'s 30th-anniversary celebration in Lagos, receiving the Automotive Institutional Excellence Award.

Details of the anniversary programme are yet to be announced. *Motoring World* will report further developments as the company unveils its plans.

# Assembly Plants Need Nigerian Suppliers To Deliver Jobs —Coscharis

Nigeria must build a domestic automotive components industry to unlock the employment and economic benefits of vehicle assembly, Coscharis Group has said.

Speaking to *Motoring World*, Abiona Babarinde, General Manager, Marketing and Corporate Communications, identified inadequate infrastructure and a weak local supply chain as major obstacles.

He said Nigerian production of tyres, batteries and automotive glass would strengthen assembly operations, reduce foreign exchange demand and improve vehicle affordability.

Coscharis, he explained, had invested in an assembly plant producing selected Geely, Ford and Renault models from semi-knocked-down kits.

Babarinde urged effective implementation of manufacturing policies to attract component producers and create skilled and unskilled jobs.

He argued that stronger local manufacturing would help Nigeria retain value currently lost through exporting raw materials and importing finished products.

# Kia Unveils N27m Rio Offer, Opens New Abuja Location

Kia Nigeria has announced a ₦27 million promotional price for the Kia Rio, alongside offers on the Seltos and Sonet and a new sales and servicing location in Mabushi, Abuja.

The facility, at Lanre Shittu Motors, Plot 1504, CAD Zone B06, opposite the Federal Civil Service Club, provides vehicle sales, maintenance and after-sales support.

It opens Monday to Friday, from 8:00 a.m. to 5:00 p.m., with a trained service team available to attend to customers.

The promotional offers are available while stocks last, subject to terms and conditions. Customers can contact Kia showrooms nationwide for Seltos and Sonet prices and availability.

Kia said promotional codes are also available at Silverbird Cinemas Lagos.

Backed by Dana Motors Limited's more than 25 years of Nigerian automotive experience, the company also offers electric vehicle test drives for prospective buyers seeking to explore electric mobility.



# New Bill Proposes Sweeping Powers For Nigeria's Auto Regulator

Nigeria's automotive regulator could gain stronger enforcement powers under a proposed law designed to overhaul the industry, with lawmakers stressing the need to prevent clashes with other government agencies.

The Draft National Automotive Industry Bill, 2026, seeks to repeal the NADDC Act, 2014, replacing the National Automotive Design and Development Council with a National Automotive Development Commission.

The proposed body would exercise broader regulatory, oversight and enforcement responsibilities to strengthen local manufacturing, attract investment and improve quality standards.

At a public sector consultation in Abuja on Tuesday, November 3, Chairman of the House of Representatives Committee on Industry, Hon. Enitan Dolapo Badru, urged stakeholders to address potential institutional overlaps.

He identified the Standards Organisation of Nigeria, Nigeria Customs Service, National Agency for Science and Engineering Infrastructure and Nigerian Investment Promotion Commission as agencies whose responsibilities require consideration.

Badru said changes in global automotive technology and trade had made reviewing the 2014 legislation necessary.

However, he stressed that proposed fiscal incentives and local content requirements must be practical, enforceable and consistent with Nigeria's international obligations.

NADDC Director-General, OtunbaOluwemimo Joseph Osanipin, described the Bill as a strategic opportunity to build an integrated, self-sustaining automotive value chain.

He highlighted component manufacturing, local content, green mobility and investment predictability as priorities.

Osanipin urged participating Ministries, Departments and Agencies to identify regulatory gaps and recommend workable implementation measures.

He disclosed that recommendations from a private sector consultation held in Lagos approximately six weeks earlier had been incorporated into the working draft.

The engagement included a legal presentation by MrGboyegaOyewale, SAN, followed by stakeholder deliberations.

Recommendations will guide further refinement before the draft's proposed transmission to the National Assembly.

Badru assured participants of legislative attention, including further deliberations and a public hearing.

## CILT Warns GPS Fraud Threatens Nigeria's Transport Industry

The Chartered Institute of Logistics and Transport (CILT), Nigeria, has warned that growing GPS fraud is exposing transport operators to cargo losses, higher insurance costs and supply chain disruptions.

In an interview with Motoring World, its Council Secretary/National Executive Director called for stronger cybersecurity standards, periodic system audits and closer collaboration among security agencies, technology providers and fleet operators.

"Technology alone is not enough," he said, stressing the need for staff training and effective operating procedures.

He urged companies to combine GPS tracking with tamper alerts, backup systems and clear incident-response procedures.

Accountability, he added, must reflect each stakeholder's responsibilities, with negligence or deliberate misconduct attracting appropriate sanctions.

# Luxury Battle Looms as Versat Readies EXEED for Nigeria

Versat Automobile Limited is preparing to launch EXEED, Chery Automobile's premium brand, in Nigeria, promising advanced technology, distinctive styling and premium comfort.

Introduced to Nigerians in August 2026, EXEED is targeting buyers willing to explore alternatives to established luxury badges.

Its proposition combines connected cabin systems, contemporary design and engineering intended to make driving more comfortable and engaging.

Christopher Irumudomon, General Manager, Sales, Versat Automobile Limited, said the brand would offer a different perspective on premium mobility through technology, design, performance and exploration.

Established in 2024, Versat entered Nigeria's automotive market in 2026 with C&C Trucks. EXEED marks its next expansion.

However, the company has yet to announce Nigerian models, prices or an official launch date.

For prospective buyers, dependable servicing, parts availability, road performance and ownership costs will be crucia tests of EXEED's premium promise.




# Hyundai Raises Nigeria's SUV Stakes With Mufasa, Grand Creta

Hyundai Motors Nigeria has intensified the battle for Nigerian SUV buyers, unveiling the all-new Mufasa and Grand Creta in a double launch targeting professionals, executives and families.

The newcomers attack the market from different directions. The Mufasa combines muscular styling with five-seat practicality, while the Grand Creta offers three rows and seven seats for buyers demanding greater passenger flexibility.

Speaking at the unveiling, Mr. Gaurav Vashisht, General Manager, Sales and Marketing, Hyundai Motors Nigeria, said the introductions reflected customers' growing appetite for comfort, safety, technology and versatility.

"With the introduction of the Hyundai Mufasa and Grand Creta, we are offering two distinctive vehicles designed to meet different lifestyle requirements while maintaining Hyundai's global standards of quality and innovation," he said.

The Mufasa makes its first impression through a bold grille, distinctive LED lighting and muscular proportions, giving Hyundai a fresh contender for buyers who want their vehicles to command attention.

Power comes from a 2.0-litre SmartstreamMPi petrol engine paired with a six-speed automatic transmission. Depending on market specification, output is approximately 150–160 PS, with 193 Nm of torque. Front-wheel drive and a 54-litre fuel tank complete the powertrain package.

At approximately 4,475 mm long and 1,850 mm wide, with a 2,680 mm wheelbase, it accommodates five occupants. Its cabin combines digital displays, storage spaces and seating designed for everyday comfort.

Depending on variant, equipment includes touchscreen infotainment, smartphone connectivity, automatic climate control, wireless charging and selectable driving modes. Available safety features include airbags, Anti-lock Braking System, Electronic Stability Control and parking assistance.

The Grand Creta shifts the emphasis towards space, offering a seven-seat layout with flexible accommodation for passengers and luggage. Its 2,760 mm wheelbase supports that family-focused brief.

The available 2.0-litre Smartstream petrol engine delivers approximately 159 PS and 191 Nm of torque, with automatic versions using a six-speed transmission.

# Moove Exit: Auto Fast Offers Drivers Free Diagnostics, Maintenance Lifeline

Former Moove drivers in Nigeria have been offered free diagnostics, priority servicing and affordable spare parts by AutoFast by CFAO, following what the company described as Moove's exit from the country.

AutoFast said its workshops would continue supporting drivers whose livelihoods depend on keeping their vehicles running, having maintained the vehicles for more than four years.

The package includes dedicated service assistance, quality Motul lubricants and a loyalty programme offering exclusive discounts on customers' third service. Drivers can also access maintenance without delays associated with approvals.

Mr. Eric Fantodji, General Manager of Winpart by CFAO and AutoFast by CFAO, said the initiative would sustain dependable after-sales support and affordable maintenance.

"Our relationship with these drivers spans more than four years, and we understand how important their vehicles are to their livelihoods," he said.

Fantodji urged drivers, particularly those operating vehicles with 0.8-litre or 1-litre engines, to follow manufacturer-recommended lubricant specifications to protect engines and avoid unnecessary repairs.

He said essential maintenance parts, including oil filters, air filters and brake pads, were available at affordable prices.

2027:

# Get Ready For Motoring's Next Big Showdown




New models. Electric ambitions. Brands battling for attention. The coming year promises plenty to excite motorists—and challenge their ideas about what comes next. Across Africa and beyond, motor shows and automotive exhibitions will bring enthusiasts closer to the vehicles, technologies and innovations competing to shape tomorrow's roads.

For Nigerian fans, the attraction stretches from Lagos to Abuja, with opportunities to explore vehicles, accessories, components and business connections. Elsewhere, African events will put the continent's growing automotive ambitions under the spotlight.

Beyond Africa, major gatherings in Shanghai, Munich, Tokyo and the United States promise a broader window into the industry's direction. Expect electric mobility, advanced vehicle technology and the contest for buyers' attention to feature prominently.

But the excitement extends beyond gleaming bodywork. Parts, workshop equipment and maintenance innovations will also offer clues to how tomorrow's vehicles will be kept running.

Planning a visit—or simply following the action? See “Inside Africa” and “Rest of the World” for selected events, dates and venues. Entries marked provisional await confirmation.

## 2027: African Auto Events

| EVENT | DATES | VENUE / CITY | COUNTRY |
|---|---|---|---|
| EQUIP AUTO Morocco-MAT | 21–24 January | OFEC, Casablanca | Morocco |
| Nigeria Auto Festival | 29–31 January | Tafawa Balewa Square, Lagos | Nigeria |
| Automorrow — Egypt International Motor Show | 1–4 April | Cairo International Convention Center | Egypt |
| West Africa Automotive Show | 11–13 May | Landmark Centre, Lagos | Nigeria |
| AUTOEXPO Kenya / EV EXPO Kenya | 14–16 July | Carnivore Exhibition Grounds, Nairobi | Kenya |
| Festival of Motoring | 27–29 August | Kyalami Grand Prix Circuit, Midrand | South Africa |
| Abuja International Motor Fair | 10–13 November* | Eagle Square, Abuja* | Nigeria |
| Lagos Motor Fair / Autoparts Expo | March – provisional | Federal Palace Hotel, Lagos – provisional | Nigeria |

*Abuja dates and venue carried forward from 2026 for planning; awaiting 2027 confirmation. Lagos details provisional. Calendar checked: 26 October 2026. Reconfirm with organisers.

## 2027 Auto Shows: Rest of the World

| EVENT | DATES | VENUE / CITY | COUNTRY |
|---|---|---|---|
| Automechanika Riyadh | 11–13 January | Riyadh Front Exhibition & Conference Center | Saudi Arabia |
| Detroit Auto Show (public) | 16–24 January | Huntington Place, Detroit | USA |
| Automotive World Tokyo | 17–19 February | Tokyo Big Sight | Japan |
| Automechanika Istanbul | 24–27 March | TÜYAP Fair and Congress Center, Istanbul | Türkiye |
| New York International Auto Show (public) | 26 March–4 April | Javits Convention Center, New York | USA |
| Auto Shanghai | 23 April–2 May | National Exhibition and Convention Center, Shanghai | China |
| Autopromotec | 26–29 May | BolognaFiere, Bologna | Italy |
| Automechanika Birmingham | 8–10 June | National Exhibition Centre, Birmingham | United Kingdom |
| Automechanika Ho Chi Minh City | 16–18 June | Saigon Exhibition and Convention Center | Vietnam |
| IAA Mobility | 7–12 September | Messe München & central Munich | Germany |

Calendar checked: 26 October 2026. Dates subject to change; reconfirm with organisers.



# "NIGERIA'S UNTAPPED NEW-CAR MARKET IS A HUGE OPPORTUNITY"

## -BBA Motors MD On BBA's $30+ Investment and Expansion Plans

***Rebecca Liyuan Jia, Managing Director of BBA Motors**, is betting on Nigeria's largely untapped new-car market. Just over a year after commencing operations, the company has expanded from Lagos to Abuja and invested more than $30 million, with plans to exceed $50 million.*
*In this Exclusive Chat with **Motoring World Executive Editor, ROTIMI ASHER**, Jia discusses Chinese vehicles, financing, after sales, electric mobility and plans for local assembly. **Excerpts***

**Why did BBA Motors choose Nigeria despite its economic and infrastructure challenges?**

Nigeria is not strange to me. I first came here about 10 years ago on business trips while working on United Nations Habitat projects. My former boss was Nigerian, and I

visited frequently before COVID-19. During our market research, we noticed that the exchange rate had become relatively stable. That was a key reason we decided to invest.
We also discovered that new cars account for less than five per cent of Nigeria's automotive market. Such low penetration in a large country represents significant growth potential. For us, it is a huge opportunity.

**Has the market met your expectations? What challenges have surprised you?**
Generally, it has met my expectations. We are doing okay.However, banking has presented unexpected challenges. Sometimes transactions are slow. When money does not arrive as expected, you must investigate. In some cases, the problem is systemic. We did not experience this in China.
General business efficiency can also be challenging. In China, many vendors compete to complete projects quickly. Here, a vendor may promise delivery within one month, but the project can take two or three months.
We understand that operations outside China can move more slowly, but these delays affect business execution.

**Why operate a multi-brand business rather than represent one manufacturer?**
Our multi-brand approach is a short-term strategy, mainly for the first one to two years.
Research showed that Toyota dominates the new-car market. Toyota, Mercedes-Benz and Lexus are also popular among used-car buyers.
Chinese brands such as BYD, Changan, Jetour, Chery and Geely are doing well, but Nigerian customers do not yet have the same emotional attachment to them.
A family may proudly own several



Toyota vehicles and continue buying the brand. That level of recognition is still developing for Chinese

***Our total investment already exceeds $30 million. In a short time, it will rise beyond $50 million. Most of that investment is going into vehicle stock, but we will also develop more showrooms and workshops.***

manufacturers.
Our job is to meet customers' needs. Many currently want a competitive price, good quality and reliable aftersales service. They are not necessarily committed to a particular Chinese brand.

For Chinese brands, customers generally do not yet have a distinct preference. That means we need to offer products that satisfy their immediate expectations on price, quality and support while brand recognition continues to develop.
We must respond to actual demand rather than simply promote what we want to sell.

**What determines your selection of Changan, Jetour, Toyota, Geely and other products?**
We focus on products that are popular in the market and meet Nigerian consumers' needs. Customer demand guides our selection.

**Why are you confident in Chinese vehicles' quality, durability and competitiveness?**
I studied Engineering Management for my master's degree in China. During the programme, I became familiar with several automotive manufacturers and visited their

factories.

In previous roles, I also worked with research and development departments and supply chains serving some original equipment manufacturers.
China has invested heavily in its automotive industry over many years. The industry is highly regulated, while its enormous domestic market provides extensive customer feedback.

A manufacturer can sell more than 40,000 vehicles monthly. Thousands of motorists then use those vehicles and report their experiences.

When problems emerge, manufacturers improve their products. Regulation, investment and continuous improvement give me confidence in Chinese vehicles' quality, technology, durability and long-term competitiveness.

**Why introduce the luxury Zeekr 9X, and how has Nigeria responded?**
Nigeria has many wealthy individuals and strong demand for luxury vehicles. Showrooms stock Lexus, Mercedes-Benz and other premium products because customers want them.

The Zeekr 9X attracted considerable attention when launched in China, where it was regarded as one of the market's most luxurious vehicles. We considered both Nigerian demand and the attention the model attracted in China before bringing it here.
At its Nigerian launch, D'banj acquired the first unit on the African continent. We have since sold a number of units.

**How suitable are your electric and hybrid vehicles for Nigeria, particularly with limited charging infrastructure?**
Wealthy customers can install chargers at home, so limited public charging infrastructure is less of a problem for that segment.



Many own several vehicles and may not choose a luxury EV for long-distance journeys. Some would fly to Abuja rather than drive there because of security concerns.
For more affordable EVs, individuals may not initially buy them as their first vehicles.

Companies are more likely to adopt them to reduce emissions and demonstrate environmental responsibility. Such organisations can also provide charging facilities for their fleets.

**What investments are you making in aftersales, technical support and spare parts?**
We are building two aftersales facilities in Lagos. They will serve our customers and other owners of Chinese vehicles.

In Abuja, we are developing an EV aftersales network with a central workshop. Other workshops can join, while we provide equipment, technical support and spare parts.



These facilities are not exclusively for vehicles purchased from us. Other customers who own Chinese vehicles also need workshops, technical support and access to spare parts.

**Are you developing financing solutions to make vehicles more affordable?**
Yes, we are working with banks, but current interest rates are a major challenge.

We are also working to raise capital from China to develop financing solutions.

We must test the market first. Without doing that, managing the risks becomes difficult.

**Why expand into vehicle rental, fleet supply and ride-hailing services?**
We are here to create value and solve customers' problems. The market needs these services.

When international companies enter Nigeria, their headquarters may not approve outright vehicle purchases. Renting can be more practical.

Buying vehicles can be a difficult decision for international companies, while renting offers a practical alternative for their transport needs.

We initially introduced rental services for Chinese companies operating here, responding to their transport needs.

We also noticed that some ride-hailing drivers cannot afford vehicles, yet want to reduce fuel expenses by switching to electric vehicles.

We are helping such customers acquire vehicles. These services respond to mobility needs beyond conventional sales.

**How much are you investing in Nigeria, and where will the money go?**
Our total investment already exceeds $30 million. In a short time, it will rise beyond $50 million. Most of that investment is going into vehicle stock, but we will also develop more showrooms and workshops.

**What must government and the private sector do to accelerate electric mobility?**
The most important priorities are longer hours of electricity supply and more charging stations.

**Will BBA Motors move into local vehicle assembly?**
Yes. When we secure the appropriate franchise arrangements, we will move into vehicle assembly.

**What is your vision for BBA Motors over the next five years?**
We want to become the best company providing automotive services to Nigerians. We want BBA Motors to be recognised for the quality of service we provide.

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# Chery Tiggo 8 Pro

## *Endures Three Days of Torture on Nigerian Roads - Did It Survive?*

***From Lagos gridlock to Ibafo's pothole traps and expressway sprints, Motoring World subjected Chery's seven-seater SUV to a punishing three-day examination. The results? Impressive strengths, a few surprises and some compromises buyers need to know, writes FEMI OWOEYE.***

**A glamorous SUV is one thing; surviving Nigerian roads is another. Could the Chery Tiggo 8 Pro combine premium styling, powerful performance and sophisticated technology with the toughness required for everyday Nigerian motoring?**



Carloha Nigeria, Chery's franchise dealer, gave Motoring World seven days with the SUV. We completed our intensive assessment in three, covering Lagos traffic, the Lagos-Ibadan Expressway, Ibafo's notorious potholes and the routes of Lekki, Ajah, Sangotedo and Victoria Island.

The challenge was to discover

whether the Tiggo 8 Pro's impressive specifications translated into genuine capability on Nigerian roads.

A Head-Turner in Traffic
At about 2.30pm, we set off from Alapere towards Alausa, the seat of Lagos State Government. The Tiggo 8 Pro soon attracted attention.

Its diamond-pattern grille, sharp LED headlamps and distinctive rear-light treatment give it a contemporary, premium appearance. Measuring 4,720mm long, with a 2,710mm wheelbase, it commands a substantial road presence without becoming excessively cumbersome for urban driving.



The styling makes a strong first impression. But the real question was whether the engineering beneath the bonnet could match its visual appeal.

Interior and Equipment
Inside, the Tiggo 8 Pro impressed the Motoring World editorial team with its diamond-stitched synthetic leather seats, wraparound dashboard and modern layout.

The first two rows provide generous headroom, shoulder room and legroom, including for taller occupants. Its seven-seat configuration offers flexibility for families and business users, although the third row is better suited to children than adults on long journeys.

A 10.25-inch high-definition touchscreen provides infotainment and connectivity functions, while keyless entry, push-button starting and a power-adjustable driver's seat enhance convenience.

The air-conditioning performed effectively under Nigeria's hot conditions, with dedicated vents for rear passengers. An air-conditioned centre-console compartment offers a useful place to keep drinks or small items cool.

With the third row folded, the luggage area becomes more practical for shopping, business trips and family holidays.

When Nigerian Roads Strike Back
Our test vehicle featured a 2.0-litre turbocharged petrol engine producing 187kW (approximately 254hp) and 390Nm of torque, paired with a seven-speed wet dual-clutch transmission.

The powertrain delivers strong acceleration and useful reserves for overtaking slower vehicles. During our instrumented acceleration test, the Tiggo 8 Pro sprinted from 0 to 100km/h in less than seven





seconds, beating the manufacturer's claimed 7.5 seconds.

Tiggo 8 Pro comes withthree driving modes (Eco, Normal and Sport), which allow drivers to adapt the vehicle's responses to different conditions. Eco mode suits relaxed driving in congested traffic, while Sport mode offers a more responsive experience.
The steering felt light and manageable in Lagos gridlock, reducing driver fatigue, while relatively low cabin noise contributed to a comfortable ride.

**Ibafo's Potholes: The Moment of Truth**

On the second day, we took the SUV through Ibafo, Ogun State, where potholes and waterlogged sections routinely challenge vehicles.

With approximately 200mm of ground clearance, the Tiggo 8 Pro negotiated many uneven sections without difficulty. Its suspension absorbed much of the impact, keeping occupants reasonably comfortable. The main intrusion across flooded sections was the sound of tyres displacing water.

On the third day, we extended the test through Lekki, Ajah, Sangotedo and Victoria Island, encountering congestion, poorly constructed speed bumps and sections of the developing Lagos-Calabar Coastal Highway.

The experience reinforced one important finding: the Tiggo 8 Pro can cope with a variety of everyday Nigerian road conditions without sacrificing too much passenger comfort.

**Safety**

The Tiggo 8 Pro features six airbags and parking technologies that include a 360-degree surround-camera system with a virtual bird's-eye view, rear parking sensors and front parking assistance.

During our test, proximity alerts warned when vehicles, pedestrians and roadside objects came too close. These warnings proved useful in tight spaces, although their frequency could become intrusive in Lagos traffic.



Another feature caught our attention immediately. Once we engaged Drive and the vehicle reached approximately 15km/h, the doors automatically locked. This helps prevent intruders and roadside hawkers from opening the doors from outside in slow-moving



***We assessed the braking response at approximately 80km/h and recorded an estimated stopping distance of less than 40 metres. Although this was not a laboratory-controlled braking trial, the response was reassuring during our test.***

traffic. It also reduces the risk of children or passengers accidentally opening a door while the vehicle is moving.

We also noted that the central-locking system is designed to work with the airbag safety system, automatically unlocking the doors in a severe collision to facilitate emergency access and provide occupants with an escape route.

The Tiggo 8 Pro has received a five-star Euro NCAP safety rating for the applicable tested specification. Buyers should verify that their particular vehicle has the corresponding equipment.

Braking Power and Fuel Economy.

We assessed the braking response at approximately 80km/h and recorded an estimated stopping distance of less than 40 metres. Although this was not a laboratory-controlled braking trial, the response was reassuring during our test.

Fuel consumption was another consideration. The turbocharged engine offers substantial performance for an SUV of this size, while Eco mode provides an option for more restrained driving. Actual consumption will depend on traffic, driving style, passenger load, air-conditioning use and road conditions.

The windscreen wipers also performed satisfactorily during a brief downpour, adding to the vehicle's practicality in changing weather.

A Dangerous Roadside Discovery
Our journey exposed a disturbing road-safety problem requiring urgent attention from the Federal Road Safety Corps (FRSC).

While travelling through Mowe towards Redemption Camp, we observed commercial motorcycle riders travelling against traffic towards the Redeemed Camp area, apparently with little regard for the danger they posed.

For motorists unfamiliar with this stretch, encountering a motorcycle moving directly against traffic could trigger a potentially fatal collision. The FRSC and other relevant authorities should urgently address this dangerous practice before it claims innocent lives.

On a more encouraging note, we noticed an electric-vehicle charging station at Redemption Youth Camp, a welcome sign of Nigeria's gradually expanding charging infrastructure.

**Verdict.**
After three days of intensive testing, the Chery Tiggo 8 Pro established a strong case for itself in Nigeria's competitive SUV market.
Its 187kW turbocharged engine, impressive acceleration, comfortable first two rows and extensive equipment make it an appealing option for families and business users seeking performance and modern technology.

The compromises, however, deserve attention. The third row is cramped for adults on long journeys, while frequent proximity warnings can become intrusive in congested traffic. And for buyers prioritizing SUV with minimal fuel consumption, Tiggo 8 Pro is recommended.

So, did it survive three days of torture on Nigerian roads?

**Absolutely.**
The Tiggo 8 Pro has demonstrated that it can combine strong performance with the comfort and versatility expected of a modern family SUV. Although it is not ideal for every buyer, its strengths outweigh its shortcomings for those seeking a well-equipped, fuel efficient and powerful vehicle for mixed urban and highway use.

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## Changan CS15 Road Test:

# Can This Little SUV Take The Heat?

*Lagos traffic, potholes and a firm braking test challenged Changan's compact crossover. **ROTIMI ASHER** reports on its strengths, surprises and compromises.*

At 11:18 a.m. on September 21, 2026, ***Motoring World's Editor-in-Chief, Femi Owoeye***, and Executive Editor, Rotimi Asher, left Mikano International Motor Division's Adeola Odeku showroom in the Changan CS15.

Our mission: assess its capabilities in Lagos Island traffic, on the Lagos-Calabar Coastal Highway and across rough urban roads. Could this little crossover handle the pressure?

**Small Size, Strong Presence**

A bold grille, sharp headlamps, sculpted bodywork and raised stance create a youthful appearance. Alloy wheels, pronounced wheel arches and wraparound rear lamps reinforce its SUV character.

The attraction is straightforward: fashionable SUV styling without the bulk that complicates driving and parking on crowded streets.

**Comfort With Compromises**

Inside are a neat dashboard, accessible infotainment and climate controls, eco-leather upholstery and





a reasonably supportive driver's seat.
The elevated driving position provides useful visibility.
Headroom comfortably accommodated our driver, measuring 5 feet 5 inches, although taller buyers should check their fit.
Rear legroom becomes restrictive when front seats are pushed backwards.
Buyers regularly carrying several adults should inspect the accommodation carefully.
Stated boot capacity is approximately 230 litres, expanding to around 1,000 litres with the rear seats folded. That suits shopping and modest luggage; bulky holiday bags could present difficulties.
Air-conditioning performed effectively in the heat, with rear ventilation and a pollen filter adding practicality.







**Power Meets Lagos Pressure**
Our test vehicle's 1.5-litre, four-cylinder petrol engine delivered approximately 105hp and 145Nm through a five-speed dual-clutch transmission to the front wheels.
In congestion, the CS15 proved agile and manageable. Compact dimensions helped in tight spaces, while acceleration suited routine progress and lane changes.
Demand more, however, and a weakness emerged.
Under aggressive acceleration, the transmission occasionally hesitated, holding lower gears as engine speed and noise increased. Smoothness suffered, encouraging a gentler approach.
Once higher gears engaged, at around 80km/h, the cabin became quieter and the crossover felt more settled.
Measured commuting and steady cruising therefore suit its character.
Drivers expecting immediate response under hard acceleration should try the transmission before buying.

**Brakes and Broken Surfaces**
On the coastal highway, a firm stop from approximately 70km/h produced an estimated stopping distance of about 60 metres.
This was an observed result, not a certified measurement. Surface conditions, tyres, load and measurement accuracy influence stopping distance; the figure should not become a standard benchmark.
ABS appeared to prevent wheel lock during the exercise.
Electronic Brakeforce Distribution supports braking-force allocation, but neither replaces sensible speeds and adequate following distances.
Around Imam Augustus Street, near Olosa Street and Eko Hotels, rough surfaces delivered another examination.
At approximately 25km/h, the MacPherson-strut front suspension and rear torsion beam handled ordinary irregularities reasonably well.
Sharper potholes and poor repairs transmitted noticeable firmness and vibration into the cabin, although the crossover maintained reasonable composure.
The lesson: reduce speed over damaged sections. SUV styling does not make potholes harmless.

**Fuel Economy Unproven**
Our drive lasted less than three hours, insufficient to establish dependable fuel consumption.
A longer assessment covering congestion and highway conditions would be necessary.

**The Verdict**
Did the CS15 take the heat? Mostly, yes.
Effective cooling, comfortable front seating, urban agility and adequate everyday performance give it appeal for young professionals and small families.
Its limitations are equally clear: restrictive rear accommodation, modest luggage space and occasional transmission hesitation under pressure.
For buyers prioritising easy parking, manageable dimensions and relaxed commuting, this little Changan makes a credible case. Those needing generous space or forceful acceleration should weigh its compromises carefully. A personal test drive should help decide.

# GPS FRAUD: How Criminals Are Beating Nigeria's Vehicle Tracking Systems

YEMI AROGUNDADE

Nigeria's dependence on vehicle tracking was supposed to make transport fraud harder. Install a GPS device, monitor movement, record mileage and use the electronic trail to calculate payment.

**Simple. Until criminals start** manipulating the relationship between the truck, its tracker, the data and those controlling the information.

Information obtained by Motoring World points to alleged mileage fraud within sections of Nigeria's commercial fleet industry, including suspected collaboration between transport operators and insiders able to manipulate tracking records.

One major industrial group, we gathered, have encountered the problem in transporting cement and other products, which raise an uncomfortable question: does a moving signal prove that the goods truck completed the journey?

Speaking to Motoring World about the broader threat, Mr. Reynolds Shodeinde, Council Secretary/National Executive Director of the Chartered Institute of Logistics and Transport (CILT), Nigeria, described GPS fraud as "a serious and growing concern".

His assessment addresses the industry's vulnerabilities.

Where transport payments depend on distance travelled, additional kilometres can mean additional money. A Lagos–Kano delivery would ordinarily attract a higher transport charge than a trip to Ibadan or Ilorin.

Fraudsters allegedly exploit that difference by making shorter journeys appear longer, compromising a tracker or manipulating the records supporting a claim.

For illustration, a legitimate ₦500,000 trip could be presented as one attracting ₦1.5 million. These figures illustrate the potential mechanism; they are not documented losses from a verified transaction.

The weakness lies in accepting electronic mileage as unquestionable proof of a completed journey.

**When the tracker travels alone**

The alleged manipulation need not involve sophisticated hacking.



According to information available to Motoring World, a tracker may be removed from its assigned truck and carried in another vehicle travelling towards the expected destination, while the goods truck completes a shorter delivery.

On the monitoring screen, the device moves and the route appears convincing. Yet the vehicle carrying the cargo may never have covered that distance.

GPS locates a receiver. Its location record alone does not establish that the

receiver remains attached to the assigned truck or that the cargo reached its destination.
Shodeinde said criminals may exploit weaknesses in devices, communication networks or monitoring procedures, interfering with location information and frustrating operators' efforts to locate vehicles and cargo.
The consequences, he explained, extend beyond theft to cargo losses, increased insurance costs, supply-chain disruption and reduced confidence in transport.
"This is not just a technology problem; it is also a security, operational and governance issue that requires coordinated action," he said.

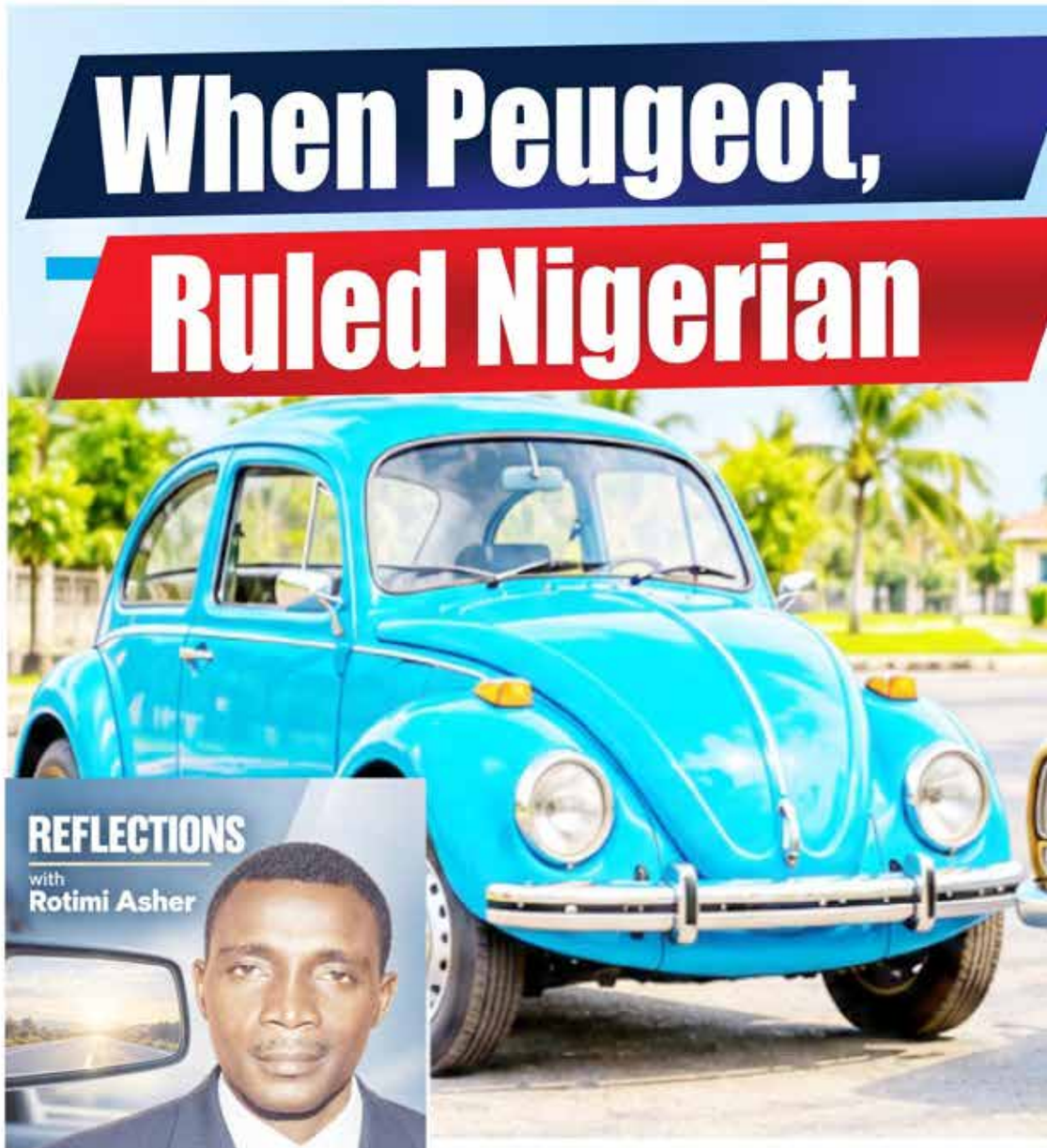
**The insider threats**
Someone installs the tracker, monitors movement, investigates irregularities and validates records. Someone approves the information supporting payment.
Information gathered for this report suggests that this chain does create opportunities for fraud where insiders cooperate with dishonest operators. A tracking source, speaking anonymously because of confidentiality concerns, said attempts to defeat monitoring had forced companies to strengthen checks.
Physical tampering, unreliable records and weak supervision can undermine even expensive equipment.
Shodeinde rejected the idea that responsibility should automatically fall on one party.
"Accountability must be shared according to each stakeholder's responsibilities," he said.
Government and law enforcement must investigate incidents, prosecute offenders and establish appropriate standards. Providers must deliver secure, reliable products, issue timely updates and explain system limitations.
Operators must choose reputable providers, maintain devices, train staff and respond to suspicious activity.
Where negligence or deliberate misconduct is established, he said, those responsible should be held accountable.

**Follow more than the signal**
A fleet management expert interviewed for the original investigation, who requested anonymity, recommended checking tracking records against engine activity, fuel consumption, odometer readings, driver identification, delivery documents and route history.
A reported 1,000-kilometre journey should prompt questions if fuel usage, engine data or delivery evidence contradicts it. Payment approval should involve independent checks, with monitoring and payment responsibilities separated where practicable.
Shodeinde similarly recommended layered security, including tamper alerts, backup tracking systems, secure communications and clear incident-response procedures.
Such measures strengthen verification; their value still depends on installation, maintenance and an effective response when an alert appears.
He also cautioned against overlooking telematics' wider benefits. Beyond location, digital systems can monitor fuel consumption, driver behaviour, vehicle health, route efficiency and maintenance needs, helping operators control costs, avoid breakdowns and improve safety.
However, adoption costs, unreliable connectivity, limited technical expertise and poor integration into daily operations can restrict those gains.
"Technology alone is not enough; operators must invest in staff training, proper procedures and data-driven decision-making to realise its full value," he said.




**Reforms that cannot wait**
Shodeinde called for stronger vehicle-tracking standards covering minimum cybersecurity requirements, reliable installation and periodic system audits.
He also urged closer intelligence-sharing and investigative cooperation among government agencies, security services, technology providers and transport operators, alongside training and public awareness.
"CILT Nigeria believes that technology, professional competence and effective regulation must work together," he said.
For businesses, the immediate lesson is to stop treating a dashboard display as the final word. A credible electronic trail deserves verification, especially when it determines payment.
Is the tracker still attached to its truck? Did the vehicle cover the claimed distance? Do fuel and delivery records support the journey? Who investigated the discrepancies?
And, above all: **Who is watching the people watching the trucks?**

# When Peugeot, Ruled Nigerian




Before SUVs became status symbols and Tokunbo cars filled dealerships, two names commanded Nigerian roads: Peugeot and Volkswagen.

The Peugeot 504 carried senior civil servants, families and businessmen with quiet authority. The Volkswagen Beetle, affectionately called *Ijapa*, offered a more modest route into car ownership. Both belonged to an era when buying a new, locally assembled vehicle was an attainable ambition for many professionals.

For Nigerians who remember the 1970s and early 1980s, these cars evoke more than nostalgia. They recall a country confident that its factories could help drive its future.

**An Industry Takes Shape**

During the oil boom of the 1970s, the Federal Government pursued industrialization through local assembly and import substitution. Under General Yakubu Gowon, partnerships with overseas manufacturers helped lay the foundations for a domestic automotive industry.

The approach relied on Completely Knocked Down (CKD) kits imported for assembly in Nigeria. Over time, locally manufactured components were expected to replace more imported parts, creating jobs, transferring technology and reducing dependence on finished vehicles from abroad.

Nigerian engineers and technicians received training overseas, including in France and Germany, before returning to work in the assembly plants.

With a relatively strong naira and greater purchasing power among salaried professionals, a new car represented a realistic goal for a section of the middle class.

Peugeot and Volkswagen became prominent expressions of that ambition, although Mercedes-Benz, Toyota, Volvo and other brands also had their followers.

**Peugeot's Indestructible Reputation**

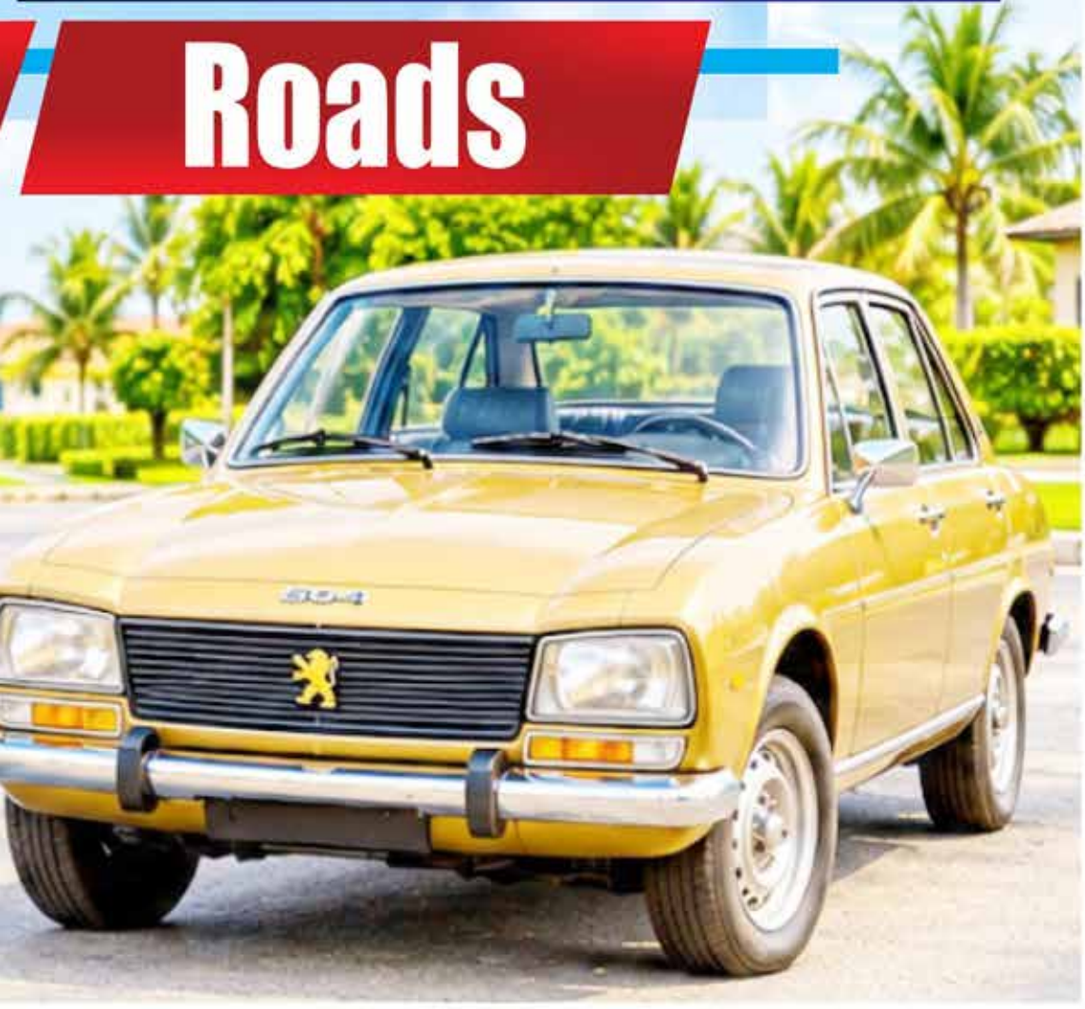
Peugeot Automobile Nigeria's Kaduna plant became one of the strongest symbols of the country's automotive aspirations.

Its best-known product, the Peugeot 504, earned an enduring reputation for toughness. Strong suspension, generous ground clearance and an ability to endure punishing roads helped make it a favourite far beyond city streets.

For many households, the 504 was several vehicles in one: an executive car, family transporter and dependable companion for journeys across the country.

Some owners also pressed it into commercial service, carrying passengers between towns to supplement their income. Its versatility helped turn a passenger car into part of Nigeria's transport economy.

# Volkswagen Roads



Then later 505 added another familiar face to the Peugeot story, while the Kaduna operation provided employment and helped develop technical skills.

For workers, suppliers and customers, PAN demonstrated the possibilities of industrial production on Nigerian soil.

**The Beetle's Quiet Revolution**

Volkswagen offered a different kind of attraction: straightforward engineering and accessible mobility.

Its Lagos assembly operation produced models including the Beetle, Passat and Golf. Yet none captured popular affection quite like the Beetle.

Its rounded body inspired the nickname *Ijapa*, the Yoruba word for tortoise. Beneath that distinctive shape was a simple, air-cooled engine that helped establish the car's reputation for durability.

For young professionals and families, the Beetle could be a first foothold in private motoring. It required less ceremony than an executive saloon, yet delivered the freedom that mattered: getting to work, visiting relatives and travelling without waiting for public transport. Together, Peugeot and Volkswagen served different aspirations within a growing market.

**Why the Momentum Faded**

The optimism weakened as Nigeria's economic difficulties deepened in the 1980s.

Falling oil revenues and foreign exchange shortages made imported kits and components increasingly difficult to obtain. Assembly plants remained heavily exposed because the promised local supply chain had not developed sufficiently.

Nigeria made progress in products such as tyres and batteries, but a broader network supplying automotive parts remained limited. Delays in strategic industrial projects further constrained the manufacturing base.

Policy inconsistency compounded these weaknesses. Meanwhile, used imported vehicles offered buyers cheaper alternatives as purchasing power declined.

Production suffered, jobs disappeared and the ambition of steadily expanding local manufacturing lost momentum.

Volkswagen's once familiar assembly presence faded. PAN endured difficult years, but the wider industry struggled to recover its earlier promise.

The lesson reaches beyond fond memories of the 504 and *Ijapa*.

Assembly plants need reliable component suppliers, skilled workers, affordable financing and policies that survive changes of government.

Peugeot and Volkswagen left Nigeria with evidence of what was possible. Their lasting challenge to policymakers is to turn that experience into an industry capable of enduring prosperity and economic shocks alike, while making new vehicles attainable for more Nigerians.

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# The Manifesto Gearbox

**A politician took his SUV to a mechanic in Abuja.**
"Whenever I select 'D', this vehicle goes backwards!"
The mechanic checked the gearbox, then asked, "Sir, is this the vehicle you used for your election campaign?"

**"Yes.** We toured every ward. I promised good roads, affordable transport and an end to traffic congestion.
"And since you won?"
"My brother, leave politics. Just fix the car."
The mechanic climbed in, selected 'D' and watched the SUV roll backwards.
He nodded thoughtfully.
"I've found the problem, sir."

**"Gearbox?"**
"No. Your car has learnt from you."
The politician frowned.
"What do you mean?"
"It announces one direction and proceeds in the opposite."

**"Are you insulting me?"**
"Never, sir! In fact, we can repair it using your own method."

**"Which method?"**
"Leave the gearbox. Print a big sticker on the windscreen saying:

**WE ARE MOVING FORWARD."**
"But the car will still be going backwards!"
"Oga, now you understand what we've been complaining about."

**The Dashboard Prayer Point**
Before setting off from Lagos to Ibadan, a motorist took his car to a mechanic.
"Baba, this red oil light keeps coming on."
The mechanic inspected it, scratched his head and announced: "Oga, leave it with me."
Twenty minutes later, he returned the keys.
"Sorted."
The delighted owner paid and drove away. Halfway home, he noticed something strange. The oil light had disappeared, but so had the battery light, engine warning light and seat-belt reminder.
He turned back.
"Baba! What exactly did you repair?"
The mechanic smiled.
"Oga, I disconnected the dashboard. Those lights were giving you unnecessary anxiety."
"So how will I know if the engine has a problem?"
"Ah! You will hear it."
"And if I don't hear it?"
"People outside will call your attention."



**A Car with Full Nigerian Options**
The advert promised: "Very clean SUV. Full options. Buy and travel."
Naturally, Emeka went to inspect it.
"Does the air conditioning work?"
"Perfectly," the seller replied. "Once you reach expressway speed, wind enters everywhere."
"What about the central locking?"
"One key opens the driver's door. From there, you can centrally instruct everybody to lock their own."
"Parking sensors?"
"The security man at your destination will shout, 'Come! Come! Come! E don do!'"
"Navigation?"
"Ask any okada rider."
"Cruise control?"
"On Third Mainland Bridge, your wife will keep saying, 'Control your speed!'"
Emeka folded his arms.
"You said this car has full options!"
The seller nodded.
"Yes, sir. You have the option to buy it, the option to price it, or the option to go home."

**The Fuel Economy Champion**
At a Lagos gathering, three motorists began comparing fuel economy.
"My new car does eighteen kilometres per litre," the first boasted.
"Mine does twenty-two," said the second.
Uncle Bayo quietly sipped his drink.
They turned to him.
"Uncle, what does your own do?"
"Six weeks per litre."
There was silence.
"Six weeks?"
"Sometimes eight."
They pulled their chairs closer.
"Hybrid?"
"No."
"Special engine?"
"Normal engine."
"Which filling station do you use?"
"Any one."
Finally, somebody asked the important question.
"Uncle, how often do you drive it?"
He looked offended and slammed: "With the price of petrol, you people are still driving your own?"



# Tesla-Loving BBA Motors Boss Reveals Her Nigerian Road Shock!

***Behind the boardroom doors of BBA Motors is a woman whose motoring journey took an unexpected turn with her first car, and whose encounters with Nigerian drivers have produced some eye-opening stories.*** *Rebecca Jia, Managing Director of BBA Motors, shared these revelations while fielding questions from Motoring World's Executive Editor,* ***ROTIMI ASHER.***

Having driven electric cars for more than five years, Jia relishes their smooth, effortless performance. But life on Nigerian roads has introduced her to a different kind of motoring adventure, one involving speeding motorists, roadside arguments and a collision incident that tested her patience.

In this edition of My Life, My Car, Jia steps away from the boardroom to give us a glimpse into the woman behind the executive title. From the cars she grew up seeing in China to her first driving experience, her admiration for the rugged Land Rover Defender and her encounters with the sometimes-unpredictable behaviour of Nigerian motorists, she shares the experiences, preferences and surprises that define her life behind the wheel.

**Why does she change cars every one or two years? What makes her so particular about a car's looks and driving experience? And what happened when another driver hit her company's car and then had the audacity to start shouting?**
The answers make for an engaging ride through her world of motoring, with candid observations about Nigerian driving culture thrown in for good measure.Now, buckle up and step into Rebecca Jia's world of motoring!

**What is your earliest memory of a car, and what kind of cars did you grow up seeing?**
Rebecca Jia: When we were growing up in China, it was a different situation. Only a few automobile brands were available in the market. The brands we knew most were Volkswagen, Toyota, Jeep and Mercedes-Benz. Those were the cars we grew up seeing and recognising.

**What was the first car you ever**

**drove?**
My first car was a Tesla. I have been driving electric cars for more than five years now.Once you start driving an electric car, it is difficult to go back to a conventional car. It is a much better driving experience for me. The driving is smooth and simple, and I really enjoy it.

**What does your choice of car say about your personality?**
I like my car to be flexible and simple. I don't like too much complexity when I am driving. I prefer something that makes driving easy and comfortable. That is one of the reasons I like electric vehicles. They are simple to operate and give me a very relaxed driving experience.

**Apart from EVs, which type of vehicle appeals to you most—SUV, sedan, coupe or hatchback—and why?**
I like the Range Rover Defender. Unfortunately, it is not yet available in Nigeria, but it is available in China.I like the design and the character of the vehicle. It is strong and practical, but it also has a very distinctive appearance.

**When choosing a personal car, what matters most to you—comfort, performance, safety, technology, design or reliability?**
For me, design matters a lot. As a woman, I pay particular attention to how a car looks.Of course, other things are important, such as comfort, safety and reliability, but I think the design is the first thing that catches my attention.

**Are you emotionally attached to a particular car, or do you like changing cars?**
I change my car quite frequently—usually every one or two years.I enjoy experiencing different cars, especially new technologies. The automobile industry is changing very quickly, so I like to experience what is new.

**What has been your most memorable experience behind the wheel?**
I really enjoy driving out with friends and family. It is not necessarily about the car itself; it is about the experience.When you drive somewhere together, have fun and spend happy moments with the people you love, those are the experiences you remember. Those moments stay with me.

***For me, safe driving should always come first. No matter how good the car is, the most important thing is the person behind the wheel.***

**Have you ever had a frightening experience while driving?**
When I first started driving, seeing a road accident was frightening for me. It was difficult to see people involved in accidents.But over time, after seeing more accidents, I became more accustomed to them. Today, I am not as frightened when I see one, although I still don't like seeing accidents on the road.

**Since you started living and driving in Nigeria, what has been your greatest irritation on Nigerian roads?**
One thing I have noticed is that many Nigerian drivers overspeed. That is something I don't like because it can easily lead to accidents.

Another thing is what happens after an accident. Sometimes, even when one driver is clearly at fault, that person may start shouting and arguing with the other driver.

In China, when there is a collision, people usually try to remain calm. They call the police or the relevant authorities and allow the matter to be resolved. Here, I have noticed that people can become very emotional. There is often a lot of shouting and arguing, and sometimes neither person wants to admit that they are wrong.

**Have you personally experienced such an incident?**
Yes. There have been a few occasions when our car was hit by another driver. In one particular case, the other driver was at fault, but he started shouting at our driver.

I simply told our driver to leave him. I knew we had the right to ask for damages, but I didn't want the situation to become more confrontational. It was an interesting experience for me because it showed me another side of the Nigerian driving culture.

**Would you like to see Nigerians change that attitude towards road accidents?**
Yes, definitely. I would encourage Nigerian drivers to remain calm when there is an accident and allow the proper authorities to handle the situation. Most importantly, drivers should avoid overs-peeding. Speed can turn a small mistake into a serious accident.

For me, safe driving should always come first. No matter how good the car is, the most important thing is the person behind the wheel.



# What Secret Chemistry Is Keeping Your Engine Alive?

*In the first of this three-part series, "The Blood of Your Engine," published in our anniversary edition, we explored engine oil's vital role. Now,* ***FEMI OWOEYE*** *uncovers the invisible chemicals protecting your engine—and what happens when their defence fails.*

Your engine could be losing protection long before it starts knocking. A reassuring oil level cannot tell you whether the lubricant is still doing its job.

Every properly formulated engine oil contains a balanced additive package. These chemicals control deposits, resist deterioration and protect moving parts. Base oil alone would struggle to meet modern engines' demands.

That makes choosing the correct oil as important as checking how much remains inside it.

## The Cleaners Within

Combustion introduces soot, acidic by-products and other contaminants.

Detergents control deposits on hot surfaces and neutralise acids. Dispersants keep contaminants suspended, reducing their tendency to form sludge.

Together, they help keep engines clean and oil passages clear. Restricted circulation can starve vital components of lubrication. An engine may contain enough oil yet suffer because it cannot reach where needed.

## Fighting Heat and Wear

Heat and oxygen encourage oxidation, producing acids, deposits and excessive thickening.

Antioxidants slow this deterioration. Anti-wear additives form protective films where the lubricating oil film becomes too thin to separate metal surfaces.

Their effectiveness depends on the lubricant's quality, suitability for the engine and condition in service.

## When Oil Turns Dark

Fresh oil darkening can alarm motorists. Yet colour alone cannot establish whether a lubricant is good, exhausted or counterfeit.

Darkening may partly reflect contaminants held in suspension. Operating conditions and additive chemistry also affect appearance.

Do not change oil solely because it looks dark, or extend its service because it still looks clean. A dipstick inspection cannot reveal its full condition.

## Protection Has a Limit

Even good oil cannot work indefinitely. Contaminants accumulate, additives become depleted and the lubricant deteriorates. Timely oil and filter changes remain essential.

Follow the manufacturer's specified viscosity, performance requirements and maintenance schedule, including provisions for severe operating conditions.

Motorists spending hours in traffic or regularly driving on dusty roads should pay particular attention to those requirements.

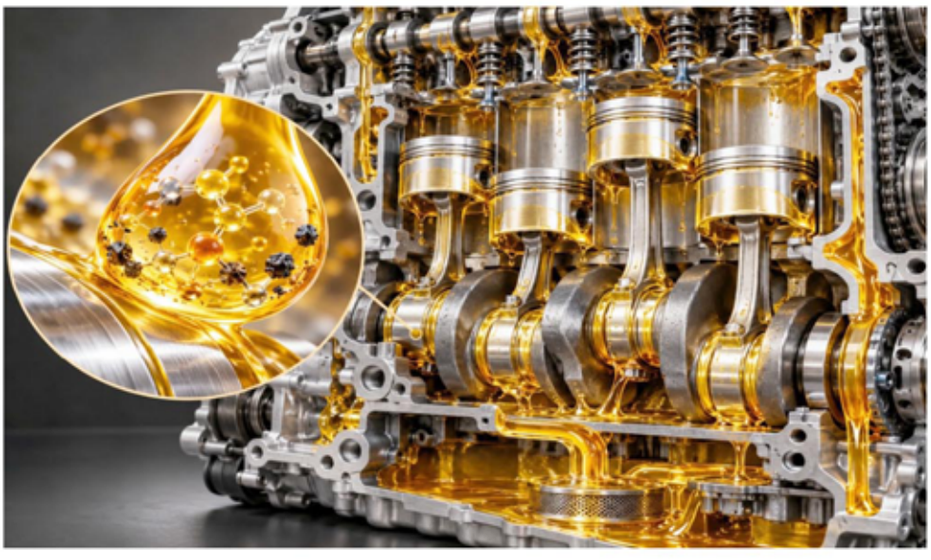
## The Danger Behind the Label

An impressive container cannot guarantee its contents. Counterfeit or mislabelled oil may fail to provide the promised protection.

Buy from reputable suppliers or authorised distributors, check available authenticity features and insist on your engine's required specification. Price and thickness alone are poor guides.

Engine oil carries an unseen chemical defence against conditions that gradually destroy an engine. By the time that defence fails loudly, repair bills may already be growing.

Why do modern vehicles need smarter lubricants than older cars? Find out in the final instalment, in Motoring World Quarterly's next edition, out on 5th March 2027.





# PICKUP CONTEST:

## CHINESE AND NIGERIAN CHALLENGERS TARGET JAPANESE GIANTS

*Seven petrol-powered contenders battle on engine output, equipment and price. **FEMI OWOEYE** compares their specifications, awarding stars for power and torque.*

A familiar badge no longer settles the argument. Nigerian pickup buyers face challengers offering competitive engines, elaborate cabins and prices that put established brands under pressure.

Motoring World examines seven petrol double-cab pickups: Toyota Hilux, Mitsubishi L200, locally assembled Innoson Carrier and Mikano/ZNA Rich6, plus imported Chinese JAC T8 Pro, Chery Himla and Maxus T60.




Stars cover maximum power and torque, the engine specifications available for every selection. Safety, equipment, load capability, warranty and price inform the verdicts but remain outside the totals. This is an engine-output ranking, rather than an overall road-test verdict.

**ENGINE OUTPUT**

JAC T8 Pro leads with a turbocharged 2.0-litre petrol engine delivering **140kW and 290Nm**, against Toyota Hilux's 2.7-litre engine producing **122kW and 245Nm**. That gives JAC approximately 15 per cent more maximum power and 18 per cent more torque, demonstrating why engine size alone cannot establish capability.

Chery Himla follows Toyota with **118kW and 230Nm** from its 2.4-litre petrol engine. Mikano/ZNA Rich6 delivers **116kW and 230Nm**. Innoson Carrier supplies **100kW and 200Nm**. Its stated 2.7-litre designation accompanies a

# MUSCLE CONTEST





displacement figure of 2.378 litres. Maxus T60 produces **134hp, approximately 100kW, and 200Nm**. Mitsubishi L200 GL petrol 4×4 supplies **97kW and 202Nm**. Acceleration, towing performance and fuel consumption also depend on vehicle weight, transmission, gearing and operating conditions.

**SAFETY**

Hilux provides three airbags, including a driver-knee airbag. L200, Carrier and Rich6 list dual front airbags, ABS and electronic brake-force distribution.

T8 Pro adds electronic stability control, tyre-pressure monitoring, parking sensors and a 360-degree camera. T60 lists traction control, hill-descent control and rear parking assistance alongside dual airbags. Himla identifies two airbags, a high-strength body and anti-collision beams.

JAC's electronic assistance and Toyota's additional knee airbag distinguish their packages. Equipment lists and airbag counts alone do not establish crashworthiness.

**EQUIPMENT**

Himla offers leather seating, a **15.6-inch centre display, 9.2-inch instrument screen, head-up display and 50W wireless charging**. Its rear-seat specification includes a 26-degree backrest angle and 494mm cushion, although comfort requires physical assessment.

T8 Pro counters with smart entry and starting, smartphone connectivity and surround-view assistance. Hilux supplies an eight-inch touchscreen with Apple CarPlay and Android Auto.

L200 offers Bluetooth, USB, manual air-conditioning and electric windows. Rich6 provides manual air-conditioning, power windows and electrically adjustable mirrors. T60 lists rear air vents and a six-way adjustable driver's seat. Himla leads for listed cabin technology; JAC combines convenience with manoeuvring assistance.




**LOADS AND OWNERSHIP**

Himla specifies **1,000kg load capacity, a 1,276-litre cargo box and three-tonne towing capacity**. Hilux Standard manual lists **900kg payload and 2,000kg braked towing capacity**. The selected L200 lists **910kg payload**.

Payload includes occupants, accessories and cargo; adding a canopy reduces the remaining allowance.

Toyota Nigeria states three years/100,000km warranty; Rich6's listing specifies five years/150,000km; Mikano's main T60 page advertises five years/130,000km; Himla's page displays six years/200,000km.

Load capability and warranty remain outside the stars because equivalent information is unavailable across all seven selections.

**HOW THE STARS WORK**

## PICK-UP CONTEST: PETROL SPECIFICATIONS

| Category | Pickup | Petrol Engine | Power | Torque |
|---|---|---|---|---|
| Japanese | Toyota Hilux Standard 4X4 | 2.7-litre | 122kW | 245Nm |
| Japanese | Mitsubishi L200 GL 4X4 | 2.4-litre | 97kW | 202Nm |
| Locally assembled | Innoson Carrier 4WD | 2.7-litre designation; 2.378-litre displament | 100kW | 200Nm |
| Locally assembled | Mikano/ZNA Rich6 | 2.4-litre | 116kW | 230Nm |
| Imported Chinese | JAC T8 Pro | 2.0-litre tubocharged | 140kW | 290Nm |
| Imported Chinese | Chery Himla | 2.4-litre | 118kW | 230Nm |
| Imported Chinese | Maxus T60 4X4 | 2.4-litre | 134HP=100kW | 200Nm |

Source: company specifications and confirmed editorial information.
Maxus power is shown in horsepower with its approximate kilowatt equivalent.









Power and torque each carry five stars, giving **10 overall**. Identical editorial bands apply throughout.

**Maximum power:** ★★★★★ for at least 140kW; ★★★★ for 120–139kW; ★★★ for 101–119kW; ★★ for 80–100kW; ★ for below 80kW.

**Maximum torque:** ★★★★★ for at least 280Nm; ★★★★ for 240–279Nm; ★★★ for 220–239Nm; ★★ for 200–219Nm; ★ for below 200Nm.

Vehicles within each band receive equal stars despite numerical differences.

**ENGINE-OUTPUT RATINGS**

**JAC T8 Pro**

Power: ★★★★★ | Torque: ★★★★★

**Total: 10/10.** Highest quoted power and torque.

**Toyota Hilux**

Power: ★★★★ | Torque: ★★★★

**Total: 8/10.** Second-highest output.

**Chery Himla**

Power: ★★★ | Torque: ★★★

**Total: 6/10.** Competitive output and substantial cabin equipment.

**Mikano/ZNA Rich6**

Power: ★★★ | Torque: ★★★

**Total: 6/10.** Leads the locally assembled selections.

**Innoson Carrier**

Power: ★★ | Torque: ★★

**Total: 4/10.** Nigerian utility contender.

**Maxus T60**

Power: ★★ | Torque: ★★

**Total: 4/10.** Useful listed assistance features.

**Mitsubishi L200**

Power: ★★ | Torque: ★★

**Total: 4/10.** Shares Carrier and T60's scoring bands.

**PRICE AND VERDICT**

Motoring World's confirmed **₦42 million**Himla price is **₦15 million below** Toyota by CFAO's advertised **₦57 million** starting price for Hilux 2.7 Standard manual 4×4. Equivalent quotations are unavailable across the entire field.

**JAC T8 Pro wins this engine-output contest**, with Hilux second. Rich6 takes output honours among the two locally assembled selections. Himla offers the strongest combination of confirmed price and listed cabin equipment in this comparison, mounting a serious challenge to Toyota.

For buyers, these totals measure engine output only. The final choice must also account for safety equipment, passenger needs, load limits, warranty terms and the price of each vehicle.

Japanese badges no longer command an automatic purchase. Chinese and Nigerian-assembled challengers have earned consideration through concrete specifications. Toyota and Mitsubishi must defend their premiums through equipment, capability and ownership support.

## PICK-UP CONTEST: COMPARATIVE VERDICT

Engine-output ratings – seven petrol double-cab pickups

| Pick-up | Power | Torque | Total | Comparative verdict |
|---|---|---|---|---|
| JACT T8 Pro | ***** | ***** | 10/10 | Engine-output winner |
| Toyota Hillux | **** | **** | 8/10 | Second on power and torque |
| Chery Himla | *** | *** | 6/10 | Competitive output; cabin equipment and confirmed N42m price stand out |
| Mikano/ZNA Rich6 | *** | *** | 6/10 | Higest output among the two locally assembled selections |
| Innoson Carrier | ** | ** | 4/10 | Modest output; Nigerian utility features |
| Maxus T60 | ** | ** | 4/10 | Modest output; useful assistance features |
| Mitsubishi L200 | ** | ** | 4/10 | Similar output bracket to Carrier and T60 |

Maximum: five stars for power plus five for torque. Equal totals indicate equal scoring bands.
These are engine-output ratings, not overall vehicle or road-test scores.

ANTHONY OKECHUKWU



# 2026 Auto Industry Boom, Bust or False

Nigeria's automotive industry entered 2025 with expectations of stronger local production, cleaner mobility and government support. Behind new models and assembly investments, however, familiar obstacles persisted: weak purchasing power, import competition, limited component manufacturing and inadequate vehicle financing.

Available industry estimates put passenger-car production at approximately 16,000 units in 2025, although a consolidated official figure covering all locally assembled vehicle categories remains uncertain. The Nigerian Automotive Manufacturers Association (NAMA) has previously been cited as estimating annual production at about 14,000 vehicles against installed capacity of approximately 100,000 units.

These estimates highlight the central challenge: converting assembly capacity into sustained production and sales.

**Factories Need Buyers**

Factory utilisation, local content, employment and demand matter as much as assembly capacity.

Innoson Vehicle Manufacturing (IVM), Lanre Shittu Motors, CIG Motors and Mikano Motors demonstrate the possibilities of domestic assembly. Their experiences also expose its constraints.

Mikano disclosed that it had about 10,000 assembled vehicles in stock despite annual production capacity estimated at between 15,000 and 20,000 units. The inventory illustrates a fundamental problem: factories need buyers to sustain expansion.

During a recent NADDC board visit, Mikano outlined plans to move from semi-knocked-down assembly to completely knocked-down production. This could deepen manufacturing activity, but stronger demand and predictable policies remain essential.

Without consolidated figures on plant utilisation, expansions and closures, an industry-wide boom is difficult to establish.

**Chinese Brands Intensify Competition**

Chinese manufacturers are reshaping Nigeria's market through competitive pricing, broader model ranges and alternative-energy vehicles.

For consumers facing expensive vehicles, their arrival widens choice. Nigerian assembly partners may also benefit from technology transfer and newer platforms.

However, imported vehicles and components can undercut domestic alternatives. Nigeria therefore needs more than import restrictions: local production must become commercially competitive through improved infrastructure, affordable financing and consistent incentives.

**The Local-Content Test**

Nigeria remains stronger in assembly than component manufacturing. Imported kits support employment and technical experience, but deeper industrial value requires domestic parts production.

Lanre Shittu Motors Managing Director, Taiwo Shittu, said the company sources seals, rubber components and lubricants from Nigerian suppliers, including businesses in Kano and Ogun states.




IVM similarly points to its plastic injection-moulding capacity as evidence of investment beyond assembly.

Its Chairman, Innocent Chukwuma, argues that policies must encourage manufacturing rather than make importing more attractive. Factories, workforce training and technology require long-term investment supported by predictable rules.

Mikano's discontinued brake-pad production illustrates the difficulty. According to NADDC Director-General, Oluwemimo Joseph Osanipin, locally produced pads cost about ₦10,000, compared with approximately ₦2,400 for imported alternatives.

That disparity shows why localisation targets require affordable credit, suitable technology, competitive raw materials and appropriate tariffs.

**Cleaner Mobility: Promise Meets Reality**

Government-backed compressed natural gas initiatives and growing electric-vehicle interest offer opportunities for industrial development.

Training National Youth Service Corps members in CNG conversion, through NADDC and the NYSC entrepreneurship initiative, could support technical employment.

However, the government's target of 100,000 conversions annually must be distinguished from completed conversions. Verified results are needed to establish actual adoption.

Electric mobility faces similar tests. New models must be supported by reliable charging, maintenance expertise, affordable batteries and accessible financing.

Local assemblers have expressed interest in EV production, but evidence of sustained volumes and widespread adoption remains limited. Progress must be measured through vehicles produced, infrastructure delivered and customers served.

**Affordability Holds Back Demand**

For many Nigerians, buying a new vehicle remains beyond reach. Local assembly does not automatically produce prices that household incomes can accommodate.

High borrowing costs, short repayment periods and uncertain earnings constrain financing, while repossession risks discourage lenders.

Taiwo Shittu has disclosed financing arrangements involving Access Bank, Stanbic IBTC, Wema Bank and government-backed Credit Corp. Mikano also offers trade-in arrangements.

These initiatives help, but broader demand requires affordable interest rates, longer repayment periods and dependable consumer protections.

**Can Policy Deliver?**

Government procurement could provide demand for higher production and deeper localisation. Osanipin has cited a Federal Government circular directing ministries, departments and agencies to purchase Nigerian-made vehicles under the Nigeria First Policy.

Transparent procurement, measurable orders and adequate after-sales support will determine its impact.

Debate over proposed automotive patronage legislation reflects the same challenge. NAMA Chairman, BawoOmagbitse, argues that legislation must make domestic vehicle and component manufacturing commercially attractive.

Government must provide predictable policies, incentives and market support, while manufacturers deliver measurable investment, employment, supplier development and technology transfer.

**Verdict: An Unfinished Journey**

Nigeria's 2025 automotive performance showed meaningful progress, but weak demand, limited localisation and expensive financing prevented a breakthrough.

The next test is measurable improvement in production, sales, factory utilisation, domestic components and employment.

Nigeria has demonstrated assembly capability. Turning that capability into a competitive industry that sells consistently and retains more value at home remains the unfinished task.






# Nigeria's Road Projects: How Far Have We Really Travelled?



**ABDULLATEEF OLANREWAJU**

For motorists battling potholes, transporters counting repair bills and farmers struggling to reach markets, Nigeria's infrastructure promises come down to one question: when will the journey get better?

Across the country, major construction projects are advancing alongside deteriorating roads, unfinished carriageways and dangerous diversions. The contrast exposes the Federal Government's challenge: turning infrastructure spending into safer, faster journeys.

President Bola Ahmed Tinubu's administration has prioritised road development to connect commercial centres, ports, industrial clusters and farming communities. Yet funding constraints, compensation disputes, contractor mobilisation and difficult terrain continue to affect delivery.

For road users, kilometres announced matter less than completed routes, shorter travel times and fewer hazards.

**The Corridors That Matter**

The Lagos–Ibadan Expressway remains a vital artery, carrying commuters, passengers and freight between Nigeria's commercial capital and the hinterland. Substantially completed under the previous administration, it demonstrates why outstanding works and maintenance deserve sustained attention.

Further north, the Abuja–Kaduna–Zaria–Kano highway supports passenger movement and the transportation of agricultural produce and manufactured goods. Construction offers hope, but motorists also need safe passage through work zones.

In the Niger Delta, the East–West Road illustrates the difficulties of building across wetlands and riverine terrain. Drainage requirements, bridges and challenging ground conditions complicate construction, while delays continue to hurt communities and commerce.





Elsewhere, roads connecting farms, factories and markets influence food distribution, business costs and access to essential services.

**Big Projects, Bigger Questions**

The Lagos–Calabar Coastal Highway and Sokoto–Badagry Superhighway rank among the administration's flagship projects. Supporters anticipate stronger national connectivity, new economic corridors and increased investment.

Their scale, however, has intensified questions about financing, procurement, compensation, environmental protection and spending priorities.

Works Minister David Umahi has identified four legacy projects: the Lagos–Calabar Coastal Highway, Sokoto–Badagry Superhighway, Calabar–Ebonyi–Abuja corridor and dualisation of the Akwanga–Jos–Bauchi–Gombe–Biu–Maiduguri Road.

According to him, these projects will connect Nigeria's six geopolitical zones and support long-term development.

In an update, Umahi said the coastal highway's 47-kilometre Section One had been completed, with significant progress on Section Two, covering approximately 55 kilometres. He also highlighted flyovers, overpasses and underpasses addressing engineering and traffic challenges.

Such announcements need regularly published information identifying completed sections, routes open to traffic, outstanding costs and realistic delivery dates.

**Financing the Journey**

Sustaining construction without overwhelming public finances remains a major concern. Funding approaches include budget allocations, public-private partnerships, concessions and tax-credit arrangements allowing participating companies to undertake approved road projects.

The Lambata–Bida–Mokwa–Makera–Kontagora reconstruction and dualisation project, alongside concession activity on the Benin–Asaba Expressway, illustrates the importance of alternative financing.

But funding alone cannot guarantee value. Transparent contracts, effective supervision, durable construction and sustained maintenance remain essential.

Federal Roads Maintenance Agency interventions are equally important, particularly where timely repairs could prevent costly deterioration.

**Safety Beyond the Asphalt**

Road safety expert Patrick Adenusi argues that construction quality deserves greater attention than project numbers.

"Our roads do not meet international standards," he said, also criticising poor understanding of road markings and widespread disregard for speed limits.

Citing Lagos' Third Mainland Bridge, he described motorists turning three lanes into four, undermining orderly movement.

He stressed the importance of functional lay-bys where stranded drivers can stop safely. Policy provisions achieve little when infrastructure and behaviour fail to support them. Potholes, damaged shoulders, inadequate drainage and poorly marked diversions further increase risks, especially during rainfall.

**Which Roads Come First?**

Economics professor Ndubisi Nwokoma believes existing arterial roads deserve greater attention because rehabilitation could deliver immediate economic benefits.

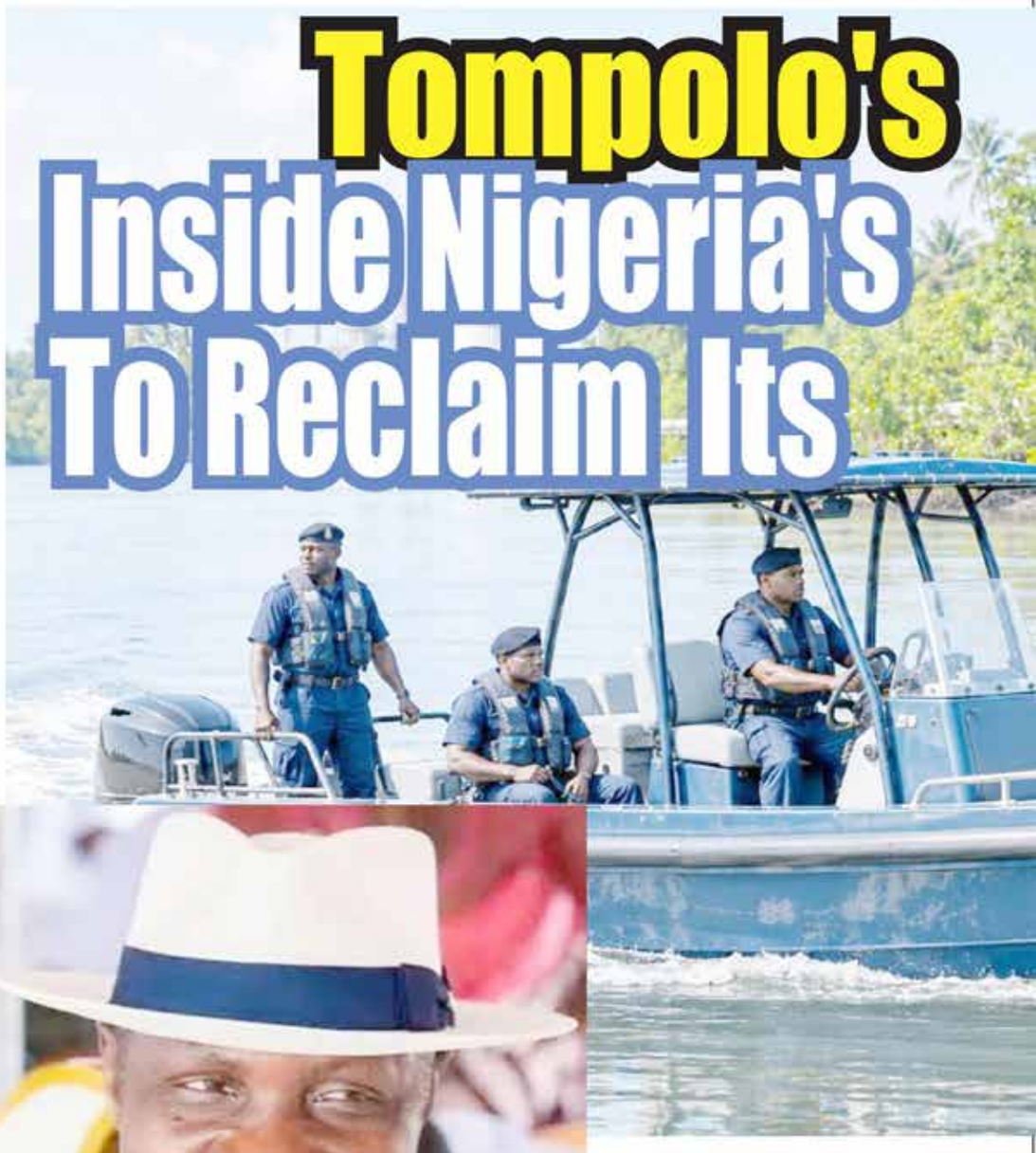
He questioned prioritising enormous new corridors while established routes, including the East–West Road, remain troubled.

"We have existing roads across the country that are in very bad shape," he said, arguing that repairs would strengthen production and commerce.

Ultimately, Nigerians will judge the road programme through everyday experience: farmers reaching buyers, businesses moving goods affordably and families travelling safely.

The test is whether completed projects, credible timelines and proper maintenance finally turn ambitious promises into dependable journeys.

# Tompolo's Inside Nigeria's To Reclaim Its





**ROTIMI ASHER**

For years, Nigeria pumped crude into pipelines only for thieves to siphon away a substantial share before it reached export terminals. Government revenues suffered, production faltered and Niger Delta communities paid an environmental price.

Now, recovering output is drawing attention to the security strategy helping Nigeria protect its most valuable export—and the role of Tompolo's Tantita Security Services Nigeria Limited.

Led by High Chief Government Ekpemupolo, popularly known as Tompolo, Tantita operates within a broader framework involving the Nigerian Navy, Army, other security agencies and oil-producing communities.
Its assignment goes beyond watching pipelines. It involves identifying illegal connections, gathering intelligence and helping security agencies disrupt the networks sustaining crude theft.

**From Crisis to Recovery**
In August 2022, the Nigerian National Petroleum Company Limited (NNPC Ltd) awarded Tantita an annual pipeline surveillance contract reportedly valued at about ₦48 billion.

The intervention came during a production crisis. Nigeria's crude output fell to about 960,000 barrels daily in 2022, battered by theft, vandalism, operational difficulties and underinvestment.

Production has since improved. NNPC Ltd said in April 2026 that output had recovered to an average of 1.71 million barrels daily, following a peak of 1.84 million barrels daily in 2025.

These figures do not establish Tantita as the sole driver of recovery. They do, however, underline the importance of protecting infrastructure alongside investment, maintenance and operational improvements.

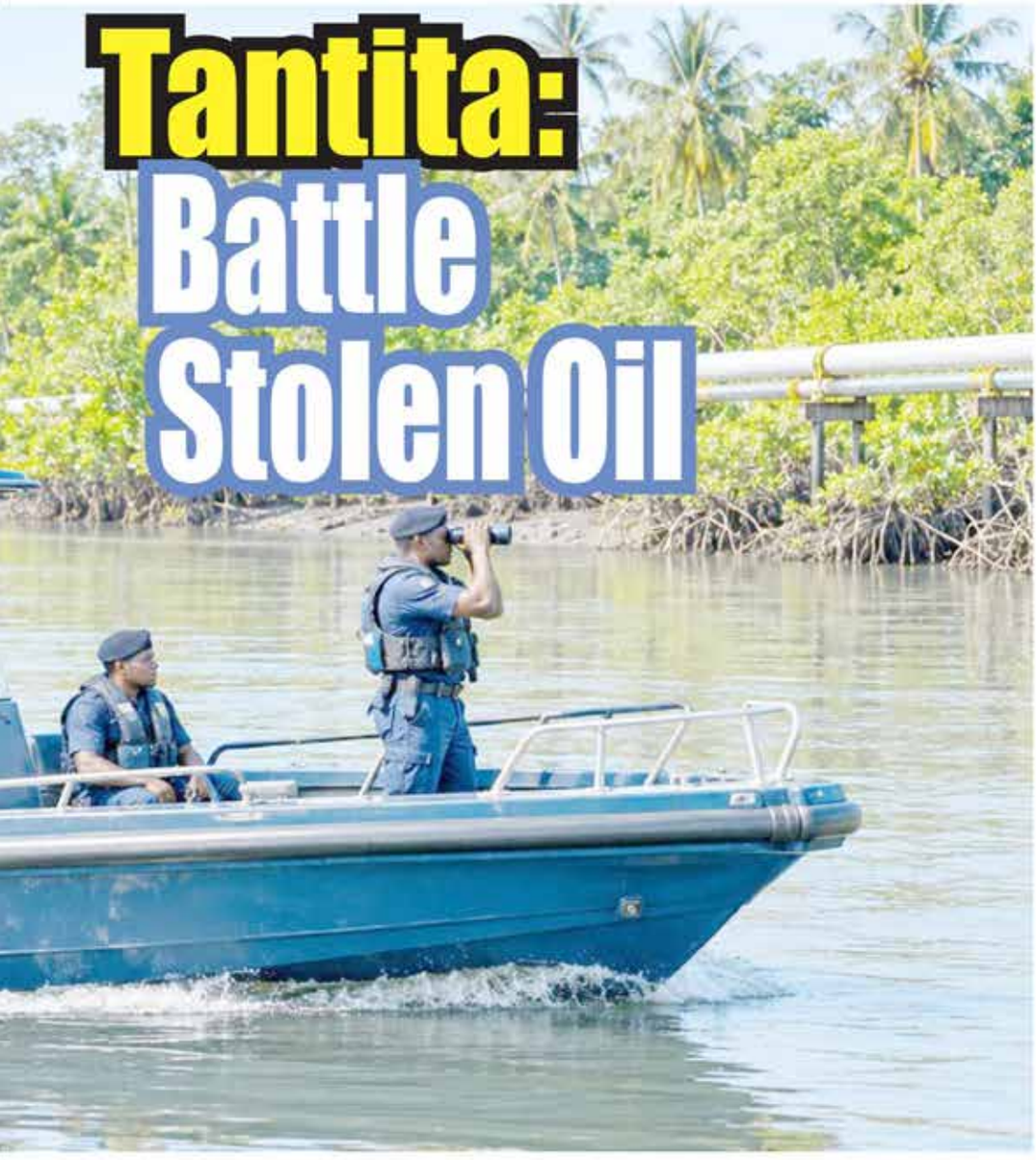
The wider security campaign increasingly targets the entire theft chain, from illegal pipeline connections to makeshift refineries, storage facilities and vessels carrying stolen petroleum.

**The Advantage of Local Knowledge**
Securing the Niger Delta is no ordinary patrol assignment. Its winding creeks, waterways and mangrove forests provide difficult terrain for security personneland concealment for illegal operations.

Tantita's community-based approach offers an advantage: personnel familiar with the landscape, local movements and the locations where suspicious activities may occur.

Such intelligence can help security agencies identify threats and

# Tantita: Battle Stolen Oil



respond more effectively.
The model complements military operations, including the Navy's Operation Delta Sanity, which targets illegal refining sites, tapping points and transportation networks.

Together, these efforts combine community intelligence, private surveillance, naval patrols and military intervention.

**More Barrels, Greater Stakes**
For Nigeria, every barrel reaching a legitimate export terminal instead of an illegal loading point represents potential revenue protected.

The implications extend to foreign exchange earnings, royalties, taxes and investor confidence.
In 2025, NNPC said pipeline theft had been nearly eliminated in some major operations, with the proportion of crude reaching export terminals improving substantially.

The Navy has also reported production gains following intensified security operations.

There is an environmental dividend to pursue. Pipeline breaches and illegal refining have polluted waterways, damaged farmland and destroyed mangrove habitats.

Better surveillance can help prevent fresh destruction, although restoring already contaminated communities requires sustained remediation.

**Credit Must Be Shared**
The recovery belongs to a wider effort. The Navy, Army, police, NNPC Ltd, Nigerian Upstream Petroleum Regulatory Commission and other agencies all contribute to protecting petroleum infrastructure.

Host communities remain essential partners, while production monitoring and regulatory oversight support the security campaign.

Tantita's contribution is therefore best understood as a significant part of this collective response, particularly in local intelligence and surveillance.

**Success Requires Accountability**
The arrangement nevertheless deserves scrutiny. Questions about contract costs, transparency, performance and dependence on private security companies are legitimate matters of public interest.

Supporters argue that surveillance costs must be weighed against losses from theft and prolonged shutdowns.

The strongest answer is evidence: transparent contracts, measurable results and rigorous oversight.

**Protecting the Recovery**
Nigeria now needs to turn improved security into lasting production stability.
That requires drones, satellite monitoring, reliable intelligence, community cooperation and effective military response. It also requires economic opportunities that reduce the attraction of illegal oil activities.

Tompolo's Tantita has become an important participant in that effort. The ultimate measure of success will be sustained production, stronger public revenues and safer, cleaner communities across the Niger Delta.




# How to Travel Safely This Christmas / New Year

***Your Christmas and New Year travel plans need more than fuel and luggage. Vehicle fitness, personal security and an alert driver are essential.***

The bags are packed, gifts loaded and relatives expecting you. But is your vehicle ready? Are you rested? Have you checked the route? Amid festive excitement, these questions could determine whether your holiday ends in celebration or tragedy.

Do not let pressure to arrive for Christmas lunch, a wedding or a family reunion dictate your driving. A delayed arrival can be explained. A journey cut short by disaster leaves far harder questions.

**Check Before You Leave**

Have a competent technician inspect your vehicle several days before departure, allowing time for repairs and a test drive. Check brakes, steering, suspension, battery, belts and cooling system. Confirm engine oil, coolant and other specified fluid levels. Investigate leaks, overheating and dashboard warnings before travelling.

Test headlights, brake lights, indicators, wipers and horn. Clean your windscreen and mirrors. Replace ineffective wiper blades and ensure the washers work. Never assume a car that handles short daily trips is ready for hundreds of kilometres.

Keep your driving licence, vehicle documents and insurance accessible. Save your mechanic's number and reliable roadside assistance contacts before leaving.

**Give Tyres Special Attention**

Inspect every tyre, including the spare, for worn tread, cracks, bulges and other damage. Ask a tyre specialist to assess anything doubtful. Check pressures when cold, following the vehicle manufacturer's recommendation for the intended load.

Carry a working jack, wheel spanner and warning triangle. Confirm that the spare fits and is properly inflated.

Secure luggage and avoid overloading. Bags must not obstruct the driver's view or interfere with

vehicle controls. Keep heavy items low and secured; loose objects can injure occupants during sudden braking. Do not squeeze extra passengers into spaces without seat belts.

**Plan Around Insecurity**
Given insecurity in parts of the country, assess your route before departure. Seek credible, recent information about security incidents, road closures and safer alternatives. Recheck conditions on the morning of departure; yesterday's information may no longer be adequate.

Avoid night travel. Leave after daybreak and plan to reach your destination before darkness. Prefer established, regularly used roads to lonely routes. Do not follow unfamiliar shortcuts simply because navigation software promises a quicker arrival. A shorter route is not automatically safer.

If the destination is too distant for a comfortable daylight journey, split the trip. Identify reputable hotels with secure parking beforehand and stop overnight when necessary. Build accommodation costs into your budget. Paying for a room is better than pressing into darkness or exhaustion.

Share your itinerary with a trusted person, arrange check-ins and keep your phone charged. Carry a power bank. Avoid public posts revealing your movements, cash or valuables. Keep belongings concealed, doors locked and stops to busy, reputable locations.

Refuel before the tank becomes critically low, giving yourself flexibility to choose suitable filling stations.

**Rest Before Driving**
Sleep well before setting off. Do not begin a long journey after a sleepless night, exhausting workday or party. Avoid alcohol and check whether any medicine you take causes drowsiness.
Plan a break roughly every two hours, but stop sooner whenever tiredness develops. If you start yawning repeatedly, struggle to keep your eyes open, miss signs or lose concentration, stop somewhere safe and rest.

Never push through drowsiness. Loud music, conversation, coffee and open windows cannot replace sleep. Where possible, share driving with another properly licensed, rested driver.



***"Share your itinerary with a trusted person, arrange check-ins and keep your phone charged. Carry a power bank. Avoid public posts revealing your movements, cash or valuables. Keep belongings concealed, doors locked and stops to busy, reputable locations."***

**Drive to Return**
Ensure everyone wears a seat belt and children use suitable restraints. Obey speed limits, avoid dangerous overtaking and keep your phone away. Ask a passenger to handle calls and navigation.

Slow down in harmattan haze, use dipped headlights when visibility is poor and increase following distance. Watch for potholes, pedestrians, motorcycles and unlit or broken-down vehicles. Never assume the road ahead is clear because another driver overtakes.

Carry drinking water, essential medication, first-aid supplies, a torch and a serviceable fire extinguisher. If your vehicle develops trouble, move to a safe stopping place where possible and seek assistance. Never open a hot radiator cap.

Repeat basic vehicle checks before returning, especially after rough roads.
The best festive journey brings everyone safely home.

# Motoring World At 30, Still Firing On All Cylinders

***Twenty industry giants honoured, memories rekindled and a fresh chapter opened as Motoring World celebrated three decades of telling Nigeria's automotive story.***

Thirty years. Countless headlines. One determination to keep Nigeria's automotive industry in the public eye.

That determination took centre stage on June 4, 2026, at the MUSON Centre, Lagos, where executives, regulators, transport professionals, journalists and longstanding partners gathered for Motoring World's 30th anniversary. Beyond the handshakes, reunions and photographs lay a compelling story: how a specialist publication kept its engine running through three demanding decades.

**From Microphone to Milestone**

Motoring World began on June 12, 1996, as a syndicated radio magazine programme. Its print edition followed in 1998, creating another platform for automotive



*Cross section of guests*




*Motoring World's Publisher and Editor-in-Chief, Femi Owoeye, delivers the welcome address.*



*Publisher Femi Owoeye welcomes the Chairman of the Occasion, Dr Boboye Oyeyemi.*



*Femi and Matilda Owoeye join guests to unveil Motoring World's 30th anniversary edition.*

reporting.
The subsequent multimedia evolution broadened its reach, tracking vehicles alongside the policies, businesses and personalities determining what Nigerians drive—and what Nigeria produces.
An anniversary documentary revisited that journey, linking familiar faces and achievements with the industry's unfinished business.
Three decades of reporting had become a record worth preserving.

**When the Industry Saluted Its Own**
Twenty industry giants received honoursrecognising contributions to Nigeria's automotive development.
Anniversary chairman, former Federal Road Safety Corps Marshal and CILT Nigeria President, Dr. Boboye Oyeyemi, received the Road Safety Leadership & Legacy Award.
He joined Publisher Femi Owoeye, the Atayero of Aramoko Kingdom, HRM Dr. Olusegun Aderemi, and other dignitaries to unveil the special anniversary edition.
Chief Mrs. Kemi Koyejo, Managing Director of New Era Autovehicle Services, received the Women in Auto Leadership Award. She recalled women's limited representation in earlier years and expressed renewed encouragement to contribute.
The Sun's Motoring Editor, Moses Akaigwe, received the Auto Journalism Legacy Award. He described recognition from an experienced colleague as particularly meaningful and dedicated the honour to younger journalists.
In another memorable presentation, Oyeyemi presented Owoeye with CILT's Plaque of Appreciation for outstanding leadership and valuable contributions to transport and logistics.
Behind each presentation stood



*Kia Motors Marketing Manager, OmoladeAkinyode (Left) with Jacky Hathiramani plaque for Motoring World's Automotive Enterprise Leadership Award*



*Royal Father of the Day, HRM Oba Dr Olusegun Aderemi, Atayero of Aramoko Kingdom (left), greets Dr Harpreet Singh, Stallion Group Executive Director and NAMA Chief Executive.*







*Femi Owoeye (left) chats with CILT President and former FRSC Corps Marshal, Dr Boboye Oyeyemi.*

years of effort, persistence and service that a photograph could capture only briefly.

**A Celebration With an Assignment**
NADDC Director-General OtunbaOluwemimo Joseph Osanipin, represented by Suzan Taiwo, emphasised motoring journalism's strategic role in automotive industrial growth. His message linked informed reporting with investment, manufacturing and public understanding.

For Motoring World, that responsibility means questioning policies, examining products, following investments and keeping industrial promises under scrutiny. The occasion therefore posed a challenge: who will carry this responsibility into the next generation?

**The Next Gear**
Owoeye announced plans for an Automotive Journalism Development Programme to deepen specialist knowledge and prepare younger reporters.
He also announced the resumption of full quarterly print publication, acknowledging the partners, advertisers and readers whose support sustained the organisation. Those commitments gave the celebration a practical destination: new talent, renewed publishing energy and more space for serious automotive journalism.

The anniversary photographs preserve the faces and shared pride of June 4. This edition carries the promise forward.

Thirty years supplied the memories. The road ahead demands sharper questions and fresh resolve.

***Motoring World*** has shifted into its next gear.



***Femi and Matilda Owoeye (centre, front row) with the anniversary honourees.***



***A representative of Industry, Trade and Investment Minister, Dr Jumoke Oduwole, delivers the keynote address.***




***CFAO Mobility's Deputy Group Managing Director, Kunle Jaiyesimi (centre), receives the company's Mobility Innovation Award from Dr Boboye Oyeyemi, alongside Femi Owoeye.***




***Femi Owoeye congratulates NADDC's Public Relations Director, Mrs Susan Bisong-Taiwo, who received the Council's honour.***



*Dr. Boboye Oyeyemi honored with as Road Safety Leadership and Legacy Awardee*




*The Sun's Motoring Editor, Moses Akaigwe (centre), displays his Auto Journalism Legacy Award.*




*Dr. Boboye Oyeyemi, President of CILT Nigeria and Chairman of the Occasion, presents a Plaque of Appreciation to Motoring World Publisher, Femi Owoeye, for outstanding leadership and valuable contributions to transport and logistics.*




*Coscharis Group's General Manager, Marketing and Corporate Communications, Abiona Babarinde, receives the company's Auto Business Excellence Award.*






*NADDC's Public Relations Director, Mrs Susan Bisong-Taiwo, delivers a keynote address on behalf of Director-General Otunba Joseph Osanipin.*

# Tokunbo Engine Trap: What Mechanics Must Check Before Buying




By Isaac Alajamba Bello (Filed from UAE)

**A sparkling clean Tokunbo engine could hide a costly disaster. Across Nigeria, mechanics buy imported used engines on two reassuring words: "Fully tested." When that engine starts knocking after installation, the customer returns furious—and the mechanic's reputation takes the beating.**

From Lagos to Kano, mechanics depend on dealers importing engines by the container. Yet when trouble strikes, the person who recommended and installed the engine often faces the consequences.

Protection starts with one demand: **Show me the inspection report!**
I export used engines from Guangzhou, China, to Nigeria and other African markets. I have a commercial interest in this business, but I also know what a credible inspection report should contain.

**1. Engine Code: Don't Buy the Wrong Heart**
"Toyota 1.5" or "Hilux diesel" is not enough.Demand the specific engine code, such as 1NZ-FE or 2KD-FTV. This helps establish compatibility with the vehicle, transmission, electronics and wiring.

The report must identify the actual engine offered. A mismatch could become an expensive installation nightmare.

**2. Tested—or Merely Turned?**
In used-engine exports, inspection may involve cleaning, examining the exterior and manually rotating the crankshaft to check that the mechanism is not seized.

Useful? Yes. A comprehensive mechanical test? No.It does not establish cylinder compression, internal wear or running performance.

Ask which tests were performed and demand the results. If compression, leak-down or running tests were not conducted, the report should state this clearly.

**3. Photographs Can Expose Trouble**
Glossy catalogue pictures prove little. Demand clear photographs of the actual engine, showing its cylinder head, block, sump, timing cover, mounting points, identification markings and accessories.

Look for oil leaks, coolant stains, broken brackets and suspicious residue around the oil filler. Photographs cannot prove internal soundness, but they can reveal warning signs before payment.

**4. Match the Engine to Its Records**
Every engine should have an identification or stock number matching its inspection photographs and packing list.

Without that connection, how can you confirm that the engine inspected overseas is the unit offered in Nigeria? Proper documentation should make each engine traceable from inspection to delivery.

**5. Beware of Missing Components**
Identical engine codes do not guarantee identical packages.

One engine may include an alternator, starter motor and power-steering pump; another may exclude them.

Confirm exactly what comes with the purchase, particularly the engine control unit and wiring harness, which are frequently excluded.

Missing components can wipe out the savings that made the engine attractive.

**6. Diesel Buyers: Watch Three Danger Zones**
For engines such as Toyota's 2KD and 1KD or Isuzu's 4JB1, scrutinise the turbocharger, injectors and cylinder head.

These can generate substantial repair bills. Photographs showing these components do not establish their condition. Where test results are unavailable, allow for workshop checks before promising trouble-free performance.

**7. Investigate the Dealer's Buying Process**
Ask how the dealer sourced the engine.

# Can Nigeria Build Its Auto Industry Without Sacrificing Tokunbo?

On Motoring World's 30th Anniversary Edition, I traced the journey of Nigeria's automotive industry: a sector that had taken root, attracted investment and promised growth, only to suffer a frustrating reversal.

Several factors contributed to that setback. But one persistent challenge defines the policy dilemma: how to develop local vehicle production in a market dependent on imported used vehicles, popularly called "Tokunbo" or "Toks."

For this discussion, Toks refers specifically to imported used vehicles, distinguishing them from vehicles previously owned and used within Nigeria.

**The Promise and the Breakdown**

The National Automotive Industry Development Plan (NAIDP), introduced in 2013, sought to reduce dependence on vehicle imports by encouraging domestic assembly and progressively developing manufacturing capacity.

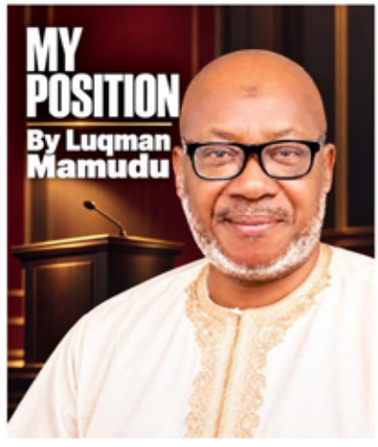
The reasoning was compelling. Vehicle imports consumed substantial foreign exchange, while existing assembly facilities remained underused. Indigenous manufacturers, including Innoson Vehicle Manufacturing, also demonstrated the possibilities of domestic production.

The challenge was turning those possibilities into a sustainable industry.

The NAIDP encouraged established importers and franchise dealers to invest in assembly. Its tariff structure was intended to give domestic production an advantage over imported fully built vehicles while local capacity developed.

Assemblers would expand production, suppliers would emerge, skills would deepen and locally produced vehicles would become more competitive.

Did Nigeria reach that critical mass?




Clearly, it did not.

Implementation weakened before those foundations were secured. Policy resistance, inconsistent enforcement and uncertainty over government commitment undermined investor confidence.

As protection narrowed, the incentive to assemble locally weakened. Some investors shifted their attention back towards importing finished vehicles.

The lesson is straightforward: attracting investment through policy announcements is only the beginning. Sustaining it requires consistent implementation.

**The Buyer's Dilemma**

Blaming Tokunbo buyers will solve nothing.

For many Nigerian households and fleet operators, brand-new vehicles remain beyond reach. Imported used vehicles provide a practical route to mobility, employment and business survival.Government cannot wish that affordability gap away.

Yet dependence on used imports carries costs: foreign exchange outflows and potential safety and environmental problems associated with damaged, poorly maintained or excessively old vehicles.

Domestic production offers jobs, technical skills, supplier development, technology transfer and greater economic value retained within Nigeria.

**Finding the Balance**

Local assembly and imported used vehicles can coexist. But coexistence must support industrial progress.

Government should make locally assembled vehicles more attractive through accessible financing, predictable incentives and lower production costs.

Used imports should be managed through clear, practical and consistently enforced rules covering age, roadworthiness and environmental standards.

Administrative procedures should encourage compliance rather than invite arbitrary charges.

Restrictions must reflect the availability of affordable alternatives.

Nigeria needs an automotive policy consumers can live with and investors can trust. Protecting mobility today and building industrial capacity for tomorrow must become complementary goals.

Without that balance, Nigeria risks protecting an industry consumers cannot affordor feeding an import market that leaves domestic production permanently stranded.

***Nigeria needs an automotive policy consumers can live with and investors can trust.***

***Luqman Mamudu,*** *a Nigerian automotive industry expert and former Acting Director General of NADDC, is the Chief Executive Officer of Transtech Industrial Consulting Ltd.*



# A Scenic Road Adventure

## From Lagos Airport To Erin-ijesha Waterfalls

YEMI AROGUNDADE







Four aircraft has landed at Murtala Muhammed International Airport, Lagos, but another adventure awaits beyond the terminal. This journey trades boarding passes for open roads, colourful markets and the changing landscapes of southwestern Nigeria.

The destination is Erin-Ijesha Waterfalls, also called Olumirin: an escape where cascading water tumbles over rocks amid tropical vegetation.

For motorists, getting there offers its own rewards: bustling cities, roadside delicacies and glimpses of everyday Nigerian life.

**Leaving Lagos Behind**

Plan a daylight departure, allowing for Lagos traffic. From the airport, connect to the Lagos-Ibadan Expressway, choosing your approach according to current traffic conditions.

Beyond Berger, Warewa, Ibafo and Mowe gradually introduce a different landscape, where residential communities mingle with roadside commerce.

Remain alert around commercial buses, tankers and articulated trucks. Give heavy vehicles space and overtake only when safe.

**Fuel, Food and Security**

The Mowe-Ibafo corridor offers opportunities for fuel, refreshments and short breaks. Choose established filling stations and busy, reputable food outlets.

Breakfast might mean bread and tea, rice or Nigerian dishes. Keep stops purposeful: the waterfalls still lie several hours ahead.

Have vehicle documents accessible, cooperate with authorised security personnel and avoid stopping in isolated locations.

**Through Ibadan Towards Ilesa**

After the Sagamu Interchange, continue towards Ibadan, where travellers can refuel or attend to vehicle needs before heading towards Ikire, Gbongan and Ilesa.

At Ikire, adventurous appetites may welcome *dodo Ikire*, the town's traditional plantain delicacy.

Beyond the urban stretches, farmlands, small settlements and roadside markets bring quieter pleasures. The journey becomes less about escaping Lagos and more about discovering the country beyond it.

Follow the main route towards Ilesa, checking navigation and local signs at junctions.

Ilesa provides filling stations, restaurants and workshops before the final approach to Erin-Ijesha. Follow directions to the waterfall complex, confirming the access route locally where necessary.

**The Waterfall Reward**

Rushing water announces your arrival. Olumirin is celebrated for its cascading levels, rock formations and lush surroundings, offering a welcome contrast to highway heat and bustle.

Enjoy the lower waterfall area or consider climbing higher with an





experienced local guide. Wear comfortable footwear with good grip: wet rocks and pathways can be slippery. Carry drinking water, protect phones from spray and respect local guidance. Enjoy the scenery without taking unnecessary risks for photographs.

**Motoring World's Auto Tourist Verdict**

Allow five to seven hours for the outward journey, including stops, with extra time for traffic and changing road conditions.

Check tyres, brakes, fluids and the spare wheel before departure. For a relaxed visit, consider an overnight stay rather than a tiring return drive.

Erin-Ijesha rewards the journey with natural beauty, cultural discovery and memories beyond the motorway.

# Are Touchscreens Driving Car Safety In The Wrong Direction?

*Euro NCAP's assessments reveal why physical buttons matter,* ***ANNIE ALLEN*** *(London Bureau Chief) reports.*

A giant dashboard screen promises effortless control. But when rain strikes and the driver needs the wipers, could that digital masterpiece become a dangerous distraction?

Euro NCAP's assessments highlight differences between manufacturers retaining physical controls and those burying everyday functions inside touchscreen menus.

The Audi Q7, Kia EV2 and XPENG X9 achieved five stars under the organisation's 2026 protocols. Yet identical ratings conceal differences in how easily drivers operate essential functions.

**The button fights back**

Under Euro NCAP's Safe Driving assessment, indicators, wipers and washers, hazard lights, the horn and the eCall emergency button should have direct physical inputs.

The aim is simple: drivers should reach essential controls quickly while watching the road.

Audi's Q7 scored 90 per cent for driving controls, including 100 per cent for essential tasks and 80 per cent for comfort and infotainment. Clearly positioned buttons and stalks helped.

The Kia EV2 also impressed. The XPENG X9 scored just 20 per cent for primary driving controls, reflecting its dependence on the central touchscreen.

**Five stars, different weaknesses**

Strong crash protection helped the Q7 and EV2 secure five stars. Both also benefited from assistance systems that adapt warnings or interventions according to driver attentiveness.

The X9 counterbalanced its control shortcomings with strong Crash Avoidance and excellent Post Crash Safety results. However, its speed assistance struggled during a 2,000-kilometre European assessment, particularly with conditional limits, including wet-weather restrictions and those applying to heavy goods vehicles.

**A wider warning**

Other assessments showed striking contrasts. The BMW iX3 scored 100 per cent in driving controls; CUPRA Raval and GEELY E2 achieved 80 per cent each. ZEEKR 7GT and AION UT managed 20 per cent, while Leapmotor B05 recorded zero. These scores concern driving controls, not overall safety ratings.

Euro NCAP Programme Director Dr. Aled Williams said: "Our latest protocols reward the intelligent use of physical buttons and controls, as this can reduce driver distraction."

For Nigerian buyers, the lesson extends beyond screen size and showroom glamour. Before purchasing, try the wipers, indicators and everyday controls. Check whether common adjustments require several menu selections, especially while the vehicle is moving.

An impressive touchscreen cannot substitute for controls that are easy to locate and operate.

A car's smartest feature may still be a button you can find without looking.



# Hyundai Grand Creta 2026:

# Bigger, Bolder, Built for Nigerian Families



**Bigger. Bolder. More family-ready.** Hyundai's Grand Creta brings three-row practicality, commanding presence and versatility to Nigeria's growing SUV market. From Lagos traffic to family journeys, buyers increasingly demand comfort, space and dependable performance.

Developed as the Creta's larger sibling, it offers families, executives and motorists travelling with passengers and luggage more seats and flexibility.

**COMFORT AND SPACE**

About 4.5 metres long, with a published 2,760mm wheelbase, the Grand Creta occupies a substantially larger footprint than the regular Creta. Its extra length accommodates three rows, supporting weekend journeys, airport runs, family events and inter-city travel.

The third row provides useful additional seating but, like most comparable SUVs, best suits children or smaller occupants on longer journeys.

It gives owners room to accommodate parents, children and additional passengers while making extra size count through a layout designed around changing everyday transport needs.

**STYLING**

A substantial front end, prominent grille, sculpted surfaces,








contemporary lighting and broad stance give it proper SUV proportions and visual authority without excessive styling. Depending on specification, alloy wheels and exterior details reinforce its modern character, equally suited to Lagos business districts, Abuja driveways and Nigerian highways.

**POWER AND PERFORMANCE**

Powertrains vary by market. Hyundai's published Grand Creta specification lists a 2.0-litre Smartstream petrol engine producing 159 PS and a 1.5-litre diesel delivering 115 PS and 250 Nm.

Low- and mid-range pulling power matters when carrying passengers and luggage, joining traffic, climbing inclines or overtaking on inter-city highways.

Hyundai has also introduced newer Creta powertrains in some markets, including a 1.5-litre turbocharged petrol engine producing up to 160 PS and 253 Nm, paired with a seven-speed dual-clutch transmission in specified applications.

Nigerian buyers must confirm engine and transmission availability against the exact local specification.

Beyond acceleration, everyday capability matters: stop-start Lagos traffic, uneven urban roads and extended highway journeys. MacPherson-strut front and coupled torsion-beam rear suspension serve practical family transportation. Published specifications include disc brakes and 17- and 18-inch wheel options, depending on version.

**THREE ROWS CHANGE THE GAME**

The first two rows provide the main passenger accommodation; the third adds flexibility. Published legroom measures approximately 1,051mm, 900mm and 800mm respectively.

For families regularly carrying more than five people, this means school runs, executive duties and weekend transportation can share one vehicle.

**EQUIPMENT AND CONNECTIVITY**

Nigerian buyers increasingly value connectivity, digital interfaces and convenience alongside size and comfort. Across Hyundai's current Creta family, available equipment includes smartphone connectivity, digital instrumentation, modern infotainment and drive-mode functions. Specified versions offer Apple CarPlay and Android Auto, supporting navigation, communication and entertainment on long journeys.

**SAFETY**

Family transportation makes safety crucial. Hyundai's current Creta safety package includes six airbags on specified versions, ABS with Electronic Brake-force Distribution, Electronic Stability Control and Vehicle Stability Management.

High-strength steel features in the structure, while Hyundai has progressively expanded electronic safety and driver-assistance technologies. Exact equipment depends on the locally supplied trim; confirming Nigerian specifications remains essential.

**WHO IS IT FOR?**

Families outgrowing five-seat SUVs, executives needing passenger capacity, motorists travelling beyond cities and buyers wanting occasional extra seats are its audience. Its strength combines family practicality with contemporary SUV appeal.

**VERDICT**

The formula is straightforward: expand the compact SUV concept, add a third row and provide modern sophistication. Nigeria's roads, cities and families demand vehicles capable of daily commuting, executive work and weekend family transport.

The Grand Creta's substantial dimensions, modern cabin, available powertrain choices and growing technology content provide ingredients for competing in Nigeria's crowded SUV market.

Are buyers ready to demand more space and versatility? The Grand Creta appears ready to make its case.



# REPAIR OR REPLACE?

## Know When Your Car Has Had Enough

***How Nigerian motorists can tell when keeping an old car becomes more expensive than replacing it, writes FEMI OWOEYE***

There comes a point when the workshop stops being a place for routine servicing and starts feeling like a second home.

First, a suspension component fails. Then a sensor. Next come overheating, transmission trouble or electrical faults. Before long, another frightening quotation arrives.

Is the car still worth repairing?

For Nigerian motorists, rising costs of parts, labour, tyres and maintenance make this question urgent. But age alone should decide the answer. A well-maintained 10-year-old vehicle may cost less to run than a neglected five-year-old car.

The crucial question is: What does yours cost?

Add Up Everything

Review the past 12 months. Total servicing, repairs, tyres, batteries, insurance, registration, fuel and other expenses. Divide by 12 to establish your monthly running cost.

Include taxis, ride-hailing fares and alternative transport during breakdowns. For commercial operators, add lost income from days spent off the road.

Keep receipts and record each workshop visit. Figures reveal patterns that memory, frustration or affection can easily obscure.

Watch for Recurring Trouble

Repeated failures deserve attention. If overheating returns, the transmission repeatedly misbehaves or electrical faults resist repairs, seek a diagnosis from a technician.

Poor workmanship or inferior parts may explain recurring trouble. Establish the cause before condemning the whole vehicle.

Parts availability also matters. A priced component becomes expensive if waiting weeks for delivery leaves you paying for alternative transport.

**Seven Warning Signs**

- Replacement deserves serious consideration when:
- Repair bills arrive frequently and absorb a substantial share of the vehicle's value.
- The same faults return despite competent repairs.
- Several safety systems need costly work.
- Fuel consumption remains excessive after proper diagnosis and servicing.
- Workshop downtime repeatedly disrupts work or family life.
- The engine or transmission needs major repairs or replacement.

Another substantial repair would approach the car's market value.

Never postpone essential brake, tyre, steering or suspension work while weighing your options. An unsafe vehicle should remain off the road until repaired.

Compare the Alternatives

A large repair bill does not automatically justify another car. A single repair on an otherwise sound vehicle may buy years of useful service.

Obtain written estimates, including likely additional work. Compare these with the full cost of a replacement: purchase price, financing, insurance, registration, maintenance and fuel.

Have any prospective replacement inspected. Exchanging a familiar problem for an unknown collection of faults solves little.

Decide With Figures

Past spending cannot be recovered simply by keeping the car. Focus on likely future costs, reliability, safety and what you can comfortably afford.

There is no compulsory retirement age for a vehicle. Sometimes, the cheapest car is the one you already own.

But when repeated failures consume money, time and confidence, replacement may make better sense.

Loyalty should not become a workshop subscription. Let the figures, a sound diagnosis and your transport needs determine when to say goodbye.

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