

#56

go!

CAMP FOOD HAVE A BRAAI BONANZA WITH BEANS

AUGUST-SEPTEMBER 2023 | ISSUE 56

Drive & Camp

Baviaans

Traverse trails and tall tales

Botswana bound?

Take a break at Kareespruit...
they have mampoer

Hoedspruit

Camping to the beat of the veld

CAMPER TEST

GT CAMPER EXCLUSIVE
If Rambo was a bush trailer

DRIVING IMPRESSION

NEW FORD EVEREST

Too posh for off-roading?

Addo Elephant Park

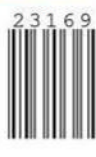
Kicking up dirt with the ellies

TOW TEST Affordable Mahindra XUV700 isn't cheap | **CAMP BOFFIN** What does a chatbot know about camping? | **NEW WHEELS** An Alfa for mountain passes and a speedy Subaru estate | **READER STORY** Jimny owner builds tiny caravan | **TEST DRIVEN** Jeep Grand Cherokee... ouch, those rims!

COUPLE GOALS 12 KITCHEN ESSENTIALS



9 771563 130008



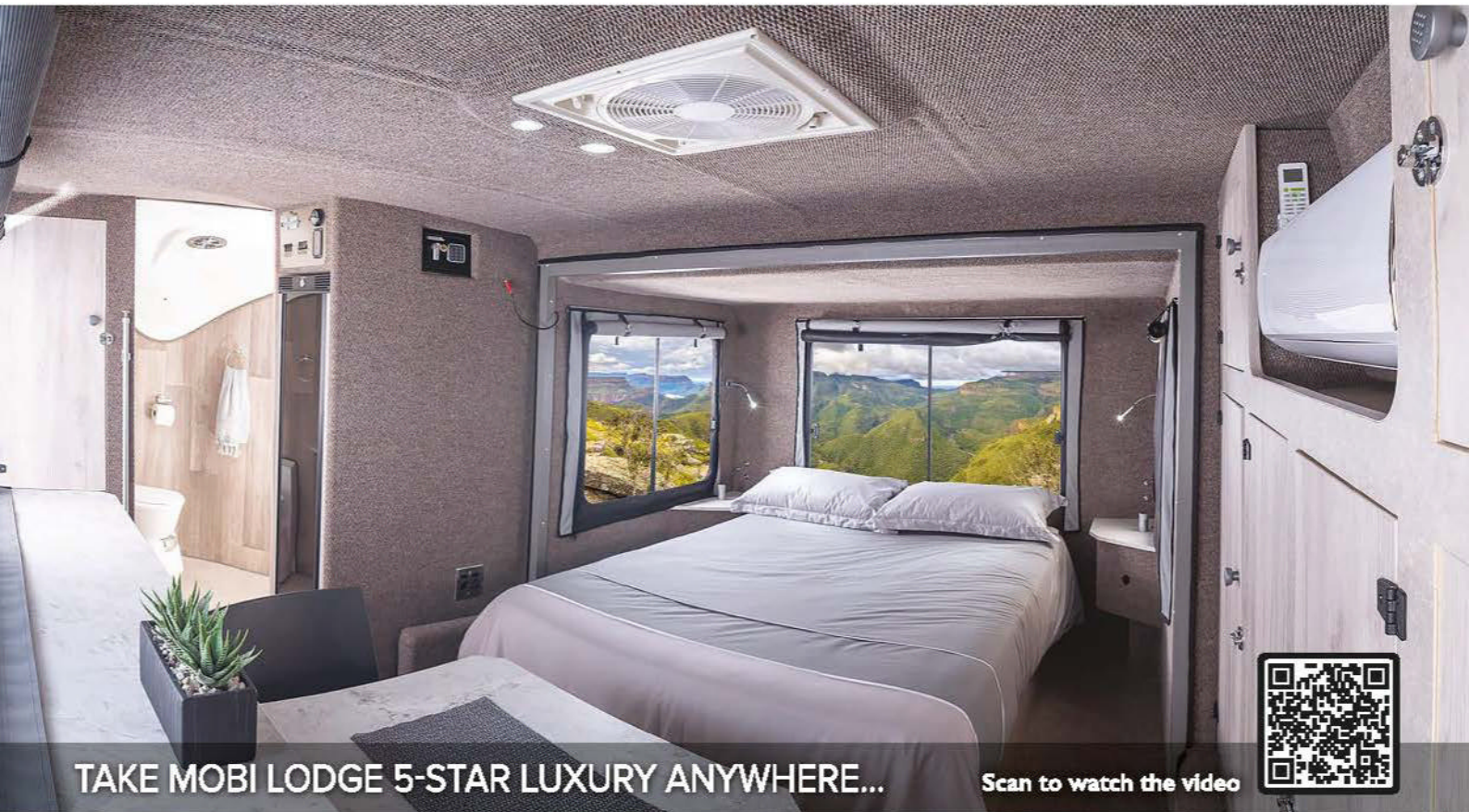
23169

R110.00 (including VAT)
Namibia N\$110.00

Mobi Lodge

Continental

- ✓ Access Full Bathroom in Travel Mode
- ✓ Aerodynamic
- ✓ No Canvas Panels
- ✓ 360° Panoramic Views
- ✓ Full Offroad



TAKE MOBI LODGE 5-STAR LUXURY ANYWHERE...

Scan to watch the video



The All **NEW** Mobi XL Available Now!

- ✓ Full Add-on Bathroom 6m²
- ✓ Aerodynamic
- ✓ Fully Equipped Kitchen
- ✓ 360° Panoramic Views
- ✓ Full Offroad



Back in my day...

It never ceases to amaze me how rapidly technology is advancing these days. Sure, it's not a recent phenomenon and it has been happening for a while now. But it all feels so much more relentless and far-reaching than before.

I'm trying hard not to be one of those back-in-my-day people, but the other day I caught myself explaining to my child how we used to fix an unravelled cassette tape with a pencil. I wanted to elaborate on how you had to stick a piece of tape over the block at the top if you wanted to copy your buddy's tape on a radio with a tape-to-tape deck, but she interrupted me to ask what a cassette tape was.

The teenager simply couldn't comprehend that we didn't have every song under the sun instantly accessible. When I later told her how we had to wait a whole week to see what happened next on our favourite TV show, I could see she genuinely felt sorry for me. "That must have been so hard, Dad. It's so sad."

We live in an era where there is something new we must learn or know about every day. Or fear, depending on who you're talking to. And artificial intelligence seems to be the cutting edge of this technological dagger.

A few months back, everyone was talking about ChatGPT because, thanks to millions of algorithms, it can comb through the entire Internet in a blink of an eye to get an answer to your question. And it delivers the answer in such a coherent manner that it's hard to distinguish between man and machine.

The world was instantly abuzz about the implications. Many welcomed it with open arms, while just as many protested against it. According to the latter, it was the beginning of the end, with various professions (including mine) soon to become obsolete.

“

Please let us know what ChatGPT says... and do say hello from us.

”

I followed the news closely, read the commentary, and it seemed to me that the demographic most upset was a combination of parents and teachers. Because not a single child would do their own homework if ChatGPT could do it for them.

In this issue, Leon also allowed the smart bot do his homework. In Camp boffin on p 84, he grilled that very same ChatGPT about a series of camping-related questions. Mind you, the idea wasn't to see how blurry the line between artificial intelligence and a real person is, but rather a light-hearted approach. For example, we wanted to see what it would suggest as the best braai wood.



I found the result a delight to read, and also insightful when I suddenly realised how much I agreed with many of the answers and how little my opinion differed from the bot's. I'm sure you'll enjoy the article just as much and will soon turn to the Internet for answers to those questions we haven't thought of. Please let us know what ChatGPT says... and do say hello from us.

I HAVE GREAT NEWS. After a long absence, our *DIY Guide* is back, and as usual, it's packed with handy tips and step-by-step instructions for various DIY projects in and around your caravan.

We look at everything – from how to store your caravan to what to do when the dreaded wood rot strikes. If you're someone whose hands are ready for anything and you take good care of your stuff, this little gem belongs in your shopping cart. It's available nationwide, but please let Leon (✉ leon.botha@media24.com) or me know if you can't find it.

Safe travels!

Schalk

EDITOR

✉ schalk.jonker@media24.com



Contents

#56 | August-September 2023



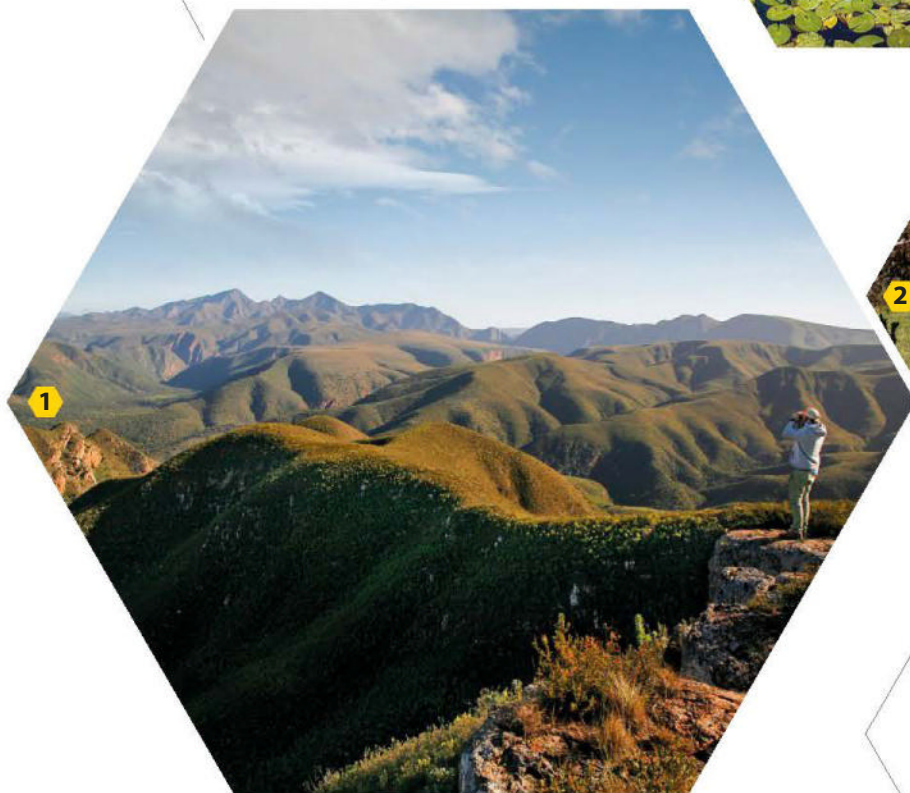
WEEKEND BREAK 52



3



4



1

JOURNEY 42



2

TRAIL GUIDE 56

EVERY MONTH

3 EDITOR'S LETTER

8 INBOX

14 NEWS

22 NEW WHEELS

60 MY WHEELS

64 READER STORY

72 DRIVING IMPRESSION

76 TOW TEST

80 CARAVAN TEST

84 CAMP BOFFIN

90 GEAR

94 CAMP FOOD

113 CROSSWORD

114 KIDS' CORNER

116 MIC'S MEMOS

118 NEELS' RALLY TENT

120 COLUMN

122 ...AND FINALLY

EDITORIAL TEAM

EDITOR SCHALK JONKER ✉ schalk.jonker@media24.com
JOURNALISTS CYRIL KLOPPER ✉ cyril.klopper@media24.com
 LEON BOTHA ✉ leon.botha@media24.com
DESIGNERS DOMINIC WIENAND ✉ dominic.wienand@media24.com
 OWEN WILLOUGHBY ✉ owen.willoughby@media24.com
COPY EDITOR ERIKA BORNMAN
FOOD EDITOR JOHANÉ NIELSON
MULTIMEDIA DESIREE HARTNEY ✉ desiree.hartney@media24.com

MEDIA24 CORPORATE

CEO: MEDIA24 ISHMET DAVIDSON
GM: MEDIA24 LIFESTYLE AND NEWS MINETTE FERREIRA

PUBLISHING TEAM: MEDIA24 LIFESTYLE

GM: MEDIA24 LIFESTYLE NERISA COETZEE
MEDIA24 LIFESTYLE CFO JAMEELAH CONWAY
PRODUCTION MANAGER EDWINA LYNERS
CIRCULATION MANAGER ARMAND KASSELNAN
 ✉ armand.kasselman@onthedot.co.za
HEAD OF REPRO JACQUES DU PLOOY

SALES & SPONSORSHIPS

HEAD OF SPONSORSHIPS AND COMMERCIAL NIKKI RUTTIMANN
 ✉ nikki@media24.com
HEAD OF ADVERTISING DANIE NELL
 ✉ daniel.nell@media24.com ☎ 082 859 0542
KEY ACCOUNT MANAGER SHARLENE SMITH
 ✉ sharlene.smith@media24.com ☎ 083 583 1604
KEY ACCOUNT MANAGER VERNETTE RAUTENBACH
 ✉ vrautenb@media24.com ☎ 082 766 1705
KEY ACCOUNT MANAGER SANETHA MEINTJIES
 ✉ sanetha.meintjies@media24.com ☎ 082 957 9747

MEDIA24 DIVERSE REVENUE LISE VAN BREDA

✉ lise.coetsee@media24.com
HEAD OF DIVERSE PROJECTS FRANCOIS MALAN
 ✉ francois.malan@media24.com

CREATE STUDIO

CREATIVE DIRECTOR MICHAEL DE BEER
COMMERCIAL MANAGING EDITOR GERDA ENGELBRECHT
MARKETING MANAGER ANDILE NKOSI ✉ andile.nkosi@media24.com
COPY EDITOR: ADVERTS BRIGITTE BLANCKENBERG

SHOP QUERIES YUMNA TOFEY ✉ yumna.tofey@media24.com

CONTACT US

YUMNA TOFEY ☎ 021 406 2205 ✉ yumna.tofey@media24.com

CAPE TOWN

POSTAL ADDRESS go! Drive & Camp, PO Box 740, Cape Town 8000
STREET ADDRESS 19th Floor, Media24 Centre,
 40 Heerengracht Street, Cape Town 8001

JOHANNESBURG

POSTAL ADDRESS go! Drive & Camp, PO Box 785266, Sandton 2146
STREET ADDRESS 6 Kikuyu Street, Sunninghill 2191

SUBSCRIPTIONS, RENEWALS & INQUIRIES

☎ 087 353 1300 | ☎ +27 (0)21 065 0033 (international)
 Fax – 086 296 6681 | WhatsApp – 087 353 1333
 SMS “service” to 31069 | ✉ subs@media24.com



PRINTING
 CTP Printers
 All rights reserved



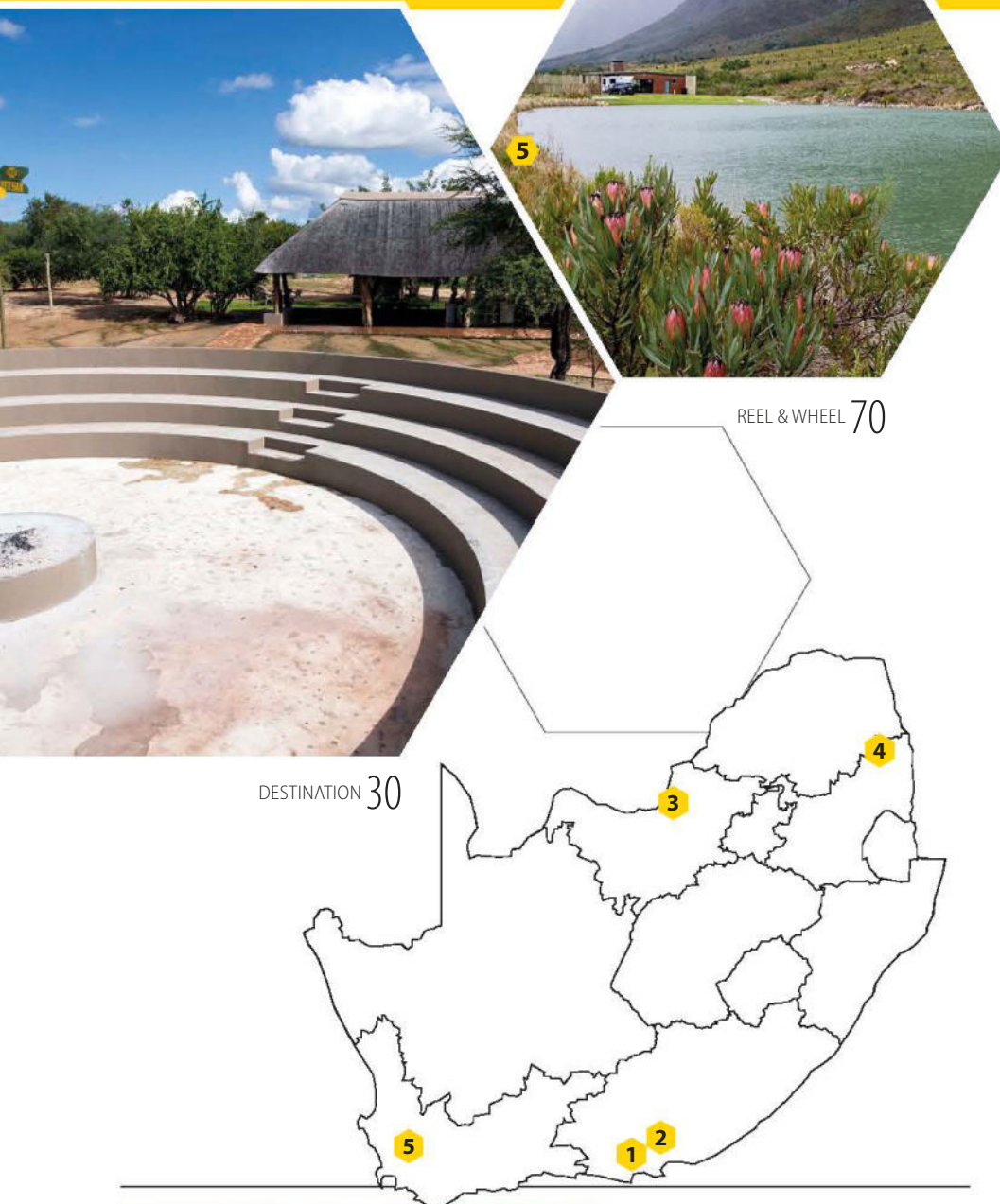
go! Drive & Camp is a member of
 the Audit Bureau of Circulations
 of South Africa



© Copyright go! Drive & Camp. All rights reserved. Partial or total reproduction without the written permission of the editor is strictly prohibited.

MEDIA24

go! Drive & Camp August-September 2023 | 5



#56 COVER IMAGE – CYRIL KLOPPER

“Combrink Pass hugs the Kouga Mountains on the eastern end of the Baviaanskloof. It came down in buckets only minutes ago and you can still see a partial rainbow in the distance above the Gamtoos Valley.”

Camera settings Canon EOS 5D Mk. I; f5;
 1/2500 sec; 24 mm focal length; ISO 200

SENIOR GAZEBO



3m x 2.8m x 2.3m
R3 520⁰⁰

SENIOR GAZEBO OPTIONAL EXTRAS



DINING SHELTER



3m x 3.5m x 2.5m
R7 750⁰⁰

SAFARI BOW TENTS



RANGER SAFARI BOW
2.1m x 2.1m x 1.8m
R4 290⁰⁰
JUNIOR WANDERER BOW
2.5m x 2.5m x 1.9m
R4 920⁰⁰

SAFARI DELUXE BOW



JUNIOR SAFARI BOW
2.5m x 2.5m x 1.9m
R6 220⁰⁰
SENIOR SAFARI DELUXE BOW
3.0m x 3.0m x 2.2m
R7 700⁰⁰

JUNIOR SAHARA



4.5m x 2.9m x 2.5m
R12 000⁰⁰

SAHARA DELUXE



Optional front and side walls available

6m x 2.9m x 2.5m
R16 310⁰⁰

SENIOR WANDERER BOW

- > 3.0m x 3.0m x 2.2m
- > 260gsm RIPSTOP SAFARI CANVAS
- > 440gsm HEAVY DUTY GROUND SHEET
- > 8.5mm ELECTROPLATED HIGH TENSILE SPRING STEEL FRAME
- > 2 WINDOWS WITH OUTSIDE WINDOW CLOSURES
- > ELECTRIC CABLE TRAP FOR EXTENSION CORD

R5 710⁰⁰

CAN FIT ALL TENTCO SENIOR EXTENSIONS



SENIOR BAOBAB EXT



R7 400⁰⁰

SENIOR DELUXE EXT



R10 140⁰⁰
EXTENSION SOLD SEPARATELY. BOW TENTS NOT INCLUDED

DOUBLE BOW EXT



R6 470⁰⁰

ROOFTOP PRO TENT



1.4m x 2.4m
R21 460⁰⁰

ROOF TOP TENTS



1.2m x 2.4m **R14 240⁰⁰**
1.4m x 2.4m **R16 140⁰⁰**
1.6m x 2.4m **R16 950⁰⁰**
2m x 2.4m **R21 960⁰⁰**

BUNDU CANOPY



2.7m x 3m
R1 730⁰⁰

Optional side wall

FAMILY TRAILER TENT



*Trailer not included

Board size: 200cm x 140cm
Floor size: 220cm x 400cm
R25 250⁰⁰

ALSO AVAILABLE AT:
NB: PRICES WILL VARY BETWEEN STORES



VIEW OUR LIST OF AGENTS ON OUR WEBSITE
E-MAIL: info@tentco.co.za
TEL: +27 11 397 6451

PRICES, COLOURS, SPECIFICATIONS & STOCK - E&OE
TRADE ENQUIRIES WELCOME

Follow us on



2-SHELF DELUXE CUPBOARD



R1 110⁰⁰

3-SHELF DELUXE CUPBOARD



R1 070⁰⁰

4-SHELF DELUXE CUPBOARD



R1 700⁰⁰

KITCHEN CABINET DELUXE



R1 490⁰⁰

SLEEPING BAGS

CLIFF SLEEPING BAG



R580⁰⁰

250gsm HOLLOW FIBRE FILLING
1.2kg. RATING: 5°C

BUNDU SLEEPING BAG



R880⁰⁰

350gsm HOLLOW FIBRE FILLING
2.5kg

**ZIP 2 TOGETHER
MAKE A DOUBLE
SLEEPING BAG**

SELF-INFLATING MATTRESSES



200cm x 62cm x 5cm
R970⁰⁰

203cm x 67cm x 10cm
R1 380⁰⁰

STRETCHERS



Deluxe Standard:
190cm x 65cm x 40cm
R1 185⁰⁰

Deluxe Large:
210cm x 75cm x 47cm
R1 350⁰⁰

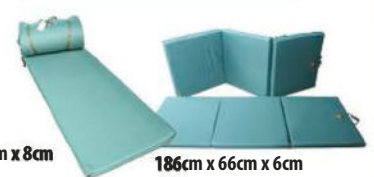
BEDROLL SWAG



SINGLE 214cm x 90cm x 8cm
R1 420⁰⁰

DOUBLE 214cm x 125cm x 8cm
R2 350⁰⁰

FOAM MATTRESS



186cm x 66cm x 6cm
R600⁰⁰ each

POP UP BIN



R170⁰⁰

ALUMINIUM TELESCOPIC POLE



2.3m **R110⁰⁰**
2.8m **R190⁰⁰**

DEAD BLOW HAMMER



- PVC
 - Steel shot-filled head gives extra force to hammer & eliminates rebound
 - Diamond texture non-slip handle grip
 - 1.3kg
- R140⁰⁰**

DISH WASH STAND



R1 620⁰⁰

Complete with basins and dry rack

SL-1



Max weight: 100kg
R220⁰⁰

Available in green, grey & blue

DC3 CHAIR



Max weight: 120kg
R635⁰⁰

DIRECTORS DELUXE CHAIR



Max weight: 180kg
R950⁰⁰

BIG BOY



Max weight: 150kg
R830⁰⁰

ALSO AVAILABLE AT:

NB: PRICES WILL VARY BETWEEN STORES



VIEW OUR LIST OF AGENTS ON OUR WEBSITE

E-MAIL: info@tentco.co.za

TEL: +27 11 397 6451

PRICES, COLOURS, SPECIFICATIONS & STOCK - E&OE
TRADE ENQUIRIES WELCOME

Follow us on





We love hearing what's on your mind! Write to us at drivecamp@gomag.co.za and please remember to give your full address and contact details. *Drive & Camp* reserves the right to edit and shorten letters – and publish them in the magazine, on the website, and elsewhere.

Hats off to our honorary rangers

We recently camped in the Kgalagadi Transfrontier Park at Twee Rivieren, Nossob, and Mata Mata.

Here we were privileged to meet two special people and learn more about SANPark's honorary rangers.

Danie and Humilta Koch are from Langebaan and their hearts belong to the Kgalagadi: "The red sand has my heart," says Danie. Some of what the Koch's helped with are a blocked toilet at a picnic spot and a motorist who had battery problems. They also provided some excitement by catching a Cape cobra in the Nossob campsite where they camped near us.

Honorary rangers are nature lovers who are trained for fundraising, information sessions, provision of resources, and service delivery to preserve the natural heritage of our national parks for future generations. The helicopters that restrict poaching,

the fire extinguishers on the game wardens' bakkies, and the maintenance of bird-watching hides are just some of their contributions.

An honorary ranger has no perks such as discounts or preferential bookings. They have to book a camping spot in time just like the rest of us campers, and also drive around themselves looking for a shady spot in the campsite.

Salute them if you come across one of them somewhere in a national park. They deserve all our thanks – every one of us who has ever braaied a sausage at a picnic spot in a game reserve, admired the dexterity of an elephant's trunk action with your grandchild at a waterhole, or been able to lie safely in your camp bed while a lion roars just outside the boundary fence.

Check out sanparksvolunteers.org for more information.

LINDA BRINK
Senekal



WINNING
LETTER



Linda wins a cooler bag worth R220. Whether you're a camper, fisherman, or sports fan next to a cricket pitch, this cooler bag has room for a lunch box and a 1,5 l coldrink bottle. The lid also has space for a coffee flask. The interior is lined with PVC, which makes it easy to keep the bag clean and hygienic. The bag has a short strap that reaches over the top and attaches with a Velcro strip, as well as a longer shoulder strap if you're going to carry it over longer distances. It's an ideal picnic accessory or a padkos bag for a road trip. winkel.weg.co.za



OKTO

C A R A V A N S

Infinite Adventures

Okto Caravans now have three strategically placed dealers !

These three accredited dealers are in the North and the South of the country to assist with pre- and after sales service

Between these three dealerships the following brands are also available:

Loftus Caravan City in Randburg (011-792-1456): Swift, Bush Lapa, Nayela, Stealth and EdgeOut

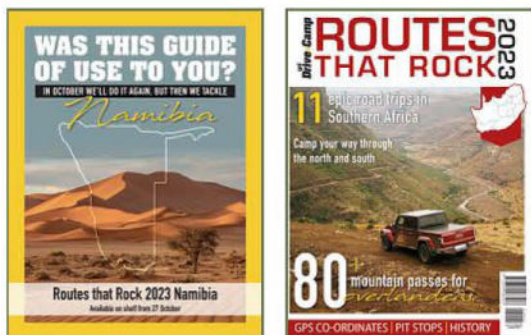
Cara-Camp in Somerset-West (021-852-8215): TuffCats, Nayela, Stealth, Invader, EdgeOut, Metalian and Tonga

Tuinroete Caravan & Camping in Mosselbay (044-695-2605): Bush Lapa, Nayela, Infanta, Leefek, TuffCats and EdgeOut



www.oktocaravans.co.za

Living vicariously through you



I recently purchased a copy of *Routes that Rock 2023* from Checkers. While waiting in the queue, I commenced reading this magazine, starting with a simple but well written editor's letter.

I extend my sincere congratulations to the team for a well-researched magazine. The design, layout, factual stories, coupled with ample relevant photographs, plus handy tips, advice, do's and don'ts, as well as GPS co-ordinates, reveal much thought and planning. No doubt borne out of years in journalism as well as the experienced team members, conducting reconnaissance missions on those routes under review, thus conveying first-hand information to readers.

Being a lover of road travel, I must confess, whilst reading every article, it seemed as if I was on those journeys. Unfortunately, I do not own a 4x4 off-roader, thus I am unable to undertake such trips. Nevertheless, the printed word allowed me to undertake those trips from the comfort of my home. Thank you so much for affording me this little pleasure of traversing our "off the beaten track" locations for a minute fraction of what it would have cost me.

South Africa is "a world in one country", but sadly, due to economic reasons, the vast majority of our population are excluded from travelling through it. It is only through an esteemed publication like yours, can one do so and broaden one's knowledge of our country.

In conclusion, I wish to quote the words of author Rick Holland who stated: "The world belongs to those who read."

MAGS MOODLEY
Durban

** Don't miss our next issue of Routes that Rock. The guide will have routes in Namibia, Botswana and the Northern Cape and will be on the shelf from 27 October. – Ed*

Slow down a bit, missy

Allow me to tell you about an interesting event. We're camping at an advanced age and decided on a month-long booking to join the camping fun we always see on social media.

This campsite had about 40 caravans there for the month – some for up to three months. For three consecutive days, a lady would come and join us. She chatted to my husband, Tinus, as if I wasn't there, and even put her hand on his leg. She got a bit of a shock on day three when I asked her why she didn't talk to me and touch my leg.

On your way to the bathroom, everyone would strike up conversations. It felt like it took an hour to walk there and back (just 30 steps) – and that's with me still able to walk nice and fast without pangs.

The resort offers everyone tea and cake one day a week. We dared to try it once, because the leg-holding aunty had said it was great. In the hall, cake, pizza slices, and tasty samosas are placed in front of everyone. Suddenly a blonde staff member, one with a sexy little body and long blonde hair, started talking. I could see the men get rosy glows on their cheeks.

I know we're senior citizens, but I don't know when we became "old folks" as the blonde called us. That phrase doesn't appeal to me at all.

But the worst was yet to come. The woman on the stage instructed us to get up and get moving to ward off the cold. She started dancing and we had to dance along – to the rhythm of a Christian song at full volume with the theme that we are beautifully made. I whispered in Tinus' ear to say that "beautiful" surely had to be in the past tense for most of us! Okay, one or two of the participants had yellow-blond hair and full lips, with tight foreheads and cheeks that didn't look too bad.

The staff member and some of the blondes with their pert backsides and tights swung their arms in the air and shook whatever could be shaken. Some of the men started sweating so much, they reached for the serviettes – which started sticking to the faces. Tinus was also sweating and I removed his serviette before he could do the same.

And so, I think we're rather geared to go touring, with lovely get-togethers and drifting on pool noodles in the indoor heated swimming pool. Somewhere where you "may not dive or splash". I don't think we're ready yet for tea and cake.

Camping is wonderful and I look forward to many more friends and get-togethers.

ALIDA RUDOLPH
Brits





- Only B License required
- Sleeps 2-4 people
- Fiberglass Canopy & Body Panels

C A M P E R T R A I L E R



Contact details: 021 945 2142 (Office/Michael)
sales@tongasa.com

www.tongasa.com

 Tonga Camping Trailer

3 Brug St., Triangle Farm, Bellville 7530

TONGA



Quick potjie

A fishing weekend at the Bosparadysdam usually provides a story or two for the future. This one happened during my teenage years with my father Johan his brother Donnie and my cousin Ruan. Some of these outings stay in our memories, and that's a good thing.

We lived in Bokfontein just outside Brits, from where we would drive through Skeerpoort to stop at Magaliesburg for fuel. Our ride was usually a hot-white Audi A4 station wagon.

We made the fishing rods fit in-between everyone and the boot was loaded with everything but ice. When we could see the buildings of Bekker High School, we knew it wasn't much longer.

Once we arrived, we kids usually had to get out at the gate so that everything wouldn't shake loose over the cattle grid.

One Friday evening was less about fishing and more a celebration of the fish that would still be caught that weekend. Uncle Donnie had regaled us on the trip here of tales of the epic potjie he was going to make for us, even though Ruan and I were already stuffed with chips and fruit.

Ruan and I managed to find space on the floor of the fishing hut and lay down inside our sleeping bags. Little did we know how the quality of those sleeping bags would be tested.

The potjie was doing well, but of course, it needed a thing or two here and there. Add-to-taste was the only formula, which can be a problem if tastes differ. Nonetheless, that potjie kept getting fuller... until the shelf on which it stood gave way with the two-burner gas stove and all.

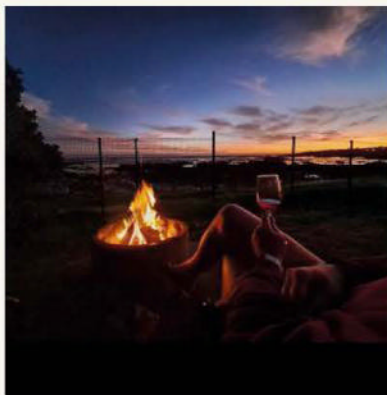
This mixture then ended up on top of me and Ruan. How did we escape unscathed? The thick thermal sleeping bags!

The one that got away that weekend was not a fish, but a delicious potjie.

MARIUS MC DONALD
Sydney, Australia



Follow @wegrysleep on Instagram and tag your photos with #wegrysleep, and we might repost them on our stream or feature them here.



"Friday night – @broad_river_overlanding"



"Sunrise, Verneukpan – @jos1v7"



"Kalahari sunsets – @wolfie_the_jimny"



"An idyllic Saturday setup! – @grondspore"

We shared an article on Facebook suggesting the five items you should always have in your toolkit in case something goes wrong far from home. Marcus Naude knows where his help comes from.

COMMENT OF THE MONTH!

"I know a thing or two about keeping my rig running. It's 26 years old and I've had it for 18 years. Yes, it's reasonably reliable and yes, I drive with spare parts and tools. This (pictured) was last year during Easter weekend in the mountains of Lesotho. My advice: even if you don't know how to fix your 4x4 yourself, keep the basic parts and tools on hand. Who knows, a Landie might just pass by to help!"





INVADER

Off-Road Campers

Camp anywhere,
anytime



SCAN ME

Farewell to a giant



Michael Barwise, owner of Pretoria Caravans & Outdoor, one of the most well-known and largest caravan dealerships in the Jacaranda City, passed away on 27 June 2023.

In 2018, Michael's own business, Caravan Fitment Centre, took over the workshop operations. In 2021, he became a partner in Pretoria Caravans and took the reins in April this year.

Michael's wife, Sukie, and the couple's eldest son, Michael-John, are also employed at Pretoria Caravans.

Sukie says Michael strived to become the biggest dealer in the country – and it's a vision they will continue to build upon. "Michael left behind a very strong and knowledgeable team for the road

ahead," she says.

The dealership was established in 1968 as Caravan Mecca & Outdoor Living and underwent a name change to Pretoria Caravans in 1996. They also moved to the current premises during that time.

Michael and Sukie got married in 1992, and Michael-John was born in 1995, followed by Marque (1998) and Armand (1999). Michael-John's son, Zühán (1), is the only grandchild.

In addition to the workshop and sales of second-hand caravans, Pretoria Caravans & Outdoor also represents the brands Stealth, Sherpa, Leefek, Vagabond, EdgeOut, and Grey.

Contact ☎ 012 329 2259

✉ info@pretoriacaravans.co.za

🌐 pretoriacaravans.co.za



012 944 2487
c/o Jacobs Str & Johan Heyns Dr, Gezina, Pretoria
www.caravanfitmentcentre.co.za
info@caravanfitmentcentre.co.za



Accident Damage
Fibreglass Repairs
Fridge Replacements
Outside Kitchens

Wood Rot Repairs
Chassis Service
Insurance Claims
Hail Damage Repairs

Aircons
Rebuilds
Repairs
Services

Our online store delivers countrywide to your door or even to your campsite
<https://www.shop.pretoriacaravans.co.za/>



Take a break... You deserve it!



PRETORIA caravans & OUTDOOR
- SINCE 1968 -

Your one stop dealership for new and used caravans, trailers, camping goods and parts

Tel: 012 329 2259

c/o Jacobs Str & Johan Heyns Dr, Gezina, Pretoria
www.pretoriacaravans.co.za
info@pretoriacaravans.co.za



COMFORT
THAT FOLLOWS YOU!

STEALTH CARAVANS

NOW INCLUDES OUR B-LICENCE CUB RANGE



OVERLANDER 634
FULL OFF ROAD

X-COUNTRY 594
4 BERTH / 533 3
BERTH AND 592
EN-SUITE



BUSHLodge
XTREME
GRAVEL
ROADER



OVERLANDER
574 FAMILY VAN
WITH DOUBLE
BUNKS



CUB LIGHT

CUB
X-COUNTRY

VISIT YOUR NEAREST DEALER TO VIEW OUR CURRENT RANGE

www.stealthcaravans.co.za



StealthCaravans



PRETORIA
caravans
& OUTDOOR



KEMPTON CARAVANS & LEISUREWORLD
Natal Caravans & Marine (est. 1960)
Newcastle LeisureWorld
CARA-CAMP

Loftus Caravan City
Middelburg Caravans



The Breede River Valley has no shortage of campsites, but a new one is always welcome: Fonteintjiesberg, located on Eendracht, a working farm whose owners, Anita and Marius de Wet, tend to their vineyards and orchards. The campsite is situated at the foot of the mountain, beyond the vineyards, with a view overlooking the farm and the Breede River Valley. It is a level piece of ground measuring 1 200 m² with a lovely lawn.

You can choose your own spot as there are no demarcated stands. There is room for 12-15 caravans, and the site is also suitable for regular road caravans. The last 1,8 km is a gravel road, but if you have a proper towing vehicle, the 200 m incline before the campsite is your only obstacle.

Marius and his team have planted a few young trees, and various taps and power points (the regular household type) have been installed. Do bring your own shade, though there is a 5 x 5 m shade net in the middle of the lawn for when you need some shade away from your camping spot.

The braais are freestanding, and you can move them to wherever you like.

The ablution block has two rooms, each with a shower, basin and toilet, plus a separate toilet. Outside the building is the dishwashing area – for the one who drew the short straw – and a gas geyser provides hot water.

There is a splash pool with cold water and some modern hot tubs that you can heat yourself for warm water.

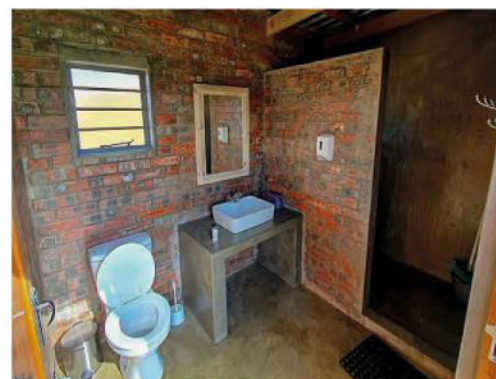
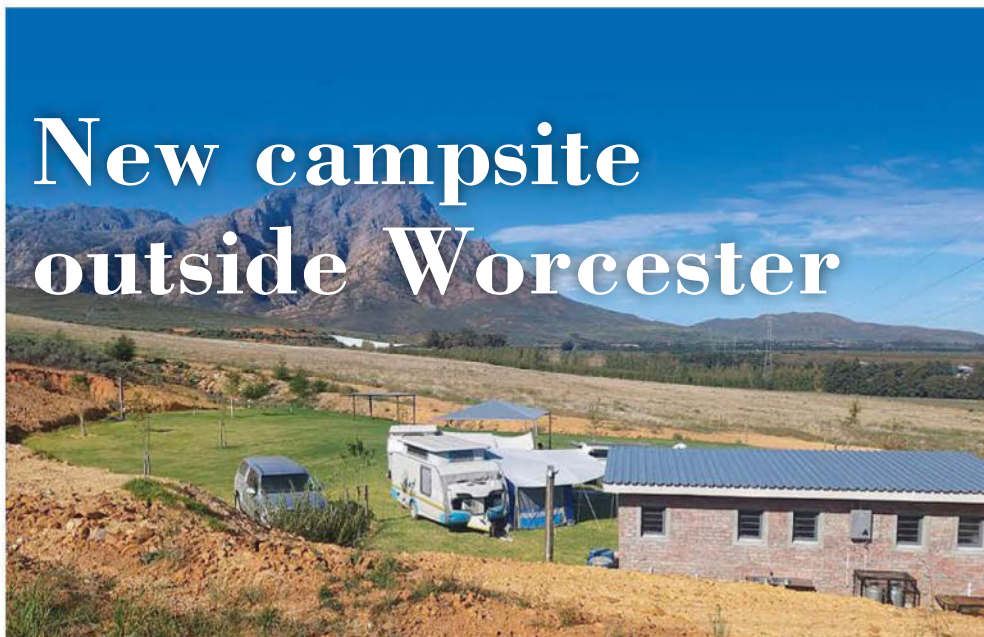
For those who want to explore the surroundings, there are several hiking and mountain biking trails along the mountain. Pets are welcome, and there is a dam where you can go fishing.

Price R140 pppn (R90 vir kids under 12). For now, Fonteintjiesberg caters more to groups.

Contact 082 871 8745 • info@welgegun.co.za

Facebook Fonteintjiesberg Kampplek

New campsite outside Worcester



Little Karoo video game

The Western Cape tourism agency, Wesgro, has just launched a new mobile game, *Starlight Adventures In The Cape Karoo*, on the popular Roblox platform (ask your kids). The game encourages young people to explore the Klein Karoo and is distributed in collaboration with BP, Shell and Engen.

In the game, your child will

explore virtual Karoo towns, encounter ghosts and complete tasks. Wesgro's public relations team says that publications like *Drive & Camp* and our sister magazines, *Weg* and *Platteland*, have recently dedicated so much attention to the region that its popularity has increased as a holiday destination – hence a video game about the area.



ACCESSORIZE YOUR RHINOMAN



NEW ACCESSORIES AVAILABLE!



Ammo Box Rack



Utility Drawer - Full



40% Slide for Ammo Box Rack



60% Slide for Ammo Box Rack



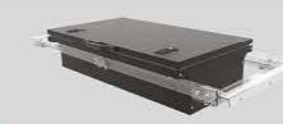
Utility Drawer - Half



Small Lock Box for Ammo Box Rack



Large Lock Box for Ammo Box Rack



Utility Drawer - Fold Down Tray



Full Slides for Ammo Box Rack



Load Box for Ammo Box Rack



Utility Unit



Perforated Hanger for Utility Unit



Canopy Fol Table Hanger



+(27) 10 010 0060 | sales@rhinoman.co.za | www.rhinoman.co.za

Available from:



Nyani Lodge opens a campsite

Nyani Lodge has been doing business just outside the Dinokeng Big Five Game Reserve for several years, and they recently added a new campsite to their offering.

Six luxury campsites have been set up, each with its own private bathroom. Next to the bathroom is your own covered area with a built-in braai and washing-up facilities. Your campsite's power point is also located here.

The campsite is situated in a corner of Nyani's 43 ha property, and there are several antelope species that share nature with you – from blue wildebeest and zebras to blesbok, springbok, and nyala.

Campers are welcome to use the facilities of the lodge itself – it's about half a kilometre away as the crow flies. This includes everything from the swimming pool to the restaurant. WiFi is available at the lodge.

From Pretoria, you have a choice of two

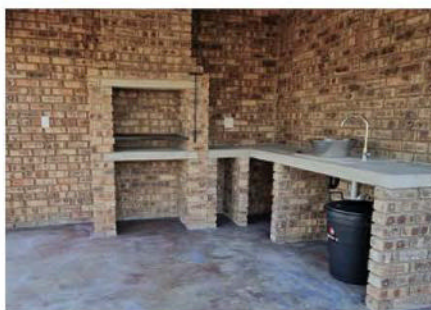
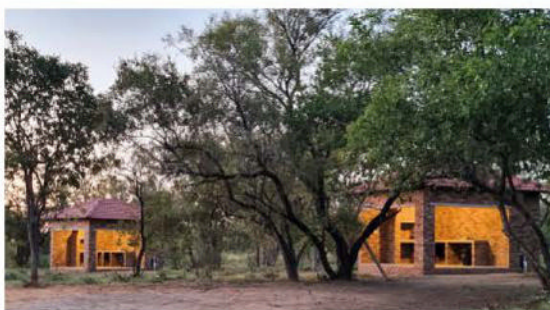
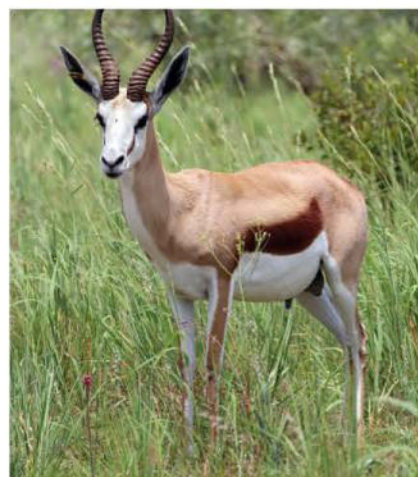
access routes: the Rust de Winter road to the north or the Moloto road to the south. The De Wagendrift gravel road connects these two access routes, and that's also where Nyani's gate is located. The road is good enough for towing a road caravan.

Price R650 per night per campsite for up to four; thereafter R150 pp (R100 for kids aged 3-12; free for those under three).

Contact 071 842 3448

✉ info@nyanilodge.co.za

📍 nyanilodge.co.za



A million boxer GSs for BMW

On 21 June, BMW celebrated its one millionth GS motorcycle with a boxer engine. It's important to note that this milestone only includes GS models with a boxer engine and excludes other GS models (as well as other BMW motorcycles with boxer engines).

BMW has been manufacturing the GS since

1980, and the latest model, the R1300GS, will be unveiled on 28 September this year. In May last year, BMW celebrated its centenary, although its first motorcycle with a BMW badge, the R32, was only sold in 1923. The company also announced it sold 202 895 new BMW motorcycles, its best sales performance in history.

Our new

SaharaX
INDEPENDENT ENDURO SUSPENSION

NAYELA
CC



okapiX



PHONE YOUR NEAREST DEALER

LA SPORT EASTERN CAPE
4WD MEGASTORES
041 581 4306
155 MAIN ROAD
WALMER
GQEBERHA 6065

**CARA-CAMP CARAVAN &
OUTDOOR CENTRE**
021 852 8215
SOMERSET WEST BUSINESS PARK,
JUST OFF THE N2 IN
SOMERSET WEST

LOFTUS KARAVANE
011 792 1456
REPUBLIC ROAD & RABIE STREET 150
FONTAINEBLEAU
RANDBURG 2023

TUINROETE WOONWAENS
044 695 2602, 082 377 3297
18 BOLTON ROAD, VOORBAAI,
MOSSELBAAI

PROQUICK LEISURE
082 666 5605
1153 STEVE BIKO RD
WONDERBOOM-SUID, PRETORIA

NAYELA
058 863 1027
SALES@NAYELA.CO.ZA
WWW.NAYELA.CO.ZA



Aussies reckon we're the worst drivers

The Australian website Compare The Market recently reported that South Africans are the most dangerous drivers on the road. While the article doesn't explicitly state we are the worst drivers in the world, the chart displayed below certainly suggests it.

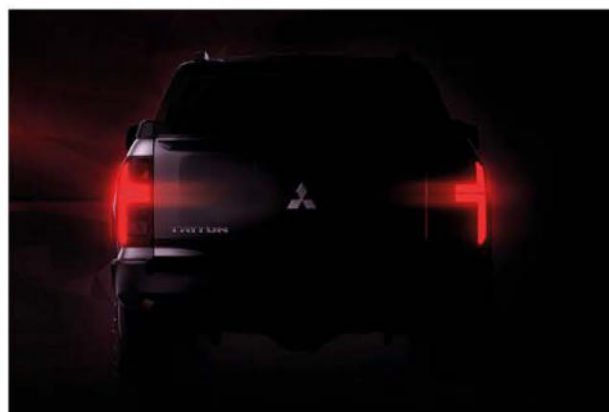
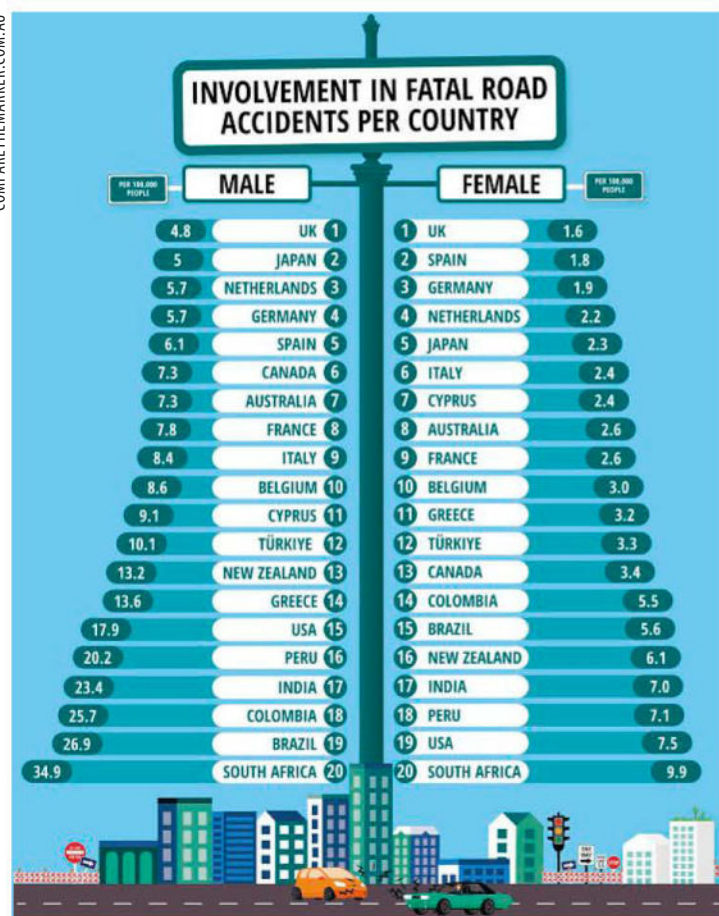
The purpose of the article was actually to investigate which gender is safest behind the wheel, and the website cites the World Bank as the source of their data.

The World Bank does have a list of fatal accidents per 100 000 people, and on that list, South Africa ranks 129th out of 217 countries and territories (both recognised and unrecognised by the UN). The World Bank also distinguishes between men and women, and it appears that, on average, women

are safer drivers than men.

For obscure reasons, Compare The Market puts the United Kingdom in first place as the safest drivers, while the World Bank actually ranks Britain in tenth place. According to the World Bank, Micronesia has the fewest fatal accidents at 0,2 per 100 000 citizens, while the Dominican Republic has 64,6 deaths per 100 000 people. According to the World Bank, South Africans cause 22,2 fatal accidents per 100 000 of its population.

South African women are responsible for 9,9 deaths per 100,000, while men account for 34,9. We understand that potholes, minibuses and a lack of law enforcement officials play a significant role, but come on, gents, you can do better than that!



Triton gets attitude

Mitsubishi recently showcased its brand-new Triton on YouTube and the manufacturer is excited about the more aggressive appearance of this sixth-generation bakkie.

The all-new Triton has been completely reimagined under the design concept of "Beast Mode," or "bold and daring," according to Seiji Watanabe, division general manager of design at Mitsubishi Motors in Japan. "While expressing the toughness and power expected of a pickup truck, the all-new Triton combines agility with the brand's robust design to create an imposing look. The all-new Triton is tough and reliable, and will make customers eager to embark on any adventure."

This issue was already at the printers at the time of launch, so we've used the teaser photos above. You can, however, check out what the new Triton looks like on our Facebook page.

Visit facebook.com/goDriveandCamp



**THE MOST CAPABLE
RARELY GO IT ALONE.**

@BFGOODRICHAFRICA



BFGoodrich
Tires
WHAT ARE YOU BUILDING FOR?

Prince of the mountain passes

For Italian automakers, it's all about road grip, and the Stelvio leads the pack of SUVs, says Cyril Kloppe.

The Alfa Romeo Stelvio was recently named the most desirable luxury vehicle in the world in a survey by American analytics company JD Power.

This is no doubt great news for the Italian manufacturer that's been somewhat struggling for the past few decades. Things started going wrong for Alfa in the seventies – some say with the launch of the Alfasud. Alfa's reputation improved with the well-liked Alfa Romeo 156 at the turn of the century, but it wasn't until 2016 with the arrival of the Tonale and the Stelvio in 2017 that the company's tribulations appeared to be over.

The latest Stelvio isn't brand new but rather an update of the 2017 model that helped to save Alfa's bacon. Let's take a look at what's changed.

What do we have here?

Alfa's stylists haven't tampered too much with what's been a winning recipe. Upfront, the most significant difference is the headlights – the two large lights and two LED slits are now replaced with the Alfa Romeo Tonale's 3+3 layout, meaning three LED



clusters on each side. The lights now swivel to follow a bend in a road.

The so-called 'Trilobo' grille is retained, but its lower section has been slightly redesigned with new air inlets.

At the back, the differences are less noticeable; it's only the chrome exhaust pipes and silver airflow diffuser plate that are now black. And the chrome trim around the windows of the original model is also black in the new Stelvio.

The interior

The most significant change inside is the analogue rev and speed dials behind the steering wheel that have now been replaced by a 12.3 inch digital screen. In a recurring theme, the chrome finish has mostly been replaced with gloss black. Buttons and switches remain largely unchanged.

The competitors

Should you choose a Stelvio over its competitors? Regarding price, appearance, and electronic accessories, the Lexus NX 350, Mercedes-Benz GLC300 Coupe and Audi Q5 Sportback offer the stiffest competition.

ALFA ROMEO STELVIO



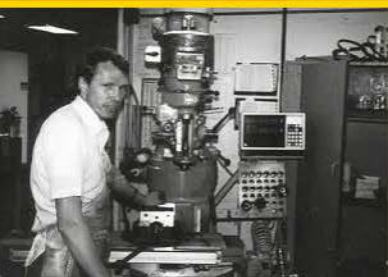
“

The latest Stelvio isn't brand new but rather an update of the 2017 model that helped to save Alfa's bacon

”

"IT HAS TO BE PERFECT, MY NAME'S ON EVERY TOOL."

-TIM LEATHERMAN, FOUNDER



40
YEARS

*8 years perfecting design.
40 years of experience.
Proudly built in Portland, Oregon.*



LEATHERMAN®

Available at all leading outdoor stores & selected independent stores. **Awesome Tools** are the exclusive distributors of Leatherman products in South Africa.

Tel +27 21 981 6672   www.awesometools.co.za

SPECIFICATIONS

Model	Stelvio 2.0T Veloce Q4
Engine	2 891 cc V6 turbopetrol
Power	206 kW @ 5 250 rpm
Torque	400 Nm @ 2 250 rpm
Transmission	Eight-speed automatic
Drive	All wheel drive
Wheel sizes	255/45R20 (front); 285/40R20 (back)
Fuel consumption	9 l/100 km
Tank	64 l
Dimensions	4 687 mm (l) x 1 632 mm (h)
Safety rating	★★★★★ (EuroNCAP 2017)
Warranty	Five years/100 000 km
Service plan	Five years/100 000 km
PRICE	R1 205 500



According to the figures from the respective manufacturers, the Stelvio accelerates the quickest from 0-100 km/h in 5,7 s. The Lexus is relatively slow with a time of 7 s. The Lexus does offer a sunroof as standard, something that's optional for the others.

The four vehicles are similar according to their official spec sheets, but when it comes to ground clearance and approach angles, the Mercedes-Benz GLC comes out on top. The Merc is also equipped with 18" tyres, which fare significantly better on gravel roads than the 20" low-profile tyres on the other models. The Stelvio's back and front wheels also differ

in width, which complicates rotating the tyres for extra lifespan.

We had the opportunity to test drive all four vehicles – albeit not these specific models – and our conclusion is that the Stelvio handles better on tarred mountain passes and performs better on highways; the Audi Q5 offers the most electronic bells and whistles for your money and on paper looks like the best value for money; the Mercedes is undoubtedly the better off-roader; and lastly, the Lexus is somewhere in the middle of the pack as it is beaten in almost every metric, but somehow doesn't feel inferior.



FROM THE COMPETITORS

Luxury five-seater SUVs with a petrol engine, all-wheel drive, and will set you back around 1,2 million bucks.



R1 168 000

Audi Q5 Sportback 45TFSI

When it comes to value for money, the Audi edges just ahead of the competition.



R1 175 100

Lexus NX 350 F Sport

Toyota's luxury cousin manages to feel both posh and average at the same time.



R1 239 035

Mercedes-Benz GLC300 Coupe

It's more expensive and fares better on dirt roads, but lacks the passion of the Alfa.

MADE IN
SOUTH AFRICA



IT'S YOUR WORLD FEEL AT HOME



CAMPER SERIES



ADVENTURE SERIES



XT SERIES



Shop online - Free delivery country wide

Visit our showroom or discover more online
www.falksontents.co.za
+27 87 265 8114

Falkson
tents & outdoor

Outback packs a punch

Subaru's plan to spice up the otherwise docile Outback involved transplanting the WRX's engine, says **Cyril Klopfer**.

We reported on the Subaru Outback back in 2021, but at the time there were only two models to choose from: the Field and the slightly more expensive Touring. The latest addition is the 2.4T XT, the flagship model with a turbocharged engine delivering an additional 45 kW (183 kW compared to 138 kW) and an impressive 350 Nm of torque compared to the 2.5 engine's 245 Nm. There are more differences besides the new engine.

What do we have here?

The Outback is an essential model in Subaru's fleet, and the XT nomenclature is equally significant. Nteo Nkoli, marketing manager at Subaru SA, says: "Our customers know how capable the Outback is and what 'XT' stands for, and this vehicle is a true

embodiment thereof – Subaru's most advanced engineering and technology with more power."

The XT model is distinguished from the Field and Touring models by its black 18" rims and an XT badge on the tailgate. The XT also adds two new paint colours to the range: Autumn Green Metallic (as shown in the photos here) and Brilliant Bronze Metallic. You can now order your Outback in one of nine colours.

For more changes, you'll need to hop in.

The interior

Subaru claims the Outback XT is the safest and most capable Outback yet, boasting improvements to "structural, primary, passive and active safety". The latest generation of EyeSight driver-assistance



cruise control with speed-limit recognition and lane keep assist to keep you safe.

As with the other Outback models, the XT also has a driver monitoring system called DriverFocus that uses a camera to keep an eye on you to ensure you don't doze off at the wheel.

There's a handy feature that helps you open the tailgate without using your hands: you simply wave your foot under the rear bumper, and the tailgate swings open.

The portrait-oriented 11.6" infotainment system now comes standard with Apple CarPlay and Android Auto, something that will be offered in all new Outback models going forward.

technology is a key feature of the Subaru Outback XT, and the camera's field of view and computer software are both more advanced. The system can detect other vehicles, cyclists, and pedestrians over a greater distance and a wider area.

The EyeSight system also provides smarter adaptive



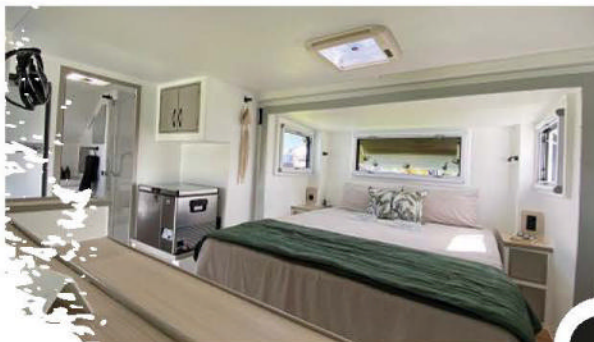
SUBARU OUTBACK

OVERLANDER

The Overlander off-road camper has been built specifically as a luxury, comfortable and quick setup camper. It has independent suspension, which enables it to travel over any terrain.



OVERLANDER 590, DOUBLE AXLE



OVERLANDER 500, SINGLE AXLE



OVERLANDER 590 AND 500

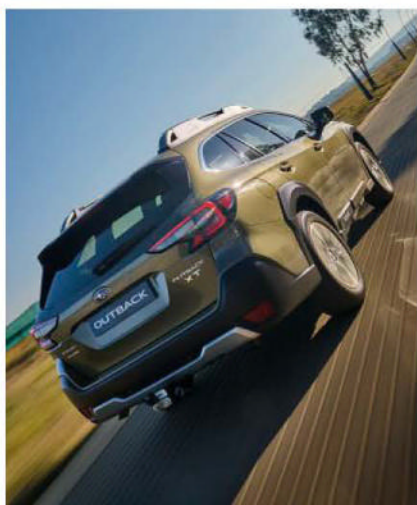
Contact details: 021 552 7752 | info@overlander.life | www.overlander.life
12 Fourth Street, Montague Gardens, 7441



www.facebook.com/OverlanderCampers



www.instagram.com/overlander_campers



The competitors

The Outback competes with the likes of the Mini Clubman, Volkswagen Tiguan Allspace and Volvo XC90. Of the four, the Outback has the largest engine – the others all have two litre ones – but it also accelerates the slowest from 0-100 km/h in 7,5 s. The Mini reaches that speed in under 5 s, and even the Volvo, nearly 100 kg heavier than the Subaru and with the aerodynamics of

a brick, accelerates faster.

The Outback has a large 522 litre luggage capacity. It's significantly bigger than the Clubman's 360 litres and even the Volvo's 483 litres, but the Tiguan Allspace tops the podium with a volume of 760 litres.

The Subaru Outback has a continuously variable transmission (CVT) – a technology we're not particularly fond of – but Subaru is known for making good CVTs. The Mini and Volvo have a regular automatic gearboxes, and the VW has a dual-clutch transmission (DCT) that is the better of the four.

With a fuel consumption figure of 9 l/100 km, the Subaru is thirstier than the competitors, while the Volvo (7,6 l/100 km) is the most gentle on your garage card.

Even though it's a great car, each of its competitors outdoes the Outback in almost every category. You'd have to be a staunch fan to pick the Outback. 🍷

SPECIFICATIONS

Model.....	2.4T XT
Engine.....	2 387 cc, flat boxer four cylinder
Power	183 kW @ 5 200 rpm
Torque	350 Nm @ 1 750 rpm
Transmission	Continuously variable (CVT)
Drive	All wheels
Ground clearance.....	213 mm
Fuel consumption	9 l/100 km
Tank	63 l
Dimensions	4 850 (l) x 1 875 (w) x 1 687 mm (h)
Safety rating.....	★★★★★ (EuroNCAP 2021)
Warranty.....	Five years/150 000 km
Service plan	Three years/75 000 km
Price.....	R959 000

From the competitors

All-wheel drive station wagons under a million rand.



R855 697

Mini John Cooper Works Clubman

This charming little vehicle will put a smile on your face every time you slide behind the wheel.



R893 400

VW Tiguan Allspace 2.0TSI

The mature choice surprisingly also offers the most packing space for all your camping gear.



R957 900

Volvo XC60 B5 Essential

Even Volvo's entry-level XC60 offers better value for money than the Outback.

ELXV

ELITE LUXURY OFF-ROAD VEHICLES

UTMOST
LUXURY.



ULTIMATE
OFF-ROAD.

EXPEDITION VEHICLES & OFF-ROAD CAMPERS.

GHARI 3.7



www.elxv.co.za | info@elxc.co.za | Hugo 082 444 2850 | Nico 084 550 2820

VITRIFRIGO
COOL AND BEYOND



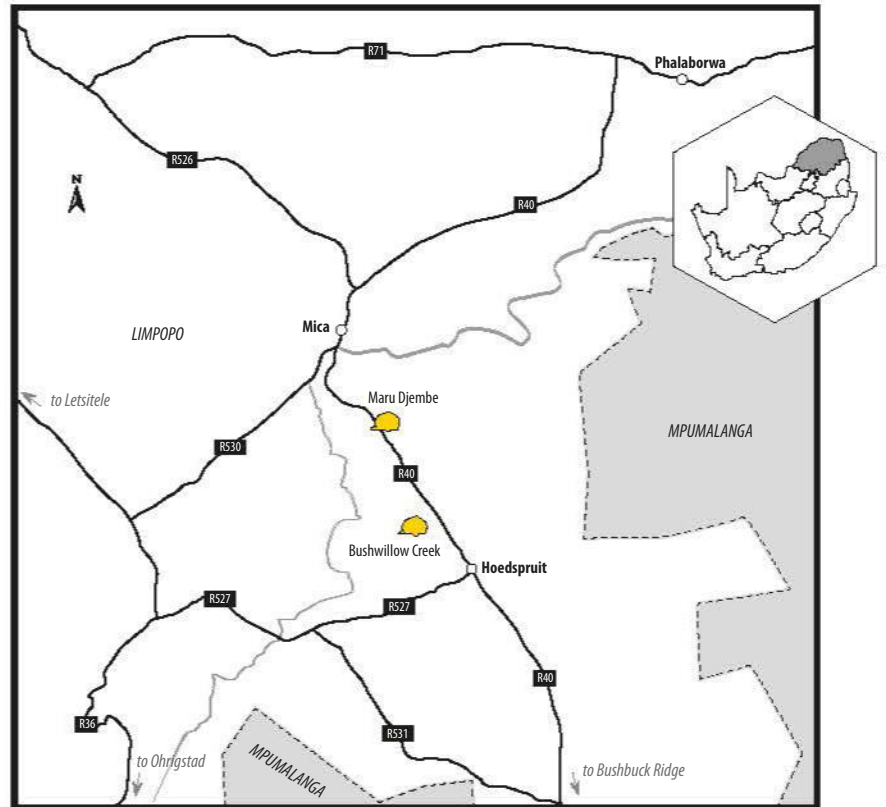
victron energy
BLUE POWER

FUSION
A Garmin Brand

Time to disconnect

Every so often, you get the urge to detach completely from the world around you and camp where you can commune with nature. That's the kind of tranquillity you'll find in Hoedspruit.

Words and photos **Leon Botha**



Hoedspruit is synonymous with game farms and reserves, and the local authorities are very aware of this. Welcome signs are proudly displayed along both roads leading to the town – the R527 from the direction of Ohrigstad and the R40 from Phalaborwa – they’re adorned with two steel warthogs triumphantly peering over them, as though trophies on a wall. “Wildlife haven” is inscribed on the back of the signs. As you travel here, you’ll drive for many kilometres next to game fences, often spotting animals along the road: bushbucks, baboons, impalas and of course, those charming warthogs. There are also signs warning motorists of elephants and hippos.

In this world, marula trees are abundant, and the sweet aroma of the ripe fruits is almost overpowering.

Just a few kilometres outside of Hoedspruit, on the R527, we set up camp in the bush – even giraffes have been known to visit the campgrounds. At Maru Djembe and Bushwillow Creek, it’s easy to tune into nature’s peaceful rhythm – no one disturbs you here. You can even forget about loadshedding for a while, as these two campsites don’t have electricity.

This area is in a drier region of the country where it rains about 500 mm per year. But during our visit, Cyclone Freddy had already made its way to Mozambique, disrupting the local weather. At the Ingwelala Private Reserve, just past Hoedspruit, they recorded 346 mm of rain just for February, the highest since 2000, according to an entry on their website.

But the rainy weather did not stop us.

MARU DJEMBE

Bush telegraph

The name Maru Djembe refers to a marula tree and a djembe drum, and at the entrance, there's a large image of an African map with the words "Bushveld rhythm" on it. Maru Djembe is part of the Maroelani Reserve and covers 178 hectares. You'll receive the code for the entrance gate ahead of your arrival.

Maru Djembe is definitely a bush camp, but the amenities are luxurious, meaning you can set up your tent here and still experience enough of the bush without sacrificing a well-equipped kitchen or a pleasant shower.

The turnoff is against the tar road (the R40) with a reasonably good bush track of 1,4 km into the campsite. A gravelroader will make the trip easily, as will a medium-sized tow vehicle like a SUV or a bakkie. The trees are not too close to the road, and there's only one section where the middlemannetjie is slightly high.

Due to heavy rain, one edge of the initial dirt road had slightly eroded, but we could still make it through. The slight ditch next to the road obviously won't stop you with an off-road caravan or trailer. About 240 m from the gate, you need to cross a short drift that was slightly muddy during our visit, but if you lose momentum for some reason and get stuck, help is not far away. There is cellphone reception, and you're not stranded or lost deep in the bush. The first half of the dirt road runs straight down against the fence, after which you turn right into the bush. A few bends follow until you see the buildings in the campsite to your left.

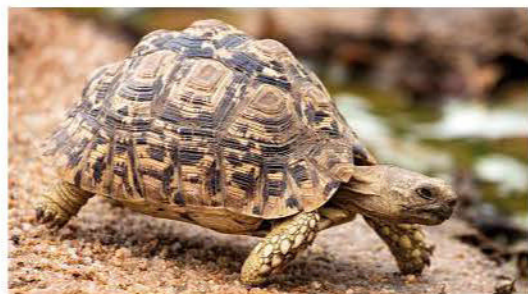
The largest of these is the thatched building farthest from you. It's an open building with more than 10 dry tree trunks supporting the roof. During our visit, it was used as a communal kitchen – there's a concrete countertop in one corner that includes a sink. Closer to the middle is a square countertop and a three-burner gas stove plus a chest freezer next to it for everyone to use.

So, there's more than enough space so that strangers won't get in each other's way, but it can also be a nice place to socialise if you come camping with a group of friends. (The owners are about to set up a new kitchen.)



NOT THAT WILD. Maru Djembe borders on wild camping, but you don't have to be completely self-sufficient. Here you will find a lovely kitchen, and the bathroom facilities are top notch.





The smaller thatched building next door is enclosed, as it's the separate toilets for men and women. Each room even has a neat bathroom cabinet with a mirror nearby.

The communal two showers – for both genders – are in the neat building next door. A paved path links the buildings.

The shower building has a covered veranda with a couch, and you enter the room through a large sliding glass door. You're now in a large open room with a rectangular coffee table in the middle

and the two showers side by side on the side closest to the toilets. These are two modern rooms, but one works with a paraffin geyser and the other one with gas. Each room has an open shower, toilet, sink, towel and handrails, and a mirror, and it's spotless.

Two deep stainless steel sinks are outside on the other side of the building.

Diagonally in front of the kitchen is a dilapidated wind pump whose fan has also lost a few blades. The remaining four are painted yellow and "Vetsak" is

written on the tailfin – it appears to be a large ornament. Next to it is a small amphitheatre with three rows of concrete benches in a half-moon around a fire pit, and the swimming pool is also close by. It's a round zinc dam they were busy repairing during our visit.

After you've viewed all the amenities, pick out a stand. It's on the side where you drove in – in front of the buildings. Here and there, we saw dome tents from a tour group that also sometimes



Briefly | Maru Djembe



Campsite Random camping spots in the bush with room for up to 30 people.

Ablution facilities First class. Men and women share two spotless showers.

Price R500 per night per campsite for up to four people.

Arrival and departure 11:00 and 17:00.

Contact 079 513 6914 or 082 801 3350

bookings@marudjembe.co.za

marudjembe.co.za

Nearest town Hoedspruit, 14 km.

Road condition The last 1,4 km is a good dirt road that gets slightly eroded in heavy rain.

GPS S24.235363 E30.879927

Drive & Camp says Although there are a couple of braais, it's more convenient to bring your own, as you're likely to want to camp closer to the bush.



NO EXCUSES. There is no reason why you shouldn't book yourself in at Maru Djembe. The peace and quiet will do you a world of good without having to leave the country to get away from it all.

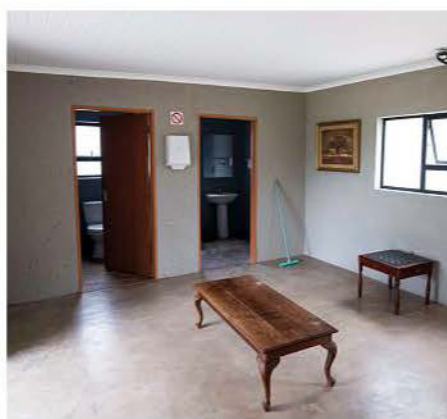




“

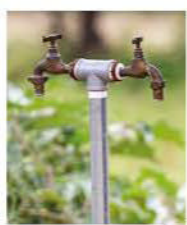
The ground has a slight slope towards the buildings in front of you, but nothing too serious to level your caravan

”



uses the amenities. Also dotted around are four round concrete pillars spaced apart where you can braai. We only saw one with a built-in swing grid; the rest don't have a grid. These pillars give you an indication of where you can set up, but you can also choose a smaller shade tree – perfect for setting up your camp chair and taking a nap.

There are clearings and you'll spot a number of taps that look like they were recently installed. The ground has a slight slope towards the buildings in front of you, but nothing too serious to level your caravan.

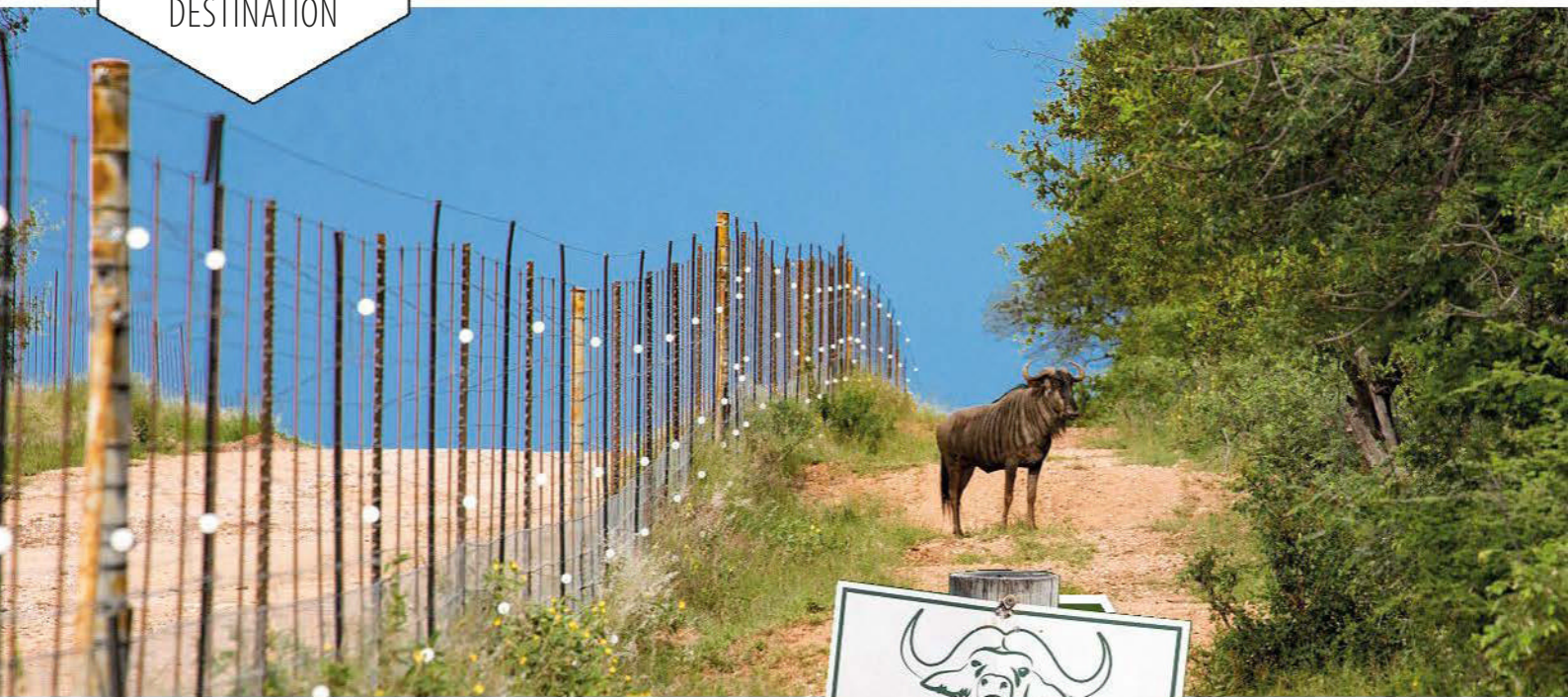


We saw a sable antelope at the gate, and apart from the few giraffes that came to nibble at the treetops next to the amphitheatre, a small tortoise walked through the campsite as if he was late for an appointment.

On one of the water pipes by the bathroom veranda, a grey foam-nest tree frog was dozing. Courtney Hundermark, a herpetology enthusiast – that's someone who works with amphibians and reptiles – says they saw hordes of these frogs at Maru Djembe earlier this year. They usually turn white during the day to prevent moisture loss, but are more grey when they are active in the evenings.

And do take a walk through the bush. When we were there, the bush was dense and water seeped out of the ground everywhere. We found it easier to stick to the tracks.

DESTINATION





WINNING FORMULA. Camp Nguni is a prime example of a hidden bush camp where you and your closest friends – or indeed just your family – can enjoy the tranquility of nature.



“

It makes a lazy bend over a tributary of the Zandspruit, and considering all the recent rain, it was a shallow stream...

”

BUSHWILLOW CREEK Best-kept secret

The turnoff to Bushwillow Creek is 4 km outside Hoedspruit in the direction of Ohrigstad. You see Mariepskop on the left horizon – at almost 2 000 m above sea level, it is the highest point of the Blyde River Canyon, on the border of Limpopo and Mpumalanga and 19 km from here. Turn off 250 m before the Zandspruit onto a dirt road.

Mariepskop and the Zandspruit also play a part in the origin of Hoedspruit. Some sources believe it's not clear where the name comes from, but according to hoedspruit.co.za, a certain Dawid Johannes Joubert gave the place its name. Around 1850, he was the first official landowner of the farm Hoedspruit. There was reportedly a cloud burst on Mariepskop which resulted in a sudden flood in the Zandspruit. Somehow Dawid's hat ended up in the water... and that's how Hoedspruit got its name. (In 1860, a leopard killed him on his farm near Ohrigstad.)

So, if you cross the Zandspruit, you've passed the turnoff, but that won't happen, as there's a landmark you can't miss. It looks like some kind of steam engine, and the blue-painted structure with its white spoked wheels also has the name "Parma nursery" painted on it. The nursery on the corner specialises in seedlings. The "steam engine" is apparently the remains of a steam boiler from Hoedspruit that was previously used in the making of tomato paste.

We arrived on the Sunday. Near the steam engine is a gate for which you need a code – you get this beforehand and it's also the code for the gate at Bushwillow Creek itself.

The wide dirt road runs straight for 5,2 km to the gate of Bushwillow Creek, with one bend about halfway. It makes a lazy bend over a tributary of the Zandspruit, and considering all the recent rain, it was a shallow stream with rocks packed under the water so that we crossed without difficulty.

Keep right after Bushwillow's gate,





ROOM FOR MORE. Whether you're camping solo or with a group of friends, you'll find ample privacy in this piece of nature. The kitchen has all the basics necessities plus a table where you can sit down with your favourite people.



once again next to the fence, until you turn into the bush about a kilometre from the gate. Some of the bends are quite sharp, but nothing that will bother with a medium-length caravan combination. The road ends in a small single lane: now you are at Bushwillow Creek's campsite, Camp Nguni.

This camp is one of the best-kept secrets and the perfect spot to become one with nature. The owners of Bushwillow Creek established Camp Nguni during the COVID-19 pandemic.

The campsite boasts a number of large shade trees next to a dam. In the distance, you even see some of the radio masts on Mariepskop, but closer to you, you might see a water buck quietly drinking water.

The campsite consists of two large clearings under shade trees, the one site is smaller than the other. Wooden poles mark the edges of both. A medium-sized caravan and a loose tent will fit into the smaller side, but there won't be room for a rally tent here. The larger side's stand is also almost entirely in the shade and the branches higher from the ground – two caravans can fit here.

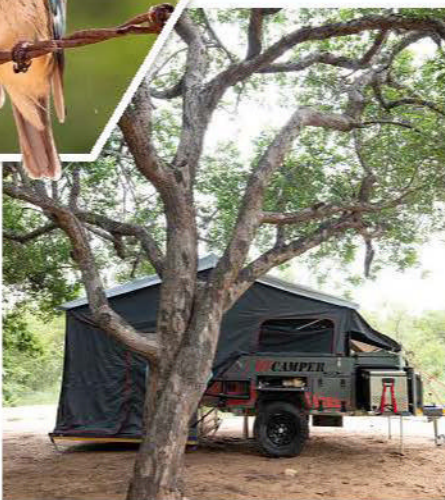
The outdoor kitchen is next to the smaller stand and has a tarpaulin roof – it's seven strides long and wide. A wooden table-and-bench set makes it a lovely place to socialise. The far side is closed with corrugated sink sheeting while the remaining three sides are open. There's a long cupboard with a three-burner gas stove on top against the closed side, and an enamel bowl in the

corner has been converted into a sink. In the cupboard are a few kettles and a flat-bottomed potjie for your use.

The bathroom is against the back of the kitchen and has a short corridor with a basin and mirror at the end. To your left are two doors for the shower and toilet each. These are also partitioned off with corrugated sheets – it's simple but neat with a sink roof.

Small LED lanterns hang from some of the poles around the kitchen, but they don't cast much light.

The fire pit lies between the kitchen and the dam. It has a stand for a grid and the edges are high enough that coals won't easily blow into the bush. Next to the fire pit is what looks like a mini-farm dam that might be used as a plunge pool, but was empty during our stay.



Briefly | Bushwillow Creek



Campsite Space for up to 16 people, 5-6 tents or up to three caravans. When you book, the place is yours exclusively.

Ablution facilities Simple, practical, and exactly what one would expect in a bush camp. The undercover kitchen is a winner.

Price Base rate of R600 per night for two; thereafter R150 pp (R75 for children aged 4-12; free for those under three).

Arrival and departure 13:00 (flexible) and 10:00.

Contact 072 944 5250 or 084 567 8383

✉ lisa@bushwillowcreek.com

🌐 bushwillowcreek.com

Nearest town Hoedspruit, 10 km.

Road condition The last 5,2 km to the gate is a wide dirt road, but it is better to come with your off-road caravan rather than a road one.

GPS S24.323443 E30.904287

Drive & Camp says Do book a guide in advance for a nature walk.

In the distance, you hear a black-collared barbet and here next to the water some or other kingfisher joins the chat. We'd seen a striped kingfisher on the fence wire on the way here.

Of course, there are wild animals here, even wild dogs and hyenas, but Tarak may also pay you a visit. He is an Anatolian shepherd dog who adopted us during our visit.

Various activities such as a tour through the farm or stargazing are offered, but do yourself a favour and book a walk through the bush. It takes two to three hours (R350 pp) and there's a good chance you'll learn something. And yes, Tarak accompanies you.

It's a peaceful outing from the campsite and easy enough for youngsters. Your guide Ian Shoebotham

will meet you at the campsite. He is an environmental educator with 20 years of experience and enjoys plants, but he clearly also has a soft spot for hyenas judging by the four track tattoos on his right foot.

He tells us the knob thorn trees get their hourglass shape thanks to the way giraffes eat the leaves, and shows us the sweet thorn with its flat crown. Ian says there was a drought from 2016 to 2019 which also affected spider numbers, especially orb weaver spiders. There isn't a single one to be seen now.

Ian says people tend to think that soil is just soil, but it is alive if you look at the role between microbes and the root systems of plants. Trees apparently give up to 80% of their sugars to microbes that form part of a food web that

eventually releases those nutrients again. He planted maize at home, and those closer to trees had greener leaves and stood taller.

Trees are usually bisexual, but Ian points to a marula tree and says that's not the case with this tree. Only the female tree bears fruit, and when you see no indications of the fruit, you know it's male. It is also believed that if you want a boy, you make tea from the tree's bark; and if a man and woman argue, you tie them both to the tree. Because the tree's wood is soft, it doesn't make good firewood. We eventually walk up to the fence and see a blue wildebeest in the distance looking our way. On the way back to camp, we see a small herd of wildebeests with some youngsters.



NISSAN NAVARA PRO-4X

Our vehicle

Compared to the 2X model we towed on a previous visit to Mpumalanga, the Nissan Navara PRO-4X model weighs just 76 kg more, but has the same engine. You would therefore not expect much difference in fuel figures.

Over a distance of 1 043 km in Mpumalanga, the combined figure had been 13,8 l/100 km, but this time after 1 397 km it was 12,05 l/100 km. This is likely due to what we towed, because in Mpumalanga it was a Tourer SX Enduro as opposed to the GT Camper Exclusive this time. The Tourer certainly has more wind resistance and weighs empty 1 294 kg compared to the Exclusive's 1 020 kg which also fits into the Navara's slipstream. This gave us almost 100 km more range

(664 km) with one tank of fuel.

On its own, and with occasional city commuting along with short open road stretches, the 4X gave us 9,8 l/100 km after 221 km.

A section of our previous route had been on dirt roads in Magoebaskloof where it rained heavily. On the way out up the mountain on a muddy dirt road, one of the locals stopped us and said we should go slow as farther down the road was a section where we might slide sideways with the towing combination it was that smooth. But they stood by, ready to help as they were also trying to repair the road. We obviously engaged 4x4 and hoped for the best. The Navara gripped as if nothing was wrong – while the road workers got smaller and smaller in the rear-view mirror.

SPECIFICATIONS

Model	2.5DDTi PRO-4X (automatic)
Engine	Four-cylinder turbodiesel
Power	140 kW @ 3 600 rpm
Torque	450 Nm @ 2 000 rpm
Transmission	Seven-speed automatic
Drive	Four wheel with diff lock
Tank	80 l
Combined fuel consumption (with and without caravan)	12,05 l/100 km
Combined reach	664 km
Tare weight	2 023 kg
GVM	3 115 kg
GCM	6 130 kg
Tow capacity	3 500 kg
PRICE	R822 500



go camp

NO EXCUSES

CAMPING EQUIPMENT RENTALS



Off-road trailers



Rooftop Tents & Awnings



Ground Tents & Gazebos



Fridges & Coolers



Batteries & Electronics



Hiking Gear



Recovery gear



Canopies



Kitchen Gear



Adventure Gear

Why rent our camping gear?

- ✓ **Invest in the experience**
Renting our gear helps financially savvy campers spend less on ownership costs and more on the experience.
- ✓ **Get fully kitted**
We source, test and supply the latest, quality camping and outdoor equipment from top suppliers. You can rest assured that the equipment we hire is the equipment that we use ourselves.

- ✓ **Save time & money**
While there's no need for you to worry about storage, maintenance or insurance, our team also takes care of the installation and removal of larger items to and from your vehicle.
- ✓ **Try before you buy**
Renting from Go Camp gives you the opportunity to 'try before you buy' so you know exactly what to expect before deciding to invest in a product.



By the rivers of Baviaans

Nestled between Willowmore in the Little Karoo and Patensie in the Gamtoos Valley, the Baviaanskloof offers 4x4 trails, campsites and an opportunity to sit down and be captivated by tales that elicit chuckles and sometimes tears.

Words and photos **Cyril Kloppe**r

Nobody can describe the Baviaanskloof more accurately than its natives. Consider the writer PH Nortjé's rendition in the opening paragraph of his book, *The Wild Grape Tree*: "Hans's father, Faans, was a fastidious man who ruled his house and his farm with an iron fist. For him, matters were either right or wrong. How could it be any other way here in Baviaanskloof between the Kouga and Winterhoek

Mountains – in this harsh, rough country with its rock faces and mountain chasms, its spike-thorn, wild plum and prickly pear thickets and its scorching summers and freezing winters – miles from the nearest town or railway-line."

Set aside a few days and join us on a drive through this rough country. We'll explore chasms and cross six mountain passes – and traverse rivers and streams no fewer than 80 times.

THE BAVIAANSKLOOF STRETCHES along 99 km as the crow flies – provided crows fly as we think they do – and 130 km on our GPS device if you take the road. The western section (Willowmore side) is known as Baviaanskloof's Heartland and is accessible in a family sedan. The eastern section (Patensie side) is a mountainous nature reserve with challenging gravel passes that may require four-wheel drive. You can travel in any direction –



some people say it's easier from east to west – but on this tour, we depart from Willowmore so that we can end the route on a literal high note: the Combrink Pass being the highest pass in the Baviaans.

First, we drive the N9 motorway towards Uniondale, but 2 km outside Willowmore we meet a road sign that guides us left towards the Baviaanskloof. Follow the gravel road until you enter a narrow gorge between tall cliffs. A sign plastered with

stickers welcomes you with the words: “Welkom In Die Baviaanskloof”.

From here, the dirt road snakes along the Nuwekloof Pass in the shadow of a towering rock formation called Geraaskrans (noisy cliff). We drive through numerous streams, and at the 14th low-water bridge, a huge rock looms dangerously over the road. This rock is known as the Key to Baviaanskloof, for if it ever dislodges from the Geraaskrans and

crashes onto the road, the Baviaanskloof will be locked down.

Once safely past the Key, the road takes us to the Baviaanskloof farming area, the aforementioned Heartland. The first building we come across is an interpretive centre where you can learn more about the heritage, activities, natural beauty and history of the Baviaanskloof. Shortly after this centre, we cross the Baviaanskloof River for the first time through a low-

“

...we cross the Baviaanskloof River for the first time through a low-water bridge – the 16th one so far

”

water bridge – the 16th one so far.

At the 18th low-water bridge, there is a turn to the right to the Makkedaat Caves and the similarly named 4x4 route. If you feel like driving it, we recommend booking accommodation in one of the six rock shelters transformed into quaint self-catering chalets – visit makkedaat.co.za for more information.

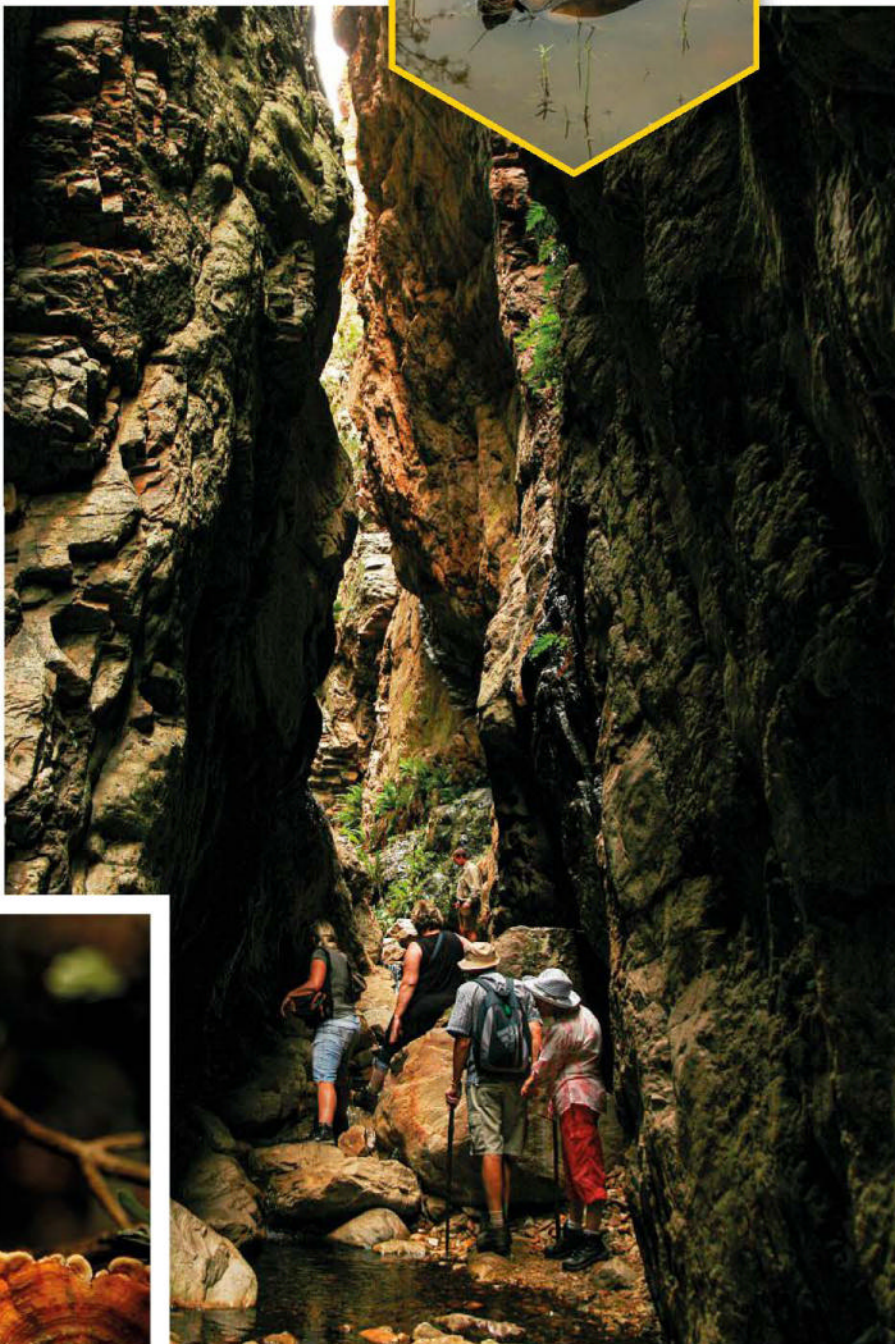
We, however, keep going and cross the Baviaanskloof River for the 11th time – the 30th low-water bridge thus far. We pull over at the Bo-kloof Guest Farm. You can buy fresh honey at Bo-kloof's shop, but the real reason we stop here is to visit Waterkloof, a narrow gorge in the Winterhoek Mountain adorned with ferns, arum lilies, money trees, lithops and sour figs. It's a stunning place – and it costs just R25 pp to visit. Bo-kloof also has a 4x4 trail (R150 per vehicle), but you'll need to set aside an extra day if you want to drive it, visit Waterkloof, and also tour the honey-processing facilities.

However, Waterkloof is enough for now, and we continue on the gravel road until we reach the BavijaANS farm stall, where Jana Meyer pours us a strong cup of coffee. After this, you cross the Baviaanskloof River another nine times until you reach the road sign for Sewefontein. Here, we meet Patrick Ruiters (087 701 0070) who takes us on a tour through a wild fig forest.





SECRETS. Two attractions that you simply must see are the wild fig forest (bottom left) at Sewefontein and the Waterkooft fissure (below) at Bo-Kloof.



Patrick is enthusiastic about the history of the valley and nature conservation, and you will hang onto his every word as he shares the joys and sorrows of the people who live in the valley with you. Patrick will also take you to one of Sewefontein's seven perennial springs where water bubble up from the ground, all day and all night.

In *The Wild Grape Tree*, PH Nortjé describes the place through the young Hans Terblanche's eyes as follows: "As Hans looked beyond the high tops of the wild fig trees and the white stinkwood trees, he could really appreciate the word oasis. The slopes of the fountainhead above them were dry and inhospitable, as were the rest of the surrounding mountains with the stretches of guarrie, num-num, and elephant's food trees between the sun-scorched ridges."

Patrick tells us that a few years ago an NGO tried to uplift the local community by encouraging them to plant spekboom at compensation. The contractors made good money, but some wasted it all on flashy cars, watches and designer clothes. Patrick is one of the few people who used his earnings to uplift the rest of his community. These days, he runs an environmentally friendly campsite next to the wild fig forest, where he also works as a curator and tour guide.

A short distance from Sewefontein is

the Babe se Winkel trading store where you turn left to Kamerkloof Guest Farm. The owners, Susan and Andre Reynecke, welcome you with open arms. Trays of olives, freshly baked bread, and carafes of olive oil are set out on a table. "And how does this one taste?" Susan asks. After you've tried several cultivars of olives, she encourages you to down a few shots of olive oil. Be warned: you're going to get so greased up, it'll feel as though someone could fry an egg on you. By the way, PH Nortjé was born nearby, and you can ask the Reyneckes where the author's birthplace is. Visit Kamerkloof's website at kamerkloof.co.za for contact details.

With a bottle of olive oil added to your camp kitchen, we continue to the 42nd low-water bridge. Here you'll find a memorial in honour of the locals who died in the 1916 flood. Our author describes the tragic night of 5 May 1916 in captivating detail.

Barely 2 km after you pass the Baviaanskloof police station, you will see a road sign for the Doringkloof bush camp, our overnight spot. Doringkloof lies exactly in the middle of the Baviaanskloof and is thus an excellent base from which to explore the rest of the valley. Book your stand for around a week, because the Baviaanskloof offers far more sights than

we have space for in this article.

Doringkloof is run by a young farmer named Ruan Lamprecht, but it is Doesie Human who welcomes you at the bush camp. There's room for an army – Ruan says he's had as many as 150 people at once, but then guests have to share power points and taps.

Doringkloof also has chalets and a swimming pool, but the main attraction is the five 4x4 trails totalling 117 km – each trail costs R100 per vehicle – and they will keep you busy for days! We drove the Kortgeut trail (8 km) and parts of the Bosrug Mountain road to Steytlerville and the Graskop Mountain road to Kareedouw. Kortgeut gets a 2/5 on our difficulty rating, but the Bosrug road is a tough 5/5 – we only managed to do a tiny bit in our Jeep Grand Cherokee test vehicle. It's gnarly!

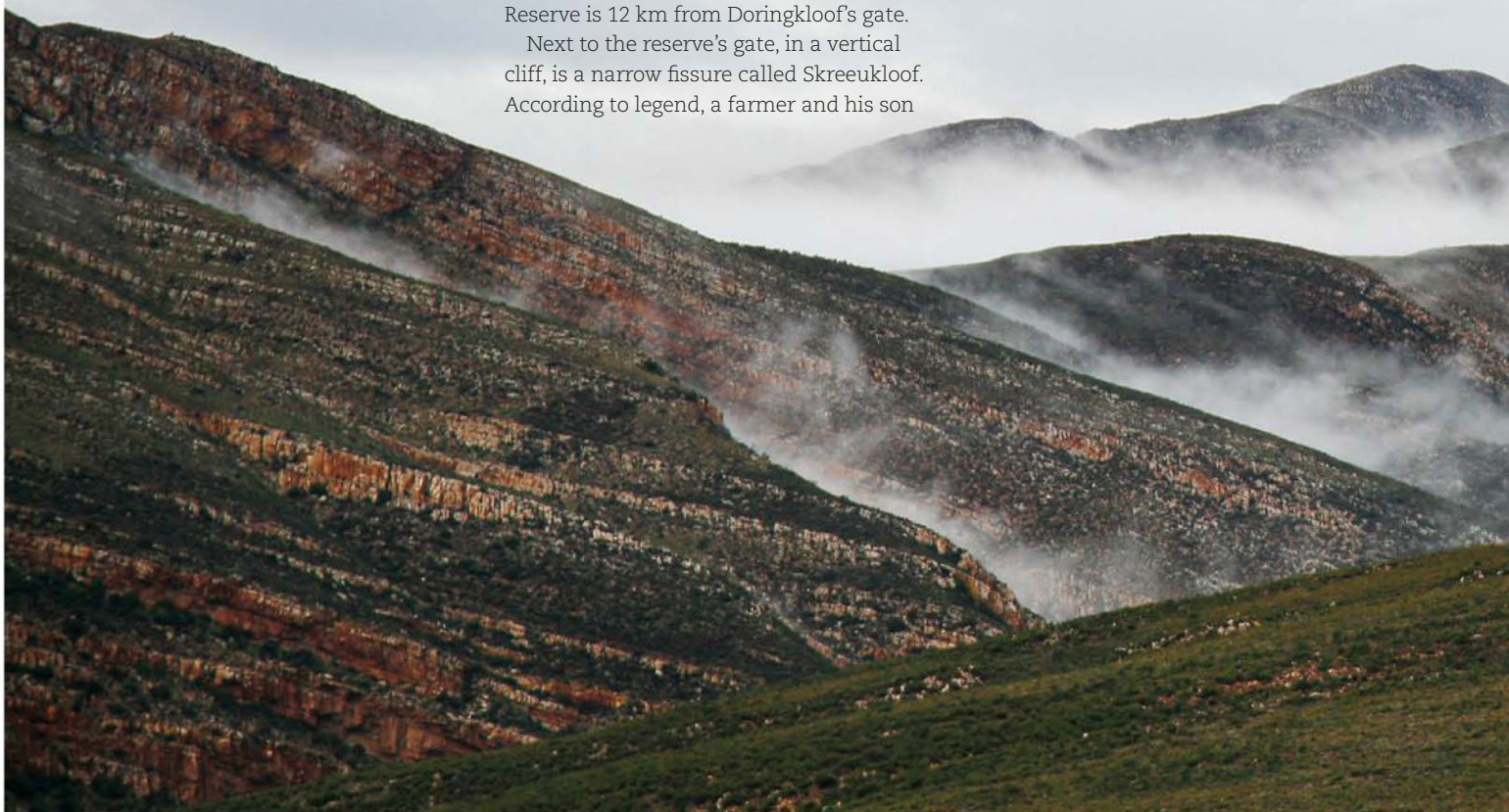
The mountain road to Kareedouw is beautiful and you can tackle it with most types of SUVs. We give it a rating of 2/5. Just a warning: the stones on this road are razor-sharp – we lost a tyre.

Tonight, light a fire in the bush camp's recreation area and chat with your loved ones back home using the WiFi.

TODAY WE LEAVE THE HEARTLAND

of the Baviaanskloof and head into the mountains. The Baviaanskloof Nature Reserve is 12 km from Doringkloof's gate.

Next to the reserve's gate, in a vertical cliff, is a narrow fissure called Skreeukloof. According to legend, a farmer and his son





FARM LIFE. Susan Reyneke (above) pours a cup of olive oil for us to taste. According to her the oil is like a fine wine. On Ruan Lamprecht's farm, Doringkloof (left and main image), you'll get to drive spectacular trails and see Ruan's adorable – and emotionally sensitive – Angora goats.



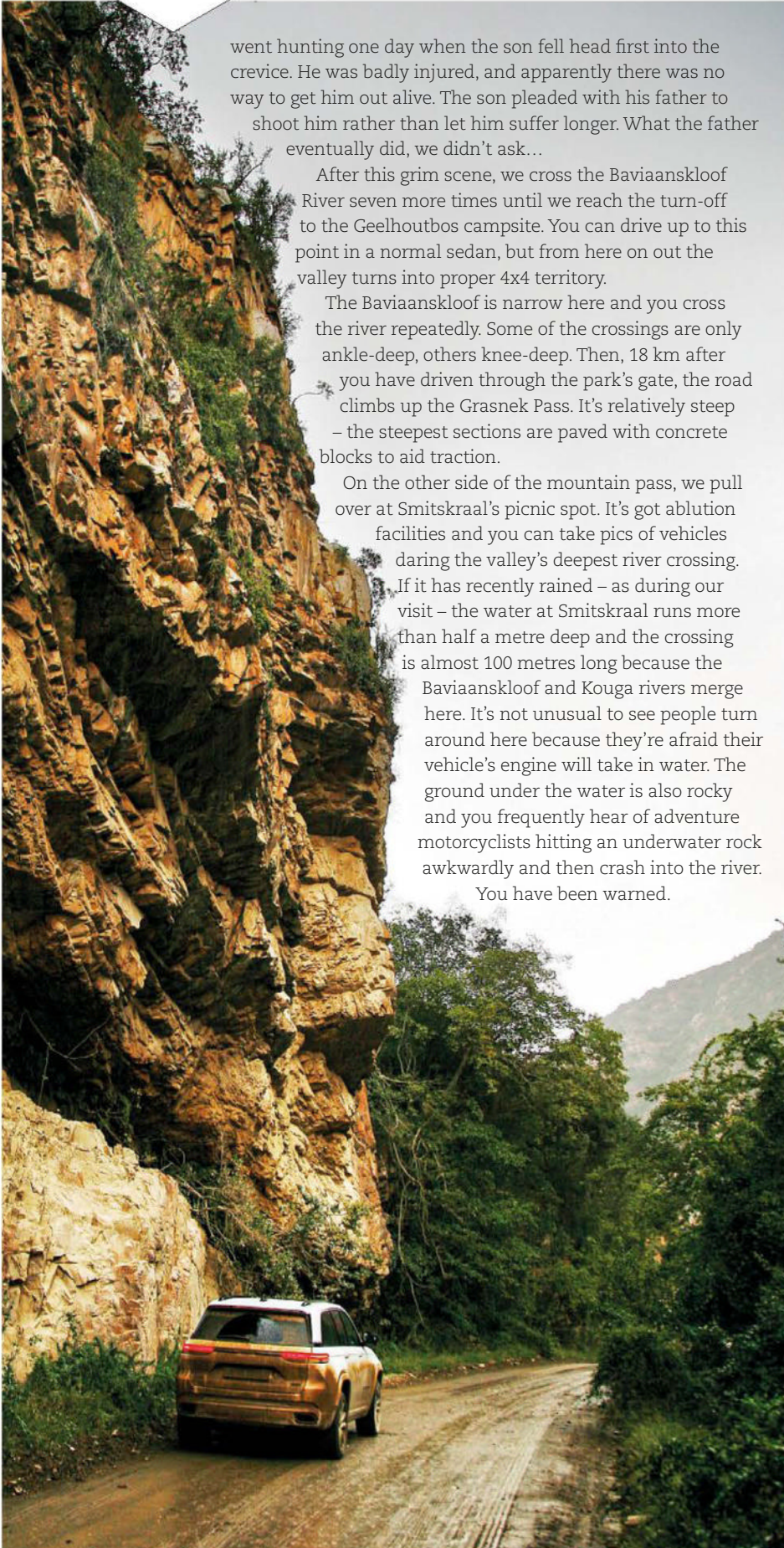
went hunting one day when the son fell head first into the crevice. He was badly injured, and apparently there was no way to get him out alive. The son pleaded with his father to shoot him rather than let him suffer longer. What the father eventually did, we didn't ask...

After this grim scene, we cross the Baviaanskloof River seven more times until we reach the turn-off to the Geelhoutbos campsite. You can drive up to this point in a normal sedan, but from here on out the valley turns into proper 4x4 territory.

The Baviaanskloof is narrow here and you cross the river repeatedly. Some of the crossings are only ankle-deep, others knee-deep. Then, 18 km after you have driven through the park's gate, the road climbs up the Grasnek Pass. It's relatively steep – the steepest sections are paved with concrete blocks to aid traction.

On the other side of the mountain pass, we pull over at Smitskraal's picnic spot. It's got ablution facilities and you can take pics of vehicles daring the valley's deepest river crossing. If it has recently rained – as during our visit – the water at Smitskraal runs more than half a metre deep and the crossing is almost 100 metres long because the Baviaanskloof and Kouga rivers merge here. It's not unusual to see people turn around here because they're afraid their vehicle's engine will take in water. The ground under the water is also rocky and you frequently hear of adventure motorcyclists hitting an underwater rock awkwardly and then crash into the river.

You have been warned.





GORGE-OUS. The mountainous Eastern side of the valley has incredible sights and secret pools like the one near Rooihoek (left). Gosh, we long for it.



They say

Gerhard Botha from Viskop in the Eastern Cape tours with a 2016 Ford Ranger 4x4 and a Custom Leisure Tech canopy and rooftop tent.

"I only recently bought the bakkie and camping gear, and because I've never been to the Baviaanskloof, it seemed like a good opportunity to take my rig on a shakedown cruise. My wife, Shannon, skipped this visit because of the predicted rain, but the two of us are planning to tour through Namibia soon."



We now bid farewell to the Baviaanskloof River – you've crossed it an impressive 43 times – and drive 3 km to a right turn towards Rooihoek. The Kouga River here comes up to your hips and you can put on your cozzie and dive in, especially if it's a hot day.

In a pamphlet, we read about Klasie Swart from the farm Zandvlakte, and the water folk in the Kouga River. Klasie, now deceased, tells – with a wink, we're sure – that there were once people with fish-like lower bodies living in pools like this one. They used monitor lizards and crocodiles to steal cow dung from the nearby farms with which to plaster their underwater houses. Bathing in a pool where water people live is believed to be therapeutic, but you should preferably stay in the shallow end where they can't grab your ankle and drag you under.

Beyond Rooihoek lies the Langkop Pass, which is even more challenging than the Grasnek Pass. On the worst parts, there are concrete strips in the road, originally to aid with traction, but they've crumbled to the point that they make the road more difficult to drive rather than easier.



Next up is the Holgat Pass, which is similar to the Langkop Pass, but with even more beautiful views of the valley. At the crest of the pass, there's a wide spot where you can pull over and read the information signs that tell you more about the area's geography and natural beauty. There are also two pit toilets if you need to go – just bring your own loo paper.

Across the road from the information signs, there's a unmarked hiking trail that takes you to a deep gorge. A cable of 410 m spans 386 m above a river below. A young farmer named Winston le Roux built this cableway over the gaping Waterpoort Gorge in 1967. The letters W le R and the date are etched in the concrete of the anchor point. Before the existence of the cableway, it took Winston's dad three and a half hours to get his produce around Waterpoort Gorge to the adjacent farm. With the cableway, it took 12 minutes!

The cableway could transport five tonnes, even livestock. The trolley is no longer used and has been removed from the wire. Winston wrote a book



called *Beautiful Baviaanskloof: Building the Cable Way* – it's available for Kindle on Amazon.com if you're curious about how he did it.

Next follows the impressive Combrink Pass. It's not terribly difficult, but it is undoubtedly the highest one in the Baviaanskloof with a terrifying precipice on your left-hand side. Your travel companion may need to close their

Where we stayed

Doringkloof bush camp

There are several unmarked stands on a large stretch of grass while some of the stands as shown below are nestled inside thickets for privacy. There are a number of ablution blocks dotted throughout the grounds as well as taps, braais, bins, power

points and a swimming pool.

Contact 📞 071 492 3470 (Adele)

📧 doringkloof4x4.co.za

📧 info@doringkloof4x4.co.za

GPS S33.57197 E24.08755

Prices R120 pppn (camping); R400 pppn (chalets); R100 per vehicle per 4x4 trail.



Gonjah

Four stands next to a bubbling mountain stream in the shadow of yellowwood trees, each with a private bathroom with hot water and an outdoor kitchen.

The stands have power points, bins, taps, braais and benches with tables. Gonjah has one furnished two-bedroom

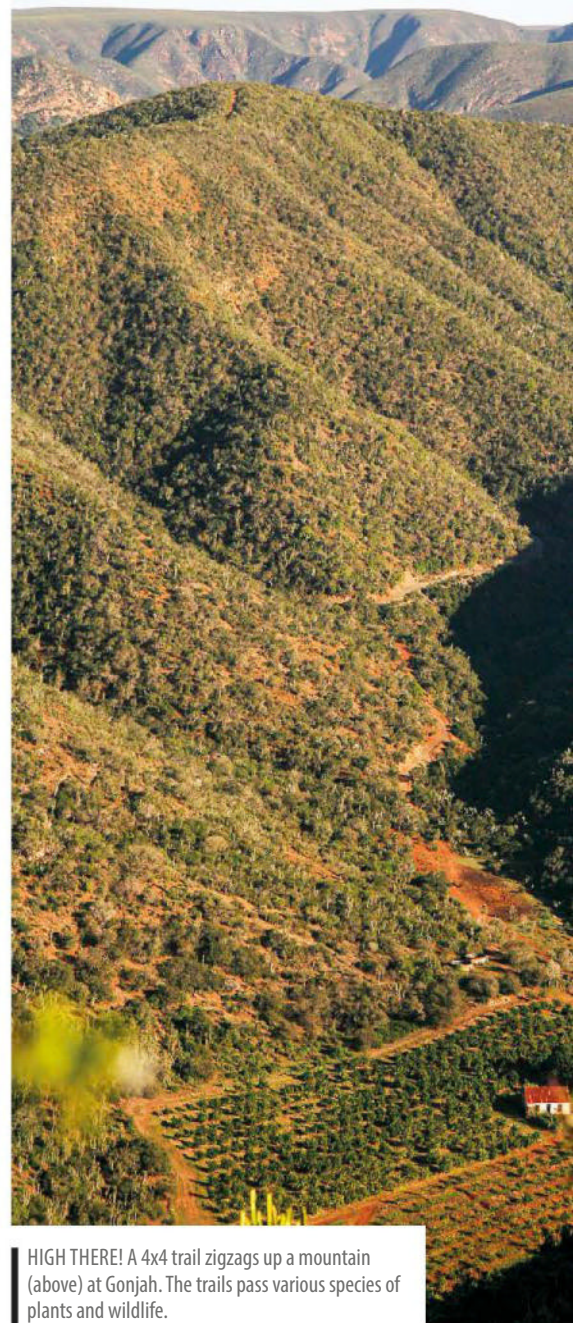
chalet overlooking a citrus orchard.

Contact 📞 041 000 1585 📧 gonjah.co.za

📧 admin@gonjah.co.za

GPS S33.69651 E24.73540

Prices R150 pppn (camping); R375 pppn (chalets); R300 per vehicle for all the 4x4 routes.

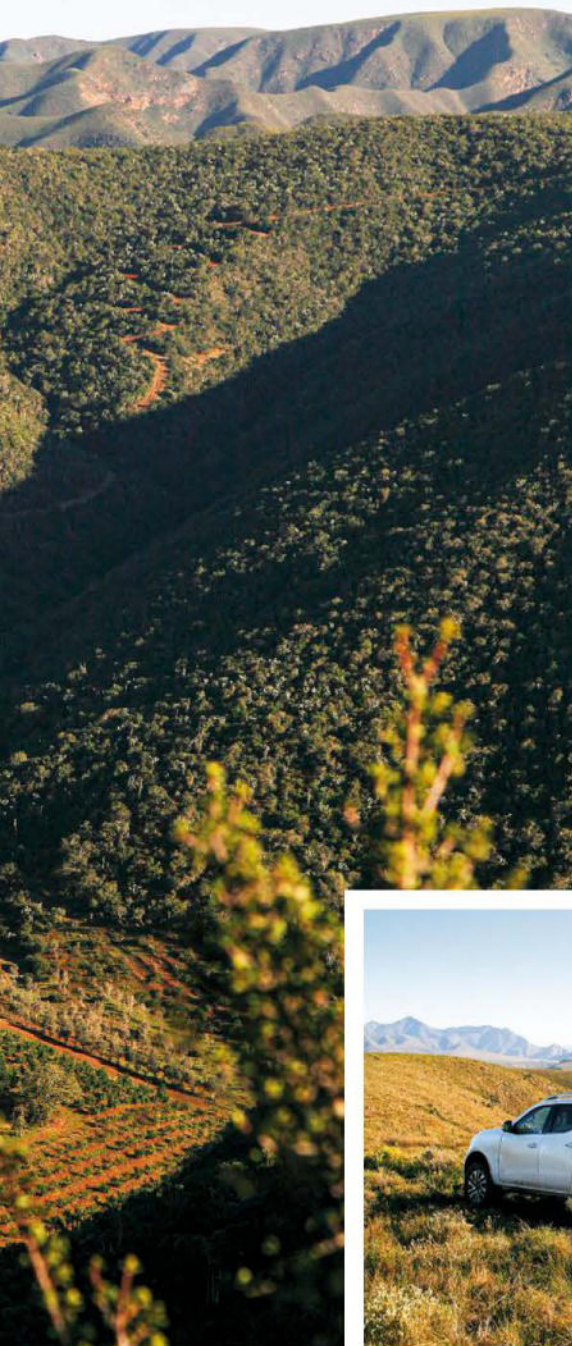


HIGH THERE! A 4x4 trail zigzags up a mountain (above) at Gonjah. The trails pass various species of plants and wildlife.

“

We honestly can't pick a favourite trail, but the one leading to Land's End – as Jakoos has named it – has a spectacular view

”



eyes if they have a fear of heights.

After this imposing pass, we cross the White River 12 times via low-water bridges before we drive through the Baviaanskloof Nature Reserve's eastern gate. The White River soon joins the Groot River, and then follows the very last river crossing – the 81st – but your tyres don't touch water this time, since we cross the Groot River over a proper bridge.

WE GRADUALLY LEAVE the Baviaanskloof and enter the Gamtoos Valley. But your adventure is not over yet; we're camping tonight at Gonjah near Patensie. But first, we have to get the tyre we lost on the Kareedouw mountain road repaired. The locals agree that there's only one man for the job: Johan "Tyre" Kritzinger at Agrimark. Johan doesn't believe in replacing a tyre if there's simply a slash in the sidewall. He knows how to patch them safely, and he eagerly tells about the time he drove into the Baviaanskloof during the dead of night to help a German couple who's overland vehicle had lost its last spare wheel. Johan says if you lose a tyre and don't have a spare, you can confidently call him on his cellphone. The number is 082 494 0250, provided you can get cellphone signal...



AT GONJAH – A KHOISAN word for a type of grasshopper – there are four spacious stands, each with its own braai, power point, tap, bathroom and outdoor kitchen. The young farmer who owns the land, Jakoos Scheepers, built benches and tables from railway sleepers so you can relax under the shade trees.

Gonjah has four 4x4 trails; the shortest is 12 km in length and will keep you busy for about three hours, while the longest is 20 km and requires about five hours. So, you'll have to camp here for at least two days to be able to drive them all. We honestly can't pick a favourite trail, but the one leading to Land's End – as Jakoos has named it – has a spectacular view.

You also see wildlife such as nyala, bushbuck, impala, and, if you're really lucky, a Knysna turaco.

Around the campfire, we think back to PH Nortjié's book, again, which pays more attention to the people of the valley than the flood of 1916. The way young farmers Hans Terblanche of Hoekplaas and Robert Campbell of Kleinpoort are depicted reminds us of Ruan Lamprecht of Doringkloof and Jakoos Scheepers of Gonjah. We also wonder if Piet Vink in the book spoke with the same enthusiasm as Patrick Ruiters of Sewefontein. Was Faans Terblanche in the book as hands-on as Johan Tyre at Agrimark? Could Martha Campbell pickle olives as delicious as those of Susan Reynecke of Kamerkloof?

A weird thing that puzzles us is that Hans Terblanche mentions in the book that there are 45 crossings through the Baviaanskloof River, but we could only count 43. What happened to the other two? As mentioned earlier, there are so many attractions, people, and activities that space dictated we omit from this article. You'll have to spend a week or three in the valley yourself to pet Ruan's angora goats and taste Jakoos's oranges.

Say hi to the "kloof" from us!

Embrace the serenity



The Marico region in the North West is begging to be explored. So, next time you're travelling on the N4 from Gauteng to Botswana, stop over in this tranquil world for a few days.

Words and photos **Helenus Kruger**

If you're a regular visitor to our neighbouring countries, you're all too familiar with the hustle and bustle at the border post. It's not uncommon to be held up for two or three hours, and if you arrive late in the day, there's a good chance you'll only hit the road again after dark. That's precisely why there are so many overnight options near our border posts.

Kareespruit Game Ranch is just outside Zeerust, on the N4 route to Botswana. Conveniently close to the main road and the outskirts of town, you can simply check in here, have a good sleep, and clock in bright and early at the Skilpadshek border post that's just

50 km away the next morning.

However, Kareespruit isn't only a handy overnight stop. It's less than three hours away from Gauteng and with its beautiful surroundings and numerous tourist attractions and activities, it's definitely worth camping there for the weekend.

PICK ONE OF 10 numbered campsites arranged in a semi-circle around the ablution block. The campsites aren't demarcated and aren't allocated in advance; so you can park your caravan wherever you fancy, as long as it's in the close to one of the numbers.

Most of the stands are much larger than standard, some even measuring up

to 30 x 30 steps. The layout and size of the stands make it convenient when you're only spending one night and don't want to unhitch your caravan, as it's big enough for your towing vehicle and caravan to fit comfortably.

There are trees and grass all over the campsite, but there are open spots where the grass has been worn away. Each stand has a blue power point, tap, camping light, bin, and a built-in braai without a grid.

The ablution block is tiled inside and looks brand new. The modern vanity with its granite countertop and basins provides a luxurious feel. There are separate male and female facilities on either side of the wheelchair-friendly bathroom.



Both sides have the same layout, but the women's side has three toilets compared to the men's two. There are two showers, two basins on a granite countertop with a cupboard underneath, mirrors, hand soap, paper towels, and a small rubbish bin.

The shower rooms measure 1,2 x 1,7 m and have a bench plus a hook behind the door for your clothes. The shower has a shelf for soap and shampoo, and a gas geyser provides the hot water. The design of the shower room could be slightly better, as the place where you stand is small – and there is no shower curtain or door. This means water splashes everywhere... even on your dry clothes.

The wheelchair-friendly bathroom has a ramp, bench, low mirror and swing handles on the basin's taps and toilet's flush handle, but it looks as though it might be difficult to manoeuvre a wheelchair in the small room. The soap, paper towel, and clothes hooks are at a normal height, there are no rails on the walls, and the bath doesn't have a hand shower.

The dishwashing station is in a separate building diagonally behind the ablution facilities. It has two large deep stainless steel sinks where you can easily scrub clean your grid. There's also a single sink for dishes and a large single-door fridge. Outside, on one side of the building, there's a double laundry sink and a washing line.

The swimming pool, jungle gym and swings are on the way back to the main building. Here you'll also find a restaurant, bar, lounge and a fireplace.



WIDE OPEN SPACES.
There is much to see and explore in this part of the world, so settle in for a few days before you head to Botswana.



THE SMALL TOWN of Groot Marico is 50 km from Zeerust, on the Gauteng side, and is famous for three things: the writer Herman Charles Bosman, the Marico Eye, and of course, the breath-taking crystal-clear liquor, or more specifically, mampoer. If you're staying at Kareespruit for a few days, this town and its surrounds are well worth exploring.

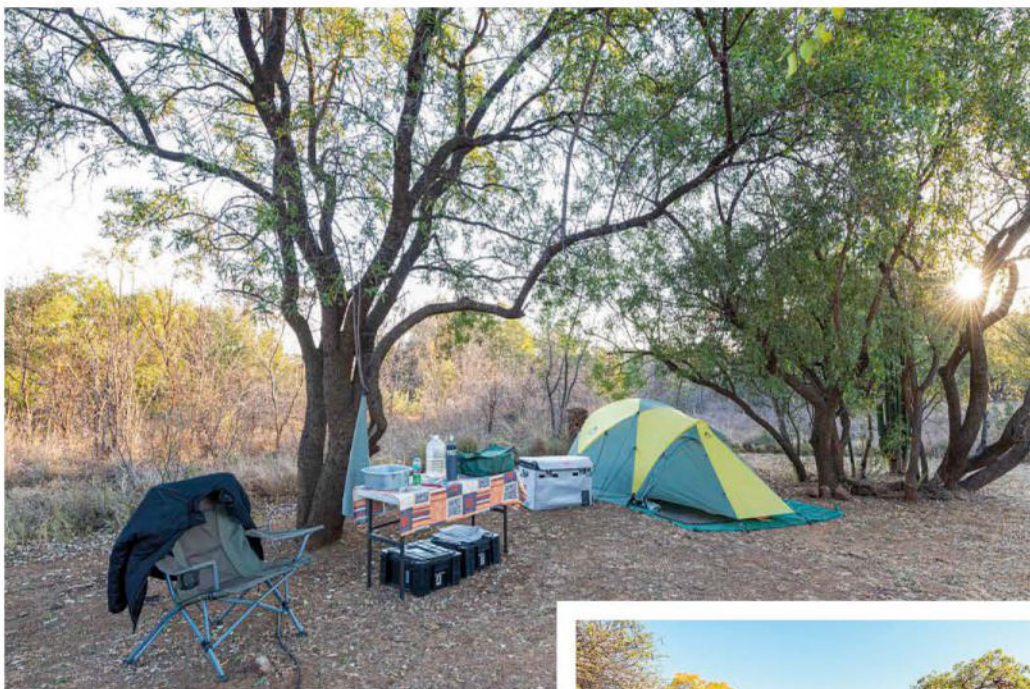
No one would blame you if you say Groot Marico didn't impress you at first glance. The main street seems rundown and it appears not much is going on. But you quickly realise you should judge this town by its cover.

First up, go say hello to Santa van Bart. She runs the town's information centre in the main street (S25.595484 E26.413656) and a shop with locally crafted art. (☎ marico.co.za; ✉ info@marico.co.za ☎ 083 272 2958)

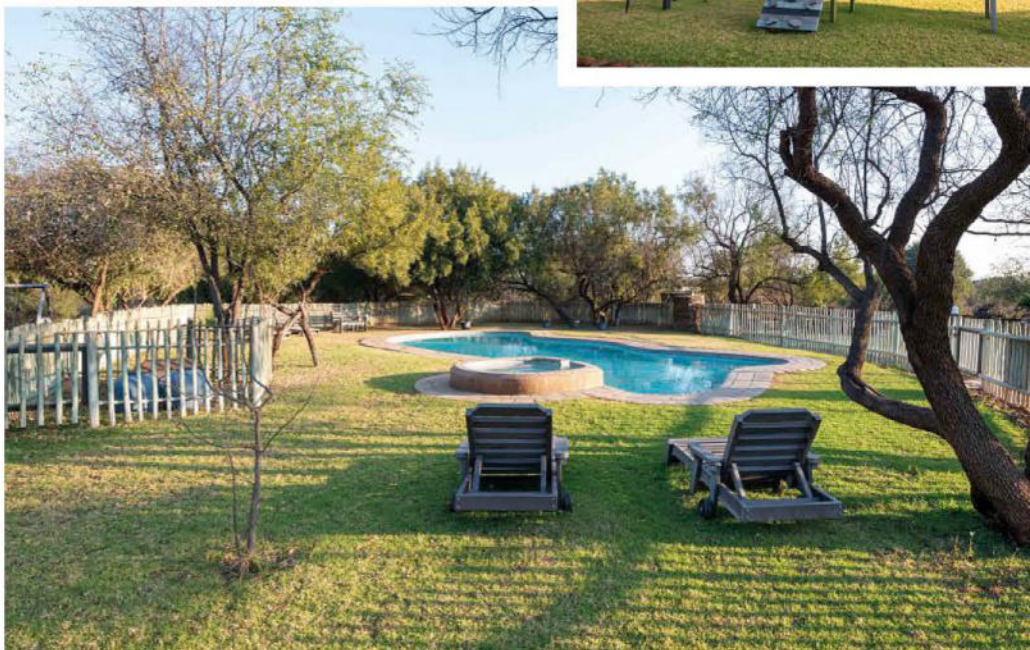
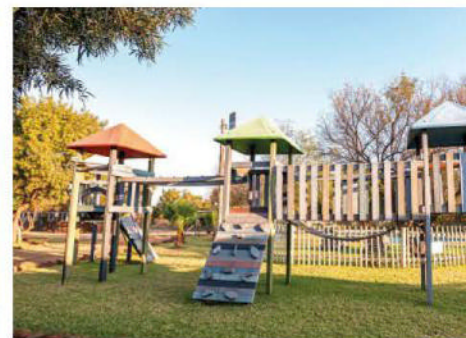
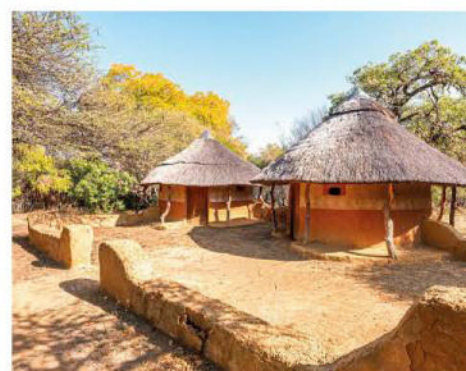
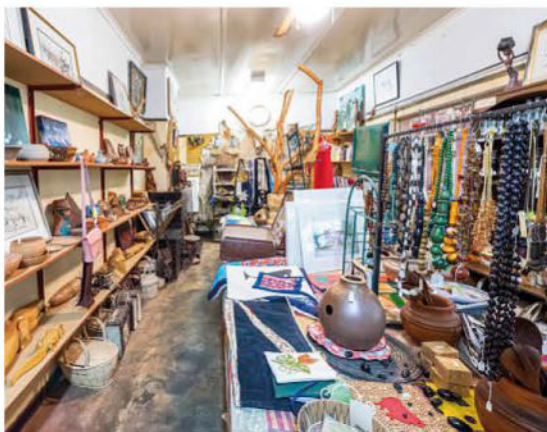
Santa is a walking encyclopedia with all her knowledge of the town and surroundings – get ready for a good chat and a cosy time on her veranda. She'll tell you about Bosman's history and connection with the town, the Marico Eye and other activities, including hiking trails and bird watching in the area. After saying goodbye to her, you'll look at Groot Marico in a different light. Don't forget to stroll through the gift shop and grab a bottle of mampoer while you're there.

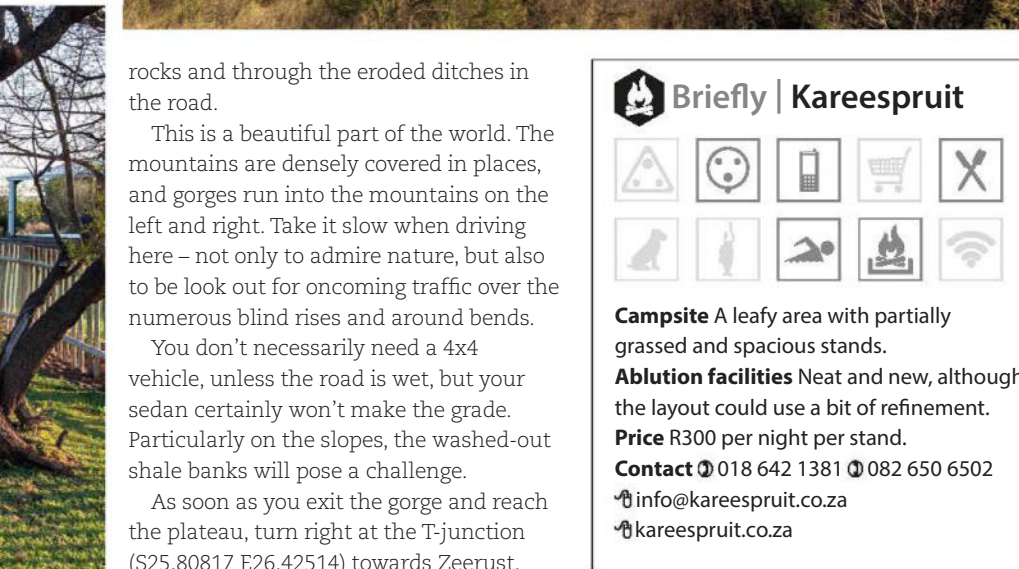
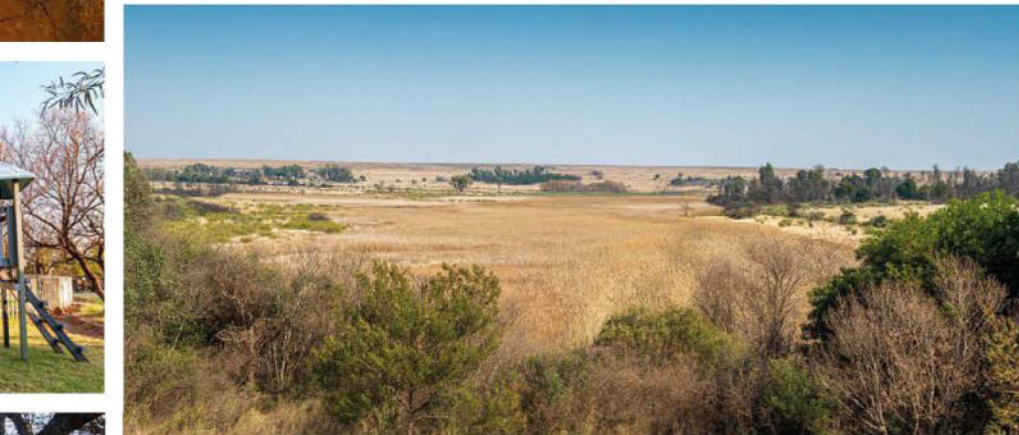
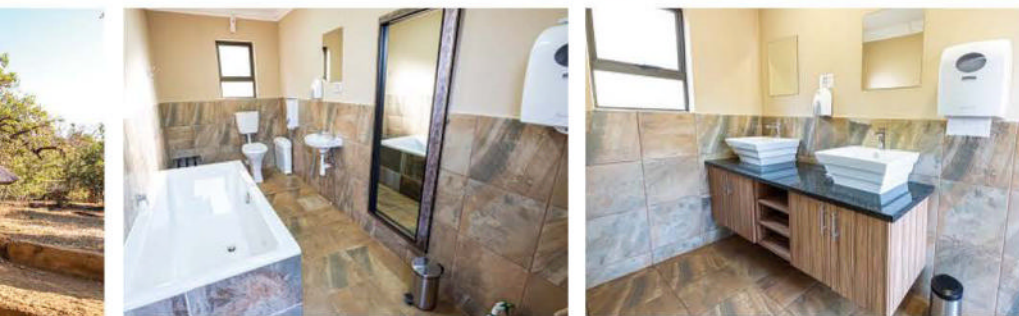
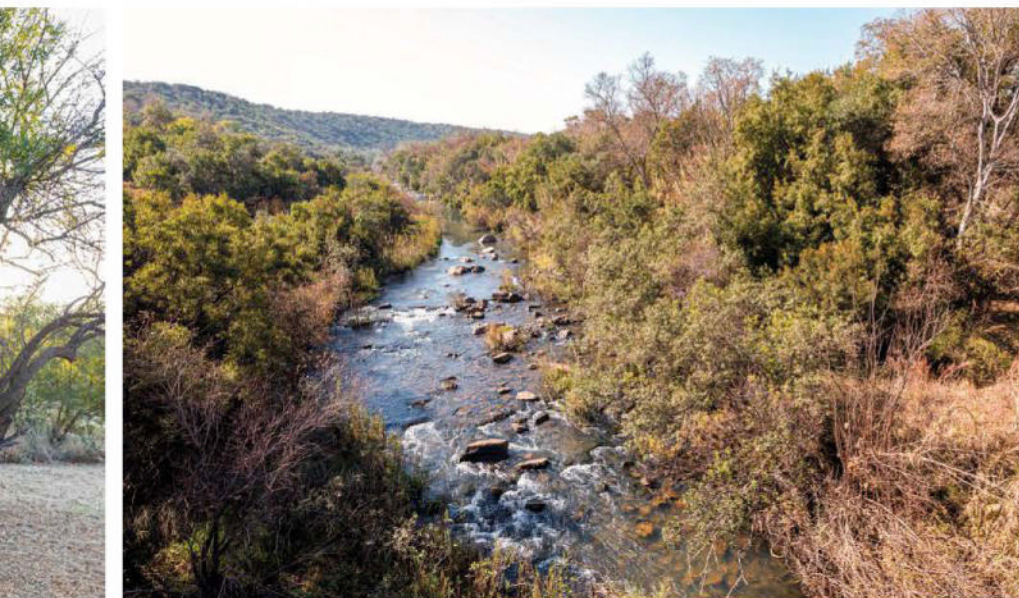
Before you hit the road to the Eye, stop at Bosveld Spore butchers. It's about 200 m down the road and sells the most delicious yellow-fat biltong. Grab a piece of sausage and a chop for tonight's braai, and stock up on rusks for tomorrow morning's coffee.

The shortest route to the Eye is the dirt road that runs south out of the town, parallel to the Groot Marico River. Santa didn't exaggerate; the road, which winds up and down through a gorge for 25 km, is rough in places. Drive slowly over the



FEEL RIGHT AT HOME. The campsite is neat and spacious. It is the perfect spot to use as your base while you visit the charming Groot Marico to learn more about famed writer Herman Charles Bosman, buy scumptious biltong and taste the famous (or should that be infamous?) mampoer.





rocks and through the eroded ditches in the road.

This is a beautiful part of the world. The mountains are densely covered in places, and gorges run into the mountains on the left and right. Take it slow when driving here – not only to admire nature, but also to be look out for oncoming traffic over the numerous blind rises and around bends.

You don't necessarily need a 4x4 vehicle, unless the road is wet, but your sedan certainly won't make the grade. Particularly on the slopes, the washed-out shale banks will pose a challenge.

As soon as you exit the gorge and reach the plateau, turn right at the T-junction (S25.80817 E26.42514) towards Zeerust.

After 7 km, it turns into a tar road, and 250 m farther is the farm track on your left (S25.78373 E26.36019) where you turn off towards the Eye.

The Eye is on private land but is open to the public. Follow the signs and stop at the farmhouse where you ring a bell. From here, follow the signs to a camping site gate where you pay the day visitor fee. It costs R50 per person and R20 per vehicle. Make sure you have the right cash with you; there's no card machine and the gatekeeper doesn't always have change.

The track to the water is in front of the house closest to the gate, and after a few steps through the reeds, you arrive on a platform. Now the crystal clear water, partly overgrown with water lilies, lies before you.

If you stand here alone, it is deathly quiet. You only hear the birds and occasionally a fish on the water's surface.

According to some scuba diving websites, the spring, 17 metres deep, is considered one of the best diving spots in the country. The diving fee is R100 per person. Your day fee includes the use of the campsite's facilities, and you can braai here or just relax on the grass and spread out a picnic blanket under the large trees.

It is astounding when you realise that the water flowing here from the earth ends up in the Limpopo River and ultimately the Indian Ocean. On Google Earth, you can follow the meanders of the river from its source as the Groot Marico River and eventually flows into the sea in Mozambique.

When it's time to go home, backtrack to the farm gate, turn left onto the tar road, and after 46 km, you're at your tent. 📍



Briefly | Kareespruit



Campsite A leafy area with partially grassed and spacious stands.

Ablution facilities Neat and new, although the layout could use a bit of refinement.

Price R300 per night per stand.

Contact 📞 018 642 1381 📞 082 650 6502

✉ info@kareespruit.co.za

🌐 kareespruit.co.za

(Marico Eye: 📞 084 512 9185)

Arrival and departure 14:00 and 10:00.

Nearest city Pretoria, 250 km.

Road condition Highway to Zeerust, followed by a 2 km dirt road from the town to the campsite.

GPS S25.537003 E26.057657

Drive & Camp says The circular route from Kareespruit, passing through Groot Marico to the Eye, is roughly 250 km. Depending on the frequency of your stops, it might take around six hours before you return to the campsite.

Addo calling

The Addo Elephant National Park is made up of eight sections, with the Addo Main Camp taking centre stage for tourists.

This section boasts a road network of 124 km, predominantly dirt roads, that you are free to explore in your own vehicle at your own pace.

Roughly 2 km before you reach the Matyholweni Gate near the small town of Colchester in the Eastern Cape, a sign warns you that caravans, trucks and buses aren't allowed through this gate. Large motorhomes and caravans must, therefore, use the park's main gate to the north. However, you may enter with a bush trailer or a smallish 4x4 caravan at this gate – the specifics on size and off-road capability remain ambiguous.

Barely 4 km past the gate, you'll find the Ndlovu lookout point where you can (at your own risk) exit your vehicle. The landscape around you is fairly flat with dense bush, so the chance of spotting wildlife here is slim. This is followed by the 4,6 km long Mbotyi loop, initially

also surrounded by bush, but eventually opens up into a beautiful grassland where herds of zebras and families of warthogs frolic.

Next up is the 4 km Vukani loop, where the grass remains short enough for you to even spot smaller wildlife.

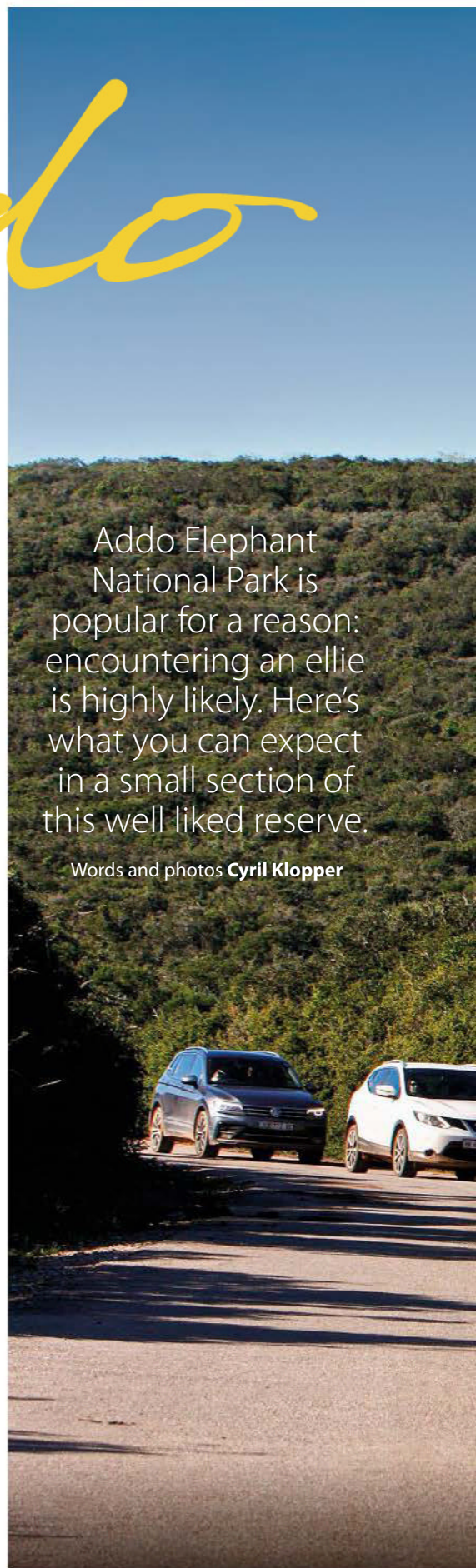
Then, we tackle the Ngulube loop (10,4 km) that winds through the park's hills, particularly in the upper half of this circular route. You're almost guaranteed to encounter elephants at the Ngulube watering hole.

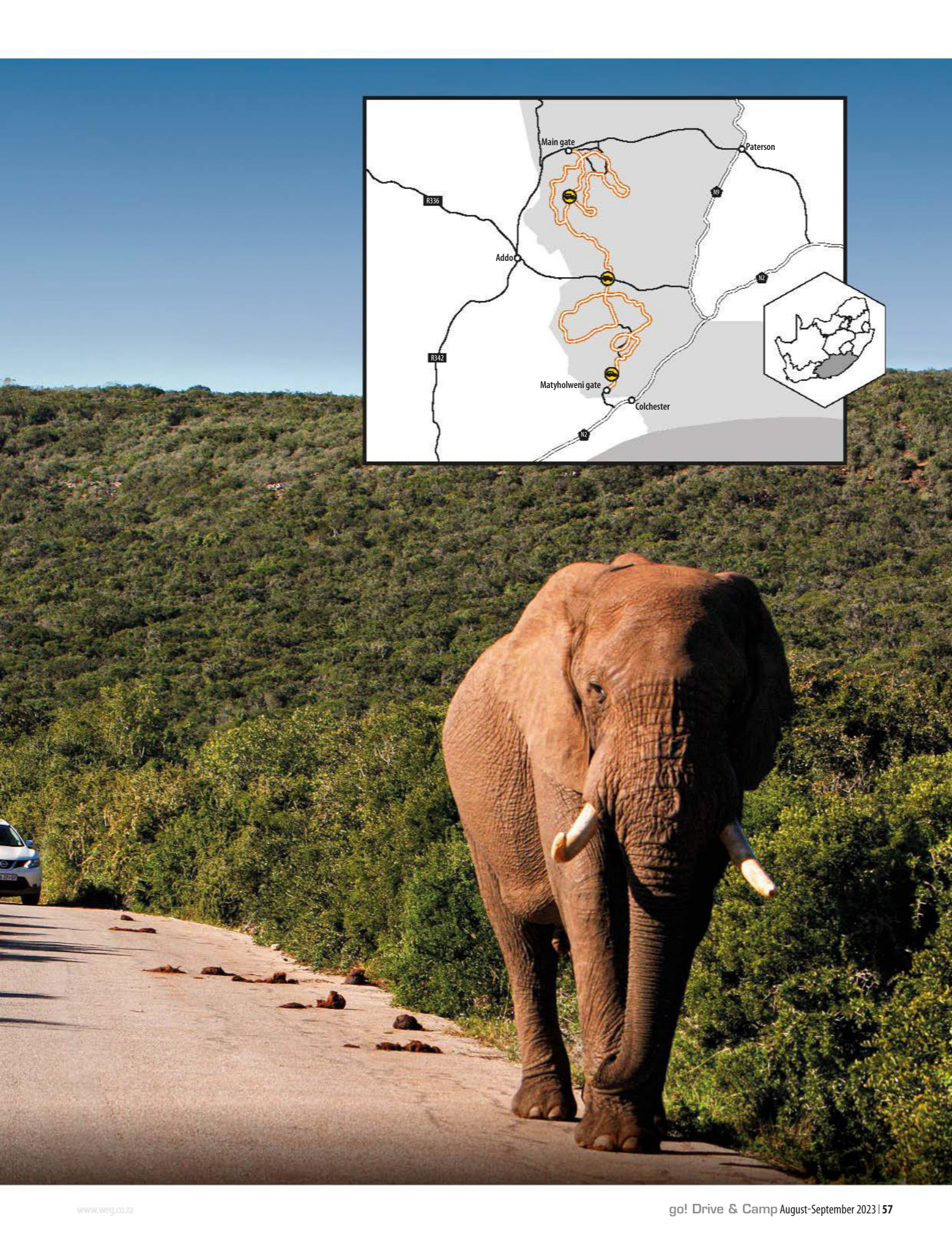
We then head back in the direction of the Matyholweni Gate and make a stop at the Algoa Bay lookout point. As the name suggests, you can view the sea from here. Once again, you may exit your vehicle at your own risk.

After the lookout point, we follow the Harvey loop for 16 km, first across flat grassland, then through bush, and finally back in the hills where we stop at the Lismore water hole to see which animals have come to quench their thirst. During our visit, we encountered a herd of

Addo Elephant National Park is popular for a reason: encountering an ellie is highly likely. Here's what you can expect in a small section of this well liked reserve.

Words and photos **Cyril Kloppe**





female elephants with their calves.

We now aim for the northern section of the park which is more mountainous than the southern part. After visiting the Graham and Marion Baree water holes, we stop at the enclosed Jack's picnic spot and botanical garden where you can exit your vehicle without worrying about a lion jumping from behind a bush. Here, you'll find ablution and braai facilities, as well as sheltered tables and benches.

With a belly full of boerie rolls, we take the short Mpunzi loop to the Hapoor Dam, and then the road takes us to the Rooddam and Gwarriepan where visitors often see elephants. In fact, we were stuck behind a randy young bull on this road for nearly an hour. He strutted up and down the road, refusing to let us pass. We eventually had to turn around and take the only tar road in the reserve so we could finish the rest of the routes before sundown.

Our visit to the Mbalaba loop was quiet, with no other tourists in sight, possibly because it's somewhat isolated. Follow the Zuurkop road to the lookout point with the same name – here, too, you can exit your vehicle, but first check for any dangerous wildlife in the vicinity.

Now we're on the home stretch, and the penultimate loop is the Gorah route, which is 6,2 km long and takes you to the Domkrag Dam.

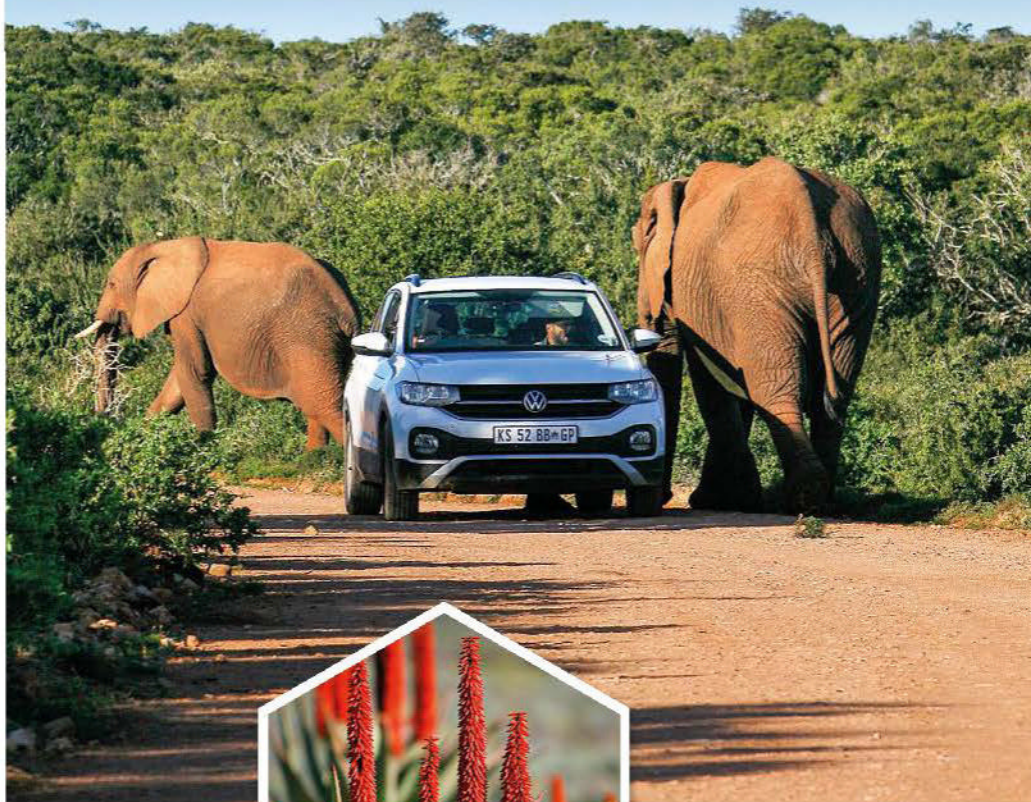
The last short trail is the Nzipondo loop (1,9 km) that takes you to an inner gate of the park. Beyond this gate are Addo's camping sites and self-catering units. Here, you'll also find a restaurant, swimming pool, and a large shop selling souvenirs and basic provisions such as firewood, bread and milk.

You can drive through the park again tomorrow to see if you can tick even more animals off your wildlife checklist. And remember, there are still seven other sections of the park left to explore: the Karoo-like Darlington, Kabouga with its 4x4 route and Bedrogsfontein Pass, Zuurberg with walking trails, Nyati with even more elephants, Colchester by the sea, the indigenous coastal forest of the Woody Cape section, and lastly, a handful of islands that you may only visit – at a distance – by charter boat. Enjoy and respect the beauty of your country's nature, it's good for your mental health. Goodness knows, we need it these days. ●

“

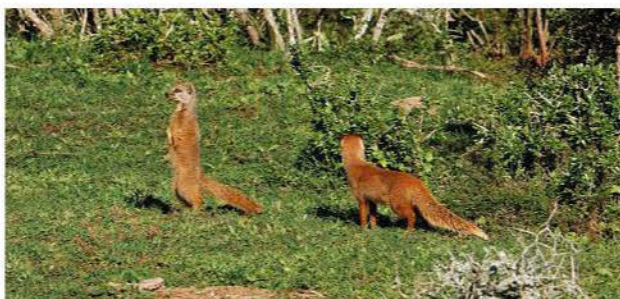
Enjoy and respect the beauty of your country's nature, it's good for your mental health

”





BIGFOOT. The chances of you *not* seeing an elephant is virtually nil, and the same goes for warthogs – why do people say they're ugly? They're adorable! Keep a respectful distance between an elephant and your vehicle. These behemoths, although gentle, have no trouble tipping over a car if they are annoyed by it.



Good to know



Max number of vehicles? There's no official limit, but park management may close the gates if they feel there are too many people in the park.

Do I get a map? Yes.

Will my vehicle get scratched? No.

Should I bring a compressor? No.

Can I braai halfway? Yes, at Jack's.

Can I turn around halfway? Yes.

Is there cellphone signal? Yes.

Throughout the park.

Best time to go? All year round.

Can I bring my family? Yes, absolutely.

A daytrip or the whole weekend? You can see Addo's main camping area in one day, but you're going to need a few days to visit all eight sections.

How long does it take? You should set aside at least five hours to fully explore this section.

Are there ablution facilities? At Jack's picnic spot and in the camps.

Directions From Gqeberha, you simply follow the N2 highway to Colchester and from there into the park.

Office hours 08:00 to 18:00.

Gate times These vary between 05:30 to 18:30 and 06:30 to 18:00, depending on the season.

Price R59 pp (free with a Wild Card).

Contact ☎ 042 233 8600 📧 sanparks.org

📧 addoenquiries@sanparks.org

GPS S33.68026 E25.79983 (Matyholweni gate); S33.44434 E25.73863 (main gate)

A fortunate Fortuner



If you've ever wondered what an all-in-one, ready-to-camp vehicle looks like, Jacques Bekker from Bellville owns a great example.

Although he wasn't someone who particularly liked camping with a tent or towing, Jacques found his solution in a 2010 Fortuner V6 4.0. He bought the vehicle – with its raised chassis – in 2016. Even then, it was equipped with a dual-battery system and an extra fuel tank. However, there were many more upgrades awaiting the Fortuner, as Jacques was persuaded to transform the vehicle into a specialised camping vehicle over time. Jacques tells us more.

“In my early adulthood, I towed a 1984 Sprite Sport caravan using, among others, a BMW 3 series and an old Jeep XJ. After that, we switched to tents, at a time when I was driving a Toyota RAV. We stuffed the car full of camping

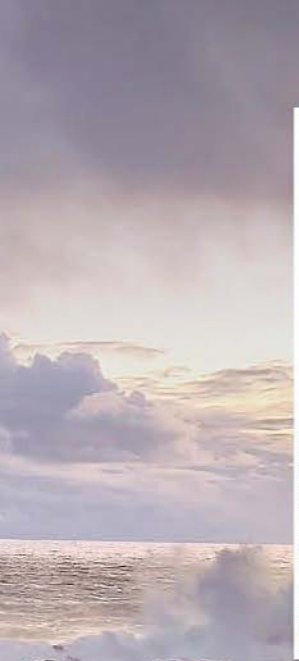
equipment and you had to quickly close the doors to keep everything inside. Around 2015, the kids left home. Now my wife, Marelize, and I were able to go camping on our own.

I wanted a vehicle that was already equipped with a few extras – it would cost less than if I had to buy everything separately. My first addition was a Stargazer rooftop tent from Howling Moon that I mounted on a roof rack. This, I would later discover, does not work as well as the hard-shell rooftop tents. You had to pack carefully to get everything back in the bag, and all the dust on the outside was unpleasant. Although we used and enjoyed the tent well for two years, the setup and teardown and the time it took were the biggest nuisances.

We'd rather use that time to explore our surroundings.

The next step was to get rid of the roof rack and tent, and mount a new rooftop tent directly on the roof. For this, we decided on the Alucab rooftop tent with a swing-out awning and shower tent.

I wanted to install drawers and space for an fridge/freezer in the trunk, and decided to do it myself. It worked, but I was looking for something better. I used this as a learning school and approached the people at Victitec with my idea. They worked with my idea and did it brilliantly. It was also the chance to move the fridge/freezer to the right side of the drawers. It sits on a sliding frame that tilts slightly when fully extended – that way you can reach everything. I also considered



FAST. The Bekkers have a set-up that works for them. Their highly mobile camping rig can be deployed in minutes, allowing extra time to relax in a campsite.



“

It takes us barely 10 minutes to set up camp – 15 minutes if we also intend to use the gas geysers

”



GEAR

- Double tank (80 ℓ + 40 ℓ).
- Tough Dog suspension providing 50 mm lift with adjustable shock absorbers and heavy-duty rear coil springs (500 kg).
- Good Year Wrangler Duratrac tyres and a second spare wheel.
- Air cushions (7 bar).
- Dual-battery system: National Luna and Victron MPPT solar power controller.
- National Luna battery box including a monitor, 25 A DC-DC charger, and 100 Ah lithium cells.
- A custom dashboard in the cubbyhole to keep an eye on the batteries.
- C Tek chargers for regular and lithium batteries.
- 150 W and 240 W solar panels.
- 12 V and 220 V distribution box with fuses and circuit breakers.
- 220 V socket for supply power.
- Sockets in the rear bumper for 220 V, 12 V (draw or charge), and the valves for the air cushions.
- A built-in ARB compressor under the hood with an external coupling point.
- Rock sliders and a skid plate.
- Alucab rooftop tent.
- Alucab 270° swing-out awning with custom side panels.
- Alucab dressing cubicle and shower tent.
- Alucab carrier and roof rack.
- Alucab fold-up table and fridge slide frame.
- National Luna double fridge/freezer (90 ℓ).
- Victitec drawer system and wardrobes with swing-out two-burner gas stove (Snappy Chef).
- Two custom ammo boxes on the roof for wood.
- Custom ammo boxes on the roof for two gas cylinders (with a switchover mechanism).
- A gas geyser for showering and washing up.
- A built-in water tank with pump (50 ℓ).
- Tyre pressure system.
- Decat free-flow exhaust system.



What about your wheels?

Send us an email at drivecamp@gomag.co.za and tell us about your ride.

a system where the fridge/freezer sits on a rack that pulls out and then lowers down, but that would have been heavier and much more expensive.

A two-burner gas stove swings out from the bottom of the three drawers. Under the stove is also a separate flat drawer with all the cutlery.

It wasn't long before the seat behind the front passenger had to make way for clothes drawers. Clothes in crates has its limits, but for us, drawers are the answer.

But back to the trunk: the Fortuner's tailgate swings up and is completely out of the way. It's much better than the kind of door you open to the side, like the Prado's, for example, and was one of the major considerations when I decided on the Fortuner.

The seat behind the driver was still open, but it wasn't for a passenger – rather a packing space. You either stack stuff on the seat or you fold it flat and then pack the stuff. It was therefore logical to also remove this seat to make packing space for things like the rooftop tent ladder, table, ground sheets, side panels for the swing-out awning, solar panels, gas geyser and tool box.

It takes us barely 10 minutes to set up camp – 15 minutes if we also intend to use the gas geyser. We also realised that side panels for the awning are necessary to block the sun and wind. Pieter Crous from Tent & Canvas Designs helped us with this.

By the end of last year, we were done with all the additions.

We camp about once every six weeks. Our first visit after we finished working on the Fortuner was to Rooiberg near Vanwyksdorp. It is, along with Storms River, our favourite campsite.

Our last camping trip was in April when we traveled to and from Etosha – a total of 5 000 km. We plan to visit Lesotho and the Drakensberg in October.

Of course, people are going to ask you about fuel consumption, but I knew right from the start that I wasn't going to use the Fortuner as my day-to-day drive. I use a different vehicle for my daily commute. The V6 engine gives us around 16,7 ℓ/100 km (6 km/ℓ), and this can vary to 22,2 ℓ/100 km (or 4,5 km/ℓ); it depends on how you drive and whether the wind is from the front. I easily keep up with

normal traffic and have a range of 700 km thanks to the extra fuel tank.

We're able to camp 100% self-sufficiently. In addition to the Fortuner's own battery, I use a second one, but only as a spare. I actually rely on a third battery. It's a lithium battery that can get us through a weekend without charging it at all. And if I plug in the solar panels, we can camp non-stop. To tell the truth, we don't even plug in at a power point when we arrive at a campsite boasting all the facilities. If the Fortuner stands for a long time, I have a 220 V plug to charge the batteries. Then you can use your 220 V appliances if necessary. But everything in the Fortuner itself is set up for 12 V and does not include a converter.

I paid R275 000 for the Fortuner and the extras cost R300 000 if they were to be replaced now. If I'd purchased an off-road trailer with roughly the same amenities, it would have cost me just as much in total, which justifies the cost for me.

The Fortuner is packed, and if we want to camp on the spur of the moment, we grab a few clothes, make a stop at the grocery store, and we're ready to go!"



Living the *dream*

When it comes to camping, they believe in the KISS principle, says **Deon Boshoff** from St Francis Bay. That, of course, is: keep it simple, stupid!

They've been camping in tents for a long time and have amassed all the paraphernalia that one acquires in this lifestyle over the years. In terms of sleeping arrangements, they've tried it all: various tents, blow-up mattresses, stretchers, foam mattresses, sleeping on and off the ground, duvets, sleeping bags... The list goes on. It was time for a change, and he had an idea – and the time – to build something himself. Deon shares what happened next.

“I had previously converted a Venter into a multi-purpose trailer for our family of five. It had bike racks, a kitchen, water tanks, jerry-can and gas-bottle holders, and ammo boxes. We went everywhere with that trailer and it served us well.

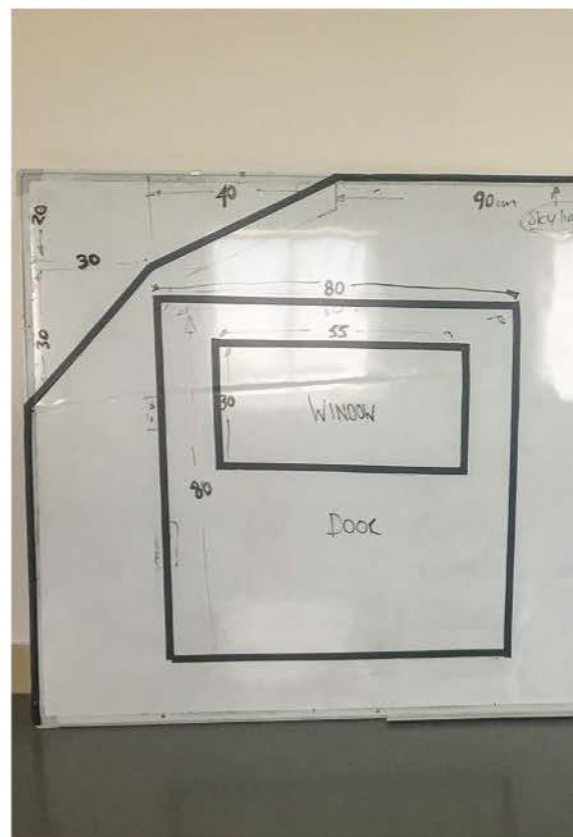
However, somewhere around 2016, the thought of building my own caravan took

hold when good friends loaned us their teardrop, and another good friend allowed us to borrow his Landrover Defender. We were teaching in Guangzhou, China, at the time and therefore had downsized our vehicles back home.

With this borrowed combination, we took two of our sons on a trip to the Kruger – our go-to holiday destination since my parents had worked there in the 1980s and 1990s – and the seed was sown.

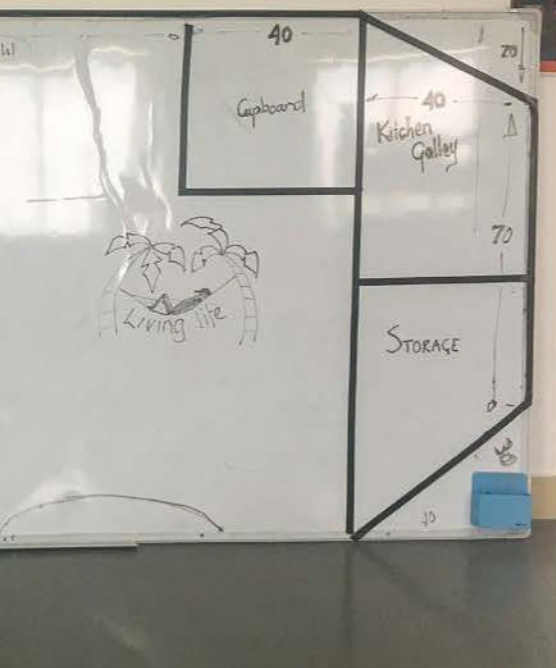
Truth be told, the seed didn't really germinate until the boredom of isolation hit hard during the COVID-19 pandemic in China. I missed my garage, my 'toys', being able to make stuff, and the African bush.

Luckily, the guy teaching design over in China was a South African who I had taught way back in 1992, so I had access to his design workshop. Thus began the planning, firstly by putting up landing mats, and then a whiteboard to give





EXPLORING OPTIONS. With a little help from Google and a broad outline in his mind of what would suit their way of camping, Deon drew up plans and created models for no less than four possible camping trailers for his build. In the end he took his lead from the trailer he used as the chassis..



a realistic fit. The whiteboard is the exact size of a 1 200 x 2 400 mm piece of plywood. Using this method, and some help from Google, I made no less than four different models.

I considered teardrop plans for my build, but they looked way too complicated for my basic skills, and I was convinced the rounded shape didn't optimise space. I then looked at various square-drop options, modifying as I went along. I added a model surfboard, even though I don't surf, and a tri-bike, to emphasise the versatility of such a vehicle.

The other option was to go the same route as our friends, but those prices were a little too exorbitant for us.

On returning from China in June 2021 after six years, my motivation to build my own caravan kicked into gear. Of course, I had to build different model

to what I'd designed as I had to adapt it to fit the chassis I had. I suggest anyone contemplating a self-build to start with a registered trailer, and then build according to the tare capacity of the chassis and the towing vehicle. This impacts on materials as well.

The *WegSleep Kampgids 2012* was an excellent source of information with regards towing regulations. It must be said that some issues have become hazy since and one has to wing it.

I had the trailer re-welded and bolstered, primed and painted. And then a welcome break... a pre-build camping adventure to the Kruger. Talk about going minimalist!

I had just bought a 2009 Jimny, so fitting in all our camping equipment, food and clothing was a challenge. We took a three-man tent, a ground sheet, a 2 m x 2 m awning, a fold up table and



WHERE THERE'S A WILL, THERE'S A WAY. Using his self admitted rudimentary carpentry and DIY skills and the most basic of tools in his garage, Deon constructed the pod that fits on the registered trailer. It wasn't always plain sailing and he still carries a few battle scars, but the end product is a camping trailer that he built with his own two hands.



chairs, basic cooking utensils, a single aerosol gas cooker, our Ultra-Tec lights, and a cooler box. When travelling like this, you realise the importance of packing only the necessities.

There's been a sea change in camping in the Kruger over the last couple of years. There are fewer traditional caravans towed by an uncle and auntie like us, or a whole family piled into a Kombi.

There seems to be more camping trailers –high tech, military-looking. Aggression written all over them. Raiders, Conquerors, Conquests, Invaders, Ratels, Xplorers, Xtremes... Each to his own, but to be honest, all those water tanks, showers and toilets, gas bottles, solar power, slide-outs, pop-ups and DSTV give less getting away from it all and more taking it all with you.

Within a few minutes, our camp was set up, and we were celebrating with a glass of



whatever, for no other reason than the sun disappearing over the horizon.

I think this is what convinced us to go minimalist and we realised our tiny camper needed to accommodate these basic needs:

- A hard-top two-person tent, but off the ground with a proper mattress.
- Lightweight enough to be towed by the Jimny or any small vehicle within towing regulations and it must fit aerodynamically behind the vehicle
- Easy manoeuvrability by the older folk. Because when people ask about my caravan mover, I point to my wife Caroline.
- It should be a pod that is easily removeable and makes the trailer multi-functional.
- The minimum insulation and

ventilation for both summer and winter.

- A well-insulated cooler box with ice that needs to be restocked is an onerous task, but a simple camping chore. The National Park shops, although quite expensive, do offer most of the basic needs.
- The biggest consideration was the cost, with tiny trailers (such as the Sherpa Lite, EdgeOut, Vagabond going for anything between R150 000 to R300 000). They're all lovely and fully kitted, but were unfortunately out of our league. These trailers are all about being state of the art, but ours was about the state of our bank account.

I set about building a frame which I then clad in 6 mm plywood. As I said, my skillset is not great, so it needed a lot of tweaking and patching up. I fibreglassed the whole thing, and coated it with

a durable, flexible polyurethane.

The greatest test was marrying the pod to the chassis. If you're wondering about the weight, I managed this on my own, at one stage with the caravan on my back. Sure, I made some mistakes, and I still carry the scars from cuts and scratches. But other things worked by sheer luck. I tried as far as possible to recycle, reuse and repurpose where I could – the cup holders were from the cut-outs of the vents, and an old TV aerial; the angled wood over the wheel arches from the frame of my son's matric artwork; the water bottle holders were scavenged off the bikes; and the 'spice tree' is a piece of driftwood.

If something didn't work, I'd try something else. I used a lot of the camping equipment we already had to keep the cost down to just the build.

The 'kitchen' is very basic for two or

READER STORY

more people. It has a worktop, a 10 ℓ water tank and a custom-fit spot for our favourite 5 ℓ box of wine. Two ammo boxes carry our groceries, and of course, the cooler box fits right in there. We've found place to hang tongs, dishcloths, and now also a spot for the slingshot for those places where the monkeys are out of control.

On the A-frame, there is an old metal ammo box for tools, electric cable (from our dead lawnmower), the spare wheel, and also a place to put a bike rack. I was gifted an awning, which I attached to the side of the camper using folding table brackets.

The interior is pretty snug and in hindsight, I probably should have made it wider. But we sleep very comfortably in the 1,3 m x 2 m space with a 15 cm thick foam mattress and loads of head space.

Access is not too difficult, no more irritating zip noises for the frequent call of nature. I simply open the door, swing my legs out and I'm on my way. Which is great, because our tent experience taught me that I struggle like an upturned tortoise to get off the ground.

There is enough space in the open shelving to store clothes, and even a hanging space. Two clear 'his and hers' plastic boxes fit nicely into the middle compartment.

Our windows are plastic boat hatches, with gauze to stop the bugs. Our camp lights are more than adequate for lighting, but learning as we go along, I realise that I will need to cut out another door for the passenger side.

Condensation is always an issue, and although I have a small fan that runs off a power bank, it makes a noise. I leave the camper covered with the vents open to prevent mould.

With all the vents open, condensation is not a problem. Because we don't use many electrical gadgets, the only wiring required was for the taillights, but a modified extension plug married to a hatch cover gives us shore power when we need it.

How does it handle? My first test drive was on the Humansdorp road with a howling westerly that only St Francis Bay can produce. I didn't even feel the trailer. I experienced the same for a trip to Keurbooms, Storms River and Kirkwood. I'd been worried about the Jimny being under-powered, but except for driving



“

Possibly the biggest lesson I learnt is to be flexible, willing to change ideas and think innovatively

”

FINISHED PRODUCT. Deon and his wife Caroline admit that they are quite proud of their home-built camping trailer. Although a small thing here and there could have been done different in hindsight, it has everything they need and it suits their minimalistic approach to a tee. It also sits quite comfortably behind their Suzuki Jimny and with a fuel economy that isn't even worth mentioning according to Deon, many a happy mile on the open road await them. .





uphill, it sits quite comfortably at 110km/h, and fuel consumption is relative for such a small vehicle and rig.

It withstood the corrugations and dust into Kudu Kaya near Baviaanskloof, and with a few adjustments, the rain at Pine Lodge in Gqeberha. Our biggest concern is whether we use it often enough.

We're quite proud of what we've achieved using very rudimentary tools, (basically, a drill, still saw, jigsaw and a sander). I learnt carpentry skills, how to use fibreglass, some manufacturing, and learning to skimp by recycling and repurposing. I quickly learnt what all builders I've met already know, how to cleverly hide/cover up your mistakes.

I kept a journal of sorts with ideas,

shopping lists and invoices. Excluding the trailer, I would estimate a total cost below R25 000. Possibly the biggest lesson I learnt is to be flexible, willing to change ideas and think innovatively. It's not all plain sailing.

Caravans, bicycles and boats seem to live in limbo, gathering dust, just waiting to be used again, until they are sold through lack of use. I've always thought it would be great to get a dog once we semi-retire. The 'bucket-list' map painted on the door remains disturbingly void of badges and pins. However, my dear wife reminds me that we wouldn't be able to go away if we had a dog.

Deon wins a Camp Cover Bundu Bag worth R400. This bag is so versatile that it could house lots of nifty first-aid items or double as a weekend case. Check out Camp Cover's range on their website. www.campcover.co.za



Hook, line and sinker

If you and a group of friends fancy camping and fishing beside your “own” dam, look no further than Kraalskloof.

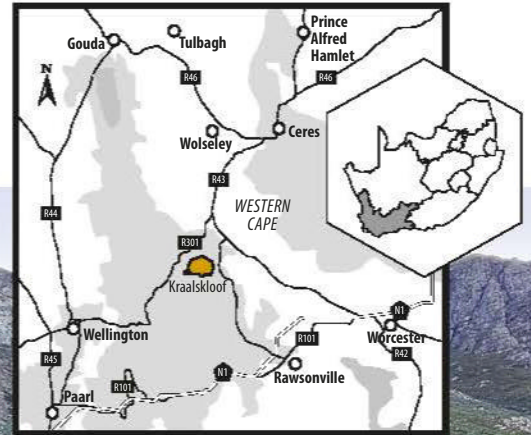


KRAALSKLOOF BRING A CROWD

Kraalskloof is a unique camping spot just outside Worcester. Situated among vineyards, it is geared towards groups of friends who love camping together. Campers can choose between two sites: Kraalskloof One or Two.

There are several irrigation dams on the farm and the two group campsites are separately set up next to the two uppermost dams. If fishing is on the agenda, set up camp at the lower one: Kraalskloof Two. The dam has black bass and, as long as you release them, you're welcome to see if you can hook one. There's also a canoe and life jackets available for guests to use.

The dam next to Kraalskloof Two is shaped like a bean, roughly 180 m long and 55 m wide. The campsite is set up on a neat lawn of about 50 x 50 m on the southern side. There are no demarcated blocks and you can set up your caravan or tent wherever suits you best. You'll have to provide your own shade, but there's also a building where you can socialise with everybody. The building includes an indoor braai area with two sliding doors, plus a section where you can set up your kitchen: complete with a worktop, dishwashing area and fridge.



The bathrooms are also in this building and consist of two separate rooms for everyone to use. Each room has a shower, basin and loo, and the water is heated by a gas geyser.

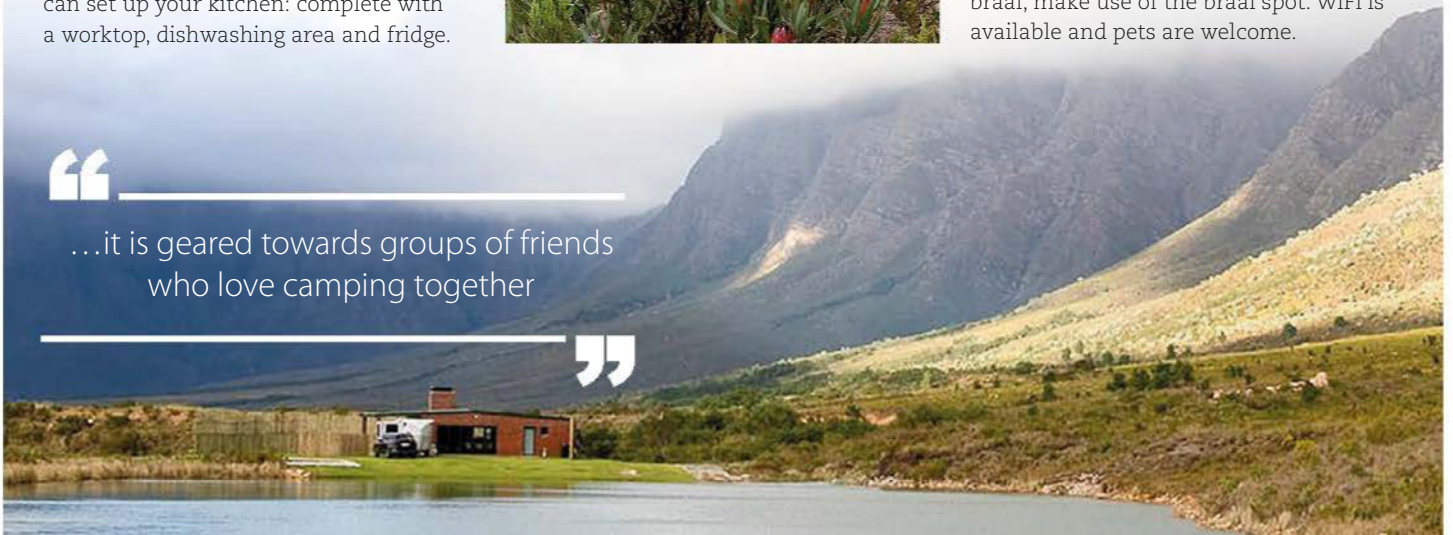
The lights in the building run on solar power, but there are 220 V outlets where you can charge your phone or laptop, plus 12 V if you need it for your camping fridge. There are also two outdoor bathtubs – you need to make fire yourself for the hot water.

If you prefer to be outside when you braai, make use of the braai spot. WiFi is available and pets are welcome.

“

...it is geared towards groups of friends who love camping together

”





Briefly | Kraalskloof Two



Fish Black bass

Campsite An open lawn next to a dam with space for up to 25 people.

Ablution facilities Two private bathrooms for everyone's use, plus a kitchen and indoor braai.

Price Depending on the day of the week and season, R1 500 per night for up to 6 people or R2 500 per night for up to 10 people; thereafter R120 pppn and R20 per pet per night.

Arrival and departure 14:00-19:00 and 10:00 (17:00 on Sundays).

Contact 063 739 9296 (WhatsApp)

info@kraalskloof.co.za

kraalskloof.co.za

Nearest town Rawsonville, 20 km; Wolseley, 21 km.

Road condition For the last kilometre of dirt road, you need a vehicle with good ground clearance, but a 4x4 vehicle isn't necessary. It's not suitable for road caravans.

GPS S33.577858 E19.192080

Drive & Camp says Kraalskloof Two is the newest of the two campsites and was completed by the end of 2022. The facilities at Kraalskloof One are similar.



FISH DISH

FISH SOUP

Keep your head!

This soup is brimming with surprising flavours that you get from using fish heads to make a broth. Leave the soup in the fridge overnight, the flavours get even better.

Ingredients

(serves 6)

- 2 large fish heads with a bit of meat – you can also add an extra piece of fish or a backbone or two
- 1 onion, peeled and cut into wedges
- 2 carrots, peeled and cut into 2 cm pieces
- 1 stalk celery, cut into 2 cm pieces
- 2 bay leaves

FOR THE SOUP

- A dash of olive oil
- 1 onion, chopped
- 2 carrots, peeled and finely chopped
- 2 stalks celery, finely chopped
- 2 cloves garlic, chopped
- 4 potatoes, peeled and cut into 1 cm cubes
- A large knob of butter
- 1 tin (400 g) chopped tomatoes
- A sprinkle of fresh parsley or a pinch of dried parsley (optional)
- ½ cup cream (optional)
- Lemon juice, salt and white pepper to taste

Here's how

1 Cover the fish heads, onion, carrot, celery and bay leaves in a large soup pot with water (about 1,5 l). Heat it to boiling point, reduce the heat and allow to simmer for an hour.

2 Carefully scoop the heads out of the broth with a slotted spoon and flake the meat. Remove all the bones. Strain the



Recipe: Johanne Neilson Photo: Ed O'Riley

rest of the broth through a sieve and set it aside with the flaked fish. You can mash the cooked vegetables and add them to the soup later to thicken it slightly.

3 Heat the olive oil in the same pot and sauté the chopped onion, carrot and celery until shiny. Stir in the garlic and potato cubes along with the knob of butter and sauté until everything is mixed. Pour the fish broth over it all and simmer the soup until the potatoes are soft.

4 Stir the tomatoes into the soup, as well as the reserved fish and chopped herbs. Heat until piping hot. Taste the soup and season with Maldon sea salt and a pinch of white pepper. I like fresh lemon juice and also a bit of cream in the soup. If you don't add cream, consider a knob of butter as a final touch of love in each steaming bowl. It adds a deliciously rich touch.

Drive & Camp says We bought a decent-sized head of a salmon and a yellowtail at a fishmonger, which provided enough meat. If you're angling, use whatever you have; just make sure it's big enough for a hearty soup.



FISHING GEAR

Net gains!

Many of us have lost a landing net in the water, but now Adrenalin has a solution to prevent such a mishap. This manufacturer's landing net float is made from high-density foam with a polyester

exterior. It's elongated and slides over the handle of the net up to the hoop. At the point of the float is a loop that attaches with a Velcro strip around the hoop.

So, if you accidentally drop your net while struggling with a fishing rod in the other hand, there's no need to grope around at the bottom for the net because it won't sink.

It's typically meant for carp anglers, but it works just as well for nets used on a boat or kayak, as it fits a variety of nets. It's 23 cm long with a diameter of 5 cm.

Price From R109.

Contact Available in fishing shops nationwide – also in Namibia.

catches@4adrenalin.co.za

adrenalinfishing.co.za

Mountain goat or school runner?

FORD EVEREST



Ford asserts its Everest is leaving the Fortuner category to compete with luxury sports utility vehicles such as the Prado. We examine this claim by getting behind the wheel of its latest model.

Words **Cyril Kloppe** Photos Supplied

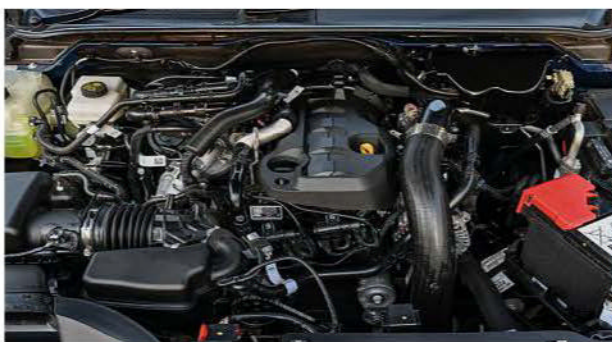
Even though the Ford Ranger is giving Toyota's Hilux a proper run for its money in sales, it's universally acknowledged that this is hardly the case when comparing the manufacturer's Everest with the ever-popular Fortuner. That could be the reason for Ford's decision to largely move away from entry-level models and focus more on luxury offerings. Yes, there is an "entry-level" for the Everest, but this XLT costs R896 300 and can hardly be called basic.

Ford South Africa's representative gave us the 2.0 Sport model to test, perhaps because they know how much we love off-road driving... and because the more expensive 3.0 V6 Platinum model's 21-inch low-profile tyres wouldn't have worked out well...

So what's new?

Externally, it's striking how much wider the rig appears, and it is indeed 3 cm wider (and also 5 cm longer) than before – although the latter can be attributed to the towbar, which is now standard. Its ground clearance isn't significantly better – only 4 mm more – and the payload is only 9 kg more than before (now 759 kg).

The most noticeable differences externally are cosmetic with entirely new body panels,



finishes, a bold grille and lights. The Everest has always looked manly and American, but its lines are even more muscular now, as if it abandoned cycling to take up crossfit instead.

The interior is also bigger, and each of the three rows of seats has a little more head, shoulder, hip and leg space.

We're particularly appreciative about the glut of power points in the Everest. There are USB ports for everyone's phones plus a 220 V outlet for a laptop and two 12 V sockets at the back for a portable cooler box.

What's the ride like?

We often plan a test route weeks before we receive a vehicle, but sometimes, as in the case of the Everest, we allow the vehicle to

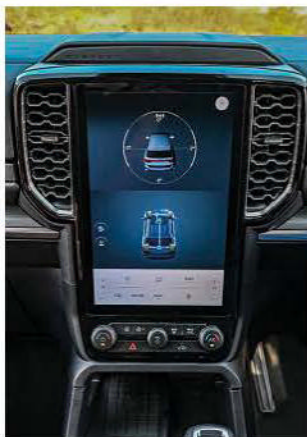
inspire the route. The thing with the metallic paint shown in the images here, 20" low-profile tyres and large side steps is that you hesitate to tackle 4x4 trails.

The Everest is undoubtedly capable, but the mere thought of taking it on a proper off-road trail made us shudder. So, we attempted nothing tougher than regular gravel roads and it did great. It has good traction control and the suspension delivers a pleasant ride. The low-profile tyres are noisy on gravel, however, and you feel every bump.

The engine retained from the previous model feels as eager as ever (the 3.0 V6 diesel is brand new, but we haven't tested it yet) and the 10 gears still change seamlessly.

SPECIFICATIONS

Model tested	2.0 BiT Sport
Engine	1 996 cc, four-cylinder twin turbodiesel
Power	154 kW @ 3 750 rpm
Torque	500 Nm @ 2 000 rpm
Transmission	10-speed automatic
Wheel size	255/55 R20
Ground clearance	229 mm
Fuel consumption	8 l/100 km (tested)
Tank	76,5 l
Towing capacity	3 500 kg
Dimensions	4 940 (l) x 2 207 mm (w)
Safety rating	★★★★★ (ANCAP, 2022)
Warranty	Four years/120 000 km
Service plan	Six years/90 000 km
PRICE.....	R984 800



SPORTY. It's not that the Everest can't go off-road, it definitely can, it's just that it is too pretty for a rough and tumble. The interior is more attractive than its competitors have to offer – two of which may catch up soon.

The rivals

As mentioned; Ford reckons its Everest falls into the Toyota Prado and Jeep Grand Cherokee territory, but in our opinion, that only applies when you compare the most expensive Everest with the cheapest Prado and Cherokee. No, the Ford Everest remains a bakkie-based SUV, even if it now shows off with luxury levels of trim and gadgets.

This Everest has the smallest capacity engine compared to the Isuzu mu-X 3.0, Mitsubishi Pajero Sport 2.4, and Toyota Fortuner 2.8. However, its twin turbochargers ensure that the Everest boasts more power than any of its competitors. Despite the livelier engine, the Everest's diesel

consumption remains relatively low and similar to its competitors.

Verdict

We respectfully disagree that the new Ford Everest has been elevated above its traditional competitors. It is undoubtedly luxurious, yes, but Isuzu, Mitsubishi, and Toyota also offer flagship models with prices that will have your eyes water.

The Everest's fresh appearance does make its competitors look a bit long in the tooth, but this won't be the case for long. The Pajero Sport and Fortuner are soon to be replaced, and the first facelift of the mu-X is reportedly just around the corner.



COMPETITORS
Bakkie-based SUVs just under a million rand



R854 990 Mitsubishi Pajero Sport 2.4 Exceed

The Pajero Sport has you itching to go off-road. It is due to be replaced soon.



R960 600 Isuzu mu-X 3.0 Onyx

It arrived in 2021, but for some weird reason, it already feels somewhat dated.



R925 600 Toyota Fortuner 2.8 VX

After seven years, it's high time the second-generation Fortuner is replaced.

Rhinestone cowboy



JEEP GRAND CHEROKEE

We spent a week roving through the Baviaanskloof and Addo Elephant National Park in the fifth generation Jeep Grand Cherokee Overland.

Words and photos **Cyril Kloppe**

The latest Grand Cherokee was launched in America in 2022 and landed on home soil this May.

South Africans can choose from three trim levels: the Limited, Overland, and Summit Reserve. All three are equipped with Jeep's 3.6 Pentastar V6 petrol engine, but sadly, the bonkers 5.7 Hemi V8, available in America, is not currently an option for us.

The Limited gets Jeep's Quadra-Trac all-wheel drive while the Overland and the flagship model get the superior Quadra-Track II four-wheel drive with low range gears.

It is strange that the Limited gets 18" rims while the Overland – which is supposed to be the better off-road vehicle of the three – and the Summit Reserve respectively get 20" and 21" rims... Off-road enthusiasts will

know low-profile tyres don't do well on 4x4 routes.

So what's new?

Manufacturers tend to make every next-generation vehicle slightly larger than the previous one, and this is also the case with the Grand Cherokee. The grille is wider than before, and behind it hides a new radar checking the road ahead for dangers. The track width has also been widened by 36 mm to improve handling and the roof slopes slightly to streamline the bodywork.

Inside, there are four USB ports and one 12 V socket in the front instrument panel plus an induction charger for your phone. The rear passengers also get four USB ports and a 220 V power point, and their seats can also be heated or cooled. There's also a 12 V socket in the luggage



SPECIFICATIONS

Tested model	Overland
Engine	3 604 cc, V6 Pentastar (petrol)
Power	210 kW @ 6 400 rpm
Torque	344 Nm @ 4 000 rpm
Gearbox	Eight-speed automatic
Tyre size	265/50 R20
Ground clearance	276 mm
Fuel consumption	12,5 l/100 km (tested)
Tank	87 l
Towing capacity	2 813 kg
Dimensions	4 912 (l) x 1 979 (w) x 1 801 mm (h)
Safety rating	★★★★ (ANCAP, 2023)
Warranty	Five years/100 000 km
Service plan	Five years/100 000 km
PRICE	R1 539 900



compartment for a portable fridge/freezer.

What's the ride like?

In this category, there are no vehicles that drive "badly", but the Jeep's road-holding ability in mountain passes and comfort on gravel roads impressed us. The height-adjustable air suspension ensures a comfortable ride and the cabin is surprisingly quiet at speed. The driver seat is firm – perhaps a touch too firm – but your back is well supported. Both front seats are electrically adjustable in 16 directions, heated (and cooled), and can even give your back a massage...

Our only complaint about the Grand Cherokee Overland is its 20" low-profile tyres. In four days we had three flat tyres, two of which were irreparable. In fact, we had to complete at least half of our test drive with the 18-inch spare wheel fitted, and it was the only tyre that didn't show a single mark.

So here's our advice if you're considering buying a Grand Cherokee. Immediately replace the standard

wheels with 18" rims if you intend to drive on gravel roads.

The rivals

The Jeep Grand Cherokee competes with the likes of the Land Rover Discovery, Mercedes-Benz GLE and the BMW X5. The Jeep is a cool R100 000 cheaper than its closest competitor.

However, we can't pick a favourite out of the four as they're all equally good. All the brands also have their own fan club, and it will be tough to convince a Landie enthusiast to buy a Jeep, let alone a BMW owner.

Verdict

Other than the low-profile tyres which drove us up the wall, the Jeep Grand Cherokee is an excellent vehicle. It's not as capable as its Wrangler sibling when it comes to off-roading, but it's not meant to be a rock-hopper.

It is, however, just the ticket if you're looking for a comfortable touring vehicle that occasionally has to get through a washed-out road or other moderate obstacles.

The competitors

Luxury SUVs that are fairly capable in rough terrain



R1 682 600

R1 682 600 Land Rover Discovery P360

The Discovery maintains a fine balance between city life and the bush.



R1 717 600

R1 717 600 Mercedes-Benz GLE 450 4Matic

This model has the optional off-road package, which costs an extra R35 000



R1 720 000

BMW X5 xDrive40i

You don't see many BMWs on a 4x4 trail, but they can if they must.

Charm at half price

For just over half a million rand, the Mahindra XUV700 AX7L offers a lot more car than you'd expect. Let's see how it performs when towing a caravan.

Words and photos **Leon Botha**

We got behind the wheel of a Mahindra for a towing test six years ago – and the two models are light years apart.

Back then, the fish-eye interior mirror in the XUV500 was a nifty antidote to blind spots; now you see a camera image right in front of you on the dashboard. Moreover, the 360° all-around view is a substantial upgrade on the one-eyed rearview camera whose lens wasn't even centred on the body.

The dashboard with its concentric speedometer and tachometer has been replaced with a touchscreen that spans more than half the interior. It's simply a different world.

The old 2,2 ℓ diesel engine also had six gears, but its 330 Nm couldn't come close to the 2 ℓ turbo petrol engine's

380 Nm. Mahindra reckons it's the best turbocharged engine in its class. The fifth and sixth gears in the XUV500 weren't really made for towing – it was particularly noticeable with the manual version. With this smooth automatic gearbox, the specific gear is irrelevant, and the XUV700 tows as if it were assembled in a caravan production line.

The XUV700 are miles apart from the XUV500 that we tested back then. But stick around, that's just the start.

Hitting pay dirt

We're tempted to describe the XUV700 as a bargain, but that gives off "cheap" vibes and that's far from the truth. But at R570 000, you'll have to search far and wide for what this vehicle has to offer.

Three models are available:

the five-seater XUV700 AX5 that costs R479 999, and two seven-seater models, the XUV700 AX7 and AX7L costing R534 999 and R569 999 respectively. We drove the latter.

For a moment, it seems as though there aren't any door handles, but look closely, as they sit flush with the bodywork. Press the remote key's button, and one side of the driver's door handle emerges – it reminds you of the indicators on old VW Beetles from the fifties. Press the button twice, and the handles of the other three doors also emerge. It feels strange to open the door with such a stick-like handle, but it's sturdy enough. Plus, you can tell at a glance whether the car is locked or not.

The cream-coloured leather upholstery feels truly luxurious. But for a moment you're taken aback when you try to adjust the

seat and discover there's only one large knob next to the seat that can turn: it only changes the firmness against your lower back. The driver's seat does adjust electrically, but the buttons are in the door, in front of the handle. The driver's seat also moves out of the way automatically and returns to its previous position when you start the engine. Unfortunately, your companion will have to adjust his or her seat manually.

We quickly got used to the luxury. And the enormous touchscreen had us imagining we were sitting behind the wheel of some futuristic flying machine.

The face of the electronic instrument panel is 14 cm high and at its widest – 71 cm – broader than half of the interior. (In truth, there are two screens side by side with one face.) The screen for the gauges behind



MAHINDRA XUV700 AX7L

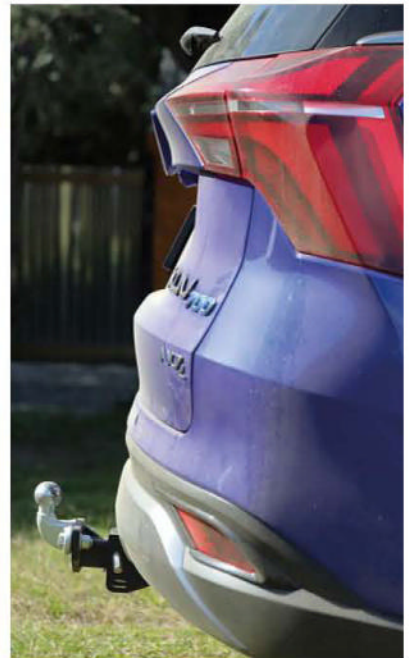


the wheel is 26 cm, just like the one on the left with functions you'd usually expect in a car's centre console.

However, it's far from typical: You can even call up a graph showing the car's torque and power while you drive. Now, at a glance, you can see how these two forces each play a separate role when you tow. Naturally, the magic word is "torque", as that's any towing vehicle's actual muscles. Mahindra takes this even further: in the middle of the power-torque graph, there's a third indicator. It's a circle with a red dot in the middle that reminds you of a radar screen, showing where the XUV700's centre of gravity lies as you drive. So, as you pull away, the red dot moves down, and when you brake, it moves in the opposite direction. It also moves sideways as you swing left and right through turns, or anywhere in-between as road conditions change. It's interesting to see, but ultimately more cosmetic than practical.

You even get a protective layer for the screen and, like the towbar, it's an extra with the standard purchase.

When you use the indicators, an image between the rev- and speedometer shows the rear view from that side's wing mirror. So, if you were to rely solely on the rear-view mirrors (inside and outside), the car doesn't have a blind spot. In the space between the two meters, you can check everything from fuel



consumption to tyre pressure and temperature. Even the torque and power display can be summoned here.

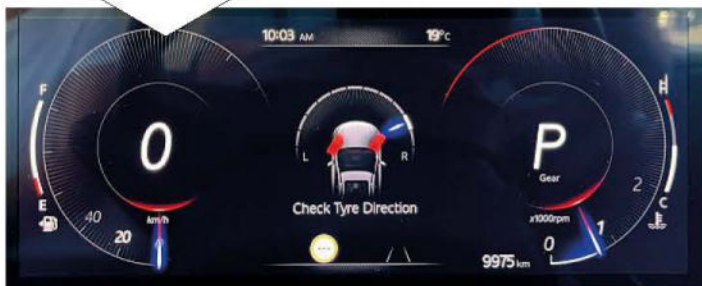
The graphics of the meters are cleverly composed with

a minimalist approach. If the engine is running at, for example, 3 000 revs, the rev counter illuminates up to 3 000.

The XUV500 was indeed better off with its combination weight

as it could tow up to 2,5 tonnes. The 700 may only tow up to 1,5 t if you calculate the weight by subtracting the gross vehicle mass (GVM, 2 357 kg) from the gross combination mass (GCM,

TOWING TEST



3 857 kg). This doesn't bother too much when you look at the weight of an average caravan. The towbar comes from Bosal and is rated for a towing weight of 1 900 kg.

Although the 700 has one of the most impressive electronic panels, one thing is missing: the tin brain doesn't register when you connect the caravan's plug. In fact, the computer thinks you're going to crash into the caravan when it's hitched. The proximity sensors make sure you know this, and we also couldn't find a switch anywhere to deactivate the sensors.

As with the XUV500, the rearview camera's lens isn't in the middle of the car. In the

image, the towbar is slightly off the centre line, but it remains a welcome aid to reverse up to the caravan's coupler. You also have an option to get a top-down view of the coupler, and then the computer even allows you to take a screenshot of the image... could you really ask for more!? We don't think so.

The smaller fuel tank isn't necessarily a problem, but at 60 ℓ (10 ℓ less than the XUV500), it limits your range so much that you won't make it from Gauteng to the KwaZulu-Natal coast. The 14,2 ℓ/100 km (7,02 km/ℓ) that we got in the test means a towing distance of just 421 km, a full 217 km less than the XUV500 from back then (638 km).

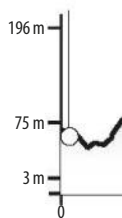
SPECIFICATIONS

Model	XUV700 AX7L
Engine	2 ℓ turbopetrol
Power	149 kW @ 5 000 rpm
Torque	380 Nm @ 1 750-3 000 rpm
Transmission	Six-speed automatic
Drive	Front wheels
Tank	60 ℓ
Fuel consumption with caravan	14,2 ℓ/100 km (7,02 km/ℓ)
Reach with caravan	421 km
Tare weight (licence disk)	1 825 kg
Weight during test (includes nose weight of caravan)	2 060 kg
GVM	2 357 kg
GCM	3 857 kg
Combination weight during test	3 220 kg
Towing capacity (according to GVM and GCM)	1 500 kg
Towbar grading	1 900 kg
Towbar's max vertical weight	100 kg
Is towbar removable?	Yes, the arm and ball
Space for drop plate?	Yes
PRICE	R560 000

TOW PROFILE

Elevation

Bellville



Distance 195,6 km. **Roads** Highways, back roads and built-up areas.

Total towing time Four hours and 11 minutes. **Weather** 21 °C, partly cloudy to sunny with a 16 km/h northerly wind.



What we towed
Manufacturer Invader
Model Duo X
Year model 2023
GVM 1 500 kg
Loaded weight on axle during test 1 160 kg

Drive & Camp loaned the new Duo X from Invader.
 Contact info@invader.co.za

Here's what Pieter Crous, our towing expert, says:

“The engine has power and the automatic gearbox is sharp. It responds in an instant and you'd expect to have more gears to choose from – something like eight or 10. But there's nothing wrong with its six.



bother. The front wheels also spin easily when pulling away on a dirt road, and even more so when you're on a slope. Of course, the front wheels have slightly less grip due to the weight on the towbar.

The turning circle is very smooth and there is no struggle with a hitched caravan.

It also has cruise control that reduces speed as you approach slower traffic. It easily maintains speed on a highway, uphill and downhill. We didn't struggle on steep slopes.

Typical of Mahindra, the air-conditioning works like a charm. At times I had to turn it off even. The centre console against the roof, where your sunglasses for example fit, strongly reminds me of the one in my Mercedes-Benz.

The computer system with its large screen is easy to use and pretty impressive. The blind-spot image you see in the panel in front of you when using the indicators is useful and works well too.

You can feel the front-wheel drive on the steering wheel, especially when accelerating in a turn, but it doesn't

When it comes to more affordable vehicles, you'd expect to hear rattles, but this one was completely silent and the test vehicle had almost 10 000 km on the clock. If I may complain about one thing, it's the placement of the window buttons. They're right where your arm rests in the door. It's closer to my elbow and slightly uncomfortable to reach.

You're unlikely to find anything in this price range that can beat the XUV700. It has good finishes, tows well. The price is highly competitive when you look at other seven-seater SUVs on the market – it's a difference of a few hundred thousand rand. I would, however, typically compare this one with a VW Tiguan, and still, you won't beat the price.

The more I drove the car, the more I enjoyed it.



Drive & Camp says

When it comes to value for your money, the XUV700 takes the lead, and then it also tows like a dream.

From the competitors
 SUVs with seven seats



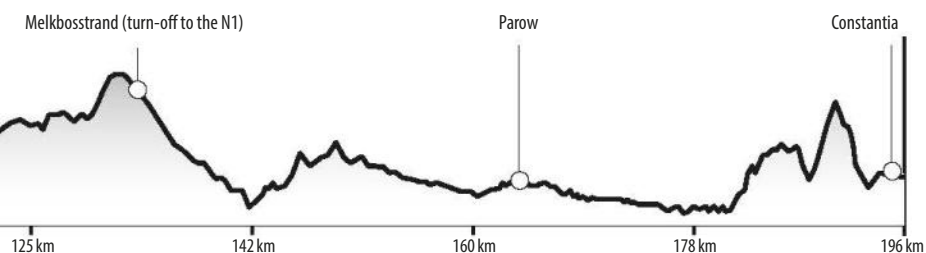
R504 900 Chery Tiggo 8 Pro 1.6 TGI Distinction **290 Nm**
 Towing capacity of 1 500 kg



R729 995 Mitsubishi Outlander 2.5 GLS **245 Nm**
 Towing capacity of 1 600 kg



R759 900 Nissan X-Trail Acenta Plus **244 Nm**
 Towing capacity of 2 000 kg



More than meets the eye



GT CAMPER EXCLUSIVE

GT Camper's Exclusive model boasts a number of unique features.

Words and photos **Leon Botha**

Open that oyster

Once you're at your stand and have engaged the brakes, you're ready to set up. The Exclusive doesn't have corner steadies as part of the load rests on the floor when it's open.

The entire lid of the Exclusive swings 180° open like an oyster shell until it is parallel with the ground. Before you open the lid, you just need to let go with the pulley located at the coupler point.

The strap of the pulley is hooked to the trailer's floor. Incidentally, this type of pulley is also seen on some boat trailers. The actual use of the pulley is to lift the floor when you're done camping.

Once you've unclipped the lid, you're ready to lift it, but first, swing the spare wheel at the back out of the way. It swings to a right along the hull of the trailer.

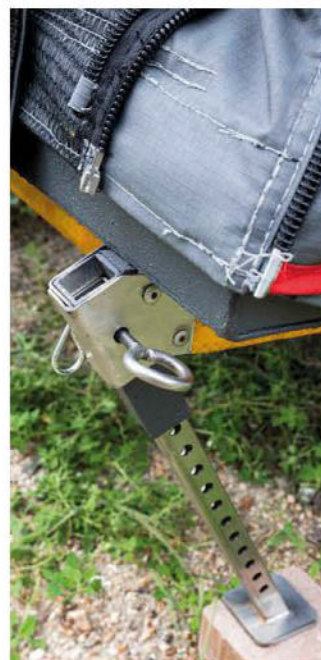
A hinge like an elbow aid in moving the spare wheel rack out of the way and a small clip locks it in place.

Lifting the lid is easy and manageable for one person – thanks to two sturdy gas struts. Just ensure there is enough give in the pulley strap so that the floor can open 180°. Four adjustable feet support the floor at the corners.

As the floor folds over, the tent unfolds too. Three adjustable U-frames inside lengthen to tension the tent, and the awning has adjustable poles. The poles are loose, fit crossways and upright, and are fixed with guy ropes.

You might think that any dirt on the floor would fall on your bed as it folds back over it, but that's not the case.

If there is anything on the floor, it simply falls to the



underside of the lid before it closes on your bed.

Obviously, it's better to first sweep the floor before closing up the trailer.



GT Camper

OFF ROAD TRAILERS

The GT Camper Exclusive carries the unique signature of two of the major off-roader campers. Much like an off-road caravan where your sleeping quarters are inside, or on top with an off-road trailer, you also get into the Exclusive. However, in contrast to an off-road caravan's solid panels, the Exclusive features a canvas tent around it once set up.

Two conspicuous benefits of the Exclusive are that it's considerably more compact than an off-road caravan, and its bed is far more accessible

than the one on top of an off-road trailer.

The striking characteristic of this trailer is the solid floor next to the bed. It's a rarity among trailers but makes a huge difference. While off-road trailers usually have a PVC floor for their side tent, the GT's lid swings open and over the body to form a solid floor.

We hitched the Exclusive in Pretoria and drove a total of 1 200 km, as far as Hoedspruit. We visited four campgrounds deep into the bush and braved rain showers. It's undoubtedly a camper to consider.

Drive & Camp loaned the GT Camper from the manufacturer.

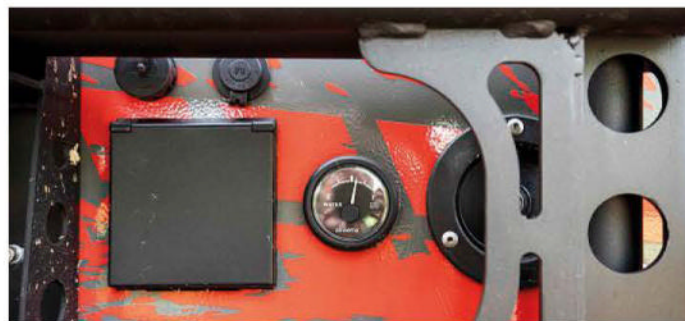
Cupboards galore

The power socket for an extension cord is at the right rear corner where the spare wheel rack fastens, and the plug for the 100 l water tank and water level meter is next to it.

Also, on this side and above the wheel is a narrow shelf where you can store items like the pulley crank and your extension cord. The door to this folds down flat, and the name "GT Camper" is neatly embroidered on both straps holding it open. To the right is a larger cupboard with enough open space for miscellaneous kitchen stuff you might want out of the way, items like a flat-bottomed kettle.

The fridge/freezer goes in the nose cone, and it also pulls out on this side. At the other end of the cupboard is a set of drawers with all the cutlery. (If you prefer, you can switch the two sides.) On top of the nose cone is a flat box along its entire width for additional packing space.

The two 5 kg gas cylinders stand on the A-frame either side of the pulley, with room for a jerry



can on each side. A mesh goes across the front of the A-frame to protect the cylinders and jerry cans from upflung stones or splashing mud.

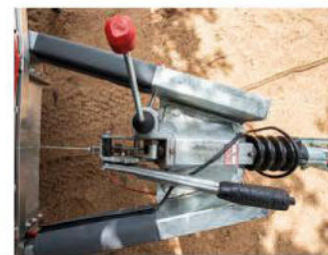
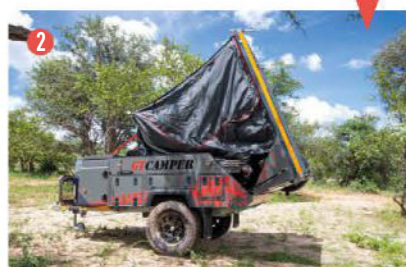
The coupler is made of cast iron, and the jockey wheel fits through it. That means the jockey wheel is between the two arms of the A-frame. Much better than a jockey wheel that is simply welded to the outside.

The four drawers with cutlery are probably some of the most comprehensive you'll find. Plus, everything sits in cut-out foam, which means it'll survive even the roughest road conditions while staying neatly in place. This includes everything from the glasses and tableware in the top drawer all the way to the six wine glasses, serving spoons, and grill tongs in the next drawer to the pudding bowls, plates, pair of scissors, spatula and

corkscrew in the other two.

The gas stove pulls out from the next cupboard and here is some more ingenuity. Initially, the drawer looks like a closed box pulling out from the body, but the lower section is the drawer from which the gas stove extends even further. A collapsible plastic bowl also fits in the frame next to the stove with a water pipe (cold and hot water if you include a geyser with your purchase).

The upper section of the box is a lid and lifts parallel and to the side. Now you have access to another shelf with space for your pots and pans – also in foam cut-outs. The lid is 95 x 45 cm large and a welcome space when



CAMPER TEST



working in the kitchen. However, it is slightly high as a worktop as it's 1,2 m above the ground (collapsed, it's 1,07 m). On the same shelf, but against the hull, is a hidden shelf. It opens towards the nose and is perfect for spices.

The cupboard next to it is above the wheel and similar to the one on the other side, but this one also has foam cut-outs for your cups and coffee percolator.

The power box is in the cupboard on the right. Here you have access to the switches, fuses and circuit breakers. It controls equipment like the fridge/freezer, water pump, lights and the 12 V and 220 V system. Plus Hella sockets, two USB ports and a socket for a cigarette-lighter plug.



Enter the main suite

There's exterior access to the tent along the three sides of the floor. The floor measures 2,14 x 1,73 m, providing ample space for two individuals to comfortably manoeuvre without bumping into each other.

A storage unit that spans the width of the bed also serves as a step and houses all your tent poles. Beneath this step, another folds out to facilitate an easier climb onto the bed.

An essential feature of any fold-up tent, a built-in light at the apex serves as the main source of

illumination in the room. The light switch, located to the right of the bed, is conveniently accessible. The bed itself measures 203 x 160 cm – comfortably somewhere between the sizes of an extra-length queen and king size. Two adjustable bed lamps are at the top end. Besides the three windows surrounding the bed, there's a fourth one – the canvas overhead can be unzipped for additional ventilation, a clever touch indeed.

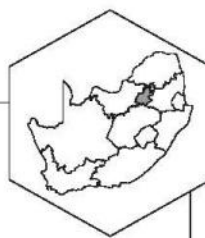
Another great feature of the Exclusive is that everything is





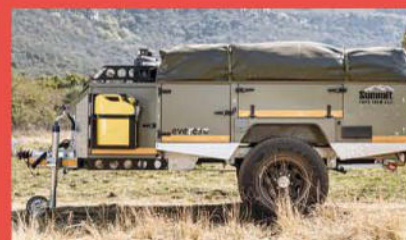
SPECIFICATIONS

Manufacturer Great Track Adventure Campers
Model GT Camper Exclusive
Sleeps Two
Dimensions 4,383 x 1,83 x 1,46 m
Wheels 17"
Axle 2,5 t rubber
Tare weight 1 020 kg
Towing capacity 480 kg
GVM 1 500 kg
Chassis Galvanised
Hull Galvanised and powder coated
PRICE R274 069
Dealer network Sold from factory in Pretoria
Contact 012 770 3633
 sales@gtoffroadtrailers.co.za gtoffroadtrailers.co.za



R274 069 GT CAMPER EXCLUSIVE GVM 1 500 kg

From the competitors Unique bush trailers



R242 000 Summit Everest GVM 1 800 kg

Has 15" wheels, a loading capacity of 740 kg and a stainless steel chassis.



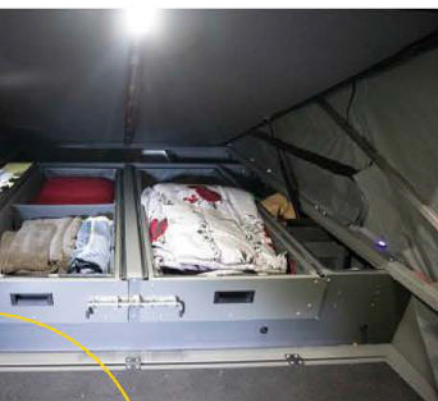
R248 500 BunduTrail BVM 1 100 kg

Has 16" wheels, a loading capacity of 300 kg and a powder coated stainless steel chassis.



R342 000 Invader Duo GVM 1 500 kg

Has 15" wheels, a loading capacity of 640 kg and a galvanised chassis.



neatly hidden under the bed. Far left, just above the step, is a socket that accommodates both two- and three-pin 220 V plugs, along with two USB ports.

To its right, two flat drawers pull out towards you. Their interiors are 48 cm wide and 116 cm long, each with a partition in the middle – perfect for storing clothes or even bedding. If you'd prefer direct access, simply lift

the bed. And there's even more hidden storage: beneath the drawers lies a spacious area that can accommodate bulky camping chairs – an unexpected feature for a camper this size. This space is 29 cm deep, and its length and width both measure 114 cm. To access it, you'd need to push one of the drawers back in. This is also where the two batteries (105 Ah each) are housed.

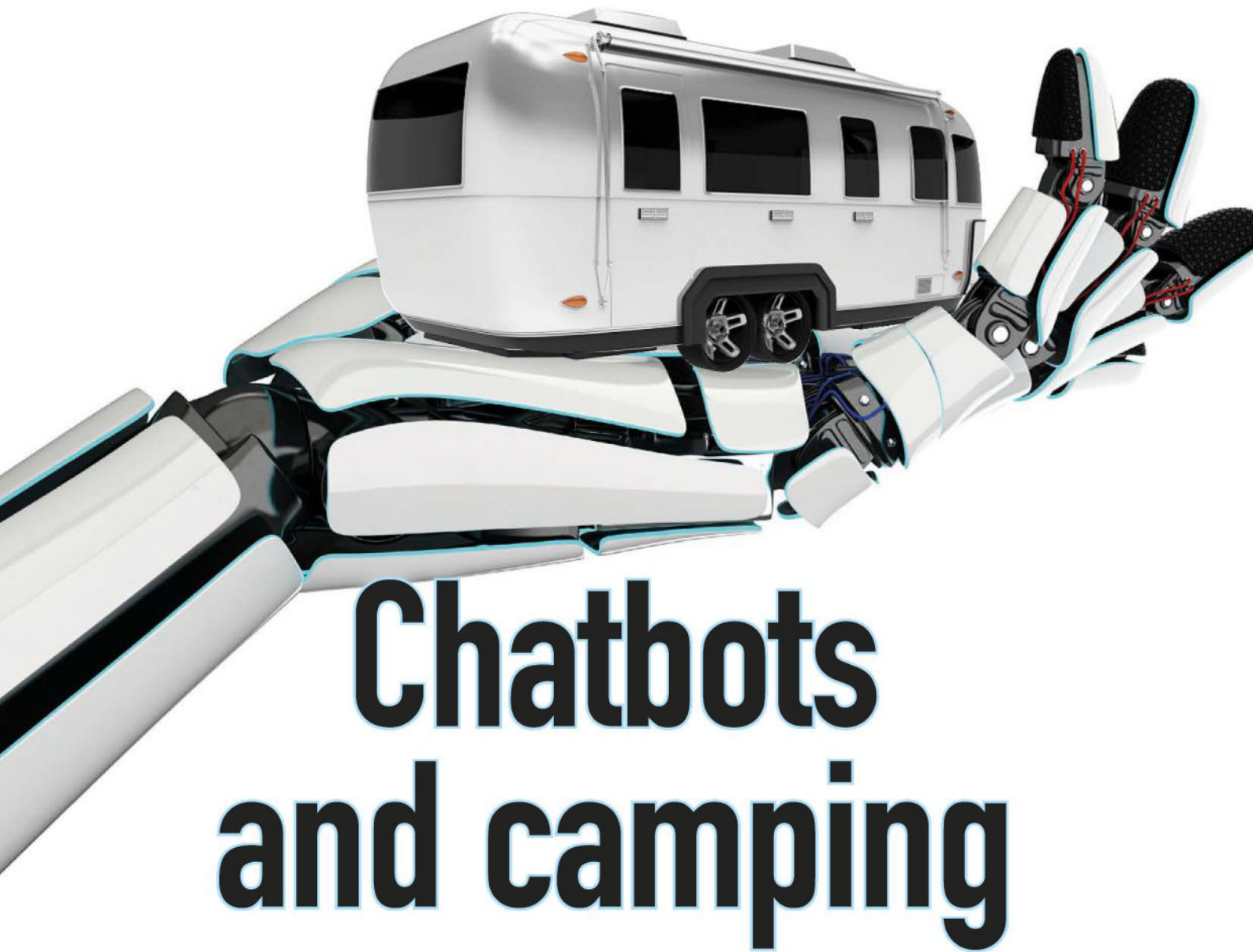
Inside and out

The basic Exclusive includes the hull and chassis; main tent; bed; two gas cylinders; the nose cone plus the flat cupboard above it; the drawers beneath the bed, and the wheels (including the spare).

There are over 30 optional extras – including the power system; water tank; kitchen

unit; kitchen drawers; the geyser; clothes drawer; solar panel (150 W); sliders; bike rack; fridge/freezer; gas stove, and the outdoor lights.

Drive & Camp says *It is built in a modular fashion, allowing you to add components as your budget permits.*



Chatbots and camping

We had a chat with a chatbot to get its opinion on our favourite pastime. It's clear it has a lot to say, even though it has never set foot on a campsite before.

Words **Leon Botha** Photos **Getty Images**

Chatbots are computer programmes designed to mimic human responses when asked something. Artificial Intelligence (AI) is a technology that develops so rapidly almost every day that sometimes you don't know if you're talking to a human or a tin brain.

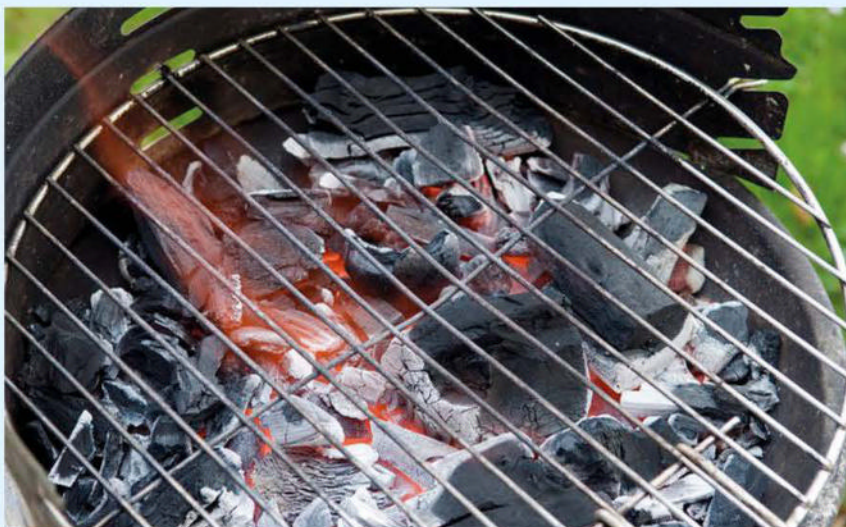
Although there are different ethical opinions about this, there appears to be little relevant legislation. In the meantime, we can form our own opinions and so we had a chat with a bot about camping in South Africa.

We are seasoned campers and can see for ourselves what contribution a computer

programme can make to our world.

We decided on ChatGPT. On their website, they clearly state that ChatGPT "may produce inaccurate information about people, places, or facts." Hopefully, we are well informed enough to see through the supercomputer if it leads us up the garden path.

Let's fire away... you be the judge. *



What is better for a braai fire: charcoal or wood?

It depends on personal preference, the type of food being cooked, and the desired cooking method. Both charcoal and wood have their advantages and disadvantages, and many South Africans have strong opinions on which one is better.

Charcoal is a popular choice for braaiing in South Africa, as it is easy to light, burns evenly, and produces a consistent heat. Charcoal is also less smoky than wood, which can be an advantage when cooking in areas where smoke is a concern. Additionally, many brands of charcoal are made from sustainable sources, which can

be an eco-friendly choice.

Wood, on the other hand, is often preferred by those who value the traditional braaiing experience and the unique flavour that wood smoke imparts to the food. Wood fires can be more difficult to control than charcoal fires, but they offer the advantage of producing a hotter flame, which can be useful for cooking thicker cuts of meat or achieving a charred crust on meat.

Some people may prefer the convenience and consistency of charcoal, while others may enjoy the flavour and experience of cooking over a wood fire.

What is the best braai wood in South Africa?

Rooikrans This is a hardwood that is dense and burns with intense heat, making it a great choice for braaiing larger cuts of meat such as beef brisket or lamb chops.

Kameeldoring This hardwood produces long-lasting coals and imparts a strong, smoky flavour to food, making it ideal for cooking meats like beef, pork, and venison.

Sekelbos This is a dense, slow-burning wood that produces very little smoke and imparts a subtle flavour to food, making it a good choice for braaiing fish, chicken, and vegetables.

Black wattle This is a fast-growing, softwood that burns quickly and produces a hot flame, making it a good choice for quick braais and for cooking foods like sausages and burgers.

Blue gum This is a hardwood that produces a long-lasting, steady flame and imparts a sweet, smoky flavour to food, making it a good all-purpose braai wood.



What is the most favourite braai meat in South Africa?

Braaiing is a beloved pastime in South Africa, and there are many different types of meat that are popular for braaiing.

Beef is a popular choice with cuts such as T-bone, sirloin, and rump being particularly popular. Beef is often seasoned with a simple blend of salt, pepper, and maybe some herbs and spices, and cooked to perfection over hot coals.

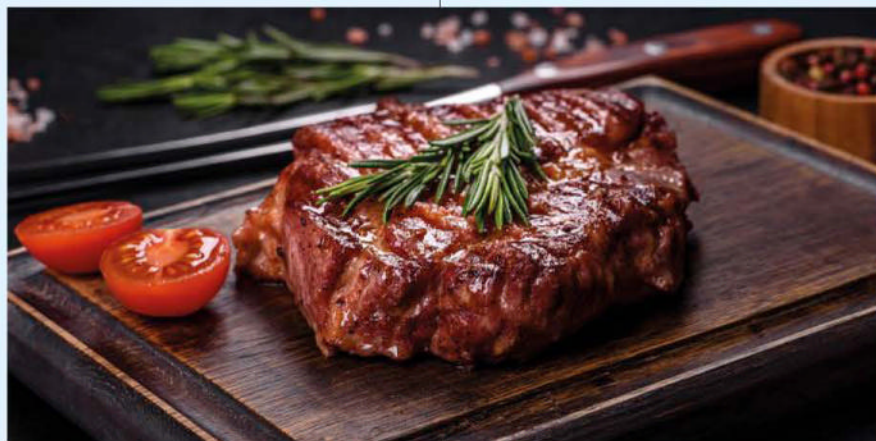
Chicken is another favourite with pieces such as thighs, drumsticks, and wings. Chicken is often marinated in a blend of spices, lemon juice, and oil before being cooked over hot coals.

Boerewors is a type of traditional South African sausage made from beef, pork, or a combination of the two, and is a staple of any braai. It is often served with a side of pap and a tomato and onion relish.

Lamb chops and lamb skewers (called sosaties) are also popular. Lamb is often

marinated in a blend of spices and yogurt before being cooked over hot coals.

Pork ribs, chops, and sausages are also popular choices. Pork is often seasoned with a blend of spices, honey, and soy sauce before being cooked over hot coals.



What is the best way to clean your braai grid?

One of the best ways is to soak it in hot soapy water for a few hours. After soaking, use a scrub brush or a sponge to remove any remaining bits of food. Alternatively, you can use a wire brush to scrub the grid while it's still hot to remove any stuck-on bits of food. Another option is to place the grid inside a plastic bag with some ammonia or oven cleaner, seal the bag, and let it sit overnight.

The next day, remove the grid from the bag, rinse it thoroughly, and wipe it dry with a clean cloth. Whatever method you choose, it's important to clean your braai grid after each use to keep it in good condition and prevent food from sticking to it.



From what age can you camp?

It largely depends on the child's individual development and the specific camping activity. There is no set age at which children can start camping, but it is generally recommended that children are at least three years old before they go camping overnight.



What is considered a safe towing speed?

As a rule, most experts recommend keeping the towing speed between 80 km/h and 100 km/h on highways, and slower on more challenging terrain or in adverse weather conditions.

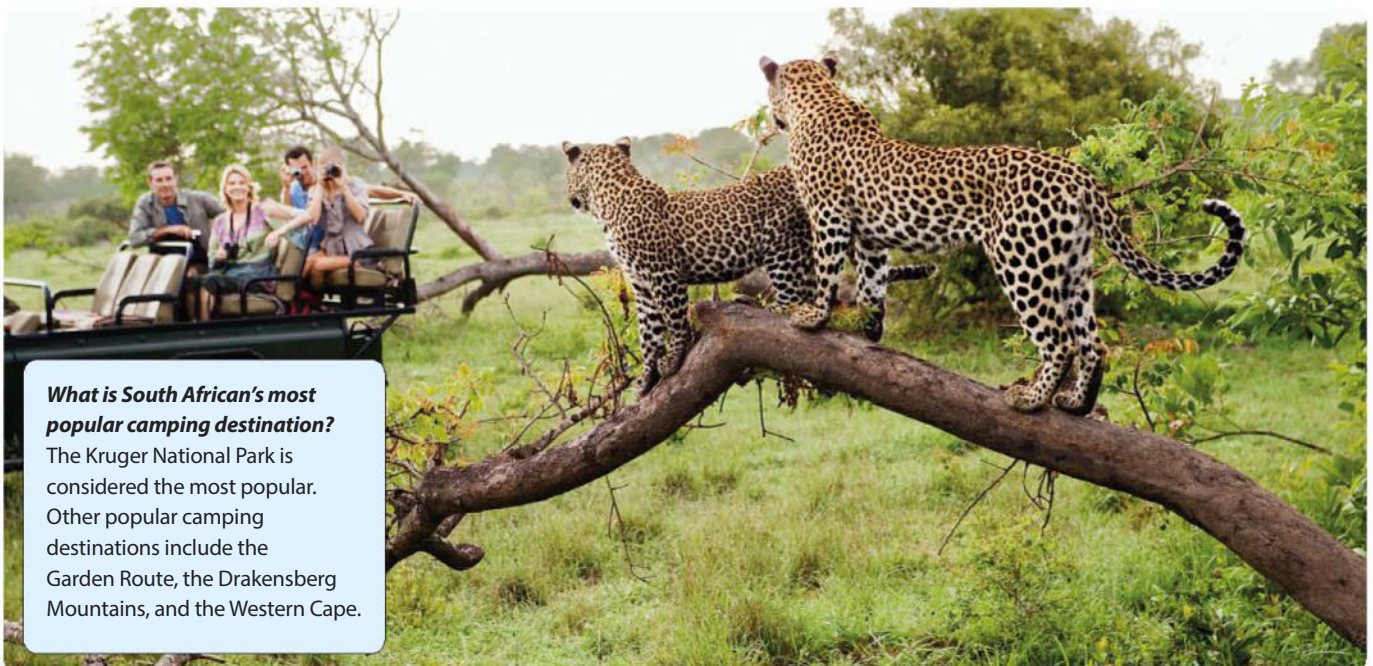
Is it good or bad to salt the meat while braaiing?

There is some debate on whether it is good or bad.

Salting your meat before braaiing can enhance the flavour of the meat by drawing out some of its natural juices and creating a flavourful crust on the outside. However, if you salt your meat too early (more than an hour or so before cooking), it can result in a dry and tough texture, as the salt draws out too much moisture from the meat.

It is generally recommended to salt your meat just before or during cooking, rather than in advance. This will help to keep the meat moist and tender. Some people prefer

to salt their meat after cooking, as this can help to preserve its natural juiciness and flavour.

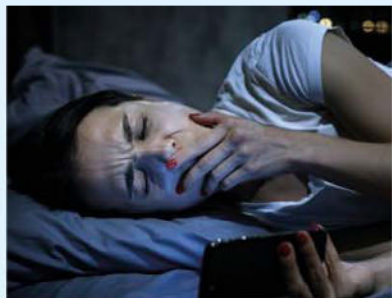


What is South African's most popular camping destination?

The Kruger National Park is considered the most popular. Other popular camping destinations include the Garden Route, the Drakensberg Mountains, and the Western Cape.

Is sleeping late at the campsite a sin?

It is not necessarily a sin. Camping is an opportunity to relax and unwind, and getting a good night's sleep is an important part of that experience.



Should campsites offer free WiFi?

That is a matter of personal opinion and depends on the type of camping experience the site wants to provide.

On one hand, offering free WiFi can be seen to enhance the camping experience and provide campers with access to information, communication, and entertainment while they are away from home. It can also be a useful tool for emergencies and staying connected with loved ones.

On the other hand, some campers prefer to disconnect from technology and enjoy nature without distractions. Additionally, offering WiFi can be costly for campsites and



may detract from the natural beauty and peacefulness of the camping experience.

Some campsites may choose to offer limited WiFi access, while others may choose to focus on providing a technology-free environment.

From what age can children sleep on their own tent?

It will depend on several factors, including the child's maturity level and the parents' comfort level with leaving their child alone.

There is no specific age recommended as it will vary from child to child. However, many experts suggest that children under the age of 12 should not sleep alone in a tent, as they may not have the maturity and experience to handle emergencies or unexpected situations that may arise.



Is braaiing marshmallows on a campfire good for children?

This can be a fun and enjoyable activity for children while camping. However, parents should always supervise their children to ensure their safety.

It can be dangerous if proper safety precautions are not taken. Children should be taught to handle the roasting sticks safely and to keep a safe distance from the fire. They should also be taught to wait for the marshmallows to cool down before eating them to avoid burns.

While this can be a fun treat, they should not be the only food available for children.



Will I be able to drive from the southern tip of the Kruger National Park to the most northern tip in one day?

No, it is not possible. The park is approximately 350 km long, and the speed limit is 50 km/h on tar roads and 40 km/h on gravel roads.

Additionally, there are many rest camps, viewpoints, and wildlife sightings along the way that can cause delays. It is recommended to plan your route and make overnight stops to enjoy the park fully.



Can you camp in a game reserve with your pets in South Africa?

Most game reserves have strict rules and regulations regarding pets, and many do not allow pets on the premises for safety reasons. This is because wild animals can perceive pets as a threat and may become agitated or aggressive, which can be dangerous for both the pets and the wildlife.

There are some game reserves that do allow pets, but these are typically smaller, private game reserves with more relaxed rules and regulations.

Must you limit screen time for children when camping?

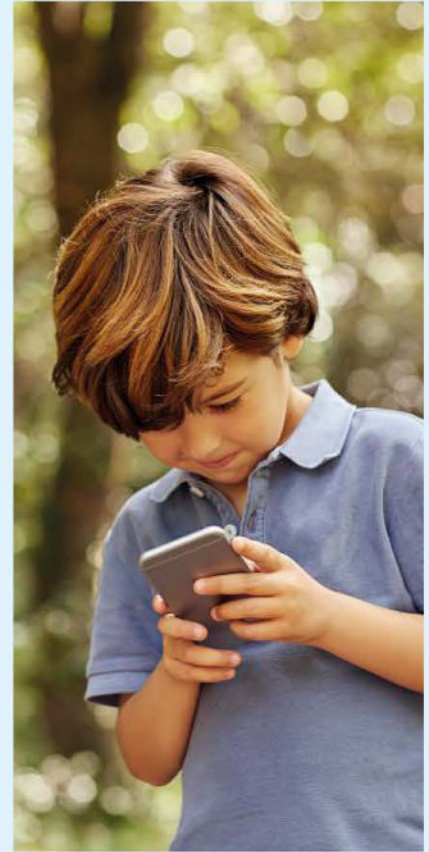
While it's important to limit screen time for children, camping provides an opportunity to engage with nature, unplug from technology, and enjoy quality time with family and friends. Here are some reasons why limiting screen time for children during camping trips can be beneficial:

Encourages outdoor activities Camping offers a unique opportunity for children to explore and connect with nature. Limiting screen time encourages them to engage in outdoor activities like hiking and fishing, good for physical and mental health.

Improves sleep Screen time, especially before bed, can disrupt sleep patterns. Camping provides a natural environment that promotes restful sleep, especially when the sun sets and campfires are lit.

Encourages social interaction Camping provides an opportunity for children to bond with family and friends, and limiting screen time encourages social interaction and promotes communication skills.

Promotes creativity Without the distraction of screens, children can tap into their creativity through other activities.



What is the oldest campsite in South Africa?

It is believed to be the Addo Elephant National Park in the Eastern Cape, which was founded in 1931 and had its first campsite established in 1954. Other campsites, such as Berg River Resort in Paarl, also have a long history dating back to the early 1900s, but they were initially established as holiday resorts rather than dedicated campsites.

Will you bother fellow campers if you take your guitar along?

It can be a great way to entertain yourself and others, but it's important to be mindful of your fellow campers and follow certain etiquette.

Here are some tips to avoid bothering fellow campers with your guitar playing:

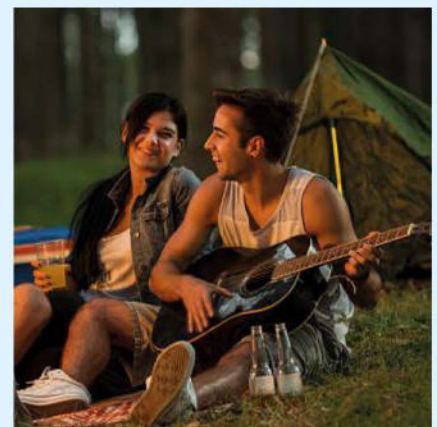
Consider the time of day Playing guitar can be a noisy activity, so it's important to be considerate of other campers' sleeping and relaxation time. Avoid playing during early morning or late evening hours when noise is more likely to disturb others.

Choose a suitable location When playing

guitar, choose a location away from other campsites where you won't disturb others. Look for a quiet corner or a secluded spot.

Keep the volume down Be mindful of the volume of your playing and keep it at a reasonable level. If other campers are nearby, consider using headphones or a small portable amplifier to keep the noise level low.

Be respectful of others If other campers are bothered by your guitar playing, be respectful and stop playing or move to a different location.





What is the most popular towing vehicle in South Africa?

The Toyota Hilux. Others include the Ford Ranger, Nissan Navara, and Isuzu KB. SUVs such as the Toyota Fortuner, Mitsubishi Pajero, and Land Rover Discovery are also popular choices for towing, thanks to their spacious interiors and powerful engines.

Do campers prefer to read a camping magazine or online content?

There is no one-size-fits-all answer as different campers have different preferences when it comes to reading material. Some campers may prefer to read a camping magazine, as it provides a tangible and portable source of information. Magazines can also be shared with other campers.

Other campers may prefer to read online camping stories, as it provides

a wider range of content and the ability to access information from anywhere with an internet connection. Online stories can be updated more frequently than magazines and can offer multimedia content like photos and videos.

Some campers may even enjoy a combination of both, reading magazines and online stories to get a well-rounded view of camping culture and experiences.



How should you deal with a fellow camper that snores heavily?

This can be a tricky situation, here are a few tips:

Use earplugs, try white noise (such as the sound of a fan or a white noise machine), talk to the person (having a polite conversation), or move to a different spot.

** ChatGPT tends to answer every question fairly thoroughly. It creates context and ends with a brief summary. Unfortunately, we do not have the space to publish the answers word for word. We have shortened the answers while still reflecting the essence of its response.*



Camp kitchen for a couple

It's just the two of you... Why lug around big and heavy camping gear when lightweight and compact items will suffice?

Words and photos **Cyril Kloppe**

We bring you 12 products with which you and your travel buddy can begin when assembling a camping kitchen. Everything on these pages is as small as possible to save packing space, but not so small that it becomes a hassle to use.

GET YOURS HERE

[📍 outdoorwarehouse.co.za](https://www.outdoorwarehouse.co.za) [📍 capeunionmart.co.za](https://www.capeunionmart.co.za) [📍 camandclimb.co.za](https://www.camandclimb.co.za)

Prices were correct when we went to print, but can sometimes change quickly. Always first visit a supplier's website to get the latest prices. The dimensions of some products differ from the manufacturer's official figures – we used our own tape measure and scale for measurements.



LK'S BRAAI TRAY

Portable braai

Not all camping sites have built-in braai facilities, and it's risky and sometimes awkward to braai on the ground. This stainless-steel braai tray stands 44 cm high and you can empty about half a bag of charcoal into it.

The grid is big enough for two parboiled pork ribs, or two 200 g steaks and a roll of boerewors. A butterflied snoek, however, won't fit on it. It weighs almost nothing and is sturdy on its legs, which also won't sink into the sand.

Dimensions 44 x 30 x 47 cm

Price R795 at Camp & Climb



FIRESIDE BRAAI GRID

Great turnover

You can braai directly on the braai tray on the left, but a folding grid like this simply works so much better. This little guy is made of stainless steel and comes with its own carry bag.

The handle can extend and retract so that you can transport the grid inside the braai tray above. A rib won't fit in it, but four hamburger patties will easily find their spot. It's also perfect for a large braai pie (see Johané's recipe on page 98). The edges of the grid are folded over so your food won't fall out when you flip this grid.

Dimensions 28 x 28 x 4 cm

Price R450 at Outdoor Warehouse



LK'S BRAAI DISH

On the side

Sometimes the timing of the braai and the side dishes is slightly off, and then you need a dish in which to keep food warm. This small braai dish has a volume of 2 l and is thus big enough for two. Two 200 g steaks, a roll of sausage, and two baked potatoes all fit nicely.

The metal is mild steel painted with enamel. The manufacturer says you can place this braai dish directly on hot coals or even inside an oven without it being damaged.

Dimensions 34 x 22 x 8 cm

Price R280 at Outdoor Warehouse



LK'S BRAAI TONGS

Get shorty

These tongs are the length of a ruler and perfect for turning a hot lamb rib. It uses the same thickness of metal as a full-size braai tong, but because it's shorter, it grips your braai meat more securely so you don't accidentally drop your dinner on the ground.

If you rely on a folding grid, you can, of course, use these tongs to turn garlic bread wrapped in foil on the coals. Just be careful not to burn yourself, because the tongs are quite short.

Dimensions 31 x 9 x 2 cm

Price R100 at Outdoor Warehouse



CADAC BREAD POT

Our daily bread

This bread pot is small but quite heavy (3,6 kg) as it is made of cast iron. The volume is 2,8 ℓ and its carry handle is made of thick steel that doesn't easily bend.

We particularly like the high rim on the lid so you can place hot coals on it without them falling off. It's a good size for baking bread for two people and there will be enough bread left after dinner for tomorrow's padkos.

Dimensions 17 x 13 x 29 cm

Price R440 at Camp & Climb



LK'S QUARTER POT

Make mine a double

You're going to need two of these three-legged pots, as it only holds 700 ml. It's particularly suitable when you fancy a vegetarian option (Johané has a bean recipe on page 101) while your travel buddy prefers a chicken potjie.

The pot weighs 1,4 kg and is available in red, green, blue and black. The latter is unpainted and costs R200 less. The stand in the photo is extra at R470.

Dimensions 13 x 13 x 13 cm

Price R500 at Outdoor Warehouse



ALVA MINI BBQ

Give it gas

A gas stove is useful during inclement weather, you know it! This device weighs 5 kg and its cast-iron grid is large enough for two chops and a small roll of sausage. It works with a 220 g butane canister and the flame size is adjustable. At its hottest setting, the gas should last about one and a half hours before you need to replace the canister.

The gas stove comes with its own plastic carry case for transport. Be aware that you have to purchase the butane separately at about R50 per can.

Dimensions 42 x 29 x 14 cm

Price R1 500 at Cape Union Mart



COBB PREMIER+

Who's the braai master?

Cobb's gas braai works with both butane and propane, and it comes with its own lighter so you don't have to fumble with matches. You can cook almost any imaginable type of food in a Cobb – from pumpkin to popcorn and pizza to pineapple tart.

It's a costly piece of equipment, but it's an all-in-one kitchen for those who prefer something more exotic than meat, rice and potatoes. It's primarily made of stainless steel with bakelite knobs.

Dimensions 28 x 28 x 31 cm

Price R4 000 at Outdoor Warehouse



GSI CUTTING BOARD

Ready, steady, chop!

You always need a clean workspace when you go camping. This cutting board folds up so it's no bigger than a hardcover book, but thinner.

It's made of polyethylene plastic and there's a shallow groove around the outer edge where juice collects when you cut fruit. It also serves as a great bread board for that freshly baked wholegrain bread you baked in the Cadac bread pot.

Dimensions 24 x 16 cm / 32 x 9 cm

Price R195 at Camp & Climb



STANLEY COOKSET FOR TWO

Breakfast matters

Stanley's cookset consists of a 1 ℓ stainless steel pot, a lid for the pot, two 354 ml BPA-free plastic bowls, and two BPA-free plastic spoons. Together, it weighs in at 440 g.

Originally designed for mountaineers, it works well for a couple wanting to whip up some oats for breakfast.

Dimensions 11 x 14 x 14 cm

Price R750 at Outdoor Warehouse



GSI 6-CUP COFFEE POT

Morning glory

GSI also makes a smaller version that boils enough water for three mugs, but we prefer the larger six-cup model.

After you've poured a mug for you and your travel mate, there's still plenty of hot water left for doing the dishes. The mild steel is painted with enamel and the lid features a nifty hinge so it can't get lost.

Dimensions 20 x 14 x 14 cm

Price R380 at Camp & Climb



GSI WINE GLASSES

Fall where they may

Their stems unscrew from the bowl and the two parts fit into each other to save space in your camp kitchen. They're made of a type of plastic called copolyester that doesn't contain any BPA. Each glass can hold 275 ml of wine if you fill it to the brim and weighs a mere 136 g empty.

The plastic won't break if you knock over the glass and your Chenin Blanc stays cooler for longer than it would in an aluminium glass. Cheers, big ears!

Dimensions 8 x 8 x 12/18 cm

Price R385 at Camp & Climb

CAMP FOOD

Bean cuisine



Start your campfire dinner
with a tin of beans...

Recipe and styling **Johané Neilson** Photos **Ed O'Riley**



BRAAI PIE WITH BOEREWORS AND BEANS

A cheese pleaser

This 'pie' is basically just a whopping quesadilla. It's fun to assemble, easy to braai... and delicious to devour!

Ingredients

(serves 4, or 6 smaller portions)

- 500 g boerewors, casing removed
- 1 cup chakalaka (homemade or from a tin)
- 1 tin (400 g) red kidney beans, drained
- 6 medium-sized tortillas
- 2 tablespoons cream cheese or sour cream
- 2 cups grated cheddar
- 1 teaspoon olive oil (optional)

Here's how

1 Braai the boerewors in a pan – continually breaking the meat with a spatula so it doesn't clump. Stir in the chakalaka and beans with the sausage meat, heat until thoroughly warmed and slightly reduced, then remove from heat.

2 Arrange the first four tortillas in

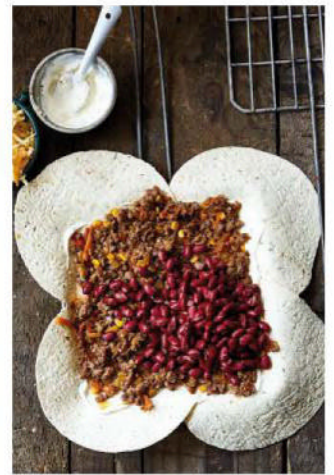
the corners of a small fold-up braai grid so that they hang halfway over, then place the fifth tortilla in the middle – the formation should look almost like a flower.

3 Spread the cream cheese over the base – it helps the tortillas to stick when you fold it and adds to the delicious taste. Next, scoop the bean filling into the middle and sprinkle the cheese on top. Place the last tortilla on top of the filling and gently fold in the overhanging parts, over the filling.

4 Securely close the grid to hold the pie in place and apply a little olive oil. This is optional, but adds flavour and a nice shine.

5 Braai the pie gently over low coals until it is golden brown and thoroughly warmed through. You want all the cheese to melt – so adjust the heat of the coals and cooking time accordingly.

Drive & Camp says Pork sausages, shredded chicken, ham or bacon also work well with the beans, and if you don't like spice, replace the chakalaka with a squeeze of tomato or basting sauce.



WWW. **TUFFSTUFF**® .CO.ZA

A SPECIALISED INSURANCE PRODUCT FOR 4X4'S & SUV'S



REAM
INSURANCE BROKERS
FSP1422

THE MARKET LEADERS IN 4X4 INSURANCE PRODUCTS

Comprehensive day-to-day vehicle insurance
with the added benefit of specialised overland and
cross border 4x4, SUV and lifestyle cover.

MAKE AFRICA YOUR PLAYGROUND



hellopeter

TUFFSTUFF PRODUCT DISCLAIMER

TUFFSTUFF is a specialist 4x4 product and registered Trademark. It is underwritten by Western National Insurance Company Ltd. FSP 9465. It is facilitated and administered by REAM Insurance Brokers (Pty) Ltd. FSP 1422. It is not a medical scheme, the cover is not the same as that of a medical scheme and is not a substitute for a medical scheme membership. Terms and Conditions apply.

0861 44 44 00 | info@tuffstuff.co.za

www.tuffstuff.co.za



CHICKEN AND BEAN CURRY**Quick and easy**

The delicious smoky taste of the grilled chicken pieces adds lots of flavour to this quick curry potjie.

Ingredients

(serves 4)

- 4 chicken quarters (thigh-and-drumstick pieces)
- 1 tablespoon chicken braai seasoning (your favourite)
- 2 tablespoons chutney
- 2 tablespoons mayonnaise
- 2 tablespoons water
- 2 tablespoons olive oil

- 1 onion, finely chopped
- A pinch of turmeric
- 2 cloves garlic, finely crushed
- 2 tins (410 g each) butter beans in curry sauce (we used the one from Rhodes)
- ½ cup unflavoured full-cream yoghurt
- 1 green chilli, finely chopped

Here's how

1 Season the chicken all over with the spice. Whisk the chutney, mayonnaise, and water together and pour it over the chicken in the braai dish. Allow to marinate while you get the coals going.

2 Braai the chicken over hot coals until nicely golden brown and slightly charred all over.

3 In the meantime, heat the oil in a potjie

that is big enough for the chicken and beans, and sauté the onion until it is nicely shiny and fragrant. Stir in the turmeric and garlic and sauté everything for another few minutes. Add the beans with their curry sauce, plus half a tin of water.

4 Place the half-cooked grilled chicken into the potjie with the beans and simmer everything gently until the meat is cooked through and the sauce has reduced. Lastly, stir the yoghurt through the sauce and sprinkle the chilli on top. It's delicious served with rice or rotis.

Drive & Camp says Use eight chicken thighs instead of the quarters, and dinner will be on the table even quicker.





BEAN SOUP WITH PESTO Pesto presto!

This simple soup is a family favourite that also freezes very well.

Ingredients (serves 6)

- 1 tablespoon olive oil
- 1 large onion, finely chopped
- 2 carrots, finely chopped
- 1 long stalk of celery, finely chopped
- 3 cloves garlic, crushed
- a pinch each dried thyme and rosemary
- a bay leaf, fresh or dried
- 1 tablespoon tomato paste
- 1 tin (400 g) chopped tomatoes
- 3 tins (400 g each) cannellini beans, drained
- 3 cups vegetable or chicken stock
- basil pesto and your favourite bread to serve

Here's how

1 Heat the oil in a pot and braai the

onion, carrot and celery until shiny and cooked – at least 5 minutes, or longer if you're not in a hurry. Stir in the garlic, herbs and tomato paste and braai everything together for a few more minutes until fragrant.

2 Stir in the tomatoes, beans and stock and simmer the mixture for 20 minutes.

3 Blend half of the soup with a stick blender or crush the beans with a potato masher. This step determines the thickness of the soup; you can decide whether you want to hold back a cup of beans and finely blend the rest of the soup, or however you prefer it.

4 Taste the soup and season it with salt and freshly ground black pepper.

5 Ladle the soup into bowls and stir in a heaped teaspoon of pesto. Serve with bread for dipping.

Drive & Camp says Don't leave out the pesto; its fresh taste reigns supreme in this flavour combination.

WWW. **TUFFSTUFF**® .CO.ZA

A SPECIALISED INSURANCE PRODUCT FOR 4X4'S & SUV'S



REAM
INSURANCE BROKERS
FSP1422



hellopeter

TERRITORIAL LIMITS

AFRICA, SOUTH OF THE EQUATOR, AS SHOWN

SOUTH AFRICA
NAMIBIA
BOTSWANA
ZIMBABWE
MOZAMBIQUE
ANGOLA
ZAMBIA



MALAWI
CONGO
TANZANIA
GABON
DRC
UGANDA
KENYA

TUFFSTUFF PRODUCT DISCLAIMER

TUFFSTUFF is a specialist 4x4 product and registered Trademark. It is underwritten by Western National Insurance Company Ltd. FSP 9465. It is facilitated and administered by REAM Insurance Brokers (Pty) Ltd. FSP 1422. It is not a medical scheme, the cover is not the same as that of a medical scheme and is not a substitute for a medical scheme membership. Terms and Conditions apply*.

0861 44 44 00 | info@tuffstuff.co.za

www.tuffstuff.co.za



BEAN SALAD

Well-sauced side

Serve this salad as a delicious side dish with braai, or add tinned tuna and enjoy in toasted pita bread for lunch.

Ingredients

(serves 6 as a side dish)

- 1 tin (400 g) white beans, drained
- 1 tin (400 g) chickpeas, drained
- 200 g green beans, cut into 3 cm pieces
- 100 g feta cheese, cubed
- 1 small red onion, thinly sliced
- 4 ripe red tomatoes, cut into wedges

FOR THE SALAD DRESSING

- 4 tablespoons olive oil
- 1 tablespoon red wine vinegar
- 1 tablespoon fresh lemon juice and a teaspoon zest
- 1 tablespoon chopped fresh parsley (or use a hefty pinch of dry parsley)
- 1 teaspoon honey

- 1 teaspoon wholegrain mustard
- salt and freshly ground black pepper to taste

Here's how

1 Shake together the salad dressing ingredients in a glass jar, taste and make sure you like the balance. You may think an extra teaspoon of mustard is needed or perhaps another shot of vinegar for bite.

2 Mix the tinned beans and chickpeas with the dressing and allow to stand while you boil the green beans for a few minutes in salted water until al dente. Drain and add the hot beans to the marinated mix.

3 Add the rest of the salad ingredients and serve at room temperature.

Drive & Camp says If time allows, mix the white beans and chickpeas through the salad dressing and marinate overnight for extra flavour.



LUXURIOUS COWBOY BEANS Queue for seconds!

These dressed-up baked beans are pure indulgence. It also tastes delicious on a baked potato or in a jaffle... with cheese.

Ingredients

(serves 4)

- 4 thick slices of smoked pork belly, cubed
- 1 tablespoon olive oil
- 1 onion, halved and then thinly sliced
- ½ teaspoon cumin seeds
- 2 frankfurter sausages, cut into 3 cm pieces
- 2 tins (410 g each) baked beans
- 1 tablespoon Worcestershire sauce
- 8 slices of toast and butter to serve

Here's how

1 Fry the pork belly cubes in the oil until crispy. Scoop the cooked cubes from the pan and retain the oil. Fry the onion and cumin seeds in the same pan until fragrant. Stir in a splash of water if it starts to brown before the onions are soft. Then cook it dry.

2 Stir the sausages and cooked pork belly blocks into the pan and braai everything together for another minute. Add the beans with their sauce and heat the mixture until thoroughly warmed.

3 Season the pan food with the Worcestershire sauce, taste, and add more salt and black pepper as needed. Serve it with toast – thickly smeared with butter for me, thank you!

Drive & Camp says If you can't get hold of the thick slices of pork belly, use regular bacon.

PAPTERT WITH MOZZARELLA AND BEANS Viva Italiano!

Polenta is just yellow mielie meal – feel free to use white mielie meal if that's what you have on hand.

Ingredients

(serves 8 as a side)

- 1 cup fine polenta or mielie meal
- 1 ℓ boiling water (or half water, half milk)
- A large knob of butter
- 1 cup ready-made pasta sauce with basil
- 1 tin (400 g) borlotti beans, drained
- 200 g mushrooms, sliced and sautéed
- A handful of fresh chopped spinach (optional)
- 200 g mozzarella, sliced or grated
- 3 tablespoons finely grated Parmesan cheese

Here's how

1 Quickly whisk the polenta in

a saucepan with boiling water – use a balloon whisk for this. Use a wooden spoon to stir it once it starts to thicken and then simmer for 15 minutes. Season the porridge with butter and salt to taste.

2 Scoop half of the porridge from the pot and spread the rest in an even layer. Spoon half of the pasta sauce on top, followed by half of the beans, mushrooms, spinach, and mozzarella.

3 Spread the scooped-out porridge over the filling and then add the rest of the pasta sauce, beans, mushrooms, and spinach on top. Arrange the rest of the mozzarella on top and sprinkle the Parmesan over.

4 Bake the paptert with the lid on over the coals for about 20 minutes or until heated through with melted cheese. Remember a few coals on the lid as well. Serve it warm or at room temperature.

Drive & Camp says Try arrabiata pasta sauce if you like chillies. 🌶️



WWW. TUFFSTUFF® .CO.ZA

A SPECIALISED INSURANCE PRODUCT FOR 4X4'S & SUV'S



REAM
INSURANCE BROKERS
FSP1422

ADDITIONAL SERVICES

ASSISTANCE WHEN YOU NEED IT MOST

- 24h Roadside assistance inside RSA
- Emergency International medical evacuation
- Airborne Technical Assistance
- Repatriation following accident, theft or hijacking
- Emergency accommodation
- Car hire up to 75 days
- Satellite phone rental

And much more.



hellopeter

TUFFSTUFF PRODUCT DISCLAIMER

TUFFSTUFF is a specialist 4x4 product and registered Trademark. It is underwritten by Western National Insurance Company Ltd FSP 9465. It is facilitated and administered by REAM Insurance Brokers (Pty) Ltd FSP 1422. It is not a medical scheme, the cover is not the same as that of a medical scheme and is not a substitute for a medical scheme membership. Terms and Conditions apply.*

0861 44 44 00 | info@tuffstuff.co.za

www.tuffstuff.co.za



go!
Drive&Camp

BUYER'S GUIDE





CARAVAN
SERVICES & REPAIRS
Unit 8 Corner North Rand & Elizabeth Rd, Boksburg
082 652 8139
www.caravanrepairs.co.za / info@caravanrepairs.co.za

**WE DO INSURANCE WORK
AND PRIVATE WORK**





BEFORE **AFTER**





We install **EWIKS CARAVAN MOVERS**

at your premises in Gauteng, Mpumalanga, North West, Limpopo and the Free State.



CONTACT Wimpie Struwig on 082 33 33 833 | Pieter Kalis on 083 715 1226 | www.caravanmovers.co.za

MACLAREN AIR

For info and pricing contact | Tel: 011 315 4348 | Email: maclaren@ust.co.za

MacLaren HB9000 Under Bench Caravan/Camper Aircon

- ▶ Quiet operation
- ▶ Cooling & Heating (*heat pump*)
- ▶ Fully self-contained unit ready to plug in
- ▶ Easy installation (*parts & template incl.*)
- ▶ Ideal for pop-up roof caravans and others
- ▶ Unit can be run by inverter
- ▶ Lightweight, ideal for caravans
- ▶ No leakages causing wood to rot

MacLaren Rooftop Caravan Aircon

- ▶ Built in Wi-Fi
- ▶ Power System **AC 220-240 V/50 Hz**
- ▶ Rated Cooling Capacity **3500W**
- ▶ Rated Heating Capacity **3500W**
- ▶ Power Input (Cooling/ Heating) **1300W/1100W**
- ▶ Refrigerant **R410a**
- ▶ Overall Dimensions (mm) **710 W x 253 H x 1035 L**
- ▶ Packaging Dimensions (mm) **760 W x 310 H x 1090 L**

**2 YEAR FULL
SUPPLIER
GUARANTEE ON
EITHER UNITS**



NO INTERFERENCE WITH ANY WARRANTY ON YOUR CARAVAN/CAMPER IF INSTALLED ACCORDING TO SPECIFICATIONS

BATTERY & OUTDOOR KING

Best Quality Very Best Service

We ensure that you have a **custom-made solar package** to fill your special solar need!



Lithium jump starters from R1,499

Shop: 870 Rubenstein Drive, Moreleta Park, Pretoria East

Tel: 066 2288 919 / 082 4444 911 | E-mail: jaco@mrek.co.za | www.batteryking.co.za



FB @batteriesking | FB-group "Battery & Outdoor King"



DOUBLE BATTERY SYSTEMS
Also lithium

Safe-T- Locksmiths



- Transponder keys cut
- Key coding and programming
- Computer box repairs

**307A Commissioner Street,
Boksburg**

083 226 3003 or 011 917 2016

www. **TUFFSTUFF** .co.za

A SPECIALISED INSURANCE PRODUCT FOR 4X4'S & SUV'S

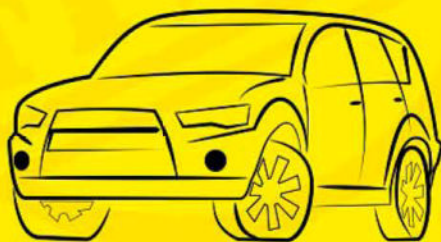


REAM
INSURANCE BROKERS
FSP1422

VEHICLE VALUATION

WANT TO KNOW THE CURRENT VALUE OF ANY VEHICLE?

Visit our website and get your vehicle valuation for only R15.00



hello **peter**

TUFFSTUFF PRODUCT DISCLAIMER:

TUFFSTUFF is a specialist 4x4 product and registered Trademark. It is underwritten by Western National Insurance Company Ltd. FSP 9465. It is facilitated and administered by REAM Insurance Brokers (Pty) Ltd. FSP 1422. It is not a medical scheme, the cover is not the same as that of a medical scheme and is not a substitute for a medical scheme membership. Terms and Conditions apply.

0861 44 44 00 | info@tuffstuff.co.za

www.tuffstuff.co.za



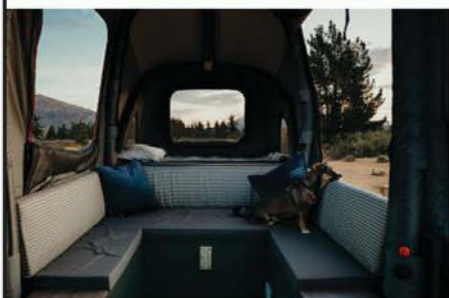
Meet Extraordinary

Live outside, inside.



ALPHAGO
OFF-ROAD

The new
S6
AIR



Inflatable Air Beam Technology
Main tent, awning and bathroom
Self inflate to provide a massive
living area.



Set Up in Under 5 Minutes
Designed to maximise camp time
and reduce set up and set down.



Sleep up to 6 Comfortably
Extended family joining for
the weekend away? No problem.



Product licence for manufacture and supply granted by **opuscamper.com** Patent 2018/06212



072 362 3175



info@alphago.co.za



www.alphago.



Alphago Off-Road Camper/Trailers



BOOXE™

CUSTOMISED VEHICLE ACCESSORIES

BOOXE loves to find innovative solutions to help you...

Keep it Tidy

- Boot Mats with raised lip & attached Bumper Guard
- Detachable Bumper Guard
- Bin Mat with raised lip & Tailgate Extension
- Original Boot Box for FORTUNERs & Ultimate Box for any vehicle.



For our full Product range visit www.booxe.co.za PURCHASE ONLINE - WE DELIVER DIRECT

087 379 7539 / 066 176 2522
Email: info@booxe.co.za

ewiks

caravan mover

www.ewiks.co.za

Single handed moving of your caravan, big or small effortlessly by operating only 2 switches. Powered from caravan battery, permanently fitted to drive onto road wheels.



For more information contact Kyle on
 info@ewiks.co.za 084 33 00 606

10 Years
Warranty

30kg

✓ EASY
INSTALL!

Made In
SOUTH
AFRICA

DIY from only
R 15300
Vat and transport included

* Standard kits ex battery and charger weigh less than 30kgs



REAM
INSURANCE BROKERS
FSP1422

WWW.TUFFSTUFF®.CO.ZA

A SPECIALISED INSURANCE PRODUCT FOR 4X4'S & SUV'S

GOING CAMPING?

GET THE TUFF INSURANCE PRODUCT FOR ALL YOUR STUFF.

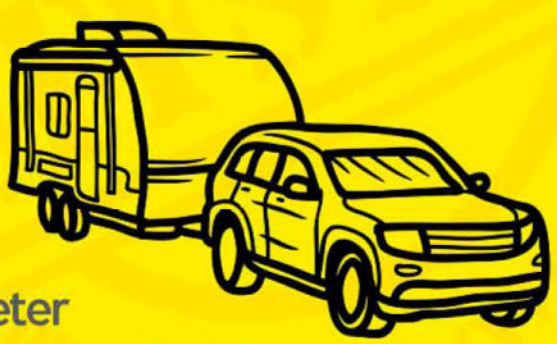
Contact us today.

0861 44 44 00 | info@tuffstuff.co.za

www.tuffstuff.co.za





TUFFSTUFF PRODUCT DISCLAIMER:

TUFFSTUFF is a specialist 4x4 product and registered Trademark. It is underwritten by Western National Insurance Company Ltd. FSP 9465. It is facilitated and administered by REAM Insurance Brokers (Pty) Ltd. FSP 1422. It is not a medical scheme, the cover is not the same as that of a medical scheme and is not a substitute for a medical scheme membership. Terms and Conditions apply.



Keep your **COOL**
this **SUMMER!**



072 413 3899

Jacques | Cindy

www.cj-aircons.co.za | info@cj-aircons.co.za

- Caravans
- Commercial
- Residential
- Installations
- Repairs
- Service
- Ewiks Movers
- Spare Wheel Bracket
- All Related Services



Movers you can trust!



**TO ADVERTISE
CONTACT:**

DANIE NELL

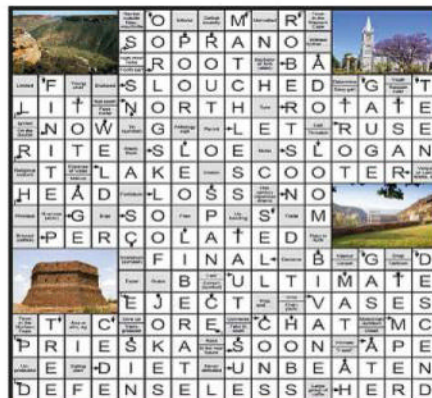
082 859 0542

danie.nell@media24.com

SHARLENE SMITH

083 583 1604

sharlene.smith@media24.com



CROSSWORD SOLUTION

ADVENTURE TRAILERS



READY FOR A NEW

ADVENTURE

PRODUCTS

- Warrior
- Warrior Delux
- 2-sleeper Delux (Spartan)
- Dinette (Gladiator)

CALL YOUR NEAREST DEALER

CAMP WILD AFRICA
082 603 5105

8 Arum Lilly Road
DuVillie Industrial Park,
Unit 5, Durbanville
Cape Town
7551

**SONPARK CAMPING
& LEISURE**
013 492 2996

3 Mystic River Crest
Riverside Park
Nelspruit
1200

**MOTOR KING &
MARINE**
012 335 2800

954 Steve Biko Road
Wonderboom South
Pretoria North
0084

**SILVER LAKES
CARAVANS**
012 944 1919

950 Lynnwood Road
Equestria
Pretoria
0184

**EAST RAND CARAVAN
WORLD**
011 025 7639

Cnr 157 North Rand
& Elizabeth Road
Beyers Park, Boksburg
1459

AUTO BOUTIQUE
060 529 7803

35 Stretch Crescent
Vryheid
KwaZulu-Natal





QUALITY

LUXURY

extreme adventures in extreme luxury

SIMPLICITY

GECKO XTREME IS A DUST-PROOF, MULTI-TERRAIN CARAVAN SUITABLE FOR TRAVELING AFRICA IN LUXURY. EQUIPPED WITH A FIXED KING SIZE BED, INDOOR SHOWER (WITH 220V/GAS GEYSER) SEPARATE CHEMICAL TOILET, HOT AND COLD WATER RETICULATION, 12V, 220V AND SOLAR CHARGING SYSTEM

VIEW BY APPOINTMENT

Tel: 015 004 1356



www.gecko-offroad.co.za
info@gecko-offroad.co.za

In the market for a caravan mover?



The entirely new and best in the world caravan mover

powrtouch
EVOLUTION
auto

automatic caravan mover

With 1-4 gradient operation. Only one set needed for the double-axle caravan. From R28 750,00 installation and VAT included. Battery, battery charger and battery box optional extra if needed.

FREE 5 YEAR
NO QUIBBLE
PARTS AND WORK
GUARANTEE

SOMILL PTY LTD,
RIETFontein, R51 DISTRICT
BALFOUR

CO-ORDINATES
S 26.977890 E 28.593968

OFFICE TEL: 058 821 0006
info@powrtouch@somillfs.co.za



REAM
INSURANCE BROKERS
FSP1422

www.TUFFSTUFF®.co.za

A SPECIALISED INSURANCE PRODUCT FOR 4X4'S & SUV'S

REVIEW

WHAT OUR CLIENTS HAVE TO SAY

I have been with REAM/ TUFFSTUFF for about 10 years now, they insure almost everything I own, including the rubberizing in my bakkie!! Their service is out of this world, policy changes/additions are done within 15 minutes, claims are handled professionally and quickly. I would highly recommend them to anyone wanting great service from a proper insurance broker.

-ANDRE R-

0861 44 44 00 | info@tuffstuff.co.za

www.tuffstuff.co.za




hellopeter

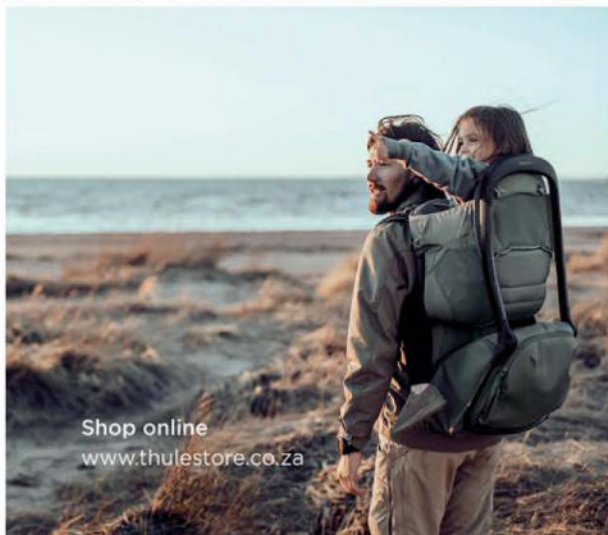
TUFFSTUFF PRODUCT DISCLAIMER

TUFFSTUFF is a specialist 4x4 product and registered Trademark. It is underwritten by Western National Insurance Company Ltd FSP 9485. It is facilitated and administered by REAM Insurance Brokers (Pty) Ltd FSP 1422. It is not a medical scheme, the cover is not the same as that of a medical scheme and is not a substitute for a medical scheme membership. Terms and Conditions apply.

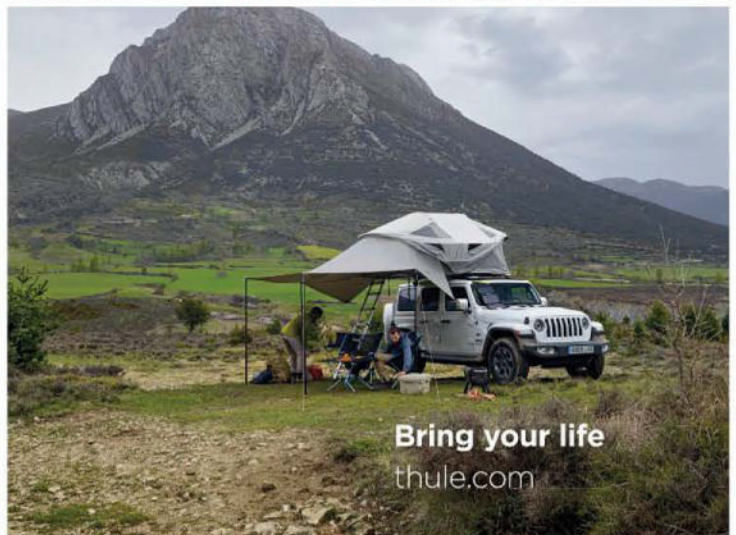




At Thule, we share your desire to spend more time enjoying our passions - which means less time worrying about how to bring all the stuff we need. For more than 75 years, Thule has been creating solutions to simplify life's adventures. We are committed to developing smart, stylish products that are environmentally sound, high quality, safe and easy to use. All so you can bring the things you care most about.



Shop online
www.thulestore.co.za



Bring your life
thule.com



WHERE TASTE MEETS **ADVENTURE**

Our wide range of braais, potjies, cookware and accessories are sure to help cook up some memories during your next adventure.

See our full range in-store and online as well as some handy expert advice articles and recipes.



LK'S ENAMEL CAST
IRON 3 LEG POT



CADAC PAELLA PAN 40



LK'S ROTISSERIE - LARGE
FLAT BASKET AND SPIT



TECHNIPUNCH STAINLESS STEEL
POP UP 590 BRAAI

**OUTDOOR
WAREHOUSE**
for every adventure

32 Stores Nationwide

For Your Nearest Store Call Toll-Free 0800 007 261

Go to outdoorwarehouse.co.za to learn more and shop online



OutdoorW



Outdoorwarehouseza

VITRIFRIGO
COOL AND BEYOND



victron energy
BLUE POWER

FUSION
A Garmin Brand



ULTIMATE OFF-ROAD. UTMOST LUXURY.

GHARI 3.7 | 4.2 | 4.7
NG'OMBE 5.7
U-GO



ELXV

ELITE LUXURY OFF-ROAD VEHICLES



EXPEDITION VEHICLES & OFF-ROAD CAMPERS

www.elxv.co.za | info@elxc.co.za | Hugo 082 444 2850 | Nico 084 550 2820





SilverLakes Sales & Rentals

Caravans

www.silverlakescaravans.co.za

Tel: 012-944 1919

950 Lynnwood Road * Equestria * Pretoria

Adventure Xtreme

Adventure Spartan
2 Sleeper Off-road

Adventure Gladiator
4 Sleeper Off-road

Adventure Warrior
2 Sleeper Off-road



ADVENTURE XTREME

TUFF Cats

Freeline Maverick
2 Sleeper Gravel-road



TUFF Cats

LEEFEK
CARAVAN & TRAILER MANUFACTURERS

Invader Quattro
4 Sleeper Off-road

Invader Duo
2 Sleeper Off-road

Invader Duo-X
2 Sleeper Off-road



INVADER
Off-Road Campers

NEED A CANOPY FOR YOUR BAKKIE?



info @wildacc.co.za
083 284 6929

WILD
Accessories
www.wildacc.co.za



FROM
R22 900 inc VAT (Double Cab)
R25 500 inc VAT (Extra Cab)
R28 900 inc VAT (Single Cab)

Bigger sizes excluded: Mahindra, Land Cruiser etc.

go!
Drive & Camp
 ACCOMMODATION
BAVIAANSKLOOF

Baviaanskloof West

SPEEKHOUT FARM
Summertime stays

Discover, wander, explore ...
 more than a route through

Tree house & 2 other unique farm stays
 1 summer bush camp

Paulien & Mark Enrieu
www.speekhout.co.za
 Farm line 087 700 4494
 Only Whatsapp 072 202 5752
 Speakhoutfarm

Makkedaat Cave
 Self-catering

Sleep in a cave

AN EXPERIENCE YOU WILL REMEMBER FOR A LONG TIME TO COME.
 Henriette Terblance | Cell: 082 215 5175 | Tel: 044 923 1921
www.makkedaat.co.za

WILLOWMORE / BAVIAANSKLOOF

UITSPAN GUEST FARM
 Luxury camping and self-catering

Tel: 044 9231511
 WhatsApp: 082 468 1005
 E-mail: uitspanfarm@igen.co.za

WILLOWMORE / BAVIAANSKLOOF

go!
Drive & Camp
 ACCOMMODATION

15 December '23 - 6 January '24

R550 per night (for 4 people)
 book for 10 nights and get 1 night free

Jeffreys Bay Primary Caravan Park

Walking distance to the beach
 Tennis courts

Contact Sharon on 042 2931343
www.jeffreysbayprimary.co.za/woonwapark/



MIDWEEK, SPECIAL OFFER: CAMP FROM SUNDAY TO FRIDAY 2 PERSONS ONLY R800-00

UNITS, SPECIAL OFFER: STAY FROM SUNDAY TO FRIDAY 2 PERSONS ONLY R2 700-00

Nature reserve in malaria-free area. Bushveld atmosphere – less than an hour from Pretoria and Johannesburg – close to Brits. Self-catering houses and caravan park with neat ablutions – wheelchair-friendly bathroom. Hikes – cycle trails – bird-watching – game drives – plenty of game

- Play park • Table tennis • Pool tables • Trampolines • Putt-putt • Indoor heated pools
- Jacuzzi • Cold water pools • Lazyriver • Water slides • Takeaways

Tel: +27 66 298 5379 / +27 66 298 1664 / +27 73 171 8331 /
+27 82 375 6179 • E-mail: info@dubegame.co.za • www.dubegame.co.za
Book online: www.alloutbookings.co.za

NORTH WEST

BRITS

Camp and trout fishing close to Pretoria!

The natural beauty of Bass Lake and the excellent facilities and services that go with it is truly a South African camping experience like few. Even better, Bass Lake is located just 30km outside Pretoria!

Book today
basslakelodge.co.za
camping@basslakelodge.co.za
 012 735 1650

BASS LAKE
EXCLUSIVE CAMPING

Kameelboomkoelte

★★★★★

Best stopover in Askham
in the Kalahari

Contact us
Nina 076 991 2561
info@kameelboomkoelte.co.za
www.kameelboomkoelte.co.za

New **self-catering units** with fantastic facilities.

NORTHERN CAPE

ASKHAM

Scottburgh CARAVAN PARK

THE ONE ON THE BEACH
ONE END OF THE STRAND

TOP RESORTS
2009-present
Caravan and Outdoor Life

- One kilometer beach frontage
- Rock pools
- Sheltered bathing
- Fresh water swimming pools
- All stands are hard or grassed
- Beach cottage furnished
- Electricity on all sites

facebook

ONLINE BOOKINGS NOW AVAILABLE AT
www.alloutbookings.co.za

039 976 0291
caravanpark@scottburgh.co.za
www.ScottburghCaravanPark.co.za

KWAZULU-NATAL

SCOTTBURGH

Your Dealer in;

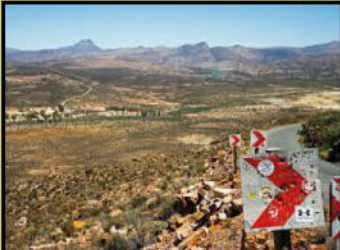


INFANTA 4x4



CROSSWORD

Louise Henderson from Kempton Park has won a cooler bag worth R220 for her correct entry in our April-May 2023 issue. You can win too. Complete this crossword puzzle and e-mail a picture to drivecamp@gomag.co.za with your contact details. The last issue's solution is on p 104.

			Pass in the Tankwa Karoo	↓	Scowl	Put in place	↓	Plague-some	↓	Town in the Overberg			
					↓	↓							
			High-pitched voice					Foot digits		So or thus (Latin)			
Token	↓	2nd Greek letter	↓	Knobs	→					Protrude	↓	Soft toy	↓
Sour liquid		Figures								Puff		Hire	
→		↓				Beehive		Shape	→	↓		↓	
								Musical note					
Intestine	→			Farm structure		Allotted	→						
				↓		Reveal	←			Go . . . -shaped (falls)		Neo-dymium (symbol)	→
Greeting (inf)	Not me		Link (3,2)	→				Assistant	→				
	↓		Insect	↓				Have a meal					
						Frost		↓	Dined	SA's 'pineapple town'			
Mineral	→			Knighted male's title	→			Priestly garb	→				
Public transport								Witness					
→					Vesicle	→		↓		Port in Israel			
					Start again								
			With reference to	→		Explosion		@	→		Fastener	↓	Without further . . .
								Imitated					Pen and . . .
						Hardwood tree	→	↓			Loop	→	
						Dashes							
								Mission	→				
Nature reserve in the Little Karoo	At the present time	↓	Funeral fire	Black leopard	→						Male child	→	
	↓		Drink	Wager	↓						Fire residue	↓	
→			↓	↓									
								Hectare (abbr)	↓	Drain	→		Personal assistant (abbr)
									Yes				
The East	→												
Used a broom						Warms	→					16th Greek letter	→
→													
					Dubious	→					Cure	→	

COMPILED BY GERDA ENGELBRECHT

Win a cooler bag worth R220!

Whether you're a camper, fisherman, or sports fan next to a cricket pitch, this cooler bag has room for a lunch box and a 1,5 l cooldrink bottle. The lid also has space for a coffee flask.

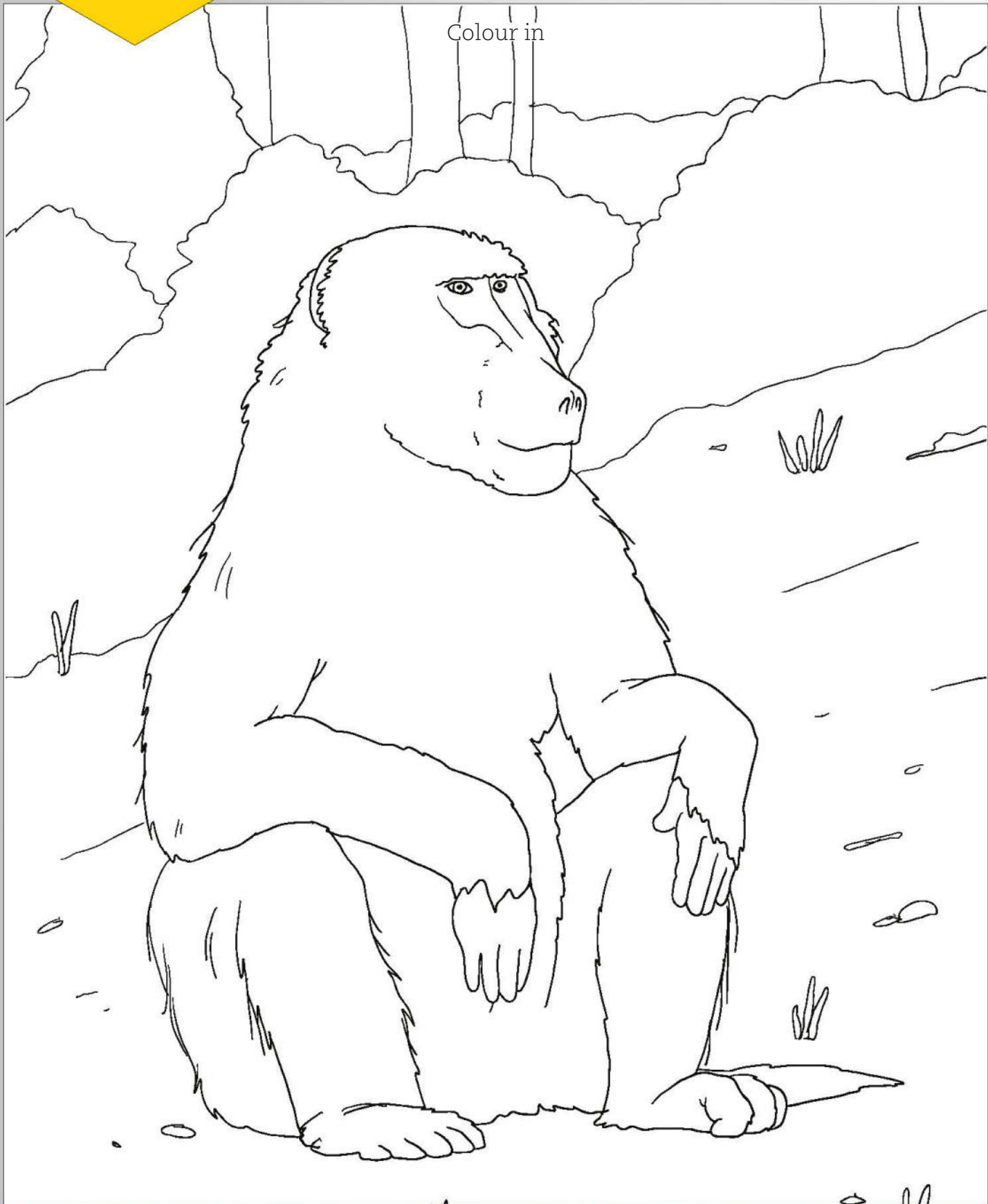
The interior is lined with PVC, which makes it easy to keep this bag clean and hygienic. The bag

has a short strap that reaches over the top and attaches with a Velcro strip, and also a longer shoulder strap if you're going to carry it over longer distances. It's an ideal picnic accessory or a padkios bag for a road trip.

winkel.weg.co.za



Colour in



COLOUR IN

Get your crayons and colouring pencils out and bring life to this line drawing.

WORD SEARCH

Search for the hidden words in the list and tick them off as you find them.

SPOT THE DIFFERENCES

There are at least 10 differences between the two illustrations. See if you can find them all!

MAZE

Show the maze who's boss. Remember to first do it in pencil, just in case you make a mistake.

Word search

F M I E U G O M M J M C W D Y E H P A F W L
M C X O P J E P A A W H Y S A N A W S T H O
G H W V C D Q Q H H W Z E W Q S J C U X X G
L Y P Q N W F X V Z I G U K T I G C M X R J
L H L N D R I Z X W A K K W C P D D A U G Z
O G F Q V B A H P Q I D E G R L B K B R N P
M B O M B E L A S C R B I N B N W Y U H R U
A A Q I B R M K E A L J C M G P R P Q O T V
C A I O A V A P I I H N T K S V Z M D K R E
C A L E D O N V L R C O K G N Y O S W O T R
M P W U O E Z P M U D Z A L S Y K A L U I E
M U W H Z X N P Z V A U X K M R S E S F M E
I Y Y C L Z W D N U Z W S J E F M N I E M N
C D B N Z Z T K A H Z W H L N R K F A Y A I
E A J W H Z E Z Y A F H K Z E F T E G C B G
N O R T N X H P E I L T J K J M H O H R A I
O B I L P H M R Y U T S N Z J T E O E A T N
L B A H E M Z R N A C R R W U Q K W R D H G
B E L J R T X G H T S D Z U N R T N M O O K
K I E U Z I O T G P I Z M D S K B X A C W O
E I T U H Z A N C V D T B Z W R U D N K L J
W S M L G H N N V R Q H D Q N Q T C U N S E
Q P P B T A O E R I U O A A Q N T E S Q N Y
Z D Y M E T M T F I L I V T Y Q E V I A P A
B V R N G R P K S G J L H U R B R Q W S X A
R H B N R S L Q A O R P E X G D W K S Q P P
E Q I Y G C R E M L C O I H M A O Z P Y P D
A P G S E F Q L Y X D J B F Z L R L Z I R S
U P X Y H M H L S U T F I I O L T D E E C L
T C G Y K O C K Y S V T J P E H H Y M T K K

10 SOUTH AFRICAN TOWNS

Butterworth	Cradock	Nelspruit
Caledon	Carletonville	Ermelo
Bisho	Mmabatho	Mahikeng
Upington	Hermanus	Klerksdorp
Vryburg	Kimberley	Mthatha
Odendaalsrus	Leeu-Gamka	Vereeniging

Spot the differences



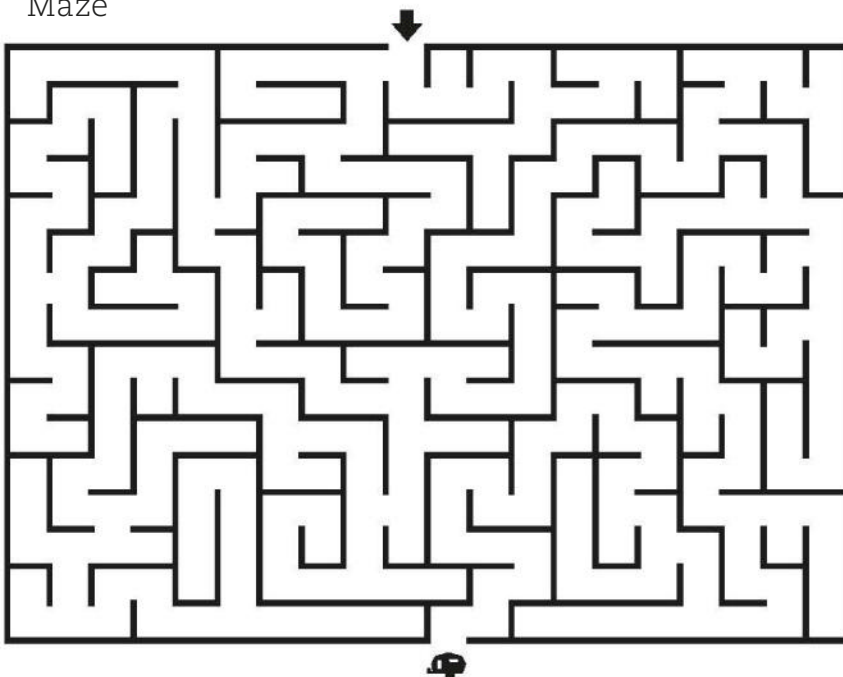
Animal facts



BARRACUDA (SPHYRAENA)

- Barracudas are ambush predators with a torpedo-like body shape built for short bursts of speed.
- They can accelerate from a standstill to their top speed of 58 km/h in a blink of an eye.
- The largest barracuda caught was over 1.8 metres in length.
- Barracudas have great eyesight, and are drawn to the silvery flashes and sudden movements.
- They have darker colours on the top half of their bodies and lighter shades on their bellies, camouflaging them from below and above.
- Their bodies collect toxins from their prey in a process called bioaccumulation and, in large concentrations, this makes them poisonous to eat.

Maze



Double check those dual batteries

If you're contemplating a dual-battery and management system installation, shop around and get as many opinions as possible, says **Mic van Zyl**.

I write this column sitting in the untamed wilderness of the northwest of Namibia – somewhere close to the Purros Himba settlement. It is the middle of winter in the southern hemisphere, but not here with the midday temperature around 38 °C and nights too warm for thick bedding.

I am touring the area with my family and some friends. We're travelling in two vehicles with rooftop tents and all the essentials on board. As with any good overlanding trip, we are learning new things about ourselves, each other, our abilities and, of course, our vehicles.

I have always maintained that a good overlanding vehicle often tends to be a work in progress with tweaks and adjustments after every trip and it is interesting for me to see other people's vehicle setups. I have gathered a fair number of new tips and tricks over the years. Some have worked for me and many have not.

ON THIS TRIP, as is the case on pretty much every other trip before, I am again amazed at the poor quality of most people's dual-battery and management setups. It is unbelievable how low this item is on the average overlander's list of important items when venturing into the wilderness with their vehicles.

This also relates back to the incredible number of visits we have to our own workshop by people who haven't gotten the right advice and service when it comes to the dual-battery and management system installations on their vehicles.

Refrigeration is one of the fundamental necessities to provide fresh food and cold beverages when overlanding away from civilisation. Reliable refrigeration throughout the trip is dependent on a well-installed, properly specified dual-battery management system. As simple as that sounds, we don't often see these installed.

The relationship between battery type and capacity, charge system, management system, user information while on the move, and elements including wiring and fusing are seldom understood and implemented. Any shortfall with the above is a sure recipe for failure and even disaster.

On our trip we came across people at a campsite with a fridge cycling on and off mere hours after setting up camp for the day. It turned out to be a totally incorrect

charging system that had been fitted to a vehicle with a "smart" alternator – the result of a lack of knowledge on the part of the establishment that sold and fitted the system. No matter how much they drove around during the day, they were never going to get a full charge on their auxiliary battery.

Later, we passed a burnt Nissan Patrol west of Etosha and bumped into the elderly owners the next day. They had had a new battery system installed just before their trip and it started acting up after just two days. I am not a betting man, but I would put money on the installation as the cause for their total loss.

We recently had a well-known YouTube overland personality at our workshop. He had an unfortunate incident with incorrect fusing, where a very thick cable became dislodged from the main battery and welded itself to the inner fender in his engine bay.

He admitted that it could have been a lot worse than it was. Had the fuse been installed correctly, this would have been a simple remedy instead of a rather expensive visit to the panel beaters.

IT IS CERTAINLY NOT EASY finding sound advice on a proper dual-battery system and possibly even more difficult to find a reliable fitment centre to do the installation.

So, if you're contemplating a dual-battery and management system installation, shop around and get as many opinions as possible. Don't settle for the first option. Also ask to see their work first.

Another piece of advice is to test your new system thoroughly before embarking on an extensive overlanding trip. It is far better to come across post-installation issues while you're at home rather than in the northwest of Namibia.



GRAND VITARA LIVE THE LEGACY



1.5 GL MT

FROM **R339 900** *
incl. VAT

Retail price includes 6-year/90 000km promotional service plan
and a 5-year/200 000km promotional warranty.



Discover more at
[SuzukiAuto.co.za](https://www.suzuki.co.za)

Suzuki AllGrip and hybrid technology available only in GLX 6AT. Pictures shown are for illustrative purposes only.
*T's and C's apply



Help preserve our natural splendour

If you've ever found yourself shaking your head at the condition of various provincial reserves in our country and would like to do something about it, **Neels van Heerden** has some advice for you.

It's astounding how many nature and wildlife reserves, managed by provincial governments, essentially exist only on paper. According to research by the Endangered Wildlife Trust (EWT), poor management is the primary reason for their decline, leaving virtually nothing of these reserves.

Poor fence maintenance, for instance, has given poachers almost free reign, while cattle and goats are able to graze

ever deeper into the reserves. This takes a significant toll on precious habitats, some of which are even being destroyed.

Naturally, this spills over into matters such as endangered plants, trees, and various insect and bird species, whose survival seems increasingly unlikely. It will take years and years for these ecosystems to recover.

In 2020, the entire management of the Ezemvelo KZN Wildlife conservation agency was suspended following the appointment of an inexperienced politician as director of this provincial entity. Within a few months, 275 rhinos in the Hluhluwe iMfolozi Park were poached. There had also been no significant maintenance of infrastructure such as roads and fences, which led to more cases of human-animal conflict. Unfortunately, this is not an isolated incident.

I BELIEVE THE MAINTENANCE and upgrading of campgrounds in most parks and reserves under the umbrella of provincial park boards have been deemed less and less important over the years. Could this be because budgets are largely swallowed up by salaries?

Industry insiders reckon there are many cases of experts who have retired or are now working elsewhere, who have not been replaced by individuals with the necessary skills. I hear the government struggles to fill nearly half of the vacant ranger positions nationwide.

One wonders how many recent appointments in this field truly have a passion for conservation. There are even allegations of game rangers being accomplices in poaching.

Allegedly, there is also concern about the tourism training new employees receive to ensure this important source

of income is maintained. The nationwide decay of these reserves is contributing more and more rapidly to the economic decline in rural areas and threatens biodiversity conservation.

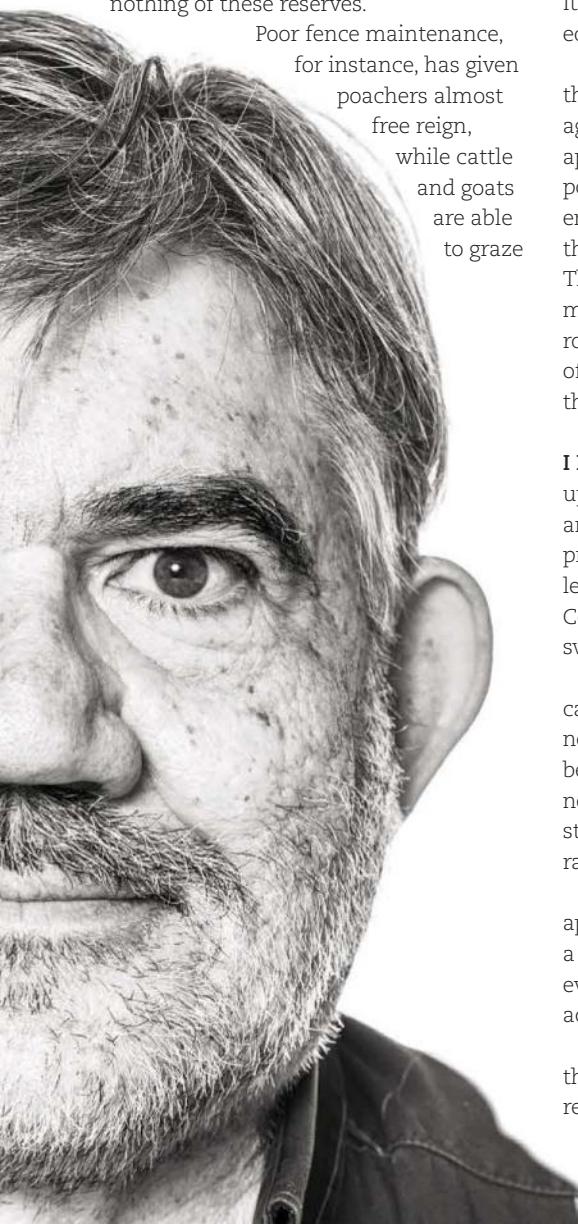
SO WHAT CAN WE DO? The EWT divides Southern Africa into 18 endemic areas, and there are initiatives where the organisation takes reserves and conservation areas under its wing.

Take the Soutpansberg conservation area, for example. The Medike Nature Reserve (familiar with it?) between Vivo and Louis Trichardt is home to almost 60 species of butterflies, 15 species of scorpions, 19 amphibian species, 61 reptile species, 60 types of mammals, 229 bird species and 237 tree species.

An excellent initiative such as this from an organisation like the EWT compensates for the provincial government's poor management by getting these areas declared as national assets. Medike is included in the Unesco Vhembe Biosphere Reserve, offering much-needed protection against over-commercialisation and political exploitation.

Something to keep in mind when discussing these matters is that the decline of campgrounds in provincial reserves opens opportunities for entrepreneurship in the surrounding area. Those who own land in the Dinokeng Wildlife Reserve are a good example, and there are major opportunities in agri-tourism on working farms and small-scale camping on private farms to fill this gap.

So, hitch your caravan and aim for Medike and the Soutpansberg. Or if you'd rather travel south, go explore the endemic areas south of Gariep. That way, you can help to preserve our country's natural beauty.



DARE TO BE **TOUGH**

20 | 01 | 2024

GARDEN ROUTE | SOUTH AFRICA



ACHIEVE THE
EXTRAORDINARY

Come and experience the toughest extreme
one-day UCI Mountain Bike Race in South Africa!

Extreme Race: 121km | 2900m

Half Race: 47km | 950m

www.atta.co.za



PROUDLY
ANOTHER DRYLAND EVENT

momentum
medical scheme

ATAKWA'S
EXTREME 

PRESENTED BY **BIOMEN**

Five go to the moon

Your vehicle breaks down in a desert. You don't have tools nor a means to call for assistance. What you do have is a case of beer, so it's not all bad, says **Cyril Kloppe**.

Several years ago five best friends toured Namibia on motorcycles. On the Honda Africa Twin was Peter; on the BMW 1200 GS was Cobus; Butch rode an older 1150 GS and my newly-wed wife, Suzaan, rode pillion on our BMW 1200 Adventure.

We each have our quirks and skills. Peter has a stutter and is a mechanical wiz, Cobus is deaf and the most daring among us, Butch is risk averse but has a sharp mind, Suzaan was the only woman and the glue that keep friendships together, and then there was me... Well, since I'm the one telling this story I have the privilege to keep my quirks to myself!

Our bike trip through Namibia was certainly eventful and memorable. We'd spend long days riding in silence through the desert, often spreading out so that each of us were a mere dot on the horizon ahead and behind one another.

Whenever we regrouped, we compared stories about what we had seen along the way.

"Did you see that snake in the road?" Peter would exclaim. To which Suzaan would reply: "No, but I saw a kudu jump a fence." Butch would then lament that he nearly crashed when he hit a patch of loose sand and Cobus would smirk: "That was nothing; it's going to get a lot worse when we reach the dunes."

And so it went at every pit stop. Incidentally, Cobus can lip-read but during the evenings in campsites we had to strap our head lamps around our chins and angle the light to illuminate our mouths for him to see what we were saying.

But this story isn't about motorcycles. It's about what befell us on a blisteringly

hot day, driving a loaned bakkie across a barren landscape.

IT ALL STARTED IN THE town of Swakopmund where the five of us stayed in a flat belonging to an elderly Afrikaans couple: Oom Giel and Tannie Fien. We had planned to ride across the Welwitschia Plain, also known as the Moon Landscape, but when we visited the park office in town to obtain a permit, we were told that motorcycles were not allowed on the plains – no exceptions!

Somewhat dejected we returned to our flat where Oom Giel kindly offered his old Ford Bantam bakkie for us to use. We gratefully accepted and Peter, Cobus and Butch piled into the back under the fibreglass canopy while I took the wheel and Suzaan riding shotgun.

After successfully getting the entry permit and stopping at a liquor store to buy a tray of Windhoek Lager, we set off on the 30-minute drive to the

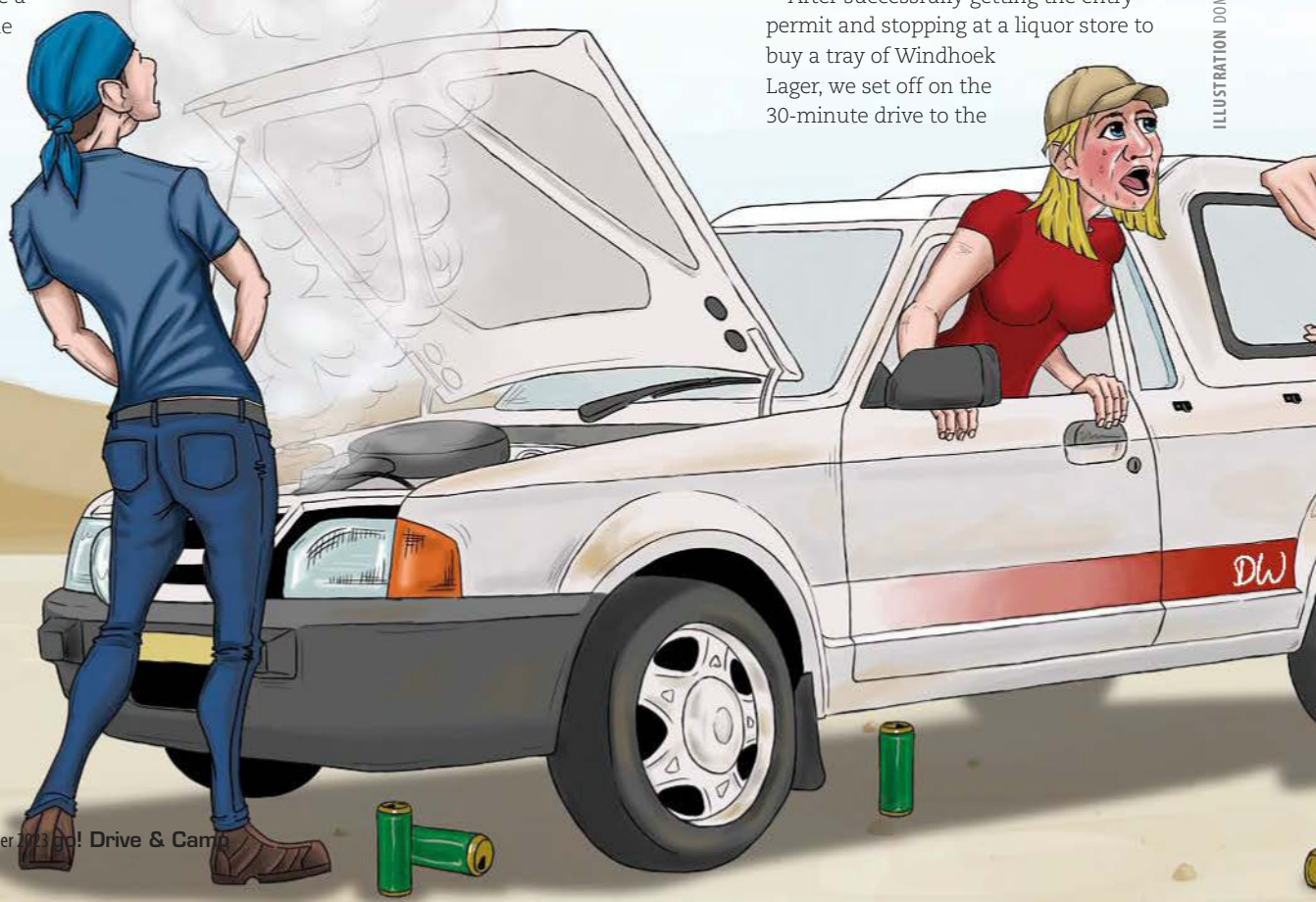


ILLUSTRATION DOMINIC WIENAND

conservation area. It was a scorching hot day with mirages distorting the air on the horizon.

The park ranger who issued the permit had also given us a leaflet explaining the geology of the landscape and a list of the flora we could expect to see along the 135 km long circular route through the Moon Landscape.

We saw dollar bush, lichen, tsammas and welwitschia. We also encountered the rusty remains of military hardware that was abandoned by soldiers from the Union of South Africa who attacked German forces during the First World War. A highlight was the Moon Landscape itself: a vast plain of jagged mounds that resemble craters. If you strip away the yellows it must surely resemble what astronauts Neil Armstrong and Buzz Aldrin saw on 20 July 1969.

Shortly after leaving that spectacular landscape, I noticed a peculiar smell. Looking around the Bantam's cabin I saw that the engine temperature warning light was on. I immediately stopped and called to Peter to come have a look.

Peter traced the fault to the radiator fan. The electrical wire had a break in it, and so he repaired it by twisting the copper strands together and isolating them with a wad of chewing gum – an easy fix.

Unfortunately, the liquid in the radiator had cooked off and the odour that I smelled was burnt antifreeze. We hadn't thought

to bring a large supply of water; indeed, Suzaan was the only one who had a small bottle containing about half a litre. Peter carefully unscrewed the radiator cap, allowed the last bit of steam to hiss out, and poured in our only water. Half a litre wouldn't be nearly enough though.

Cobus suggested that we sacrifice some of the beer – nobody liked this idea – and Butch came up with an interesting alternative. He reminded us about the human body's almost supernatural ability to generate double the amount of pee from the amount of beer that you drink. We all agreed that we have experienced this phenomenon and so we directed our gaze at the tray of beer.

After discussing the logistics of the weird task ahead we decided that due to anatomical differences we boys would be best suited to refill the radiator. It would be a risky proposition for Suzaan to hover over the piping hot engine to make her contribution. So Suzaan would be the designated driver while the lads piled in the back to hit the beer.

In a further effort to draw warmth away from the engine Peter hollered at Suzaan to turn up the bakkie's heater as high as it would go. Heat blasted my wife as she cranked both windows open while we boys proceeded to crack open the tins.

The little Bantam rattled across the desert, our driver sweating profusely while we passengers toasted each other's good health.

Every so often one of the lads would

say: "OK, I'm ready to go", followed by a knock on the Bantam's rear window to signal to Suzaan to stop and release the bonnet catch. A contributor would then crawl out from under the canopy to do his bit to top up the radiator.

The engine temperature warning light would blink on and off over the next 60 km accompanied by frequent comfort breaks. By the time we reached the main road, we band of brothers had long since downed our allotted six beers each and yet the warning light doggedly remained on.

Butch didn't contribute to the radiator at all. He had picked the worst time to develop stage fright and we heckled him mercilessly for holding out on us.

Soon a grader approached us from the direction of town. We waved at the operator to stop and asked whether he had any water. He did indeed have a large container in his cab – more than enough to completely fill the Bantam's radiator – the man was clearly better prepared for desert conditions than we were.

With the radiator now fully restored, Suzaan could turn off the heater and quicken the pace back to Swakopmund. Peter, Cobus, Butch and I were by now quite jolly and as we jostled for a comfortable position under the small canopy Cobus knocked a side window out with his elbow. The glass fell on the road and shattered into a thousand pieces.

We arrived shamefaced at Oom Giel and Tannie Fien's house. The guys reeked of beer, the bakkie's engine ponged like a public bathroom and its canopy was missing a window. Oom Giel quite understood though and accepted our offer to pay for the glass to be replaced.

And then Butch's stage fright broke and he squeaked: "Ok, I'm ready to go!" ●



A Landie for a lord

Are you still yearning for the original Land Rover? The good news is that a limited stock has recently been made available, but it is highly unlikely that you'll get your hands on one, unless you are a member of the landed gentry.

Words **Cyril Kloppe**

One moment JLR – the British manufacturer's new name – proudly announces it is getting rid of the brand name Land Rover, and days later the company's subsidiary just as proudly introduces a special edition of its old Land Rover Defender.

For the umpteenth time a special edition of the old Defender is unveiled – again with a heritage theme – and this time it is called the Land Rover Classic Defender Works V8 Islay Edition. The vehicle is a tribute to Spencer Wilks, former director of the Rover Car Company and co-founder of Land Rover, and also the Isle of Islay, where the Land Rover name was born.

Islay is the fifth largest Scottish island and also the southernmost of the Inner Hebrides. Islay has just over a thousand full-time residents and the main industry is the distilling of malt whisky.

In 1930, Spencer Wilks' enthusiasm for car design was matched only by his younger brother Maurice, and they were both appointed to the board of the newly founded Rover Car Company. Spencer's business acumen impressed everyone and he was promoted to head of Rover

three years later. He used his increase in salary to buy the Laggan estate on Islay where he tested prototypes inspired by the American military 'Jeep' – and designed by brother Maurice.

According to Scottish historian Andrew McKenzie, the Laggan estate's gamekeeper, Ian Fraser, once exclaimed during one of these tests: "There goes the laird in his land rover." This was not a comment born out of respect, but rather of annoyance because his new London-born employer was scaring away the wildlife with the noisy vehicle.

When Spencer heard about Ian's exclamation, he was not offended, but rather liked the concept of a "land rover". The fact that the Wilks brothers' company happened to be named Rover made the name a good fit for a vehicle intended for use on rough terrain rather than tar roads.

The Classic Defender Works V8 Islay Edition is therefore a type of replica of Spencer Wilks' personal Series II Land Rover in which he later used to zip around Islay.

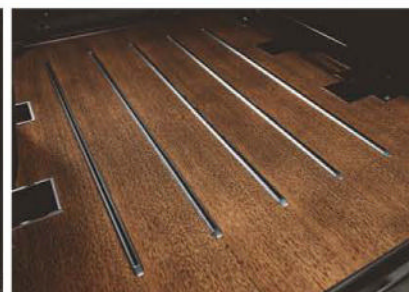
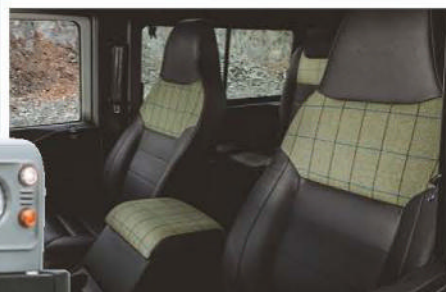
A total of 30 of these special vehicles, in a 90- and 110-body shape, were made and sold to selected customers. The vehicles weren't built from scratch, but consist of carefully restored parts and

bodies of old Landies. The 298 kW-5.0 V8 petrol engine and ZF automatic transmission, however, are brand new.

The bodywork gets the same grey colour as Spencer's Series II, and inside the seat covers are made of leather and Scottish tweed woven in a tartan pattern. On inquiry whether prospective owners get a matching bagpipe thrown in, the answer was no, but customers do indeed get a unique gift...

The floor of the luggage compartment is made of walnut wood, which in turn comes from the Kilchoman distillery's used whisky barrels. Kilchoman has a family connection with Spencer Wilks: it was his granddaughter Kathy who founded the distillery with her husband Anthony Wills in 2005. A limited edition whisky, "639", is distilled in parallel with the Defender Islay (GXC 639C was the registration number of Spencer's Series II Landie), and all 30 customers will receive one of 639 bottles as a gift to emphasise just how coveted their vehicle is. The remaining 609 bottles was going for around €249 per bottle online at the time of going to print – yes, more than R5 000.

And what do the Landies cost? They fetch around £290 000 (R 6 845 300) for the 90 series and £310 000 (R7 317 400) for the 110. Good lord!



Have you spotted anything whacky on your travels? Tell us about it and send a photo to *go! Drive & Camp*, PO Box 740, Cape Town 8000 or 📧 drivecamp@gomag.co.za

GET YOUR GROOVE BACK

In life, getting stuck in a rut is easy if you don't keep yourself healthy. Who needs adventure with a complaining body? The first things to fall by the wayside are what we enjoy most. When last have you gone for some boulder hopping with your friends? Is your partner still waiting for that romantic road trip?

At Vascamen, we're all about embracing your natural vitality and living with your groove firmly ON! Vascamen supports your most critical bodily systems to keep you finely tuned and ready to LIVE.

Check out our socials and get to know us on our blog, The Vascamen Cave, at www.vascamen.co.za.

Join the Vascamen movement to
#GetYourGrooveBack



Available from all pharmacies,
Dis-Chem and Clicks

Vascamen tablets (50) Complementary Medicine; Combination product.
Each tablet contains *Crotogeomys pinnatifida* Bunge (Hawthorn), *Epimedium brevicornu* Maxim (Horny goat weed), *Ginkgo biloba* L. (Maldenhiar Tree), *Tribulus terrestris* L. (Devil's thorn), *Serenoa repens* (W.Bartram) Small (Saw palmetto), Zinc sulphate, Selenium AAC 2%, Lycopene, Lactose, Fructose
This unregistered medicine has not been evaluated by SAHPRA for its quality, safety or intended use.



Loock Pharmaceuticals



Vascamen



+27(0)66 302-8972



+27(0)11 480-4916



www.vascamen.co.za

THE NEW SPRITE AVAILABLE SOON

PROUDLY
MANUFACTURED
BY
QUANTUM

Sprite

Spin ■ *Spiral* ■ *Space*

LOCAL MANUFACTURER
OF LUXURY CARAVANS

QUANTUM
CARAVAN
WORLD



COMFORT



**COMFORT
COUNTRY**



**COMFORT
DELUXE**



**COMFORT
FAMILY**



CARNIVAL



CONNECT



INFINITY



PINNACLE



AVAILABLE
NATIONWIDE AT
ONE OF OUR
DEALERS

Kempton Caravans • 011 974 5595
GC Caravans Witbank • 013 697 5121
Natal Caravan & Marine • 031 702 7291
Middelburg Caravans • 013 243 5060
Quantum Caravan World Cape Town • 071 583 3669

www.quantumleisure.co.za

Sunel

Look at what I got for free!
Pass it on. 😁



Johan

How did you get the latest issue
for free?? 😁

Sunel

Who cares! Just send it on!

THE SHARING OF PDF PUBLICATIONS IS A **CRIME**
DON'T STEAL!

IF YOU RECEIVE A PDF PUBLICATION VIA EMAIL, WHATSAPP OR ANY OTHER
MESSAGING GROUP PLEASE REPORT IT TO REPORT@MEDIA24.COM

MEDIA24

