

#50

go!

GOOD, BETTER, BRAAI! 6 EASY WEEKEND RECIPES

Drive & Camp

CARAVANTEST

The award-winning EdgeOut
Cutting-edge camping

Rondeberg

Swim, water ski, fish, paddle...
or simply sit back and chat

KZN East Coast

Warm waters and an even warmer welcome awaits



READER STORY Rescue in the Kaokoland | **NEW WHEELS** Land Rover Defender 130

TRAIL GUIDE 4x4 fun among the elephants | **4x4 PROFESSOR** Your toolbox essentials on tour

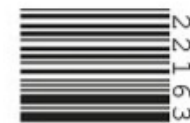
Overberg

Explore roads less travelled
(Beyond the Cape's blue mountains)

NEW WHEELS

JEEP GLADIATOR

May fortune favour the bold



R100,00 (including VAT)
Namibia N\$100,00

BUITE EXPO NEW CARAVANS IN ALL SHAPES AND SIZES



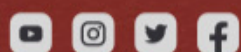
2022 COMPACT CAR OF THE YEAR

TOYOTA URBAN CRUISER

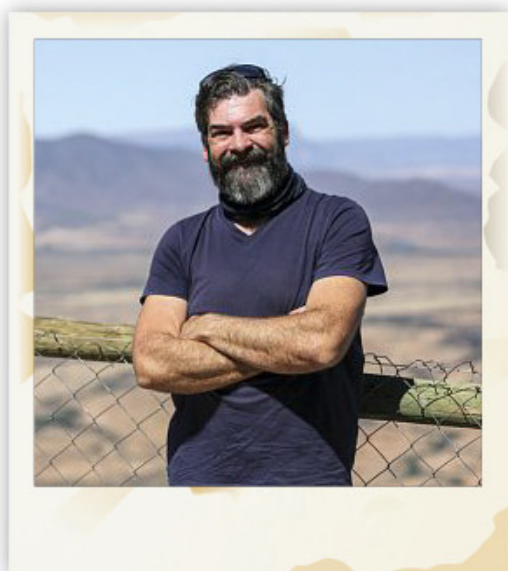
Go Find Your Fun

We are delighted to announce that the Toyota Urban Cruiser has taken top spot in the Compact Car category at the 2022 South African Car of the Year Awards.

Thank you to all our customers who found their fun in a Toyota Urban Cruiser and made this possible.



Morning glory



I'm one of those people who don't drink coffee when I get up. No, I get up *to* drink coffee. I'm a creature of habit and my morning routine has been finely tuned into perfection.

Every morning, 25 minutes earlier than is strictly necessary and before I do anything else, I walk to the kitchen and switch on the coffee

maker, I then go to the bathroom for all the things you do shortly after you wake up.

Once I'm done, so is the coffee. I warm up some milk, pour a cup (I have two favourite mugs and heaven help you if I catch you drinking from one) and go outside. This is when those extra 25 minutes pay dividends. Because here, in my favourite spot in the garden with coffee in hand, I have a moment to myself. Just silence and my own thoughts. You'd be amazed at how many realisations I have in those 25 minutes before I down the last sip of coffee and to go back inside to wake my child.

“

Because even though I have my coffee routine at home down to the T, I still haven't managed to perfect it in the campsite

”

Like millions of other people, coffee is so much more than just a stimulant morning drink for me: it's a ritual. When my colleague Cyril suggested that he wanted to compare different types of coffee makers and kettles in this issue's Gear article, I had no qualms.

Because even though I have my coffee routine at home down to the T, I still haven't managed to perfect it in the campsite. I'm sure you're with me that on page 94 there are more than enough diverse options for that all-important first cup of brew. And if you happen to have yours in your hand while reading this, let's raise a cup together on *Drive & Camp's* 50th issue.

When we decided – a little over five years ago – to merge our predecessor titles into one magazine, we knew it was a good idea. But it is thanks to your loyal support that we're still here, and for that we say thank you very much.

GO! MOTORCYCLE #2

The second edition of *go! Motorcycle* is on shelf now, and I couldn't be prouder of the team for another excellent issue. Readers have already given us feedback on social media, and it makes me extremely happy to see how passionate people are about the magazine.

Pick up a copy to read everything you want to know about adventure motorcycles. Iconic journeys, specifications on every conceivable two-wheeled thing (for dirt roads, and touring), advice on buying the right helmet and gloves, and even a comparison between different types of canned pilchards.

We know there were a number of readers who struggled to get their hands on a copy last year, so if you can't find it, please let me know or Cyril at cyril.klopper@media24.com

Safe travels!

Schalk

EDITOR

schalk.jonker@media24.com



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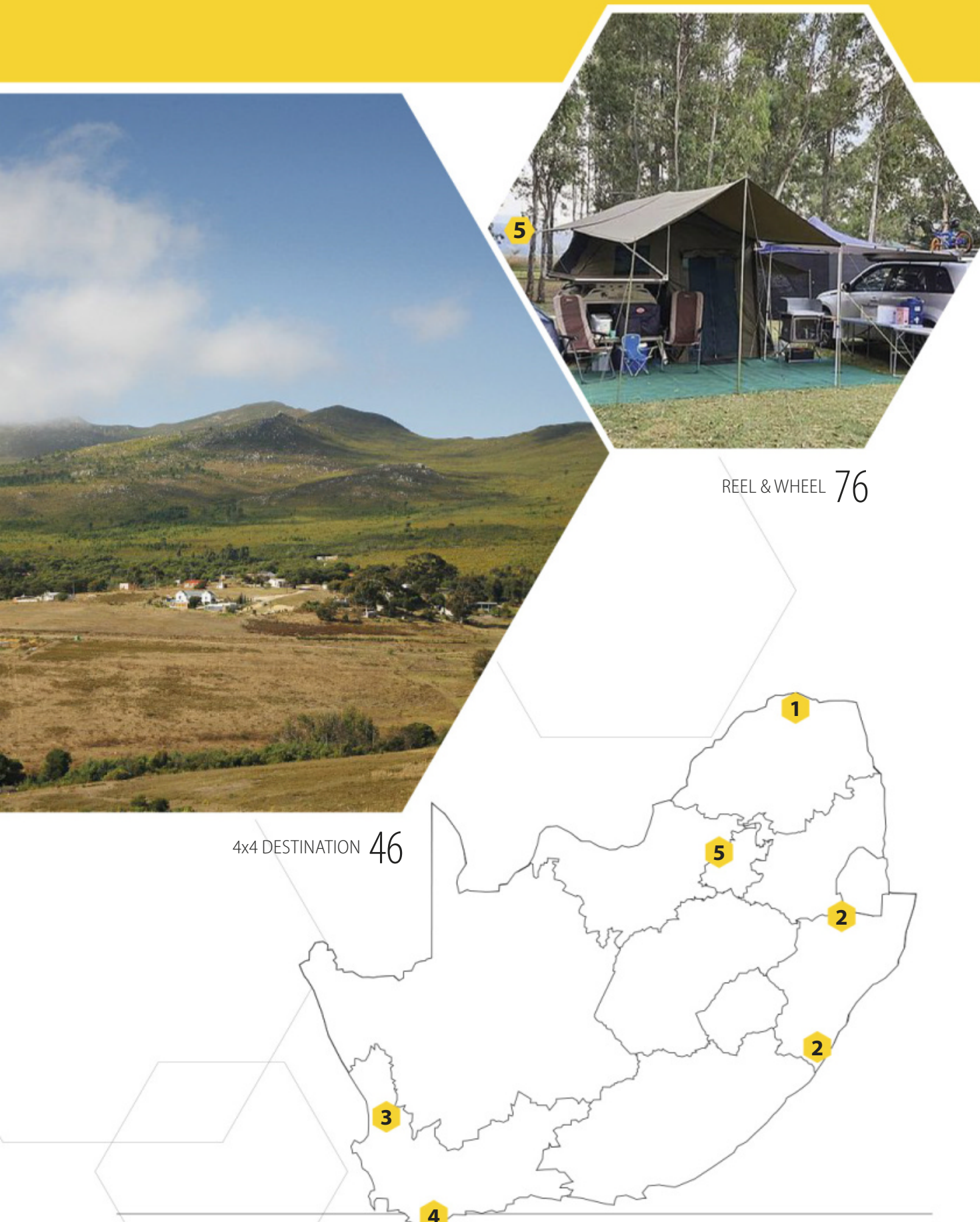
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MEDIA24

go! Drive & Camp August-September 2022 | 5



REEL & WHEEL 76

4x4 DESTINATION 46

#50 COVER – CARLA REDELINGHUYS

“ Although there are a whole host of activities at the Rondeberg resort outside Clanwilliam, this moment was simply too precious to not capture with my phone’s camera. Because isn’t this exactly what camping is all about? Chilling with friends around the fire, while the kids come and go without any worries? ”

Camera settings iPhone SE; f1,8;
 1/29th of a second; 28 mm lens; ISO 640



ALUMINIUM TELESCOPIC POLES

BEST
PRICE

22/25 Extends to 2.3m
R110



SENIOR GAZEBO



3m x 2.8m x 2.3m
R2 970

OPTIONAL EXTRAS



Side wall solid

End wall solid

End wall with zip

Side wall with
windows

Shade net inner

Gazebo & snr bow connector

**HAS STOOD
THE TEST OF TIME**
Design that never gets old



FAMILY TRAILER TENT*

To fit 1.6m high trailer
R23 620



*Includes a removable add-on-room. Does not include the trailer.

WANDERER BOW RANGE



RANGER 2.1m x 2.1m x 1.8m
R3 800

JUNIOR WANDERER 2.5m x 2.5m x 1.9m
R4 320

SENIOR WANDERER 3m x 3m x 2.2 m
R5 120

OASIS LODGE TENTS



OASIS 2, Size: 7.2m x 4m x 2.8m
R34 110

OASIS 3, Size: 9.0m x 4m x 2.8m
R44 090

OASIS 4, Size: 10.8m x 4m x 2.8m
R52 040

*Including a bathroom section

NOW WITH
STAINLESS STEEL
FRAME

ROOF TOP TENTS



1.2 m x 2.4 m **R12 910**

1.4 m x 2.4 m **R14 980**

1.6 m x 2.4 m **R15 790**

2 m x 2.4 m **R18 360**

PROTENT

1.4 m **R19 490**

DINING SHELTER



NOW WITH
6-LEGGED STEEL
FRAME

3.5m x 3.0m x 2.4m
R7 000

SAHARA DELUXE



6m x 2.9m x 2.5m
R12 860

*Side walls & end wall available
Curved poles available

NOW WITH
STAINLESS STEEL
FRAME

BUNDU CANOPY



2.7m x 3m
R1 540

*Side walls available

BACK!
OLD
CLASSIC

BUNDU CHAIR



Max carry
weight 150 kg
R870

BUNDU BASIN



15 Lt
R290

*Folds flat

ALSO AVAILABLE AT:

NB: PRICES WILL VARY BETWEEN STORES

CAMP.CLIMB

Kloppers

OUTDOOR
WAREHOUSE

agra

Agri Land

LeisureWorld

AGRIMARK

Riley's Garage

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270° AWNINGS



1.8m wide
2.5m wide

TENTCO AWNINGS

*Side walls available



2.0m x 2.0m
2.5m x 2.0m

VEHICLE SHOWER CUBICLE

1m x 1m
(Adjustable height)



Folds into PVC bag

PORTA POTTI

*Porta Potti bag available

10Lt
20Lt



*Toilet chemicals available

FOLDING TABLES



80cm x 80cm
180cm x 74 cm
Table & 2 benches

ALUMINIUM STORAGE CASES



30L
49L
94L
• Dust proof
• Waterproof
• Lightweight
• Lockable

FOLDING SHOVEL



DEAD BLOW HAMMER

1.3kg

- PVC
- Steel shot-filled head give extra force to hammer & eliminates rebound
- Diamond texture non-slip handle grip

STAINLESS STEEL BRAAI GRIDS



*Braai tongs and braai grid brushes available

2, 3 & 4 SHELF CUPBOARDS



2 Shelf

KITCHEN UNIT



DISH WASH STAND



Complete with basins and dry rack

*Bag available

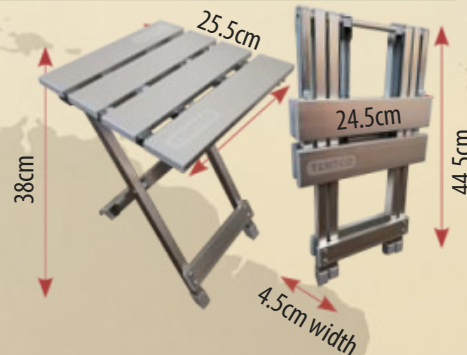
CAPRIVI BOW TENTS



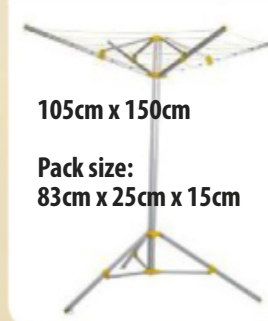
Caprivi 2
2.1m x 2.1m x 1.3

Caprivi 3
3m x 3m x 1.8m

FOLDING ALUMINIUM STOOL/TABLE



CLOTHES AIRER



105cm x 150cm

Pack size:
83cm x 25cm x 15cm

SL 1 CHAIR

Max carry weight: 100kg



*Available in green, grey and blue

TROLLEY BIG WHEEL



DC 3 CHAIR



Max carry weight:
150kg

CLASSIC CHAIR



Max carry weight:
150kg

BIG BOY CHAIR



Max carry weight:
150kg

ALSO AVAILABLE AT:

NB: PRICES WILL VARY BETWEEN STORES



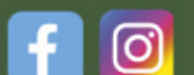
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We love hearing what's on your mind! Write to us at drivecamp@gomag.co.za and please remember to give your full address and contact details. *Drive & Camp* reserves the right to edit and shorten letters – and publish them in the magazine, on the website,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



My trusted old blue box

As a kid, you might have thought it hurt when your grandfather pinched you with his toes, but that has nothing on a blue toolbox. One of those old ones – the kind that unfolds like an accordion. Try closing that when one of the drawers stubbornly refuses to align and you have to apply some force. That's when you might not get your fingertips out of the way quickly enough...

When you drive an old Land Rover, you develop a close bond with your toolbox,

even if it sometimes ends up hurting you. In this way, mutual respect is built up over time. Note that a toolbox is not the large cupboard in your garage where you store your range of wrenches, screwdrivers, and other loose power tools.

With a Land Rover, especially the older ones, your toolbox is never far from reach. Oftentimes, you almost never need it, but it's always there for peace of mind. Because you know, at some point or another, you'll need your faithful old friend in a moment of crisis.

Unlike with some European, Japanese, Korean and, nowadays, Chinese off-roaders, Land Rover owners use their tools much more cost-effectively. Check out what a complete set of decent wrenches costs today. It's a waste of money if you let those expensive tools collect dust in your garage.

Even when that faithful old blue toolbox begins to show signs of serious rust, overuse, and exposure to the elements, you don't get rid of it easily. *(continued)*

WINNING LETTER

Kabous 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 cooldrink 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



Mobi Lodge



TAKE MOBI LODGE 5-STAR LUXURY ANYWHERE...

★★★★★

Beyond Comparison!

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



Scan to watch the video



Because it helped you out of trouble that time when there was no signal and anyone nearby. Deep in the bush, where only old Land Rovers can go.

Author Kobus de Kock said a toolbox has a packing code: the spanners that are used more often, such as the 10, 13, 17 (one wonders why a toolbox doesn't just have two or three 13s), and screwdrivers and pliers go in one of the top drawers, within easy reach. In the other top drawer are the cable ties, duct tape, instant glue, and various Pratley products. The rest of the tools go in the lower drawers, their hierarchy determined by their frequency of use. The heavy, large shifting spanner and the hammer go in the very bottom. Remember, it's like the 4x4 great Gerhard Groenewald said: you do not want to overhaul the engine by the side of the road; you just want to keep it going to the next town, farm, camp, or lodge.

The day that old blue faithful finally loses its bottom feels like a death in the family. Lovingly, you rub over its shiny handle and think of the good old days in the bush. Difficult circumstances at times, rushing to the aid of your fellow man at others. And yes, even helping Toyotas.

KABOUS COETZEE
Marloth Park

Give Vivian a bonus!

I would like to express my appreciation to all the staff of the Kruger National Park, who are so helpful and friendly.

There's one person I want to single out, though: Vivian Mathavhathi, who works at Balule. This exceptional woman manages the camp: she awaits you upon your arrival and gives advice on the best stand to pick. She also takes care of all the facilities personally – this includes the braai areas. (She even cleans your braai grid.)

Every morning and evening, she comes to say hello and chats about your day. She also tells you where the wildlife roams in the area.

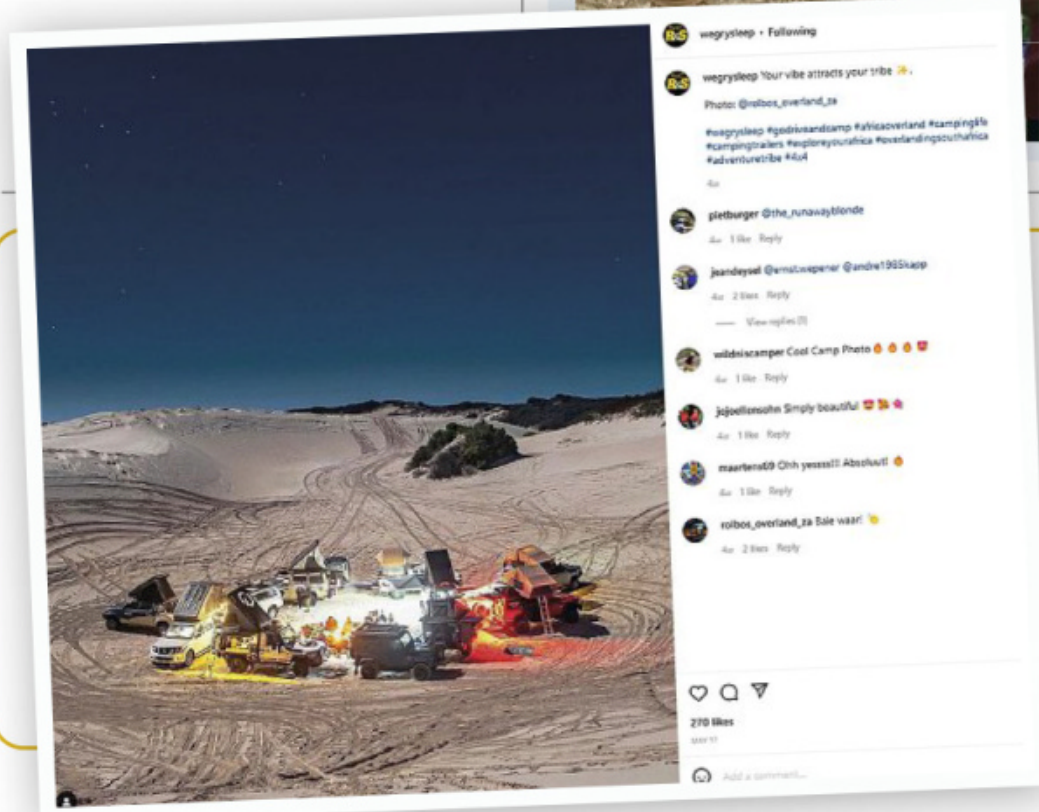
She works many days in a row, before taking a break to see her three children: Abigail (17), Akani (10), and Riffumelo (3), who lives with Vivian's mother.

Vivian deserves a feather in her cap – and definitely a bonus.

LINDA BRINK
Senekal 🇿🇦



Friends Johan and Dalena Steyn (left) with Linda and Sybrand Brink.



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

OKTO

CARAVANS

Infinite Adventures

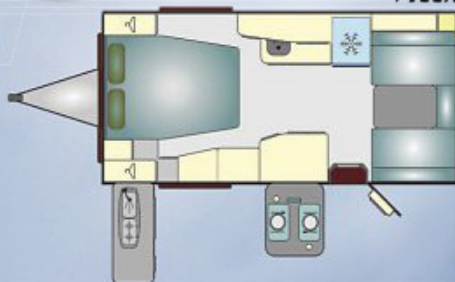
**The OKTO range is expanding!
with more exciting models to come..**



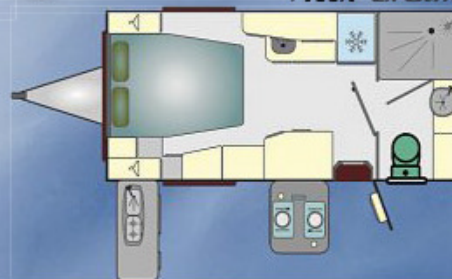
Cabana



Villa



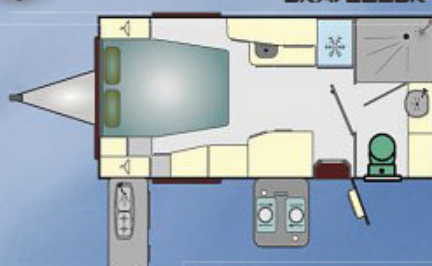
Villa EN-SUITE



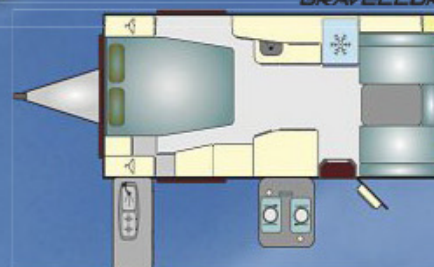
Cabana GRAVELLOR



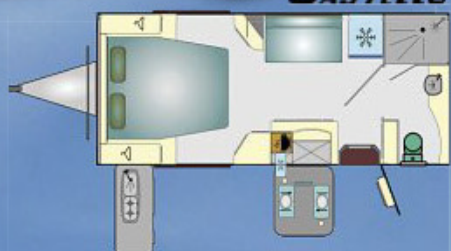
Villa GRAVELLOR



Villa EN-SUITE GRAVELLOR



CASTELLO



CHATEAU



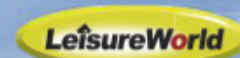
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Cara-Camp Caravans**

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SWIFT





Moving on up

The recent kykNET Buite Expo in Limpopo proved that our caravan industry is going from strength to strength.

While attending this year's third big caravan show, the kykNET Buite Expo at Sondela outside Bela-Bela, we realised again how spoilt for choice South African campers are.

At the annual Caravan Show earlier this

year at the Gallagher Convention Centre in Midrand, more than 20 new caravan models were on display and two new manufacturers made their debut.

A month later – at the first kykNET Buite Expo of the year outside Malmesbury – three more new manufacturers showed up

and five new models were on display.

This trend continued at the expo outside Bela-Bela: two other new manufacturers were there and about 10 new models were on display.

Here are the newbies we spotted at Bela-Bela.



CUSTOM CANOPIES & TRAILERS

Custom Canopies is known for its Moremi range of off-road trailers, which are mainly aimed at drivers with normal driving licences, as three of the four models have a gross vehicle mass of 750 kg.

The Moremi Go 2 expands their offering. The hull is the same length as the Trail (2,5 m), but in essence it's a Lite – an off-road caravan where you sleep inside – that's cut horizontally down the middle. So, you sleep on top of the trailer, with the door on the left near the rear

Type

The perfect retirement plan....



Type



Get yours today

Invader **DUO** from R308 000 Invader **QUATTRO** from R340 000

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012 807 5651

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MOREMI GO 2



(not at the back) and the kitchen also on that side, but in front.

The bed (1,9 x 1,4 m) is a permanent fixture and covers most of the interior. The cupboard above the left wheel is new, and behind it in the hull is a worktop with shelves. Next to it, on the sliding frame, is a two-burner gas stove, with space for the fridge/freezer.

In the standard model, you get a mattress, ladder, outdoor light at the kitchen, two drawers inside and one outside, plus a spare wheel. Extras include a 50 l National Luna Legacy fridge/freezer (R13 500), flysheet with springs (R2 875), two-burner gas stove (R3 800), power system with a battery (R15 000), 270° Bundu awning (R15 500), water tank (R5 500), geyser (R5 000), and shower tent (R3 500).

Another model still in the pipeline is the Go 4 – its roof swings completely open until it's parallel to the ground next to the Moremi. That allows two more people to make themselves at home on a king-size bed. A tent with a pole frame then stretches over the top of both beds, and the roof rack on top of the lid becomes the second bed's support.

The numbers 2,5 x 1,5 x 0,8 m (hull); tare weight 450 kg; load capacity 300 kg; GVM 750 kg; 1,5 t braked axle; 16" wheels; steel chassis; aluminium hull.

Price R135 000

Contact 083 281 7800

customcanopies@mweb.co.za

customcanopies4all.co.za

COMPASS OFF-ROAD TRAILERS

The Rustenburg-based off-road caravan builder Compass is one of the newer manufacturers that initially started with two models: the 2 Sleeper and the 4 Sleeper. The difference between the two, as their names suggest, is an extra double bed that folds out from the 4 Sleeper's right panel.

Now, Compass has added two more models, and the series gets new names: the 2 Sleeper becomes the Renoster, and the 4 Sleeper the Seekoei. The newcomers are called the Rooikat and Gemsbok.

Basic construction remains unchanged on all models, especially in terms of the kitchen and the fold-out bed up front. Instead of the Seekoei's second bed, the Rooikat gets a bench set with a table in the middle – these then also create a third bed. The panel from which the Seekoei's bed folds out still has a door, but it opens horizontally to form a canopy above the window with mesh in the opening. A

canvas curtain extends from the door's edge downwards to block the sun and rain.

At this year's expo, Compass showed off the Gemsbok – it gets an extra door that gives access to a new bathroom tent that mounts against the hull. The inline gas geyser with its shower head extension is in the cabinet above the right wheel. There's also space for a cassette toilet.

Standard items include a 270° awning, 5 l gas geyser, two-burner gas stove, a 3 and 5 kg gas cylinder, indoor basin, indoor and outdoor lights, a high-density sponge mattress, a sliding frame that can fit a 90 l National Luna fridge/freezer, and the fold-out bed.

The numbers 7 x 1,8 x 1,95 m; tare weight 860 kg; load capacity 940 kg; GVM 1 800 kg; 1,6 t axle; 16" wheels; powder-coated steel chassis; powder-coated steel and aluminium body.

Price R294 400

Contact 082 786 5674

info@compassoffroad.co.za

compassoffroad.co.za



COMPASS GEMSBOK





- 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/Michelle)
admin@tongasa.com

www.tongasa.com

 Tonga Camping Trailer

3 Brug St., Triangle Farm, Bellville 7530

TONGA

SUMMIT OFFROAD

Summit has made several changes to its two off-road caravans, the Karenga and Kilimanjaro.

The Karenga's door sits at the back. The roof, which used to lift above the left panel with hinges above the right panel, is now a pop-up roof.

This caravan also gets an outdoor shower cubicle on the right side – a door opens up over the right wheel and turns into the cubicle's roof, from which the canvas sides hang. Next to this is an open cupboard in the hull for all your toiletries, and the shower head is attached to an extension pipe.

The bathroom extends over the full width of the caravan – to the left is the cassette toilet and the remaining space is the shower – with a bench running alongside the caravan. The space is basically a wet room, as there's no partition between the toilet and the shower. But that's a small price to pay, because for a caravan of this size, the bathroom is huge.

The Kilimanjaro sleeps four, and the Karenga two. The new Kilimanjaro's interior layout has been reversed: the door is now on the right and the main bed in the nose. The dining area – now in the rear section to the right of the door – also leaves enough space if you'd rather have a bathroom here.

New on both caravans is a snorkel similar to the one on off-road vehicles. According to the manufacturer, this ensures positive air pressure in the caravan while you're towing – a great way to keep the dust out.

Standard items in the Karenga and Kilimanjaro include a shovel, axe, gas cylinders, jerry cans, a dining set, sink and drying rack, a spare wheel, battery, awning and poles, and a fridge/freezer.

The numbers Karenga: 3,95 x 1,9 x 2 m; tare weight 900 kg; load capacity 600 kg; GVM 1500 kg; 2 t axle. Kilimanjaro: 5,6 x 1,9 x 2,35 m; tare weight 1 160 kg; load capacity 640 kg; GVM 1 800 kg; 2,5 t axle. Both have 15" wheels, galvanised chassis, and aluminium bodies.

Prices Karenga R370 000; Kilimanjaro R595 000

Contact 012 803 6535

info@frantelholdings.com

summitoffroad.co.za



SUMMIT KILIMANJARO



SUMMIT KARENGA





**PANTHER
PREDATOR**



**PANTHER
CUB**



PANTHER CARAVANS

Panther is known for its two fibreglass caravans, the Cub and Alpha GTR, and now a full-fledged off-road camper trailer has joined the family.

The Predator is built on a chassis similar to the Cub, but is 400 mm shorter. The fridge/freezer slides on a frame from the front cupboard in the left panel, with a worktop that flattens next to it and takes up the rest of the space next to the trailer. On the far left is a single-burner gas stove mounted on the worktop.

A sliding frame (1,35 m long) on which you can easily fit four ammo crates pulls out at the back, but first you have to swing away the spare wheel that's attached to its own frame.

The rooftop tent, Custom Leisure Tech's Explorer, opens from the right. This is also where the ladder fits to climb up to the bed.

The lid lifts almost perpendicularly, and a canvas roof then spans over the entire kitchen area from here.

Standard items include a nose cone, 75 l Flex double-door fridge/freezer, spare wheel with its frame, a single-burner gas stove and 5 kg gas cylinder, kitchen equipped for four people, 55 l water tank, rooftop tent with a canopy over the kitchen, and power system that includes a 105 Ah deep-cycle battery, 220 V sockets, multiple 12 V sockets, and LED lights.

The Cub and GTR also got some attention. The Cub's outer nose cupboard doors have been removed, and you now reach the storage from the inside. The fridge used to slide out from an inner cupboard but has been replaced with a fixed bar fridge next to the left door. Above the fridge there's now a shelf with enough space for a microwave.

In the GTR, the kitchen has been changed: the fridge/freezer's sliding frame has been extended to fit the single-burner gas stove as well. (The gas stove was previously in the cupboard above the left wheel.) The door of the cupboard under the bed makes room for sliding frames with four ammo crates. There's also room for a cassette toilet.

Both models now have awnings that swing open: 180° for the Cub and 270° for the GTR.

The numbers Predator: 4,05 x 2,08 x 1,8 m; tare weight 700 kg; load capacity 500 kg; GVM 1 200 kg; 1,6 t axle; 15" wheels; galvanised chassis; steel and aluminium hull.

Prices Predator R169 500; Cub R230 000; Alpha GTR R270 000

Contact 074 820 6557

pantheroutdoorsa@gmail.com

Panther Caravans



**PANTHER
ALPHA GTR**



ALPHAGO OFF-ROAD CAMPERS

AlphaGo was one of the new caravan manufacturers at the expo showing off its new product: the S4 Air and the S6 Air. (The numbers refer to how many people each model sleeps, though the basic layout is similar.)

The AlphaGo consists of a fixed hull with a tent section on top. The tent doesn't have poles but air beams which reminds of the Opus caravans.

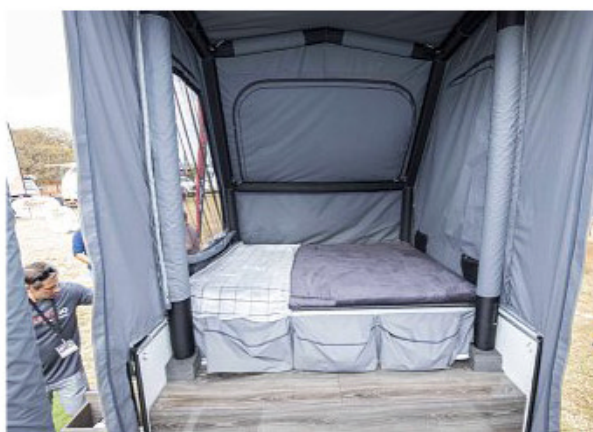
On both models, a bed folds out over the A-frame, but the S6 has an extra bed that folds open at the back. The hull from which the beds unfold thus becomes the living area with benches along the sides. These can be converted into another bed.

After opening the beds, a compressor pumps the beams full of air, and the tent is upright within four to six minutes. There are 14 separate beams that vary in diameter from 80 to 100 mm and are interconnected – their interior pressure is around 0,48 bar, and the tent is sturdy. The beams are also designed so you can replace them separately. The roof above the living area is very high (2,5 m), and the windows are enormous – it feels as if you're standing in a proper living room.

Each bed has a temporary partition, so everyone has their privacy.

The outside kitchen is in the left side, and the door is on the same side in front at the corner. The AlphaGo also has a second door across from the main one where you can set up the bathroom tent.

The fridge/freezer pulls out from the cupboard next to the A-frame, and the frame with the sink and stove slides out at the rear. The S4 gets a two-burner gas stove and the S6 a four-burner (The body of the S4 is 700 mm shorter than that of the S6.)



ALPHAGO S6

Standard items on both models include a dining table, LEDs, a roof rack, inflatable tent, 90 l water tank, 6 l geyser, and a 12 V/220 V power system with a 100 Ah battery and charger. Optional items include the Flex 75 l fridge/freezer (R10 000), 200 W solar-panel system (R6 995), bathroom tent (R15 000), and 20 l cassette toilet (R1 600).

The numbers S4 Air: 4,483 x 1,8 x 1,38 m; tare weight 1 000 kg; load capacity 500 kg.

S6 Air: 5,568 x 1,953 x 1,6 m; tare weight 1 100 kg; load capacity 400 kg. Both have a GVM of 1 500 kg, 1,5 t axles, 16" wheels, a galvanised chassis, and an aluminium hybrid hull.

Prices S4 Air R309 995; S6 Air R339 995

Contact 072 362 3175

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DESCRIPTION OVERLANDER 634 ES

TARE MASS (GVM)	1250kg 1 800 Kg
AXLE RATING	2500 KG
HEIGHT	2385 mm
WIDTH	2021 mm
LENGTH	6350mm
PAYLOAD	550 kg
BERTHS	4
TYRES / AT	15" X 215
MUD FLAPS	YES
REFRIGERATOR	OPTIONAL
HOB-GAS	2 Burner
MICROWAVE OVEN	OPTIONAL
POWER	12/220v
CHARGING SYSTEM	Victron
BATTERY LITHIUM	120AH
WATER PUMP	W
KITCHEN SINK	YES
HAND BASIN	YES
SHOWER	YES
GEYSER	YES
PORTA POTTI	TOILET
WATER CAPACITY	120lt
GAS BOTTLE	YES
EXTERNAL AWNING	270 DEG
GRAVEL ROADPROTECTION BARS	YES

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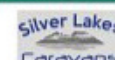


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CASCADE CARAVANS

Cascade is a new brand in the caravan world, but it's not entirely unknown: it was previously called the Checkmate series.

The Queen, Knight, and Castle models are now the Cascade Grand and the Cascade Comfort, while the Castle makes way for the new Cascade Roam.

The Roam, which was on display at the expo, is the smallest in the series. Unlike the Grand with its double axle and the option of a double or single axle on the Comfort, the Roam has a single axle.

Other features are the same, though. The bathroom is built into the rear and sits to the right of the door as you get in. The outside kitchen extends from the hull, and consists of a few drawers on the far left, a basin, and your choice of either an induction plate or a gas stove.

The other two models can sleep up to four people, as the dinette can be converted into an extra bed. The Roam has no dining area – this space is used for a fridge, worktop, and cupboards.

The panels of the Checkmate range were 25 mm thick, while those of the Cascade models are 30 mm. The panels still consist of fibreglass on the outside with a synthetic inner.

Standard equipment in the Roam includes the fridge, microwave, 30 l electric geyser, cassette toilet, shower, 110 l water tank, outdoor kitchen, air-conditioning, 12 V indoor and outdoor lights, a battery, and tent. Items such as the sliders, a deep-cycle battery, and a solar-power system with a converter are optional.

The numbers Roam: 6,6 x 2,42 x 2,6 m; tare weight 1 450 kg; load capacity 350 kg; GVM 1 800 kg; 2 t axle; 15" wheels; galvanised chassis.

Price R475 000

Contact 082 926 0377/8

info@cascadeleisure.co.za

cascadeleisure.co.za



CASCADE ROAM



FREELINE CAMPERS

Freeline Campers is another new manufacturer currently making one model, the Maverick. This fibreglass caravan is a gravelroader, and its basic layout and design reminds of that of the Mobi Lodge: the outdoor kitchen is on the left of the caravan, the fridge is in front you as you get in, and the separate bathroom is to the left in the nose. The bed is mounted on the right and sits on a large sliding frame that slides out from the right-hand side panel.

The bathroom extends across the width of the Maverick, with the basin sunk into the worktop that runs along the far end. The toilet is on the right in the room and the shower is on the other side, against the left panel. The door hinge is on the shower side, so that section is separated when you use it.

The fibreglass is 4-5 mm thick, but the roof has a foam layer for better insulation and is 30 mm thick.

Standard items include a spare wheel, 100 l water tank, two jerry cans, a two-burner gas stove, sink, 190 l standing fridge/freezer, crockery and cutlery, microwave, 12 V indoor and outdoor lights, a awning, cassette toilet, gas geyser, double-bed sponge mattress, and 9 000 BTU air-conditioner. Upgrades such as the independent Alko suspension, 17" wheels, sliders, and a 12 V battery system with a 105 Ah battery are also possible.

The numbers 5,5 x 2,1 x 2,5 m; tare weight 1 150 kg; load capacity 500 kg; GVM 1 650 kg; 2 t axle; 15" wheels; galvanised chassis; fibreglass hull.

Price R475 000

Contact 078 099 4567

freelinecampers@gmail.com

Freeline Campers



GREAT TRACK ADVENTURE CAMPERS

GT Campers have upgraded its Libra model and created a second model – the Exclusive. Except for the fridge/freezer, this model is fully equipped.

Several changes have been made: the nose cone doors have been redesigned and get door handles that can lock. The storage space above it is also larger.

The kitchen has also been redesigned and now boasts, among other things, a spice rack, built-in two-burner gas stove (as opposed to a free-standing single-burner stove), and a built-in sink (in the Libra, there's a loose dish). There's a mixer for the cold and hot water, and a cupboard with all the cups, glasses, and plates now also forms part of the kitchen (in the Libra, it's in the nose cone). The three drawers in the kitchen lock when they're open and shut, and not only when the drawer

is shut. The worktop that was previously powder-coated, is now stainless steel.

The power box gets more sockets, as well as a DC-to-DC charger.

The drawers under the bed have been reinforced, and the step has a layer of coarse material that's easy to clean.

The steel frame to which the spare wheel attaches gets bearings, and all the aluminium checker plates on the trailer now get an additional protective layer.

The 16" wheels have been replaced by 17" ones and get mud flaps.

The numbers 4,383 x 1,83 x 1,46 m; tare weight 1 020 kg; load capacity 480 kg; GVM 1 500 kg; 2,5 t rubber axle; 17" wheels; galvanised chassis and hull, also powder-coated.

Price R400 000

Contact 012 770 3633

sales@gtoffroadtrailers.co.za

gtoffroadtrailers.co.za

EdgeOut edges out the competition

The EdgeOut and its exceptional plastic body has been turning heads since its launch, and now this unique caravan has walked away with the laurels at the Red Dot Design Awards in Germany.

The EdgeOut is built in Cape Town and the mastermind behind it is industrial designer Retief Krige.

When the caravan made its appearance last year, we described it as something from *Star Wars*. Retief says it was a wonderful challenge – a chance to think out the box using new material to create a completely new product.

The idea to build a teardrop-like caravan started with Vonnie Heyns, owner of 4EVR Plastic Products, and it was Retief who decided on the angular format. Retief says he was already well on track with the project when Elon Musk also happened to launch his Cybertruck. Also angular.

It was then that Retief realised they had a winning recipe. The whole design process took two years.

Retief says some caravan designs make him think the lights were placed as an

afterthought. He explains that lights are precisely the “jewels” of a design, and that is where one starts.

The EdgeOut was entered in the product design category and was one of 7 900 entries from 60 countries.

Contact 📞 021 905 5590 📧 edgeout.co.za
📧 info@edgeout.co

** Read more about the EdgeOut in our caravan test on page 82.*



Vonnie Heyns, manufacturer of the EdgeOut (left) and designer Retief Krige.



Invader to double its numbers

Invader Off-Road Campers has added an additional production line in its factory to meet growing demands. Invader is known for its two off-road trailer models, the Duo and Quattro, and currently build 16-18 units a month.

The 2 500 m² factory has added an extra 1 000 m², and if things go according to plan, the company should be able to deliver 30 units a month by the middle of next year.

Father-and-son team Hannes and Dan-Pierre Louw started Invader in 2011. Initially, they had only five staff members, but that number has since grown to around 50.

There are currently seven dealers in Gauteng, the Western Cape, KwaZulu-Natal and Namibia, and Invader has just surpassed 800 units sold.

Contact 📞 021 948 9920 📧 sales@invader.co.za
📧 invader.co.za



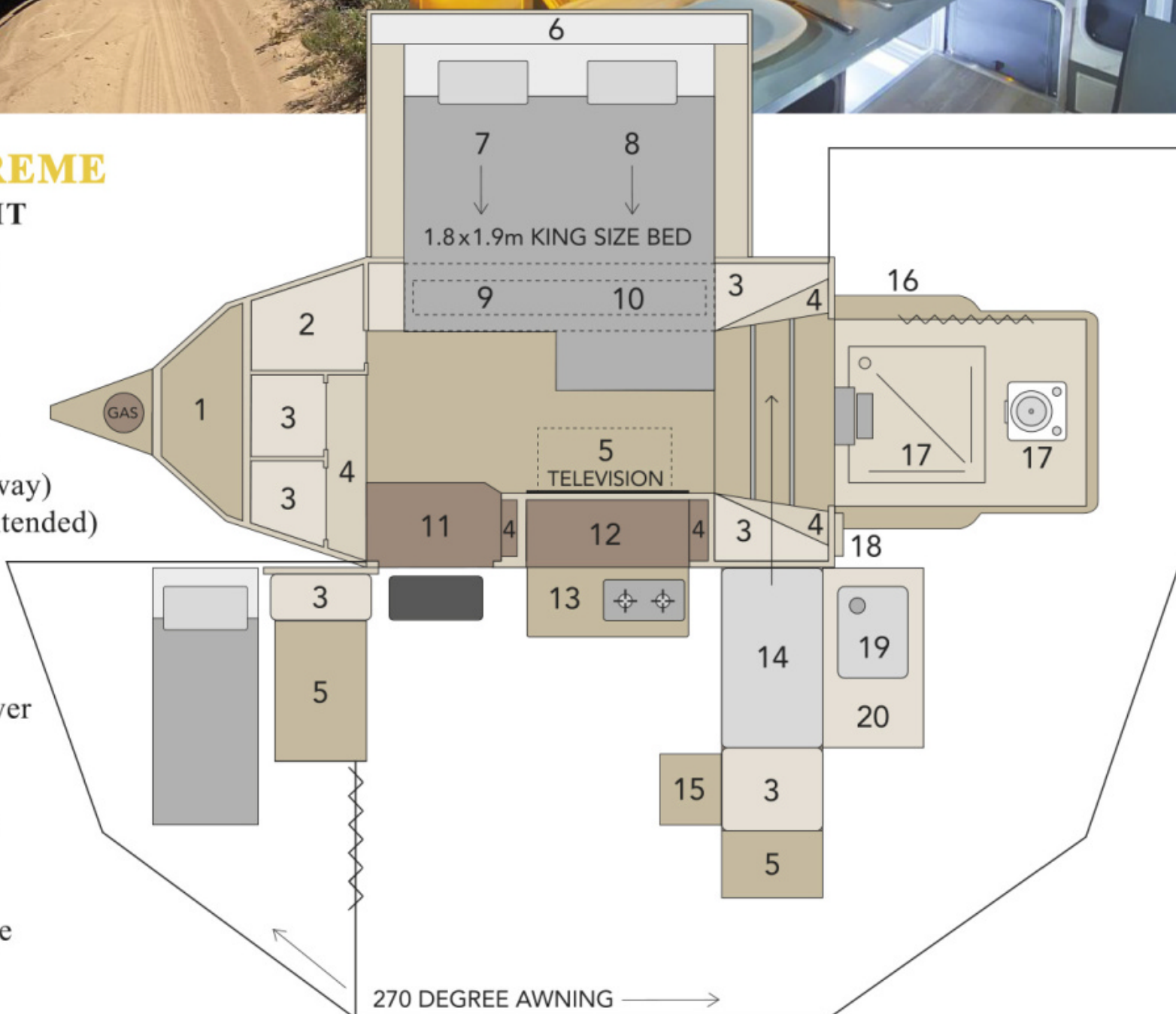
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— CARAVANS —



BADGER EXTREME WITH SHOWER UNIT

1. Nose cone storage
2. Hanging cupboard
3. Storage cupboard
4. Shelf
5. Fold down table
6. Padded headboard
7. Day bed (folded away)
8. Sleep bed (fully extended)
9. Under bed storage
10. Pole storage
11. Entrance step
12. Outside kitchen
13. Pull out stove drawer
14. Fridge freezer
15. Drawers
16. Spare wheel under shower area
17. Shower & toilet
18. Shower rose & pipe
19. Sink
20. Drying table



Mahindra makeover

The brand-new XUV700 and latest Scorpio were launched at the end of June at the Gerotek test facilities outside Pretoria.

“The XUV700 marks the beginning of the next generation of sophisticated and authentic Mahindra SUVs that will offer an adrenaline rush like never before,” says Sachin Arolkar, Head of International Operations: Automotive Division of Mahindra and Mahindra Ltd.

The XUV700 is powered by a 2 ℓ turbopetrol engine with 147 kW and 380 Nm of torque, and a 2,2 ℓ turbodiesel one with 136 kW and 450 Nm – both with a six-speed automatic or manual gearbox.

The other newcomer is the latest Scorpio, which looks very different to its predecessor. Although it seems smaller at first glance, its body is actually larger than before and seven adults fit relatively comfortably in the vehicle.

“Our decision to include South Africa in the global reveal of the Scorpio-N is a clear sign of our commitment to the country as our second home outside of India. Mahindra South Africa is regularly on the list of fastest growing SUV and bakkie brands in the country and we look forward to introducing our next-generation models here and welcome more South Africans to the Mahindra family,” said Rajesh Gupta, CEO of Mahindra SA.

The Scorpio is powered by a 2 ℓ TGD-i Stallion petrol engine with 149 kW and 380 Nm of torque, and a 2,2 ℓ mHawk diesel engine (128 kW and 400 Nm).

The XUV700 and Scorpio aren’t available in South Africa yet, and prospective buyers can only expect them later this year – prices will also be announced then.

In June, at the same event, Mahindra unveiled its new logo. The so-called “Twin Peaks” are exclusively for Mahindra’s SUVs and lifestyle bakkies, while other Mahindra products will retain the older badge.



Raasblaar heads Down Under

A small local off-road caravan perfect for the African bush is heading to the outback. The Raasblaar, built by Equip 4 Africa in Centurion, will be exported to Australia from September this year.

Co-owner Andries Bruwer says the idea of exports took hold during the COVID-19 pandemic. The Australians get the same Raasblaar we know, except for Australian electric plugs and a name change: there it will be sold as the Overlander.

Equip 4 Africa, who has a dealership in Gauteng and one in the Western Cape, also gets a rental component. So, if you don’t own an off-road caravan, you can rent a fully equipped Raasblaar for R900 per day. It sleeps two inside, and if your party is bigger than two, there is also a rooftop tent. There is no minimum rental period and the paperwork is in order should you want to take it across the border. The Raasblaar has a gross vehicle mass of 1 600 kg, which means that your towing vehicle must have a tare weight of at least 1 600 kg (and the driver an EB driving license).

The Raasblaar was launched in 2018 and production started in 2019. In 2021, they sold 38 units, and according to Andries, they are well on track to reach this year’s target of 48 (exports excluded).

Contact 076 520 3054 andries@equip4africa.com
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Plugging it

For as long as we can remember, your caravan's standard light plug and socket has been the same. In the heart of the Free State, however, an inventive magnetic plug has now seen, well, the light.

The TrailSnap system was designed in Bloemfontein and is manufactured locally, and if you consider they sold more than 1 000 units at the recent Nampo Harvest Day, the owners have come up with a winning recipe. They also plan to export to Australia, New Zealand, Australia and America.

The TrailSnap replaces the conventional socket and plug between the towing vehicle and caravan, but you also get a fitting should you want to use the system with the existing plugs.

The coupling is basically two magnetic sides that come together in an instant – the days of struggling with rusty

old plugs are long gone. One big advantage is that you'll no longer accidentally snap the wires while pulling of when you forget to unplug before unhitching – the two sides pull apart as easily as they attach. The design, however, also prevents that from happening on a bad road, plus there's a safety clamp.

You get a magnetic socket to replace the old one on your towing vehicle, and another for the caravan. And to prevent you from getting stranded if you suddenly have to plug in a rental trailer, the TrailSnap also has a seven-point magnetic fitting. The same goes for towing vehicles with the newer 13-point socket.

Prices Socket R295; plug R295; seven-point fitting R395; 13-point fitting R395. Delivery nationwide costs R95.

Contact ☎ 083 456 7877 ✉ info@trailsnap.co.za 🌐 trailsnap.co.za



Anniversary celebrations

The Caravan Club of Southern Africa (CSA) celebrated its 75th anniversary this past Easter.

The club, which consists of 33 regions and has a whopping member count of more than 1 000 members, gathered at Kaia Manzi outside Bronkhorstspuit. This "Rally SA" takes place every third year when all the members gather in one place. Due to

various factors – including COVID – the 2021 rally was postponed to this year.

As with the previous Rally SA in Richards Bay (2018), the ceremonial flag hoisting served as an opening even though the rainy weather tried to throw a spanner in the works. A Good Friday service followed, after which guests to participated

in the Easter Egg Hunt. The rain started to really pour down on Saturday, but it didn't dampen anyone's enthusiasm as a large marquee tent kept out the elements. A DJ kept the vibe going with all sorts of music, plus karaoke, a *Noot vir Noot* tribute and bingo. Unfortunately, the rain put paid to the volleyball match.

After a weekend full of activities (and a fair amount of rain), the event closed on Sunday morning.

Russell Gibbens stepped down after seven years as president of the club, and Anton Pretorius was elected in that role. Vice President

Harry Bolton also stepped down – with Machiel Myburgh his replacement.

A total of 124 caravans joined, with 359 adults and 182 children. The next national rally is planned for 2025.

Contact ✉ admin@caravanclubsa.org.za



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Amarok, the next generation

The second generation Volkswagen Amarok was introduced to the world via YouTube on 7 July this year. The video confirmed there are five engine choices: three 2 l four-cylinder turbodiesels that generate between 110 kW and 154 kW, a 3 l V6 turbodiesel (177-184 kW), and a 2,3 l four-cylinder turbopetrol (222 kW).

Volkswagen doesn't state this outright, but we now know that all these engines come from Ford. The engines that deliver more than 154 kW are matched to a 10-speed automatic transmission – the same as the new Ford Rangers. As for the drive train, you can choose between rear-wheel drive, part-time four-wheel drive

and permanent four-wheel drive. There are four trim levels: the Amarok base model, followed by Life, Style, Pan-American for off-road adventures, and Aventura for city use. The Amarok's bodywork was designed in Germany and Australia, but the vehicle is manufactured at Ford's Silverton plant outside Pretoria. Volkswagen South Africa confirmed that Ford is handling the testing and development of its Amarok.

The latest Amarok is 10 cm longer than its predecessor, which means there is more legroom for the passengers in the rear seat (double cab). You can now get two European cargo pallets in the load bin (single cab). The load capacity is increased to 1,2 t. The towing capacity remains

unchanged at a theoretical 3,5 t, although South African legislation won't allow you to hitch that much.

Prices for the latest Amaroks will only be announced at the end of the year when the first consignment is made available to the media. VW has sold more than 830 000 Amaroks worldwide since its 2010 launch and the manufacturer is convinced the new model will perform even better.

Purists have been expressing their disappointment on social media regarding Volkswagen's decision not to use its own V6 TDI that kicks out 190 kW. It's only 6 kW more than Ford's V6, but whether South Africans will regard the difference as minor is a question that will soon be answered. 🚚



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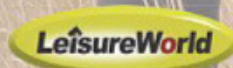
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Bespoke vellies

Landie enthusiasts are ecstatic about the extended-body version of the Land Rover Defender, says **Cyril Kloppe**.

The Defender trio is now complete with the short 90 series, the medium 110 and the long 130. (All that is left now is a bakkie version... but that probably won't happen.)

The original Defender 127 – later renamed to 130 – was Land Rover's workhorse, and specifically aimed at the military and utility companies. Most definitely not the brand's most luxurious or most beautiful car.

Instead of continuing its original purpose, Land Rover has decided to elevate the latest Defender 130 to be a type of flagship among its Defenders.

Inside and out

The Defender 130 is 34 cm longer than the Defender 110 – not for extra cargo space, but to make room for more seats. The only way they could retain the Defender's distinctive rear design was to give the rear a little flip, almost like the stern of a sailboat. That's to ensure the Defender 130's third row of seats don't adversely affect the departure angle.

The taillights appear to have been redesigned to retain the three clear lines that define a Defender's side view, while subtly rising to the rear.

Access to the luggage compartment remains unchanged, although an optional cover is now available for the 20" Luna alloy spare wheel. Black roof bars are standard, but you can individualise your Defender 130 by requesting one of four trim packages: Explorer, Adventure, Country and Urban.

There's also a body paint colour that's exclusive to the Defender 130: Sedona red. We, however, find the Ceres silver pictured here the most striking.

Inside, there are smart storage spaces and luxuries for every passenger in all three rows of seats. Land Rover says it has made access to the back row of seats easy and dignified – no need to dive over the middle row!

"Its spacious interior welcomes and transports up to eight people in supreme comfort, enabling unparalleled sophisticated adventuring opportunities for families, with

unique design signatures to create a distinct New Defender experience," says Nick Collins, Executive Director of Vehicle Programmes at Land Rover.

Inside, there are new colour and material options that, according to Land Rover, promote an "enhanced multi-terrain experience".

We do, however, have our reservations whether ivory white leather upholstery pictured here will encourage you to play in the mud with this posh Landie.

The Defender 130 boasts the very latest technology and chassis systems, including a new 11.4" Pivi Pro touchscreen, electronic air suspension and cabin air purification, which means you're won't be subjected to dust or smells on your off-road excursions.

Under the hood

In South Africa, the Defender 130 will be available with a P400 soft hybrid Ingenium six-cylinder petrol engine, as well as the D300 Ingenium six-cylinder diesel.

LAND ROVER DEFENDER 130





HISTORY. Land Rover will be donating one of its first Defender 130s to Queen Elizabeth. She was, of course, trained in her youth as a mechanic to work on WWII era Land Rovers, but we don't think she'll make head nor tail of a modern Landie's technology.

SPECIFICATIONS

Model	Defender 130 D300
Engine	2 996 cc, six-cylinder turbodiesel
Power	221 kW @ 4 000 rpm
Torque	650 Nm @ 1 500 rpm
Transmission	Eight-speed ZF automatic
Fuel consumption	8,8 l/100 km
Tank	90 l
Load weight (inside)	800 kg
Load weight (roof)	168 kg (dynamic), 300 kg (static)
Dimensions	5 358 (l) x 2 008 (w) x 1 970 mm (h)
Ground clearance	290 mm
Wade depth	900 mm
Approach and departure angles	37,5° and 28,5°
Maximum tow weight	3 500 kg
Turning circle	12,84 m
Safety grading	★★★★★ (NCAP 2020)
Service plan	Five years/100 000 km
Warranty	Five years/100 000 km
Price	Unknown at time of going to print

The P400 uses state-of-the-art hybrid technology (MHEV) that delivers seamless shifts between the internal combustion engine and the electric motor, ensuring better fuel economy.

The system uses a 48 V belt-integrated starter generator (BiSG) that harvests the energy normally lost when you apply the brakes. This energy is then sent to the battery for later use.

Conclusion

If we sound jealous, it's because we are! We envy the families who will go on holiday in this masterpiece. Landie purists must just accept that the brand has taken a new course and is no longer associated with the blue-collar working class man. The latest Defender's appearance is meant to striking without sacrificing off-road capability – Land Rover did well in this regard.



From the competitors

Luxury SUVs that will have you drooling



R1 321 700

Toyota Land Cruiser 300 GX-R

The waiting list for the LC300 remains long and we don't think Toyota will feel threatened by the Defender.



R1 395 000

Ineos Grenadier

Many Landie purists prefer the upcoming Grenadier over the new Defender range.



R1 658 900

Nissan Patrol 5.6 V8 LE

An underrated giant that deserves more recognition in South Africa.



SAYING GOODBYE TO THE ORIGINAL RHINOCAB AFTER 9 YEARS

When Rhinoman opened its doors in 2013, the RhinoCab Aluminium canopy was introduced and it was the first Aluminium canopy of its kind presented to the South African market, taking the market by storm.

The RhinoCab canopy has been a trusty travel companion for many Bakkie owners, providing the durability and reliability expected from an exceptional product. The RhinoCab was the perfect partner for any adventure or camping enthusiast.

All products have a life cycle and the RhinoCab has reached the end of its season. The RhinoCab has been around for many years, and it has served its users well. However, it is time for something new and fresh in the market. Now, after 9 years, we are saying goodbye to the RhinoCab and we are ready and excited for its successors, the Xpedition and Xtreme to be the market leaders.

Extensive research and development have been done over a period of two years and superior products have been designed to replace the RhinoCab. Many Bakkie owners will find a new trusty travel partner in the Xpedition and Xtreme canopies, providing the same durability and reliability expected from a Rhinoman canopy, but with modern and state-of-the-art aesthetics, taking your vehicle to the next level.

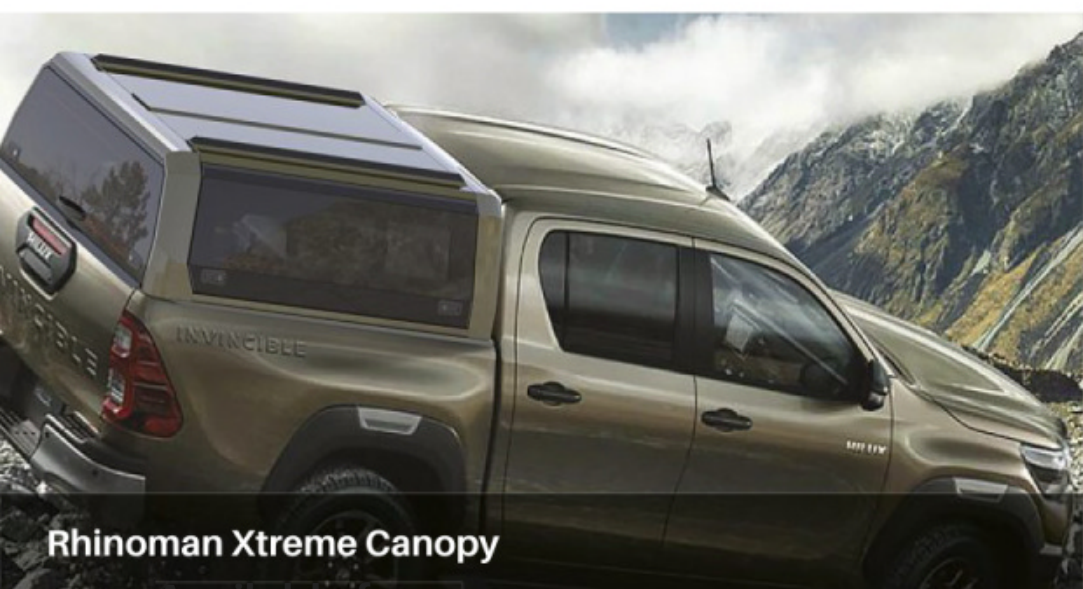
Some of the features on the new canopies include; full automotive grade aluminium construction, gullwing doors with detachable stainless steel hinges, bonded toughened rear glass, a rear brake light, an integrated airflow vent and a 2-year warranty. There are also numerous accessories available to make your life easier on the road and at your favourite camping spot.

Rhinoman has grown from a 1500m² factory to more than 10 000m² in the past five years. Our growth has caught the attention of Motus, Africa's largest vehicle parts and accessories distributor, and this partnership allowed us to have a retail footprint in excess of 250 dealers nationwide.

There is no doubt that when you consider purchasing a canopy for your Bakkie, the Rhinoman Xtreme and Xpedition canopies should be your first choice. We also offer a large range of commercial canopies for the handyman and fleet owners.

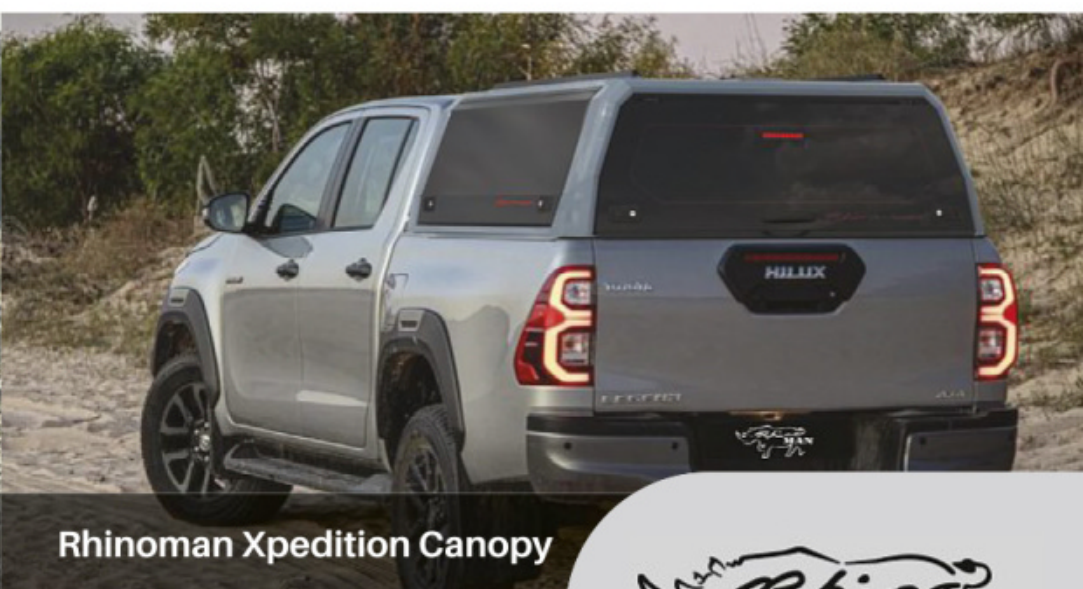
It is after all The Original. Ask for it by name.

The Rhinoman Xpedition and Xtreme canopies are available for all major manufacturer Bakkie brands from 2021 onwards.



Rhinoman Xtreme Canopy

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* Colour matching of canopy frame to vehicle colour is an optional extra

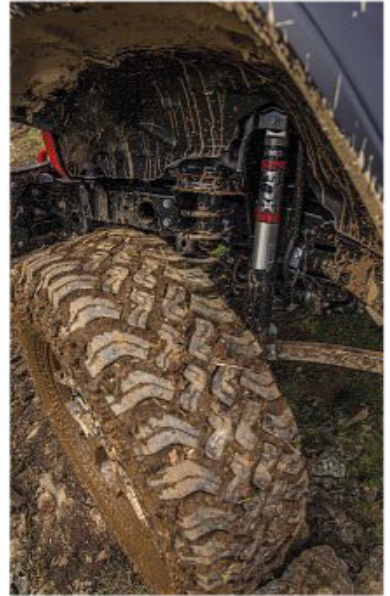
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Hard as a rock

It's pretty exciting to have the Gladiator back, but will South Africans embrace this bakkie, asks **Cyril Kloppe**.

JEEP GLADIATOR RUBICON



Those of the older generation may remember Praetor Monteerders: the predecessor to BMW South Africa. The company's plant in Rosslyn, Pretoria, not only built BMWs, but also the Jeep Wagoneer station wagon and Gladiator bakkie. Manufacturing ceased in 1970 when Kaiser Jeep SA terminated its partnership with Praetor, and the plant was taken over by BMW AG two years later.

And now, more than 50 years on, the Jeep Gladiator is finally back on local soil. We don't know how many Gladiators were sold by Praetor, but Stellantis South Africa sold

55 new Jeep Gladiators within the first two weeks after its launch – and that's without the proud new owners setting eyes on the new bakkie!

Inside and out

The Jeep Gladiator retains the Wrangler's grille, but the slots are wider to let in more air and thus cool the engine more efficiently when transporting cargo or towing a trailer.

The brake lights have been moved to the farthest corners of the rear so that Jeep could give you a wide tail gate with

unobstructed access to the load bin. Under the load bin is a full-size spare wheel (the cavity can accommodate up to a 35").

As with other Jeep Wranglers, you can remove the roof, doors, rear window and even windshield (or drop it forward) if you have a need to feel the wind in your hair. That's not something you can do with any other bakkie in South Africa.

Inside, the centre console has chunky, water-resistant knobs, but it doesn't mean you should drive into the nearest river – the leather upholstery may not like it.

The rear seats fold flat for extra storage

SPECIFICATIONS

Model	Gladiator
Engine	3 604 cc, Pentastar V6-petrol
Power	209 kW @ 6 400 rpm
Torque	347 Nm @ 4 100 rpm
Transmission	Eight-speed automatic
Fuel consumption	12,4 ℓ/100 km
Tank	83 ℓ
Load weight	693 kg
Maximum tow weight	2 721 kg
Dimensions	5 591 (l) x 1 894 (w) x 1 909 mm (h)
Ground clearance	249 mm
Wade depth	800 mm
Approach and departure angles	43,4° and 26°
Safety rating	★★★★(ANCAP 2019)
Service plan	Three years/100 000 km
Warranty	Five years/100 000 km
Price	R1 259 900



IN THE RED. You don't often see the old Gladiator (above left) on our roads anymore and we wonder what has become of it. The suspension is by Fox (centre left) and the centre console's buttons (right) are modern and traditional at the same time.



space and there are dozens of cavities for packing things like flasks, backpacks and map books.

Under the hood

The Jeep Gladiator Rubicon is available to South Africans in one model only. It's powered by a proven 3.6 Pentastar V6 petrol engine. Since 2010, almost nine million of these engines have been produced and Jeep reckons it's a suitable choice for South Africa.

The big V6 is coupled to an eight-speed automatic gearbox with a low crawl ratio of 77,2:1. If you plan to tow, you will probably

also be satisfied with the 4,7:1 ratio in first gear and a 4,1:1 ratio in top gear. And 4x4 enthusiasts will be pleased with Jeep's famous Rock-Trac system with a 4LO gear ratio of 4:1.

Conclusion

We haven't yet driven the Gladiator, but we look forward to tackling a challenging obstacle course with it. We sincerely hope it will be embraced by South Africans, but we understand that it fills a niche market and its price is way higher than the budget of the average South African allows.



FROM THE COMPETITORS

Bush bakkies not afraid of nuthin



R484 999

Mahindra Pik-Up S11 4x4 Karoo

We're not saying the Pik-Up is as capable as the Jeep, but goodness, that price difference!



R981 100

Toyota Land Cruiser 79 4.5D V8

This bakkie is quite old, but it has no end. Jeep won't easily strip it of its laurels.



±R1,6 million

Nissan Patrol

Nissan imports it only on special demand and its price is subject to the exchange rate.



East coast calling

While the rest of the country still clings to their electric blankets, residents of KwaZulu-Natal are already swanning around in their cozzies. We pitch camp in the north and south of the province.

Words and photos **Leon Botha**



The year's longest night in June is a distant memory, yet spring is stingy about giving us warmer days. And by now, most of us need a break as we head into the last few months before the December holidays. Perhaps those few days off in October is just the medicine you need.

We pitch camp at the Anchors Caravan Park at the lower end of the South Coast, and discover a peaceful campsite where you can recharge so you can return home filled with energy. And if the South Coast is simply too far away, head to the other side of Piet Retief, about a four-hour drive from Gauteng and 250 km from the North Coast. Get your first taste of summer at the mineral hot springs of Gooderson Natal Spa.

ANCHORS CARAVAN PARK Terrace tales

The coastal town of Hibberdene lies 100 km south of Durban. Once you get there, you're where the corresponding latitude and longitude intersect. This line runs from around Lichtenburg diagonally through South Africa to Hibberdene in the south. Stick your toes in the sand at the coordinates S30.576 E30.576, where these two imaginary lines meet.

Cross the Mzimayi River just one kilometre down the beach, after which the Anchors Caravan Park sits on your right against the overgrown koppie. The river flows past the resort and empties into the Indian Ocean, 180 m to the left of the bridge.

The turn-off to Anchors is 700 m past the bridge where you enter the residential area. The road ascends the koppie, through vegetation so thick you'll think you're in the Amazon. The blue sky is barely even visible. Turn right almost at the top of the koppie and arrive at the gate 100 m later.

Although the resort isn't located right on the beach, the ocean is barely a five-minute walk away. It's actually a blessing in disguise, as the wind won't get you here – you can leave your storm straps back home.

There's a guard on duty at the gate, but you also get the cellphone numbers to open the gates yourself at night. There's no physical check in: owner Sandy Botes sorts out everything over WhatsApp.

CAMPING DESTINATION

Anchors is more of an estate where people own their own homes – it used to be a Rondalia resort back in the day. The streets are named after fish species – enter the resort on Barracuda Street. This paved street runs all the way down the hill, with the loveliest gardens right around it.

The shop is one of the buildings next to the road on the right. Here, you'll find something of everything – from wood, grids, and braai tongs, to cereal, tomato sauce, spices, and even shampoo. Plus, fresh groceries, including bread, cheese, and eggs. If you need anything else, Hibberdene has a Superspar, back across the bridge. There, you'll also find a liquor store, several ATMs, and a petrol station.

KABELJOU STREET TAKES YOU to the entrance of the caravan park, about 150 m from the shop. This section is laid out on two different terraces: stands 1-12 are on the left, lining both sides of a straight road. Once the road goes down the slope, the stands become more randomly spaced out between the trees.



On the upper terrace, the stands to the left of the road are on a lawn with little shade, while those on the right have plenty of shade but hardly any grass.

There's what looks like a brick-sized slate planted upright in front of your stand, with a yellow number on it. It's actually a piece of rubber that won't damage your tyres should you accidentally drive over it.

Jospeh Mzolo comes to greet you as soon as you arrive, and brings a rubbish bin closer. If you're intending to use the brick braai on your stand, Jospeh will also drop off a grid. You'll need a Fredlin plug for your stand's power point.



SEA PORT. This has to be one of the longest and sturdiest suspension bridges in the country. It also provides pedestrians access to the beach from Anchors.



The lower 14 stands are more spread out – as are their shade trees and grass. This terrace consists of four more lower stands, and the power points and braai areas are the same as those of the upper ones. This is where you'll find some campers who look like they've settled in for a while – some of them even have gardens.

There's an ablution block for each of the two large terraces – the upper one is directly past the gate, and the lower one is once you get past the stands. From the outside, the upper facilities look newer, but inside, they're the same, though the one up top has electric

geysers as opposed to the gas geysers of the lower one.

Both have ceramic basins on a tiled surface and mirrors on the wall. The shower cubicle, with a bench inside and a shower curtain, is against the opposite wall. There are two private bathrooms – one with a bath and the other with a shower – at the top building, between the men's and women's facilities.

Both buildings have a scullery outside and space to flush your cassette toilet, but only the lower one has a laundry. The washing and drying machines work with R5 coins.

To the left of the building, there's a covered braai lapa for groups, plus a pool table and a large-screen TV.

As you might expect around here, it will only be a matter of time before the monkeys pop around – do keep everything closed and packed away when you're not at your stand.

THE SWIMMING POOL is approximately 300 m towards the beach, with the gate in the fence by the lower terrace. Go through that for a downhill walk to the pool – walking back is uphill, of course, and you'll get to camp almost dry.

CAMPING DESTINATION



The pool is spotless and fenced. It's 1,2 m deep all round and roughly twice the size of your pool at home. It's surrounded by a lawn with a few thatched canopies and benches dotted around.

The river forms an S-bend about 70 m from there, meeting the ocean 400 m later. A huge suspension bridge crosses the river and, a few minutes later, you're on the beach. There's an electric gate behind the pool (you get the code) that leads to the suspension bridge. (This gate is locked between 19:00 and 06:00.) On the far side of the suspension bridge is another electric gate that opens with the same code. The bridge is about 90 m long, and if you look closely, you can even see fish in the clean river water below you. A sign tells you the bridge is open in the winter from 06:00 to 18:00 and in the summer from 05:00 to 19:00.

For the next 100 m or so you walk through dense bush, but the path to the river is well used and maintained. The Hibberdene Ski Boat Club is to your left – members launch their boats here to reach the sea. From here, you walk along the river under the bridge and railway track, and 140 m farther, you're on the beach. (During our visit, a security guard patrolled the path.)

A rocky bank runs to the right at the river mouth, and the swimming beach with its coarse sand lies to the left. This beach is one of about 10 beaches on the KwaZulu-Natal coast with Blue Flag status. During our visit, there were lifeguards on duty and the swimming area was clearly marked.

If you hear a siren, it's more than likely not a shark alert but boats returning from the deep sea. It's quite a sight: the boats literally charge out onto the beach, from where a tractor tows them over a 50 m sandbank to where the river is once again deep enough to reach the launch site.



LIKE TAKING A BATH. Swimming in the ocean is probably top of the list of holiday pastimes on the South Coast. Apparently, the water temperature has an annual average of 23,4° C.



Briefly | Anchors



Campsite 24 stands on two terraces with plenty of shade and grass.

Ablution facilities Two buildings – one with gas geysers and the other with electricity.

Price Depending on the season, R300-R400 pnn for the first two; thereafter R75-R100 pppn (free for kids under five). Maximum six people per stand. Between 15 December and 2 January, you have to book for a minimum of 10 nights.

Arrival and departure No strict times.

Contact 082 253 0861

campatanchors.co.za

info@campatanchors.co.za

Nearest town Hibberdene.

Road condition Tar to the resort.

GPS S30.585867 E30.563782

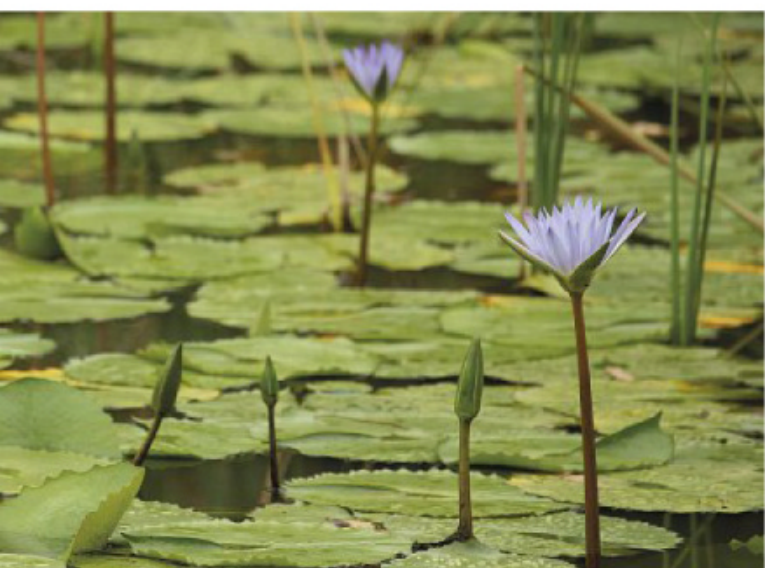
Drive & Camp says Anchors is a sheltered and quiet campsite near a lovely beach.



CAMPING DESTINATION



TAKE NOTE. As you drive along the road, signs show you what you can expect: "Father-and-son entertainment – fishing, mountain biking, quad bikes" and "Shop – ice cream, ice, wood, charcoal, and soft drinks".



GOODERSON NATAL SPA Healing waters

Like Anchors, the Gooderson Natal Spa also borders a river. The Bivane later joins the Pongola River, and makes its way north to Mozambique, where it meets the ocean near Maputo.

According to Vryheid's tourism association, one Piet Wessels was on his way to Lourenço Marques (today Maputo) in 1888 when he used the Bivane River as a halfway stop. He noticed warm spots in the river and used sandbags to "insulate" the water – these eventually led to some hot water baths.

The sign at the eye of the spring tells us Natal Hot Springs was established in 1894, and the first swimming pool was completed in 1936. Today, there are five hot pools along the river, and amazingly, no pumps are used. The water that bubbles from the earth is simply diverted into the first pool using gravity. From there, it overflows into the next, and so on. The baths are cleaned alternately on Mondays, Tuesdays, and Wednesdays.

The eye of the spring is now on the rivershore, within the grounds of the Gooderson Natal Spa, and a boundary wall separates the Bivane River from the resort. The supertube sits slightly up the hill, with reception past it on the far left and the campsite on the right.

GOODERSON NATAL SPA is your typical family resort with plenty of entertainment. After checking in at the gate, there's a sign at the T-junction warning you to not turn right with your towing combination to get to reception. Keep to the left and find parking on the shoulder of the road – the same road that leads to the stands.

The receptionists are organised. They'll give you a map and indicate how to get to the stand allotted to you. We camped during the quiet time and could have chosen another stand if we wished. By the way, you also come to reception to book activities, including archery, quad biking, and horse riding, and you can hand in laundry here to be washed.

From here, the road makes a lazy U-turn to the right, almost as if you were driving around a rugby field. The first stands sit in the turn to the left and the others at the tip of the last leg.

The stands on the bend are a good 150 m away from the nearest swimming pool. This pool is more for kids and has

a fairly tame water slide, plus a large adjacent lawn and jungle gym. Next to the pool, there's a bunch of trampolines. The hot pools are at the other end of the resort, about 330 m away.

The stands at the end of the road are next to the children's pool and also much closer to all the amenities.

THE BATHROOMS FOR THE STANDS

closer to reception are in the same thatched-roof building as the shop. From the nearest stands, you first walk past the scullery before reaching the entrance to the bathrooms around the corner.

The white-tiled room is sparkling clean and has everything you need – on the men's side there are even three baths, each in its own room. The shower cubicles are single cubicles with a glass door in front, and this door opens into the common area. There are some hooks outside the showers for hanging your dry stuff, but there isn't much packing space. The women's side has the same amenities, but there's a screen in front of the outside of the shower cubicles that makes it more private.

There's another ablution facility at the first campsites that's a little cramped. Here you'll find a few detached basins next to each other, and just like the other bathrooms, the shower cubicle door opens into the common space. The showers also have hooks for your dry clothing and towels.

Across the road from here is a second ablution block, but it's smaller, with single facilities.

THE FIRST 22 STANDS on the bend are on several levels between large rocks with quite a few shade trees. To get to most of the stands, drive left over a narrow ditch – the entrances are not wide, especially if you have a long towing combination, so you'll have to start turning as early as possible to enter without difficulty.

The stands are numbered, and the smaller pitches has an additional sign with a tent logo on it. Most have grass, but some have only soil, and others have no shade at all. Everyone does have a tap close by. It looks as though all the stands have a brick braai, an electricity socket, and a light you can switch on and off yourself. Some of the stands are more level than others.

The stands at the end also have shade, but on some of them, the sun will hit

you. A few are on a bit of a slope, and smaller ones are marked as suitable tents. There's a variety of stands: some are surrounded by the greenest bushes, while others are in the open, on the most beautiful grass next to a pond with water lilies. You may also be lucky enough to see a yellow-billed duck on the water while you wait for a fish to nibble on your bait. You have the same braai area, power point, rubbish bin, and light as the first stands, and your braai is cleaned at the same time as your bin bag is replaced early in the morning.

You're just getting comfortable in the late afternoon when two neatly dressed office workers come to ask whether everything is good. They warn that you might hear movement late at night, but not to worry as it'll be security patrolling the resort.

IF YOU'VE NEVER seen a dassie up close, here you will. They're everywhere and get close enough for you to take a good pic or two. There's also a sign with interesting info about these weird little animals: they weigh between 1,8 and 5,4 kg and are found all over Africa, except in the rain forests of the Lowveld. Their predators are eagles, leopards, caracals, and snakes. Another sign warns you dassies are not tame and they can be aggressive if they have young ones.

There's another sign next to an open-air chessboard: the history of the game dates back 1 500 years and began in India, from where it spread to what was then

Persia. From there, it spilled over into the Muslim world and southern Europe.

The Boulder Bar & Kiosk is in the same building as the lower bathrooms, but when we visited, it was closed because it was so quiet. This is also where you usually have to buy your wrist band for the supertube – it costs R60 per day and is open during weekends and holidays. (If Boulder is shut, reception sells them.)

There's a tidy mini golf course that the resort calls "adventure golf" – it costs R25 per game and you pay a R50 deposit.

Across from the golf course is a cage with a bunch of guinea pigs that look almost like miniature dassies, but with more interesting hairdos. Some of them have long-haired fur with bedhead right throughout the day.

From here, the path runs down the hill, between two large cabbage trees, to where you look out over the pools. Against one tree is a sign showing the Green Hiking Trail on the left – it follows the Bivane. This is where you'll find the 100 m supertube's tower that also serves as the landing spot for the zip line from across the river. (That costs R160 pp and R100 for kids.)

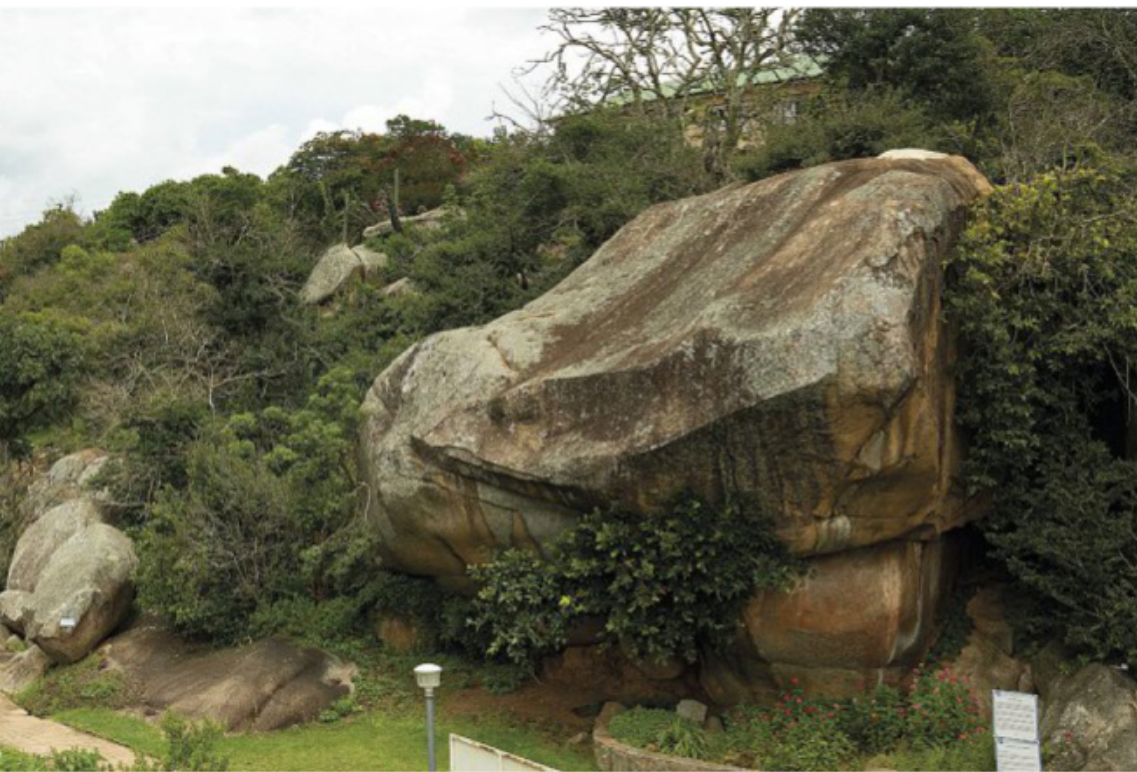
Now's the time for the kids to discover that archery isn't as easy as Robin Hood makes it seem. The range is behind the top stands, where an instructor explains how to place the arrow, aim, and then hit the target, which is about 15 m away.

After a few tries, your fingertips feel as sensitive as the first time you tried to play guitar. It costs R65 per person.



ONE SEASON. Because the resort uses hot water from the spring, the cold will never be an issue. Doors are open winter and summer.





Briefly | Gooderson Natal Spa



Campsite 32 stands in two groups with varying shade, grass, and size.

Ablution facilities Three neat bathroom buildings, but the shower cubicles aren't very private.

Price Depending on the season, R199 pppn or R219 pppn (R145 or R150 for kids under 13).

Arrival and departure 12:00 and 10:00.

Contact 034 995 0300

goodersonnatspa.co.za

adminspa@goodersons.co.za

Nearest town Paulpietersburg, 15 km.

Road conditions Tar to the resort.

GPS S27.526914 E30.865334

Drive & Camp says Visit the La Vita spa opposite the children's pool. Treatments cost anything from R70 for 20 minutes to R2 900 for half a day.

Over the hills and far away

The Overberg is known for its rolling hills, covered in golden canola and emerald wheat fields in winter. Most people race through the region along the N2, blissfully ignorant of the lovely dirt roads waiting to be explored.

Words and photos **Cyril Kloppe**



The Overberg's name stems from originally being the unknown interior behind the Hottentots Holland mountains that halted the eastern expansion of Jan van Riebeeck's settlement. In time, a path was found through the mountain range, and the vague Dutch definition of "over het berg" (over the mountain) had to change, because even more mountains awaited on the other side.

The boundaries of the Overberg district remain vague to this day, but it's generally accepted that it's the undulating plain between the Riviersonderend and the Langeberg mountains in the north and the ocean to the south, with its western boundary the Hottentots Holland mountains, and its eastern boundary either the Breede or the Gourits rivers 100 km farther east.

Whatever the case may be, we present a winding route that will familiarise you with the fertile agricultural region 'over the berg'.

Your trip starts at the Peregrine Farm Stall on the N2, about 70 km from the Castle of Good Hope in Cape Town. Stock up on delicious pies, quiche, freshly baked bread, and wine from the area for your journey ahead.

Leave the farm stall's car park and cross the busy N2, in the direction of Grabouw, a town best known for its apple orchards. Then, 1 km later, before you enter Grabouw, turn right on the R321, or the Villiersdorp road.

The apple and pear orchards around you are largely due to one Antonie Viljoen, who started farming with apples after the Anglo-Boer War. Antonie's fruit was of outstanding quality – the



“

The region where the apple trees grow so eagerly today, with its farm dams full of waterblommetjies and homesteads with Cape Dutch gables, is known as the Groenland

”



best in the Union – and other farmers in the area began to follow his example.

The region where the apple trees grow so eagerly today, with its farm dams full of waterblommetjies and homesteads with Cape Dutch gables, is known as the Groenland (green land), and it forms part of the western Overberg region.

Follow the R321 regional road past the Nuweberg Dam and over the Viljoens Pass, named after Groenland's first apple farmer. The highest point of the pass is 522 m above sea level – coincidentally exactly 200 m higher than the highest mountain in the Netherlands, the Vaalserberg. Viljoens Pass has only two turns: a long, easy one and a compound curve sharper than 360°. There's a lookout point on the hairpin bend from where you

can view the Groenland from above.

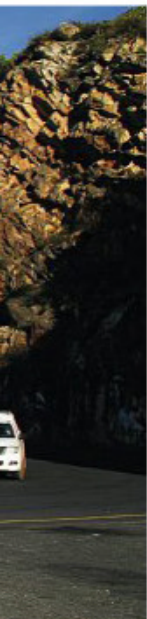
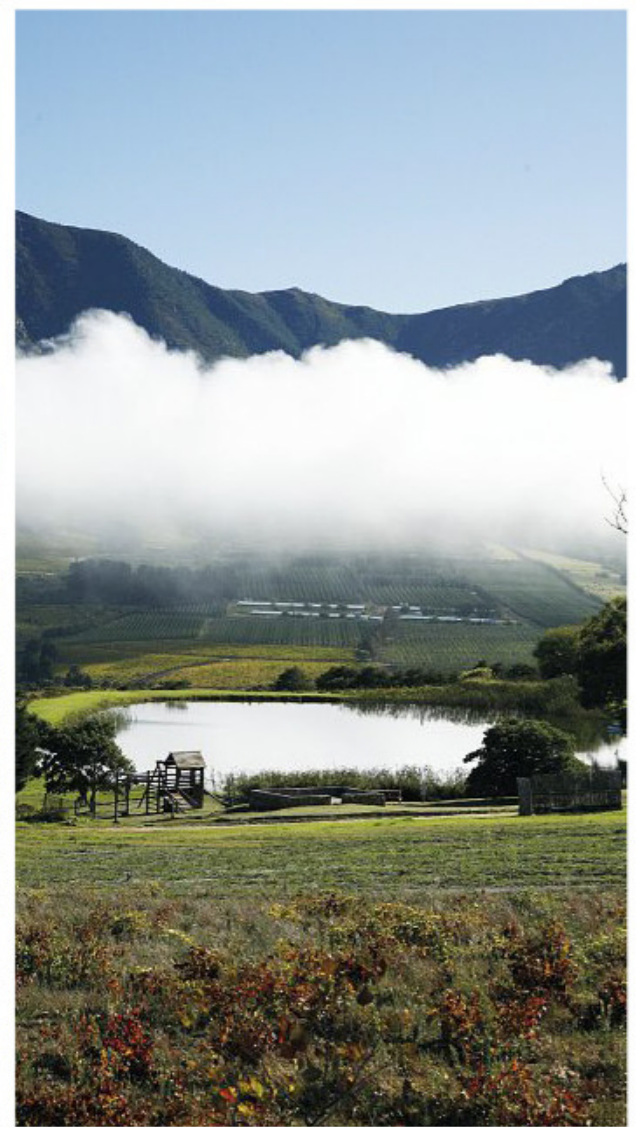
Follow the regional road downhill – all the way along a spur of the Hottentots Holland mountain to the Theewaterskloof Dam. At 480 million cubic metres, this dam is the largest in the Western Cape and the sixth largest in the country. It made international headlines a few years ago when it almost ran dry and Cape Town faced Day Zero. The Theewaterskloof Dam lies just inside the Overberg – before its completion in 1978, this valley that is now mostly flooded was colloquially known as The Bowl.

As soon as you notice the huge dam, keep your eyes peeled for the Bot River sign. Turn left here onto the Van der Stel Pass road. The Van der Stel Pass is a dirt road mountain pass built in the early 18th

century. It's not a particularly high pass – according to our GPS, it's 198 m above sea level – but its lazy bends are especially popular with adventure motorcyclists. The road surface turns slippery during the rainy season and you need to navigate these bends carefully.

The clay road ends at Bot River, a small hamlet next to a river and a valley of the same name. According to oral tradition, the cattle herds of the original Khoi farmers grew fat in the “Gouga”, as the Khoi called this fertile valley. Gouga means “lots of butter”, and the word butter eventually evolved into Bot.

Bot River's train tracks have long turned a rusty brown, but the station building has been preserved and it's been converted into a restaurant called



APPLES AND PEARS. The route kicks off in the Groenland, at Peregrine Farm Stall (far left), and takes you over Viljoens Pass (left), past Nuweberg Dam (top left). The Boland is not the only region in the Cape where you'll find waterblommetjies (right).



the Shuntin' Shed. Enjoy a quick coffee here before tackling the rest of the route. The Shuntin' Shed also prepares pizzas, burgers, and other foods, but the management asks that you call ahead and book a table if you want to sit down for a meal (☎ 061 590 8970).

From Bot River, drive south, cross over the N2 via a bridge, then join the R43 regional road that takes you in the direction of Hermanus. Barely 500 m past the Salandra Park Farm Stall with its Shell fuel station, turn off onto the tarred Karwyderskraal road. The turn-off is clearly marked, but the GPS coordinates are S34.26282 E19.18183, just in case.

On the other side of the Hopies River, there's another sign for Karwyderskraal

that directs you to a dirt road on your left. This takes you along the Karwyderskraal Pass (234 m), over the right shoulder of the Babilonstoring Mountain and over the earthen wall of the Bos Dam.

The dirt road ends as soon as you cross the dam wall. Here, you join the R320 regional road through the Hemel-en-Aarde Valley. If you're able to set aside a few extra days, aim for the coast and stay in Hermanus for a day or two. This popular coastal town is recognised by the World Wildlife Fund as one of the 12 best whale-watching spots in the world. Visit between July and November, and the chances are good you'll spot southern right whales near the coast, as well as humpback and Bryde's whales, plus various species of dolphin.

But, we're skipping Hermanus this time and instead taking the R320 over the Hemel-en-Aarde Pass (269 m), in the direction of Caledon. About 16 km after joining the R320, take the Shaw's Mountain Pass over the saddle between Shaws Mountain and Steenbokberg. It's a flat tarred mountain pass – and you'll find yourself among the Overberg's characteristic undulating hills called the Rûens for the first time.

On your journey through the Rûens, you may notice that the soil is sometimes yellow and sometimes white. Where the dirt road appears yellowish, the Overberg is at its most fertile, and the indigenous Renosterveld has been plowed to make way for canola and wheat fields and clusters of eucalyptus. White lime- and

4X4 DESTINATION

sandstone run like broad veins through the Rûens, and although this soil is too deficient for agriculture, fynbos loves it.

Drive an up-and-down 7 km through the Rûens, until you reach the turn-off to Tesselaarsdal. Turn right onto a dirt road and follow its turns through the rolling hills into the town.

Tesselaarsdal is an intriguing village that was never affected by apartheid's Group Areas Act. Even today, impressive double-storey houses and rickety shacks stand side by side – poor and rich, brown and white, all mixed together since the olden days.

The town's most famous resident was probably Jan Willemse, a farmer from the farm Hartebeesrivier with a penchant for scissors. Jannie Haircut (as he may have been called) was the region's best and cheapest coiffeur, and he was so popular that he literally undercut other hairdressers. In fact, Jannie was not only Tesselaarsdal's barber – every Saturday, he walked 40 km, over Philipskop (487 m), to Stanford on the opposite side of the Kleinrivierberg mountain, where he also cut that community's hair. Jannie was so well known that the then Joburg morning newspaper *Die Transvaler* reported on 21 March 1950 that Tesselaarsdal's favourite hairdresser (then 45 years old) had only missed two appointments with Stanford in his 24 years in the profession.

A hiking trail called the Haarkapper Trail nowadays follows in Jannie's footsteps. You can call the Phillipskop Mountain Reserve on 073 621 1808 or email info@phillipskop.co.za if you're curious to see the route the barber of Tesselaarsdal walked.

Leave the town the way you came in, and return to the main dirt road, where a sign will show you the way to Stanford. The road joins the tarred R326, 11 km from here.

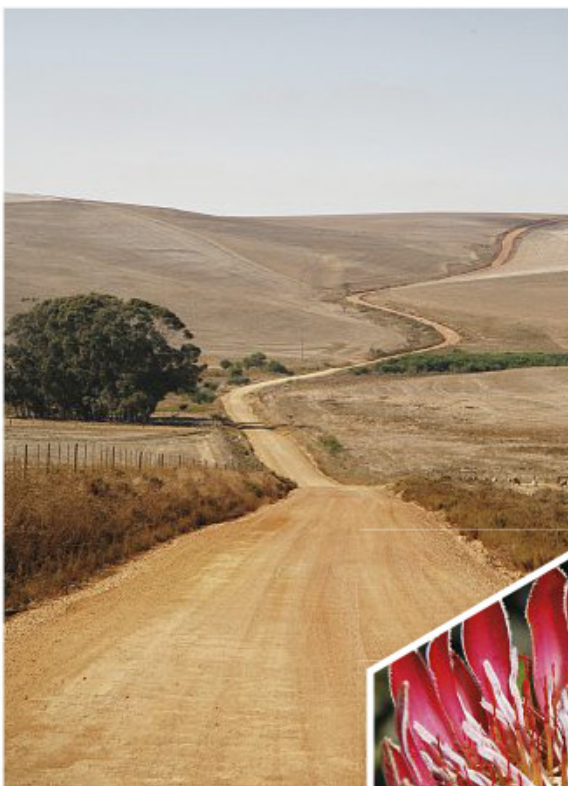
Follow the tarred road over the Akkedisberg Pass (115 m), and be on the lookout for a large statue of a limbless human figure to the left of the road (S34.41143 E19.56124). This strange statue, titled "Exuberance", was created by Belgian sculptor Herman van Nazareth. Turn left at the statue onto a dirt road – there's no sign here, and you have to use "Exuberance" as a marker.

The dirt road takes you over the Kleinrivierkloof Pass (116 m, S34.44021

“

...there's no sign here, and you have to use
"Exuberance" as a marker

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THE RÛENS. The rolling hills start on the other side of Steenbokberg, and wheat fields stretch as far as the eye can see. Tesselaarsdal (bottom left) lies at the foot of the Kleinrivierberg mountain. The snow-white roads of the Sandies Glen Pass (bottom right) and the Waterford road (below) take you through fynbos and pine thickets.



E19.56568) and the Flouhoogte Pass (114 m, S34.44935 E19.56695), past the bottom of the Paardeberg Pass. In front of you lies a low lime- and sandstone formation called the Koueberg. Here, fynbos and pine trees compete for the infecund soil. A dazzling white road takes you up the Sandies Glen Pass (326 m, S34.48798 E19.68530), over the right shoulder of the Koueberg.

These three mountain passes are not that well known – the roads also have no signposts – and you'll be one of relatively few people to have driven the passes.

On the other side of the Koueberg, the ground turns yellow again, and you're back in the folds of the Rûens. Follow the road seaward, and drive over the Jan Swartskraal and Koue rivers to the Groenkloof Pass (209 m, S34.63198 E19.57723), where you turn left onto the Waterford road.

A pure-white limestone road meanders through the lush fynbos of the Waterford section of the nearby Agulhas National Park. Waterford was previously a private nature reserve, but the land is now managed by SANParks. Access to the road is free, but you may not turn off onto any of the park's twin-tracks... and may God have mercy on your soul if a ranger catches you picking proteas.

The road surface is quite sandy in places – almost the consistency of baby powder – and you have to maintain momentum when driving in a normal sedan, as you might get stuck otherwise.

As you leave SANParks' land you'll enter Griffins Valley, where the Griffin family owns the Inyoni Lodge and a mounted archery estate. Here, Daniel Griffin teaches archers to shoot from horseback. Daniel says he'll sometimes accept a novice as a student, but the nature of this ancient martial art requires that you at least be skilled with a bow or horse-riding, but preferably both.

The sandy road continues past fynbos farms known for export proteas, and eventually takes you to the next town on your route: Elim.

Elim was established in 1824 by Moravian missionaries and named after the place where, according to the Bible, the Israelites rested after fleeing the pharaoh's chariots through the Red Sea. The houses are brightly painted and the residents lounge on their front porches as tourists take pictures while passing through.

Take the R63 through Elim, to a sign outside the town that sends you to Napier on the right. The Elim road follows the top edge of the Nuwejaars River Valley's lime- and sandstone hills, where rare fynbos species are threatened by invasive plants. Conservationists, with the help of local farmers, are doing their best to get the Port Jacksons and black wattle under control, but this seems like an impossible task. At Pietersieliedrif (S34.54757 E19.80728), especially, the alien plague covers everything.

The road forks twice – simply keep to the right, until you join the R317 regional road. Follow this in the direction of Bredasdorp, but after a mere 300 m, turn onto the Brandfontein road. It's a long and arrow-straight clay road that descends through the Strandveld, past salt pans and wetlands, to Struisbaai –

your destination for the day. Interestingly, Vogelstruisbaai – Struisbaai's original name – came from the ostriches farmed in the area at the time. However, the town itself started as a fishing community, and some of the original whitewashed fishing houses have been renovated – you can see them on the edge of town as you enter. Nowadays, Struisbaai is a popular retirement and vacation town known for its 14 km long beach.

You drove over 10 mountain passes and crossed 18 rivers today – a distance of 280 km that lasted around seven hours. Pitch your tent in the L'Agulhas Caravan Park, and drive one final stretch to the southernmost tip of Africa, where the Atlantic and Indian oceans meet.

If you have enough time, do visit the Cape Agulhas Lighthouse, which was completed in 1849. It's one of six

lighthouses on the Overberg coast – the other five are the Hangklip Lighthouse near Pringle Bay, Danger Point at Gansbaai, Quoin Point in the Agulhas National Park, the Struispunt Beacon at Waenhuiskrans, and the Cape Infanta Lighthouse in the Potberg Nature Reserve.

Tonight, you'll sit back next to your campfire as the 27 m tall lighthouse sweeps its beam of light over you every five seconds.

You don't have to get up too early today, because we're only covering 220 km – it'll keep you busy for about four hours. There are also no mountain passes, as today's route winds through the Rûens south of Riviersonderend and Langeberg mountains. You'll cross six rivers, one of which is the Breede River.

Pack up and stop at Struisbaai

Where we stayed and what we drove

The L'Agulhas municipal caravan park consists of two campsites: one between holiday homes in the town centre, and a second on the shoreline. There are a total of 77 stands, and only some have power. The stands by the sea have built-up braais, but the campsite inside town doesn't. The ablution blocks are old, but they're clean – and toilet paper is provided.

Price R205 pn for two people (R275 in peak season). Pensioners get a 25% discount.

Contact 028 435 6015 L'AgulhasResort@capeagulhas.gov.za

The ride next to our tent is a **Citroën C3 Aircross** we wrote about in *Drive & Camp* #49. The C3 Aircross has a short wheelbase that would normally cause a vehicle to slip around and feel unstable on dirt roads, but that wasn't the case at all with this French crossover. Its traction control worked brilliantly, and its soft suspension was a pleasure on the gravel roads.

Price R409 900 for the Aircross Feel and R429 900 for the Aircross Shine.

Contact 086 073 8475 citroen.co.za customercare@citroensouthafrica.co.za



harbour to have coffee at the Catch Cook restaurant next to the quay – their doors open at 08:00 – or order a full English breakfast for R180 (children under seven get a smaller plate for R70).

Next up is a 30 km long tar road – the R319 – to Bredasdorp. The town gets its name from Michiel van Breda, who established a Dutch Reformed church here. Feel free to visit the Shipwreck Museum in Independent Street. The museum not only commemorates shipwrecks but also focusses on the Overberg region’s nautical roots.

Now, follow the R316 regional road to Napier, named after the then governor of the Cape Colony, Sir George Napier. Take West Street on the right out of town and follow the road to the Kars River, where it becomes a dirt road. Drive 40 km north, over the Rûens, in the direction of the

Riviersonderend mountain – it’s the only mountain in sight from where you are – to the town of Riviersonderend.

The river of the same name – the river without end – apparently got its name because it collects so many feed streams from the mountain that any of them could be considered the source. The explorer Isaq Schrijver was sent here by the Dutch East India Company to find pastures and sources for timber. Schrijver reported in his diary that the Hessequa Khoi lived here in several settlements. The Khoi were eventually displaced by European cattle farmers, who chopped down stinkwood and yellowwood trees left, right, and centre, until there was nothing left on the top edge of the Overberg.

There are a number of eateries in Riviersonderend, if you want to stop for brunch, but otherwise, there aren’t many

attractions in town.

Follow the N2 for 2 km in the direction of Swellendam, then turn right onto the Klipdale road (S34.15622 E19.94321). This will take you 23 km seawards, to the farm community Proteem, which is really nothing more than a few grain silos, a farm school, and a brace of houses.

By the way, if the photos of the Rûens on these pages look a bit dull, it’s because we visited the Overberg in May this year, between harvest and planting time. There’s a certain beauty, though, to the soft clouds and the lightly tanned landscapes that reminds one of the fawny wool of the area’s merino sheep. Sometimes, when seen from afar, the white stalks of harvested wheat fields resemble thin snow, and the green riverbanks contrast dramatically with the soft-yellow hills.



RUSTIC. There are pretty, brightly painted houses along Elim’s main drag (above). The fishermen’s cottages in Struisbaai reminds one of the sandstone hills, where fynbos and pine trees compete (bottom left).

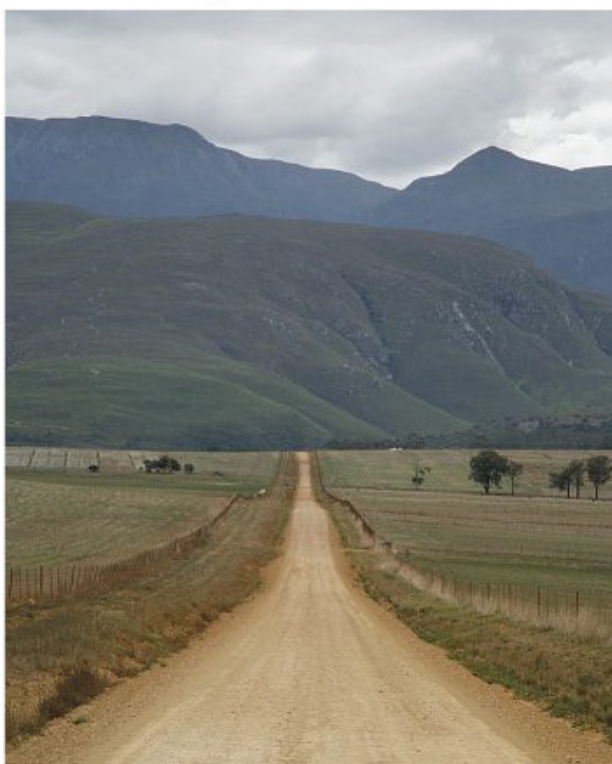


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Tonight, you’ll sit back next to your campfire as the 27 m tall lighthouse sweeps its beam of light over you every five seconds

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Travelling here after the rainy season will obviously look completely different, because the Rûens are then covered in canola and young wheat. It's understandable why most tourists prefer the verdant hills, but we think the Rûens then rather resemble Windows 95 wallpaper or the valley of the Teletubbies!

Keep going, and leave the mountains behind you as you travel back towards the sea, until you join the R319. Continue along this road, then turn-off at the Malgas sign.

A really long dirt road takes you across the southern Rûens, past the De Hoop Nature Reserve's evergreen fynbos on the right-hand side of the road. All you have to do is follow the Malgas signs (sometimes spelled "Malagas"), until you eventually arrive at the famous Malgas pont across the Breede River.

The voyage across the river, thesedays done with a motorised vessel rather than the original hand-drawn pont, is free, and it runs from the time the sun rises in the morning until it goes to bed at night. The pont is sometimes out of order, and it's advisable to call ahead to make sure (066 572 4652). Or, join the Facebook group The Malgas Pont Group to share your experiences on the ferry with others on social media.

“

Sometimes, when seen from afar, the white stalks of harvested wheat fields resemble thin snow

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I also want to go!

Can I drive the route on my own? Yes, the roads are quiet, but you usually wouldn't be stranded for longer than half an hour before a farmer drives by.

How long is it? The route is 500 km long and lasts at least two days. It's possible to race through it all in one day, but it will be a crazy ride that you won't enjoy.

What vehicle should I drive? Of the total distance, 340 km is good gravel road with occasional loose sand. Four-wheel drive isn't necessary, but a crossover vehicle is better than a city sedan because it has underbody protection against stones.

How much fuel do I need? The longest distance between filling stations is 230 km (from Bot River to Struisbaai) so you can leave your jerry cans at home.

May my dog come along? Certainly!

What emergency equipment should I pack? Always have a tyre-repair kit. A tow rope and jumper cables may come in handy.

Can I ride a motorcycle here? Yes, it's a great route for adventure bikes.



Source: On Route in South Africa by BPJ Erasmus, Jonathan Ball Publishers



MALGAS PONT STATUS
CONTACT:
066 572 4652



DON'T PAY THE FERRYMAN. A trip across the Breede River (above) costs you nothing and lasts only a few minutes. The Rûens are at their most beautiful when they're lush green, but for us, the fawn hills have their own allure. Your trip ends at Buffeljagsrivier's farm stall (opposite left).



If the pont has, indeed, been taken out of the water for repairs or inspection, you'll have to turn back and drive up the western side of the river to Swellendam. Hopefully, the ferry works, because it's an experience to cross a river in this way.

You're now almost at the end of the route, and the world around you will gradually be getting greener as you approach the windward side of the Langeberg mountain range. A popular opinion says the Overberg extends farther east, to almost Mossel Bay, but that doesn't seem right to us.

On the far side of the Breede River, the yellow sandy soil of the Rûens and the fynbos on sandstone arteries make way for the aloes of the Little Karoo. Heidelberg and Riversdal's corrugated iron-roof architecture is also more reminiscent of the Little Karoo than the typical thatched cottages of Elim and Napier. And Albertinia, which is sometimes considered the easternmost town of the Overberg, is more part of the Garden Route than the Overberg, in our opinion.

A dirt road now runs 33 km straight

north, to the small irrigation settlement of Buffeljagsrivier, where your route ends. Stop at the farm stall and order fresh roosterkoek with cheese and apricot jam. Take pity on the many motorists who impatiently refuel at the petrol station while you sit in the shade of the verandah, enjoying your roosterkoek. Those people are speeding along the N2 highway across the Overberg, without seeing the blue cranes on the Rûens, proteas along pure-white trails, and whales in the waves – and these are memories that will stay with you forever.

Relaxing in Rondeberg

Pack up your troubles in your old kit bag, head to Rondeberg, and you'll be smiling all the way. Here, you'll be able to rest for real.

Words **Pieter Redelinghuys** Photos **Pieter and Carla Redelinghuys**

It seems our days of having to wear masks are a thing of the past, but now we're bombarded with persistent load shedding, the Zondo Commission, and the friendly-yet-urgent requests to return to the office amid rising fuel prices and the prospect of traffic jams... Sometimes, you simply have to go: "Stop the bus, I want to get off!"

About 22 km from Clanwilliam, a two-hour drive from Cape Town on the N7 in the direction of Namibia, there's an ideal place to get off that bus, pitch your tent, caravan, or bush trailer, and forget about everything that's complicated. Pure bliss.

This is where you'll find the Rondeberg Holiday Resort, on the banks of the Bulshoek Dam. The resort and its 30 different stands (with enough space for 180 people) covers almost three hectares.

You'll find reception's boom gate after 500 m of a good dirt road through the vineyards. There's enough space to easily park your towing combination for checking in, without the prospect of any nerve-racking three-point turns.

Rondeberg is on your left, etched against the sapphire-blue sky. Dozens of stands line up to the left and stretch along a dirt road over a distance of about 100 m, all the way to just opposite a small dam.

To the left is the resort's large swimming pool. You'll be coming here for respite, because in summer it gets so hot even the devil wears sunscreen in the shade.

There are more stands down the dirt road, and to the right on the wide grassy shore there are more stands in front of the dam, which gives visitors unlimited access to almost 6 km of open water.

THE BULSHOEK DAM is an irrigation reservoir for farmers lower down in the Olifants River, so it always has water. What's more, the quality is controlled and regularly tested. Visitors can fish, water ski, row, and motorboat here – and it's a safe swimming area for young and old.

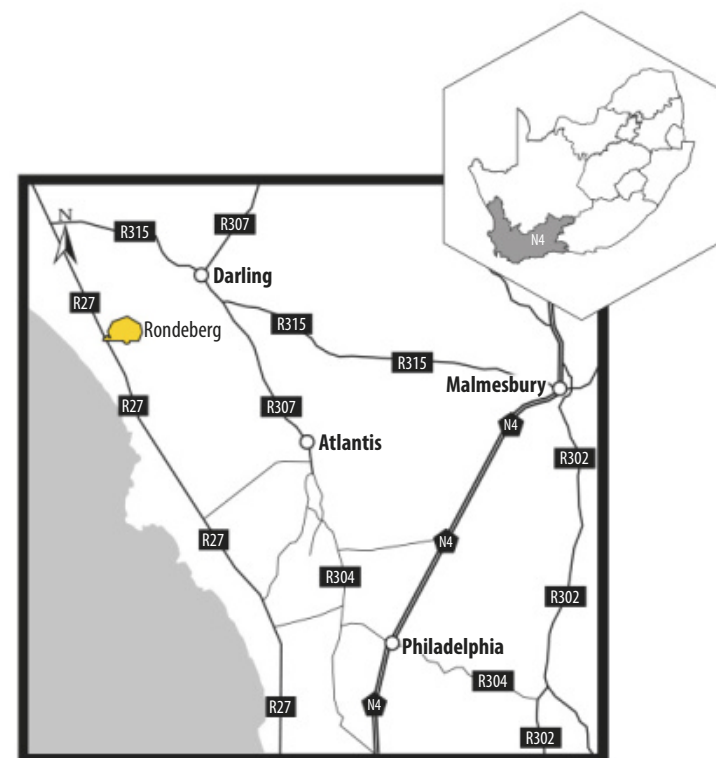
The first thing you notice about the stands is the lush green grass where you'll be pitching. There are established trees to provide shade, and younger ones have been planted with this future purpose in mind.

The 30 stands are divided into regular, private, and waterfront pitches.

The 19 regular stands are arranged in a kind of amphitheatre on levels, with two on the top level, six below it, and 11 a stone's throw from the dam.

The drop between the levels is gradual – a metre or two down a grassy slope – and





very manageable during the day. But when the sun goes down, it can be a challenge, despite the stunning performance of the countless stars and a full moon. So, take a torch or headlight along when making your way to the ablution blocks.

Each stand has its own power point with a regular household socket, a cold-water tap, and a built-up brick braai. The campers on the upper level get a braai on wheels, so you can move your fire to the perfect spot. There are no grids, though.

In terms of water at the stands: it's fine for hand-washing and rinsing dust from a cup. For coffee and a dash in your whiskey later, we preferred the water in the ablution facilities. Or bring your own.

Each stand has its own rubbish bin, but we had to ask once or twice for the full bag to be removed.

It's six people per stand, and there's enough space between you and your neighbour to strike up a chat, but you're still far enough away that an intimate family conversation remains just that.

The stands aren't demarcated. There are, however, clear signs pointing you in the right direction. Because most of the stands are set up in a row, you can estimate the width of your "yard" to be around 8 m. The braai is also more or less an indication of the centre of your stand.

As with many resorts, Rondeberg has a noise policy. No music after 10 at night, please. And respect your fellow campers. It's as simple as that.

If you're lucky enough when booking, you may want to consider the two waterfront stands. These are two lovely big campsites with the same facilities as the regular one, but here you're so close to the water that you can just sit on your porch and put line to water.

In addition to the regular stands, there are also six private ones. Here, you park



your car next to a compact living unit, each with its own built-up undercover braai area and a bathroom with a shower, toilet, and basin. You also have your own kitchenette with washing-up facilities, a fridge/freezer, and a kettle.

You can park four caravans next to each other at the luxury and private stands. And, in addition to the above facilities, these each also have a spacious bedroom (one double bed and two singles), as well as air conditioning, linen, and bath towels.

THE MAIN ABLUTION BLOCK is on the second level of the general campsite.

It's a big brick building with separate entrances for men and women, and a family bathroom and toilet on the side.

The ablution facilities are not wheelchair-friendly, and the stairs to the family bathroom have no handrail to help you keep your balance when you ascend baby on the hip.

The family unit has two rooms: a single toilet to the right, and another with a bath, basin, mirror, towel rail, and table. The floors are tiled throughout.

On the men's side of the ablution block are two showers with glass doors. The shower heads are on the small side, but the

water pressure is decent and stays warm even on a busy morning. Solar panels provide this convenience, but if problems arise, they can switch to electricity.

There are soap dishes in each shower cubicle – tiled from floor to ceiling – plus hooks for a towel or clothes, and a small built-in wooden bench. Two flush toilets and three basins, each with a mirror, complete the picture. Double-ply toilet paper is provided daily, as well as liquid hand soap. The facilities are cleaned at least three times a day.

Just a note: the toilets don't have sliding locks, so if you feel uncomfortable



ascending the throne knowing that there's no latch between you and your successor, start practising your warning cough.

On the women's side, the layout is similar, except that there are four showers and toilets and three basins.

The washing-up facilities are on the women's bathroom side, left at the first door. There are two standard sinks (with plugs), drying racks, and a small table. To the left of the wall is a deep sink for your number-three potjie or sacred stainless steel grid.

There isn't, however, a bin for leftovers and scraps inside the room. For this, you

DAM FINE. At Rondeberg, you can angle, water ski, row, or splash around in the clean water to your heart's content. Or book a pleasure cruise for 10 and marvel at your beautiful surroundings.

have to use the municipal rubbish bin in front of the ablution block.

In the scullery, there's also an industrial washing machine and tumble dryer that works with tokens you buy at reception. Each token is worth R5, and you need four for each batch of laundry and two for the drier (there's also a laundry line behind the ablution block. And the sun is free...).

A second (smaller) ablution block is just behind the pool and suitable for people in wheelchairs. There are four tidy bathrooms that both men and women can use, and each has a shower with a glass door, basin, mirror, and toilet. Solar panels provide the hot water, and you get double ply toilet paper as well as liquid hand soap.

There's cellphone reception here, but if you're with MTN, you have to stand on reception's veranda to make a call.

RONDEBERG IS A MECCA for water-sports enthusiasts and anglers. A large variety of freshwater species, including perch and carp, are caught here in the Bulshoek Dam. But, everything you catch must go back in the water.

There's water skiing, kayaking and canoeing, and stand-up paddling – or you could just float lazily on an inflated inner

tube. The resort has six kayaks available for daily rentals. You can also book a ride on the resort's pleasure boat. Ten people board for a leisurely cruise of almost three hours. Just before sunset, with a cocktail in hand...

If you manage to get the children out of the water, there's a playground for them in the middle of the resort with a jungle gym, swings, and a sandpit. They can also feed the ducks in the pond or explore the safe dirt paths in the resort by bike.

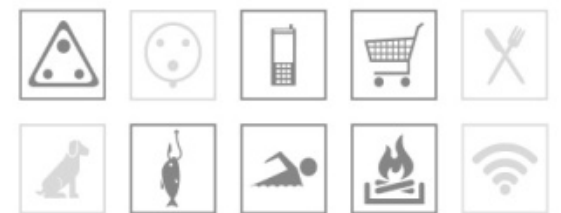
There's a shop with basic necessities at reception, including wood, ice (R10 for 2 kg), and purified water (R15 for 5 l; R10 to refill). If you're looking for something specific like foil, bread, ground coffee or toothpaste, the 22 km to Clanwilliam isn't too bad.

You can buy cold-pressed extra virgin olive oil at R120 per liter or R200 for 2 l – it's pressed here. And you're in rooibos country, so there's some tea for sale.

All that remains is for you to light the fire, set up the camp chair, pour something cold, and forget about Eskom and state capture for a moment.



Briefly | Rondeberg



Campsite 30 pitches with power and grass.

Ablution facilities Two clean and neat ablution blocks.

Price R400 pn for up to six people (children included). During the week, it's R300 pn.

Arrival and departure Before 18:00 and 11:00.

Contact 079 760 0247 (WhatsApp only)

reservations@rondebergresort.co.za

rondeberg.com

Nearest town Clanwilliam, 22 km.

Road condition The last 500 m is a good dirt road.

GPS S31.99818 E18.77819

Drive & Camp says Nature lovers can choose from several hiking trails: one goes around Rondeberg and lasts about three hours. There are also much shorter routes – ask reception for more details.

Among the (grumpy) ellies

The Tshugulu 4x4 eco-route isn't widely marketed by the Mapungubwe National Park – actually it's only guests at the Tshugulu Lodge that really have access to it.

Words and photos **Cyril Kloppe**

The Tshugulu 4x4 eco-route is about 13 km long as we drive it here, but there are ways you could double the distance. We, however, did the route the way the SANParks rangers told us to.

Before, the route was marketed as an activity for which you had to get an extra permit. Nowadays, though, only guests of Tshugulu Lodge are allowed on it, with a few exceptions.

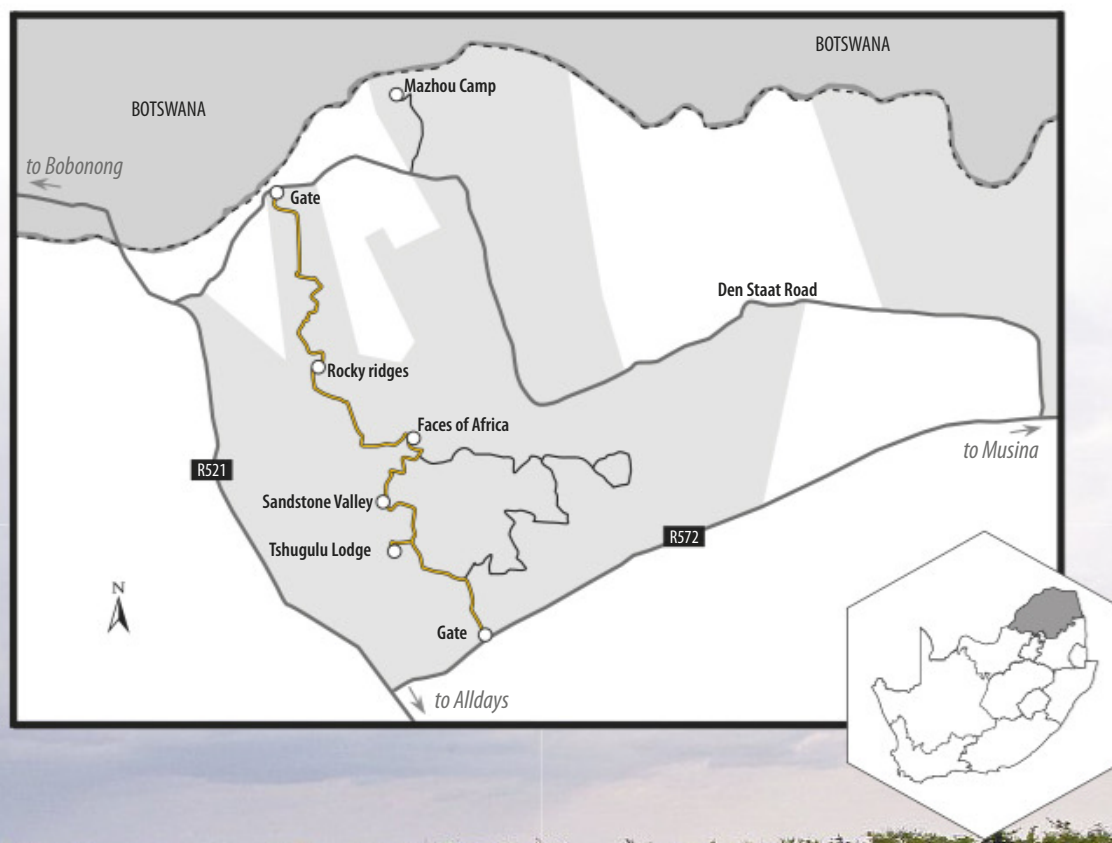
At R1 780 per night for four people, it's not cheap to stay here, but if you consider the location, amenities, and size of the lodge – and your free access to the route – it's good value for money.

Leave the lodge and drive 500 m back on the road you arrived on. Look out for the sign that sends you on the route (S22.26989 E29.20415) and turn left.

The road immediately turns into a twin-track. When we drove the route in the summer, it was overgrown in places and the wheel tracks of the previous vehicle looked to be a day or two old. Sometimes, you get a fork in the road, but then you simply follow the path that looks the most used. Rangers will block any access with dry branches where they don't want you to drive. (Just bear in mind that elephants sometimes shuffle these branches out of the way.)

A ranger at the lodge told us there's a picnic spot about 1,5 km into the route, but the grass was so thick, we couldn't find it. Later, we would learn the picnic spot's coordinates are





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There are supposed to be trail markers to keep you on course, but the elephants apparently enjoy pulling out these man-made signs

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What you need to know



Maximum number of vehicles? There's no official number; this is determined by how many guests are staying at the lodge.

Do I get a map? No.

Will I scratch my vehicle? Maybe some light scratch marks you can easily polish.

Do I need to take a compressor? No.

Can I braai halfway? Most definitely not!

Can I turn around halfway? Yes, but it's a twin-track and you don't want to tread new tracks through the veld.

Is there cellphone signal? Here and there, but mostly not.

Best time to go? All year round.

Can I take my family along? Yes, definitely.

Just for the day or the weekend? At least a weekend.

How long does it take? The 4x4 route takes four to six hours, depending on how often you stop for photos and whether a grumpy elephant ambushes you.

Are there ablution facilities? No, just at the lodge.

Directions From Musina, follow the R572 regional road to Mapungubwe's main gate. Check in at reception and drive 20 km west on the R572 to the Tshugulu gate, where you turn into the lodge.

Hours 08:00 and 17:00 (office hours 08:00 to 18:00).

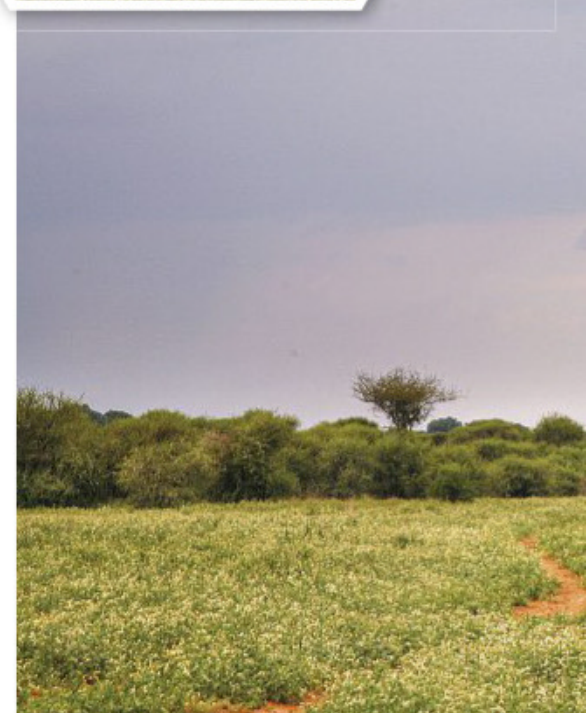
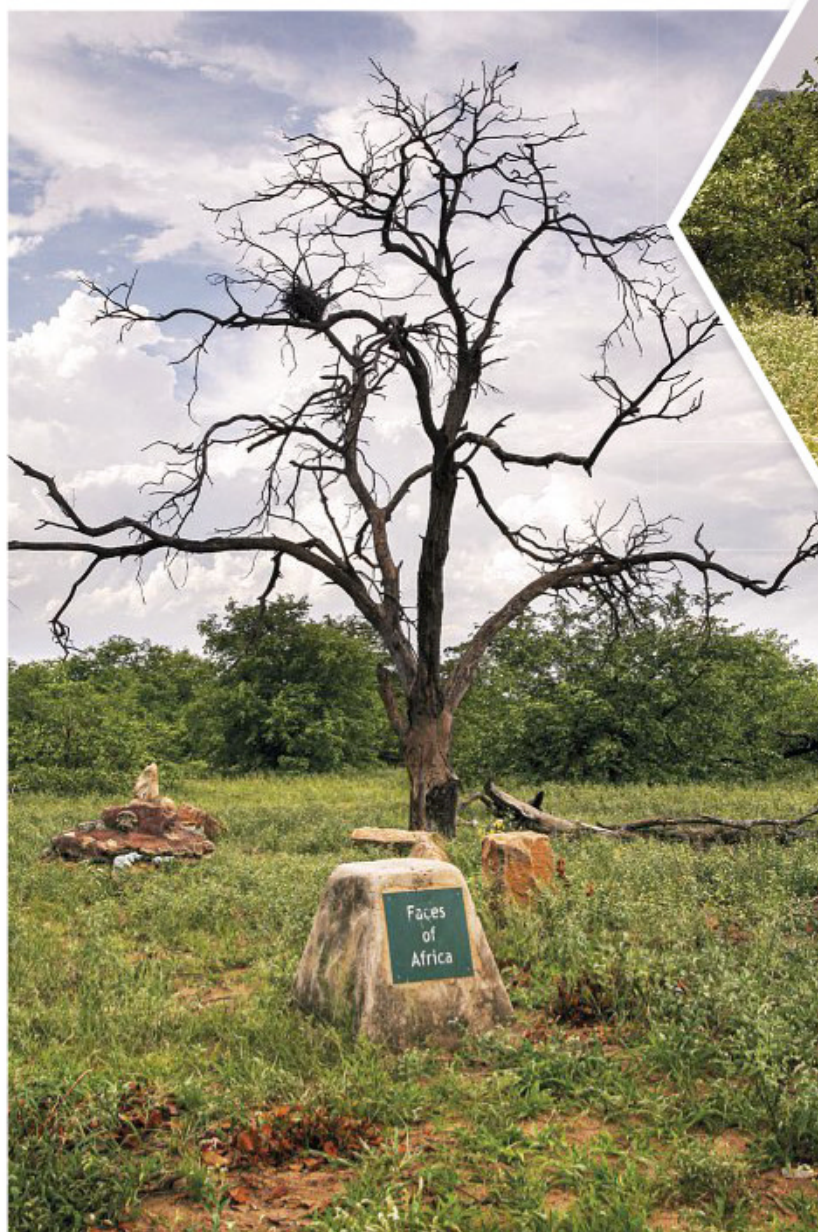
Price You have free access to the route if you're a guest at the lodge.

Contact 015 534 7923/24

mapungubwe@sanparks.org

sanparks.org

GPS S22.24328 E29.40066 (main gate)





FINDING YOUR WAY. The track through the Sandstone Valley (top left) is difficult to see, but you should be fine if you drive on instinct. This young bull (insert) might appear darling, but the rascal kept on harassing us.



S22.26240 E29.19827. A few metres before it, there's apparently also a turn-off to a lookout point, but we couldn't find that either in the long grass.

Until now, the road has been weaving through mopane trees, and every now and again we travelled through shallow streams and over low rock steps. In front of you, however, there's a large boulder (at least three storeys tall), behind which lie an expanse of rock, and you no longer see a trail to follow. This is the so-called Sandstone Valley: in a while, you'll find a concrete beacon with a metal plate on which the valley's name is painted.

There are supposed to be trail markers to keep you on course, but

the elephants apparently enjoy pulling out these man-made signs and throwing them away.

After Sandstone Valley, you get back onto a twin-track that, like before, zigzags through mopane forest. In an open space in the bush is a large dead tree surrounded by stone and concrete beacons. On one of the beacons is a metal plate with the words "Faces of Africa" – a name that refers to a peculiar monument consisting of stones and masonry with the "faces" of various animals, including a buffalo, rhinos, elephants, and monkeys, stacked on it.

Speaking of elephants: there are many along the trail. We heard the ones living in this section of the park are particularly aggressive. If you come across a herd, it's advisable to stop immediately and wait for the herd to move on – let the engine idle.

From here, the road takes you farther north, to a series of rocky ridges typical of the Mapungubwe National Park. We encountered a particularly grumpy matriarch here. She insisted that we stayed put, and when one of her family members grazed too close to our vehicle and we wanted to reverse to make room, she trumpeted angrily and flapped her ears. We had to sit in our car for 45 minutes until the herd finally moved on and into the bush.

The mopane trees thin out a bit after the rocky ridges, and the dense bush makes way for lovely grassland. Here, too, a young elephant male challenged us. He was barely as tall as our vehicle's wing mirrors, but he repeatedly charged at us and hit the brakes a few metres in front of us. Then he'd jog away and start his nonsense all over again. He never rammed into us; he was probably a princeling practising for the day he rules these lands.

Leave the trail when you get to a large game fence (S22.20446 E29.17349). Remember to close the gate behind you, because you don't want to let a herd of elephants loose on the nearby ZZ2 vegetable farms...

The Tshugulu 4x4 eco-route gets a 2 out of 5 on our difficulty scale. The obstacles offer only moderate challenges, but because you're so far from help and surrounded by elephants and leopards, each obstacle feels a touch more difficult than it actually is.



Donkey years

There's no reason why his workhorse can't reach the million-kilometer mark, says **Lou Toerien** from Kempton Park about this 17-year-old Toyota Corolla.



“Our children were at university for many years, and anyone who's been through that can tell you what an expensive story it is. But who would deny their child something great in order to buy a new (or different) vehicle every three or four years? That's why I decided to drive my car for as long as I possibly could.

I bought a new Toyota Corolla 1.6 GLE in 2005, and I haven't regretted the purchase for a second. We've used it for our daily commute to and from work, we've gone on holiday with it – towing trailers, too – and I helped my student offspring move around probably about 15 times. We love to camp and have been towing a Gypsy Caravette 6 to various inland resorts for 12 years. Plus, we did two return trips to Hartenbos.

If you were to describe the life of our Corolla in numbers, it would look like this: at 200 000 km, we replaced the radiator. It cost R900 and was possibly a factory fault, in my opinion. We replaced the front shock absorbers 10 000 km later but haven't yet had to replace the rear ones. The starter needed attention at 430 000 km – also R900 – and we replaced the clutch 30 000 km later (R3 100). At 500 000 km, two of the fuel injectors had to be replaced at R900 each. Another 10 000 km later, it was time for the left brake calliper (R1 500) to be replaced.

“

Buy something you like and won't cost the Earth when it comes to parts and services

”

The fourth gear kept disengaging around 640 000 km, but R6 000 took care of that.

A set of tyres lasts about 115 000 km, and I do the services myself every 15 000 km – I've just given it its 40th one. The odometer now sits at 649 000 km, and I recently gifted the vehicle to my granddaughter, Alicia, to be her student car.

We christened the Corolla 'Easel' (Dutch for Donkey) a long time ago, because it just goes on and on and on. There's no reason why Easel won't reach 1 000 000 km. Everything works, it's light on fuel, and its paintwork is still in good condition. When we gave the car to Alicia, we added a plate with its name under the hood.

I read about – and hear about it when chilling around braai fires – all the different reasons guys come up with to buy another vehicle. A service plan is a must, of course, and you simply sell your wheels before the plan expires. But then comes the next instalment on your latest ride. And so you get stuck in this cycle for the rest of your life.

Are people buying the 'wrong' or 'unreliable' vehicles that depend on a service plan? Or are they simply itching for something new?

If you want a vehicle you can drive for a long time, I suggest the following: buy something you like that won't cost the Earth when it comes to parts and services. Buy as small and/or basic a model as possible. I don't think an oversupply of electronics is reliable, and it will more than likely cost you money. Decide on a reputable brand, and stay away from a turbocharged engine if possible – unless, again, it's known for its reliability.

Then there are those who think their vehicle is unbreakable or very reliable, but then it's only done 90 000 km. Not much usually goes wrong up to 100 000 km – a distance that most service plans cover. What more can a manufacturer service except replace the oil and filters? Not much. If your vehicle has 100 000 km on the clock without significant problems, it will likely go much farther without major expenses.



Look at it this way: have someone else pay the initial cost for the new vehicle, which includes the service plan. Then buy a used model that falls just outside this service plan. So, when you buy this vehicle, it's been looked after as well as possible. You could say it's as close as it gets to being new.

You also often hear the phrase 'peace of mind'. This, of course, refers to the service plan. It's as though people have been brainwashed into believing a service plan is

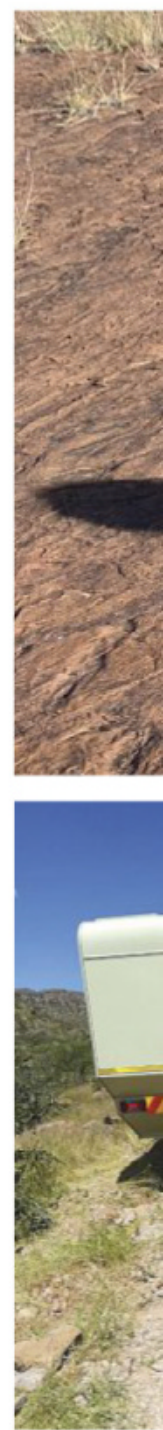
essential. Remember, you pay for this 'luxury'.

As a boy, I asked my dad what the best car was. 'One that's paid off and stays out of the repair shop,' was his response. ”



How about your wheels?

Send an email to drivecamp@gomag.co.za to tell us about it.



In April 2022, the **Rossouws** from Durbanville decided to drive from Epupa to Marienfluss. Not in their wildest dreams had they imagined how trying this adventure would ultimately become. **Henk Rossouw** tells us more...

We had been in Namibia for a number of weeks already. My wife Terèsa, and our granddaughter Tinneke (11) had travelled through Windhoek and Etosha to get to the Epupa Falls in the north. Our plan was to now head to the secluded Camp Syncro, right by the Kunene River, and into the Marienfluss.

We'd been here before, around 2005, and crossed over the Vanzyls Pass in a Toyota Prado. This time, however, we were in our Iveco 4x4 motorhome and didn't want to tackle that infamous track, especially as we were travelling on our own.

At the Epupa Falls Lodge and Campground, I chatted to owner Koos Verwey about an alternative route to

Camp Syncro. Koos is a legend over there and knows the Kaokoveld like the palm of his hand. He was of the opinion that our Iveco would easily master the D3703 road between Okangwati to Otjitanda (the town just off Vanzyls Pass) and from there the "escape route". That is a route that runs south from Otjitanda to Otjihaa, after which you turn west to Onjuva (from here you can turn north again in the direction of the Marienfluss).

What we didn't realise, however, was just how demanding driving those roads would be. Thanks to COVID, not many vehicles have ventured here in the past two years, and therefore the actual road conditions were unknown. The route resembled an overgrown farm road where

you'd sometimes have to engage your four-wheel drive. On top of that, because of the good rains, the bushes and trees had become overgrown – in places almost blocking it completely.

Our Iveco is wide (2,2 m, compared to a Land Cruiser's 1,8 m) and high (3,2 m), and it was impossible not to scratch the vehicle. On the first leg between Okangwati and Otjitanda, I was already starting to wonder how much it would cost to have the Iveco spray painted and whether it was really worth it to drive this so-called shortcut to Camp Syncro. The alternative would have been much longer: first to Opuwo and from there to Orupembe, and only then north to the Marienfluss.



ADVENTURE. The Rossouws camped on the shores of the Kunene, visited Etosha and checked out dinosaur tracks on a farm near Kalkfeld. Thanks to Theuns Breytenbach and Barney Groenewald (middle) who came to their rescue.



HANG TIGHT! "Looking for the so-called Kaoko lone men kept Tinneke busy," says Henk. "We found this one between Sesfonteina and Palmwag."

A STEEP PASS, A SHARP ROCK

We turned west between Otjitanda and Etanga, in the direction of Otjihaa. According to our Tracks4Africa map, this distance (from the turn-off to Otjihaa) would be just over 70 km – but with an average driving time of almost five hours.

Initially the road was sandy, but after about 90 minutes of driving, the route went over a small mountain range (the same one as Vanzyls Pass, just 25 km south as the crow flies) and it then turned rocky.

Everything went brilliantly to just before we crested the mountain. It was already pretty steep, the road badly washed away, and I had to keep a constant speed to maintain momentum. This was when one of the front wheels kicked up a sharp stone – that burst the left rear wheel.

I stopped and got out to assess the damage. The burst rear wheel was inside a trench you could almost call a donga. And, because this wheel was now also the lowest point of our rig, and the whole caboodle started tipping downhill. It frightened the living daylights out of me: we didn't come to the Kaokoveld to tumble down a slope!

Terèsa and Tinneke didn't immediately realise how serious the situation was. My anxious "Get out, get out!" was met with the age-old question: "Why?" (Lesson number one: discuss emergencies with your family before a trip. Nobody asks questions. Do it first and ask later!)

With everyone safely outside the Iveco we started making plans. Terèsa fetched gigantic rocks she'd never usually be able to even move – but the adrenaline was



WATER WAYS. The Epupa Waterfall as seen from the lodge and campsite. Angola lies on the other side of the Kunene River.

pumping! We packed the rocks in the donga, in front of the left wheels, to create a more gradual exit from the donga.

I removed the spare wheel (it weighed more than 80 kg, but thankfully mounted under the vehicle at the back), crawled under the vehicle and realised instantly we had a huge problem: the burst tyre was on the inside – exactly where the jack needed to go, and it was impossible to move the burst tyre. Because it was inside a donga, there was just about no space to move under the axle itself. Then, of course, there was the danger that the Iveco would topple over if the jack slipped.

There's a saying that goes: a Boer makes a plan, but an Englishman already has a plan. Well, I was seriously missing my English friends, because not a single one of my own plans worked!

We packed rocks under the axle to stabilise the vehicle. We also inflated the tyres on the “good” side of the rig and inflated the airbags on the “bad” side. This created a better balance for the Iveco and reduced the risk of rollover.

It started to sink in late that afternoon: we were stranded and would have to sleep right there. It was way too dangerous to get back into the Iveco. Luckily, I had

one of those “bakkie hooks” with which I carefully fished out the bedding and warm clothes from the open side door.

We were in the middle of nowhere, so had no cellphone reception either. (Lesson number two: take a satellite phone, even if it is expensive. We'd carried one on previous tours but never needed it before.)

We slept – more accurately, tried to sleep – that night in the road under a bright full moon. The thought of leopards in the area kept us awake, and I also worried the wind would topple the Iveco – sometimes I could see the rig moving!

At one point in the middle of the night, I walked to the highest point in the mountain pass to see if I could spot some lights or other traces of people. But no. Absolutely nothing.

At first light I got back under the truck, but nothing I tried would work. At 7:00, Terèsa and I finally decided we would need to seek help. We couldn't change that tyre by ourselves.

NOW WHAT?

Between my time in the military and several 4x4 tours later in life, I learnt a thing or two about handling such a situation. The first is to not leave your

vehicle – unless you know help is fairly close. I remembered we drove past some Himbas about 10 km before we got the flat tyre. So, the closest people weren't too far – although we needed to find someone with specialised knowledge of vehicle recovery.

You also have to remain in a group. Because there was no cellphone reception, I did not want to leave Terèsa and Tinneke behind.

The third thing I learnt is that you should go seek help in the direction you came from, because at least you know what the terrain looks like in that direction. Going forward is unknown territory – and in our case it would have been catastrophic to walk ahead, because in the end it was more than a four-hour drive to the nearest people (at Marble Camp)!

We packed a backpack with 1,5 l of water, our cellphones and other emergency supplies (toilet paper...) and started walking back along our tracks. We left a note at the Iveco in which we explained our predicament. In any case, the vehicle filled the road: nobody would have been able to get past.

It went well, even though Terèsa had difficulty walking due to a foot injury. Then

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21 January 2023

READER STORY

it started heating up – we estimate it was at least 40°C. Terèsa says she prayed all the way for the right guidance. Later she told God she knew He had a plan for us, but that it wasn't funny anymore: she was tired of this trial!

After about 10 km of walking, we encountered the first Himbas and managed to communicate through sign language. They understood that we needed cellphone reception. We could deduce there was reception somewhere in the east, but couldn't figure out how far.

One of the Himba men accompanied us to the next hut, where we spotted – wonder upon wonder! – two Toyota bakkies. We got excited... until we got close enough to see those bakkies hadn't moved in years.

An older Himba woman offered us water – ours was running low – and walked ahead of us, uphill, to the next Himba kraal. Here, some of the children were so scared of us, they tried to run away and hide behind their mothers' legs.

At this kraal something happened we will never forget. They had virtually no earthly possessions. Yet one of the women pointed to Tinneke and asked Terèsa, in English: "Drink?" Terèsa first thought she was asking whether we had anything to drink, but then realised the woman had noticed how tired Tinneke was. And so she offered Tinneke breast milk – directly from the source!

What an incredible gesture, even though Tinneke turned it down with gratitude. We suspect it may be customary to help one another's exhausted young children in this way.

LOOKING FOR SIGNAL

By this time we were some distance from the road and opened our Tracks4Africa map so one of the Himbas could perhaps point us exactly where we were. They, however, had no idea. The only town name they recognised was Etanga, a tiny town on the way to Opuwo.

One of the men and two young girls took us to a high rock. Here we got a faint signal, provided we held the phone high in the air and turned to Opuwo. I

TAKING THE LONG ROAD. The Rossouws covered many miles in our neighbouring country. After turning high up in the north at Epupa (above), they stopped over at the Palmwag Lodge (middle) and Walvis Bay's Dune 7 (below).





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SO MANY MEMORIES. Tinneke had befriended Himbas living and working along the Kunene River in Epupa. Henk says he can tell her encounter with the Himbas during their experience in the Kaokoveld left a deep impression. At the time of the incident, the Rossouws had only been driving their Iveco 4x4 for six months. They'd bought it secondhand and it still has only 20 000 km on the clock. The photograph on the far right shows the hectic slope where the Iveco's burs tyre had left them stranded.

managed to get hold of one Nkandi in Opuwo – the number was listed in our Tracks4Africa book, *Namibia: Self-drive Guide*. Nkandi had a towing service and our hope was now pinned on him, but after I explained our situation, he was less positive. He nevertheless promised to dispatch two men in a bakkie to go looking for us in our general direction.

However, Opuwo was at least two hour away, and Nkandi also didn't really know the area we were in. After a bit of a battle, we managed to get a location pin to him on WhatsApp – but first he had to go to the store to buy data so he could see where we were.

It was now around 13:00, and we decided to walk back to the road again for the time being and wait for our rescuers there. A Himba man accompanied us to make sure we get reached the road, because by now we had wandered a few kilometres from it.

By now, we were exhausted, hungry and dehydrated (we could not safely remove any of our food from the vehicle). There was still some water in our bottle, but we drank it sparingly. Fortunately, the Himbas also gave us water.

According to Tinneke's Fitbit, we had already walked 18,5 km in that scorching heat. When we got to the road, we lay down in the shade of a tree.

But we'd barely settled down on the ground, ready for the long wait, when we heard vehicles! Indeed, we spotted two bakkies coming from the same direction we had. Luckily, they stopped for this bedraggled little family... imagine our surprise when we realised that these were the same people we had met at Epupa two days earlier!

Barney Groenewald and Maritha Prinsloo, both from Richards Bay, and Theuns and Erika Breytenbach from Cape Town had attempted Vanzyls Pass the previous day, but turned around after a long struggle. They had set up camp for the night and then unknowingly – fortunately! – decided to follow the same route as us.

They immediately offered their help. Terèsa couldn't help her tears. Erika and Theuns made room for us in their bakkie

with wonderful air-con. On the way, we tucked into sandwiches and drank water while Erika says both men were "recovery tiffies" in the army.

According to Erika, this recovery would give the men great pleasure – and, in fact, would be the highlight of their tour.

TIME FOR PLAN C

When we arrived at the Iveco, Barney and Theuns walked around the vehicle a few times, checked out the slope and the donga, measured and made plans – then decided it was impossible to change the wheel in that place.

Their plan was to drive the truck slowly – on the flat tyre – out of the donga to a spot about 20 m along where the flat tyre would be higher and we could safely work on it.

I was still worried that the vehicle would topple over as soon as it moved. Terèsa stood far away, looking the other way...

Praying and soaked in sweat, I drove the truck out of the donga. Then we used the jack to lift the wheel slightly, then dug out the soil under the wheel until we could remove the flat tyre and replaced it with the spare wheel.

It took just over an hour before we were on our way again – by this time it was around 14:30.

We drove in convoy to Marble Camp (four hours away) and the next day together again to Purros. Here, our rescuers were to overnight while we drove on to Sesfontein and then Palmwag, where we could have the tyre fixed. Obviously, we had to abandon our plans to go to Camp Syncro.

Terèsa and I are both experienced "overlanders" and prefer touring alone. This incident didn't change our view, but we will definitely take a satellite phone with us in future. We also now have more confidence in our Iveco's ability to stay upright when it tilts.

Friends of ours also suggested that we have an emergency backpack containing passports, cash, water, food, a Leatherman, etc, close at hand in the vehicle – so we can grab it in an emergency.

We reached Sesfontein before we managed to get hold of Nkandi from



Opuwo again. His two men had gotten lost, and only long after we left had they arrived at the spot where we'd been stuck. We thanked them and paid them for their time and travel expenses.

The kindness and helpfulness of the Himbas touched us deeply. They had nothing but were willing to share with us



the little they did have. Water, time... and even breast milk. And they did not want anything in return.

We are just as grateful to Barney and Theuns – and their wives, of course. Their experience in the military was invaluable. God could not have sent better qualified angels to help us.



Henk 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. campcover.co.za



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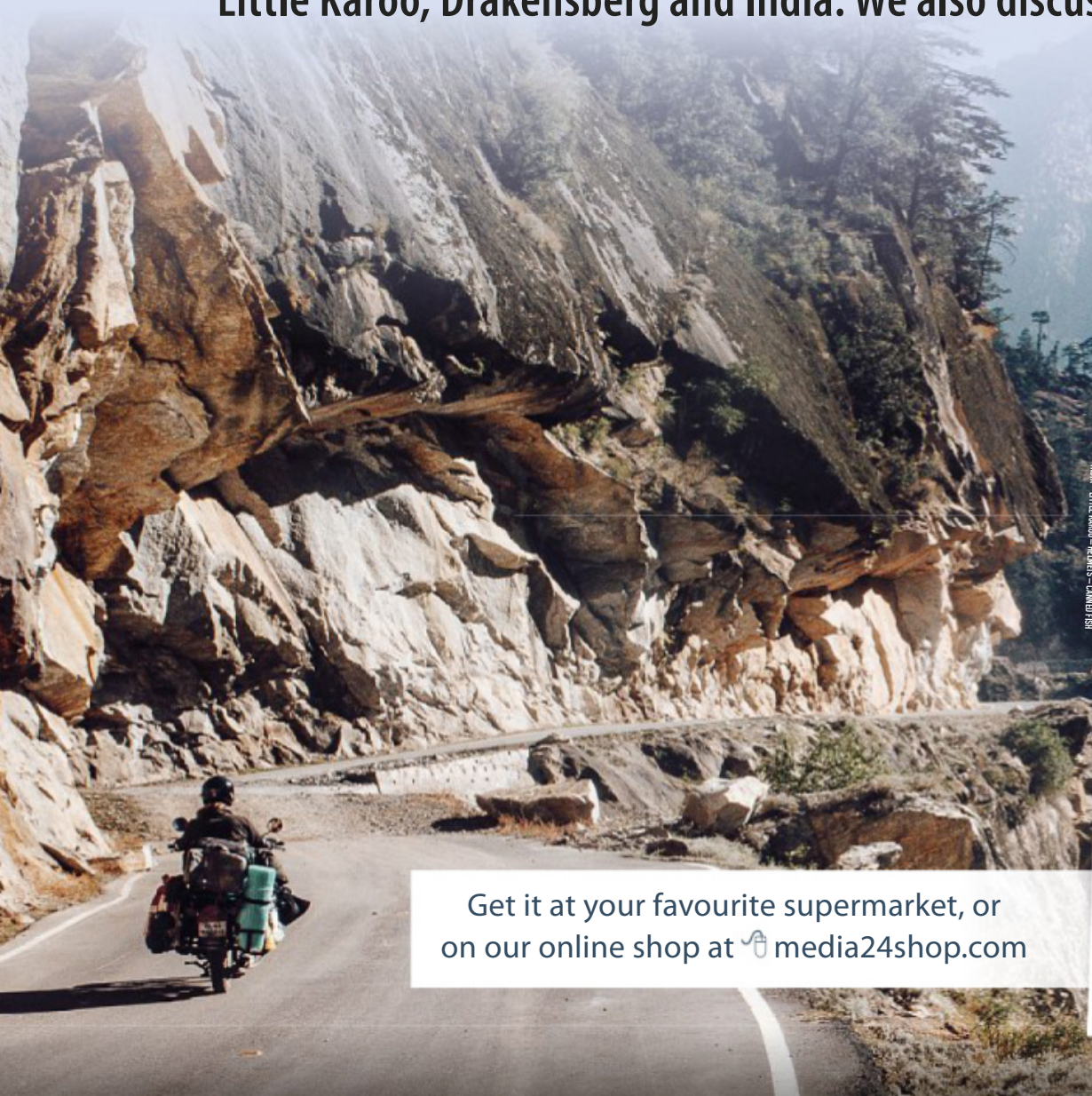


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FISHING RESORT


Briefly | Zelpy Fishing and Game Resort

Fish Black bass, carp, catfish, and kurper.

Campsite A resort with several choices of stands: in the open on grass, under shade net on paving, and a bush camp far away from everyone.

Ablution facilities Bathroom buildings close to all sites. The shop also has a laundry room free for everyone to use.

Price From R200 pn for the first two people, up to R850 for six people (depending on the season, day of the week, and specific stand).

Arrival and departure 14:00 and 10:00.

Contact 082 885 1994

📧 bookings@fishinggameresort.co.za

🌐 fishinggameresort.co.za
Nearest town Magaliesburg, 8 km.

Road condition The last 800 m to the office is a good dirt road, but the 3 km to get to the game camp is corrugated.

GPS S25.954030 E27.511468

Drive & Camp says The shop has fishing tackle – hooks and sinkers – as well as bait, including mielie bombs.

Pick and chews

Camp, swim, spot game... and catch a fish or two. Bring on the weekend!

ZELPY FISHING AND GAME RESORT OPTIONS GALORE

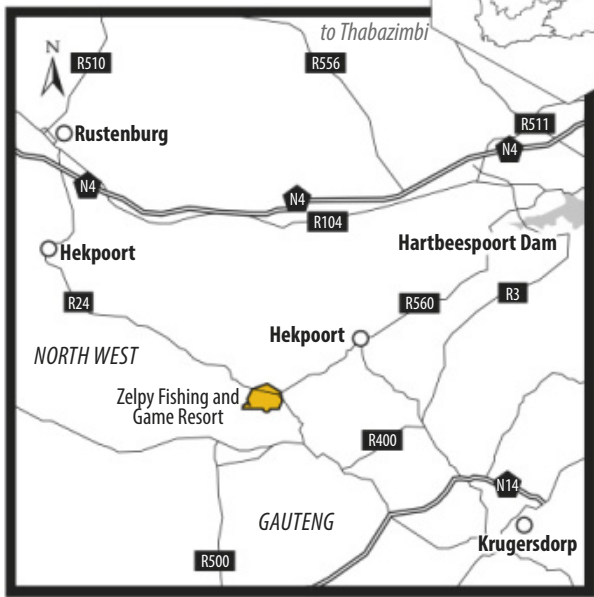
If the name Zelpy Fishing and Game Resort sounds unfamiliar, campers may recognise it by its old name, Eastco Magalies. But anglers can still cast their lines in the water in the three dams near the stands, plus there are two more dams in the game camp some distance away along the road.

There are also eight new stands – complete with paving and shade cloth – in the open behind the heated pool, where you camp on grass. Each have water, a power point, and a braai area.

Like the original three dams, one of the two new ones also has black bass, carp, catfish, and kurper. You don't pay extra to fish, but everything you catch must go back to the water.

The second dam is meant for species anglers, and if you're chasing a record, this is the one for you. The largest carp ever caught here weighed 26 kg.

You have to book to fish at this dam. Surrounding it are seven stands with a shade net canopy and concrete floor.



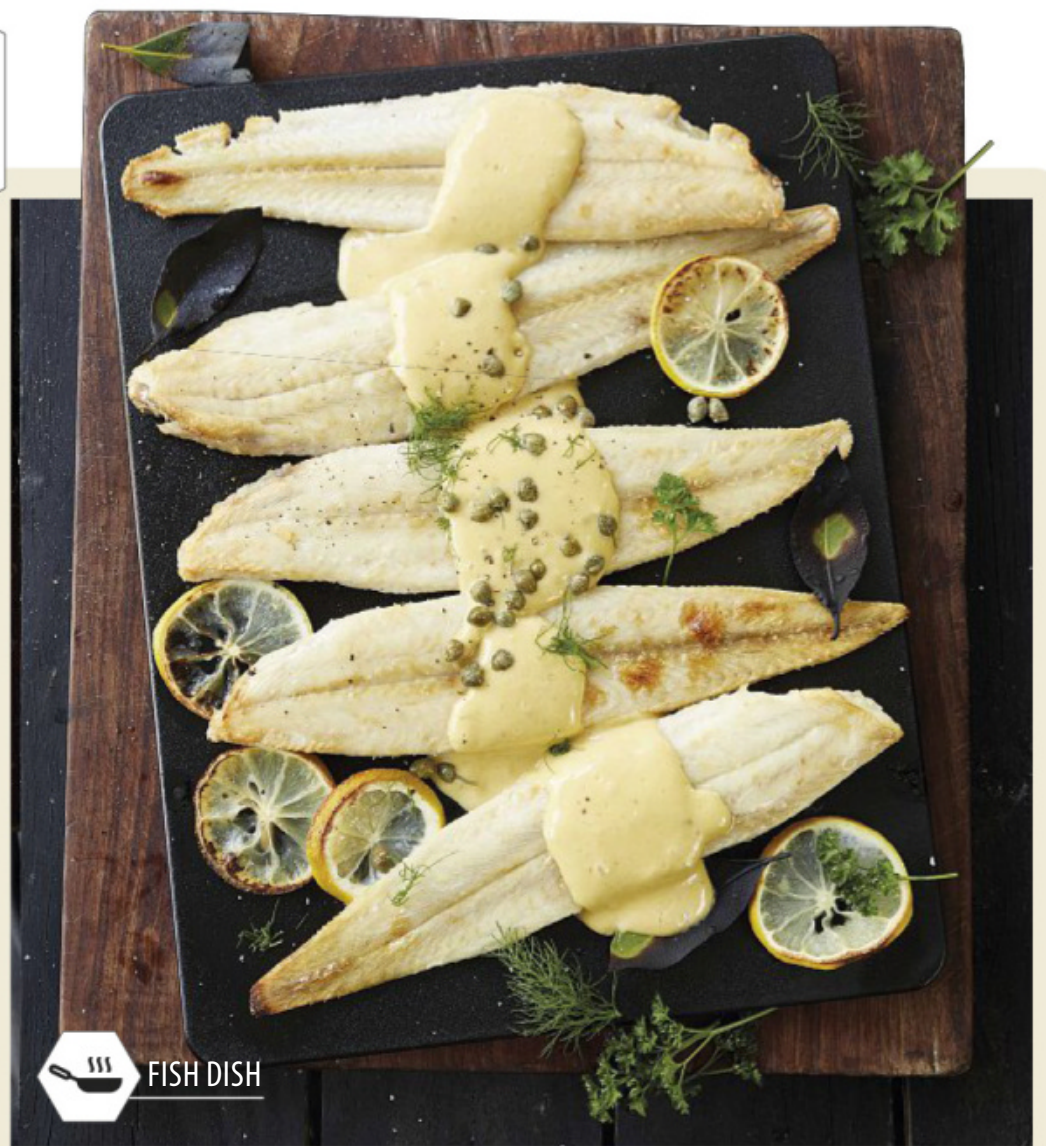
Three of them don't have electricity, but all have a braai area. Because trophy fish swim around here, a few rules apply: no nets are allowed, you must fish straight in front of your stand, and also not cast past the centre of the dam. And, after a quick photo, the fish must be released immediately.

If you want to camp away from others and are equipped with an off-road vehicle and off-road trailer, you can make your home in the bush camp on one of 10 sites on top of the mountain. There's a swimming pool here, but you camp without power (there's hot water and light in the bathroom). You also have a braai area at your stand.

If you camp here, you're allowed to go game driving in your own vehicle on the 500 hectare land. There are 11 species, including kudu, zebra, tsebe, red hartebeest, and blue wildebeest.

For people camping on the other side, there are also game drives. They cost R220 pp (R350 for quad bikes) and last 90 minutes. There are also several hiking and mountain-biking trails, ranging from three to 10 km. For the youngsters, there's a mini golf course, trampolines, and jungle gyms.

A new licenced restaurant serves anything from an impala breakfast with an egg, cheese griller, and two slices of toast (R55), to pizzas (R120-R145), various main courses (R100-R150), salads, and desserts.



DRESSED SOLE WITH LEMON BUTTER SAUCE AND CAPERS

Sole provider

Skinless sole is also known as dressed sole. Because the fillets of this flat fish are very thin and delicate, this technique – actually just a whole fish without skin – is a lovely way to prepare it.

Ingredients

(serves 6)

- 6 small soles (100 g per person)
- salt
- ½ cup flour
- a dash olive oil for pan frying

For the sauce

- ½ cup butter, cubed
- 1 small onion, finely chopped
- ¼ cup dry white wine
- 1 tablespoon fresh lemon juice
- 2 heaped tablespoons crème fraîche
- a few sprigs fresh fennel or parsley (optional)
- 1 tablespoon capers

Here's how

1 Descale the fish using a brush, then remove the upper and lower fins using a pair of sharp kitchen scissors.

2 Make an incision in the skin on the tail side. Sprinkle some salt to

help you get a good grip on the skin and pull the skin towards the side of the head in one even motion. Now peel off the skin on the other side. Remove the entrails and the head.

3 Season the fish fillets with salt and roll each in flour. Shake off the excess flour.

4 Use a pan large enough for the fish to lie flat. Heat a little olive oil in it and fry the fish for about four minutes on each side. Keep the heat moderate so the flour doesn't burn.

5 Melt the butter in a pan and fry the onion until soft and glossy. Stir in the white wine and simmer for a few minutes until slightly reduced. Stir in the lemon juice and crème fraîche for a creamy sauce. (If you prefer a smooth sauce, pour it through a sieve.)

6 Season the sauce to taste with salt, pepper and, if you like, a sprinkle of fresh herbs. Drizzle the sauce over the fried fish and garnish with capers.

Drive & Camp says If you aren't at the coast to catch your own sole, order from Greenfish.

📍 greenfish.co.za/products/local-east-coast-sole-lover-box

The first Opel Zafira was a type of station wagon with seven seats. It enjoyed modest popularity over here, but that ended even before General Motors left in 2017.

Opel has, meanwhile, become one of 16 brands under the Stellantis banner, and the latest Zafira is the same family van as the Peugeot Traveler (also a Stellantis member) that is sold in Europe and elsewhere.

The new Opel Zafira is significantly larger than its predecessor, with one extra seat. We emptied two tanks of diesel on dirt roads, highways, and mountain passes to test its mettle.

How does it drive?

If you don't have much experience with minibusses, the steering may feel odd going around a traffic circle, because you're constantly aware of the bulk following you through the turn. You also learn quickly not to touch the curbs with a rear wheel.

Parking such a large vehicle is always a nuisance, but even this can be overcome with enough practice – the wing mirrors at least fold flat so that you can squeeze through the gap between your van and the car next to you.

Inside, it's spacious, with ample legroom for every occupant, including the driver. The front two get fold-down armrests, while the door sills are low enough so your other elbow has a perch as well.

The passengers in the second and third rows have tables that fold out from the backrests of the seats in front of them. The tables are big enough for a Big Mac and a paper cup, but the cup holder is shallow – should the driver make a sharp turn, the contents of that cup will end up in little Johnny's lap.

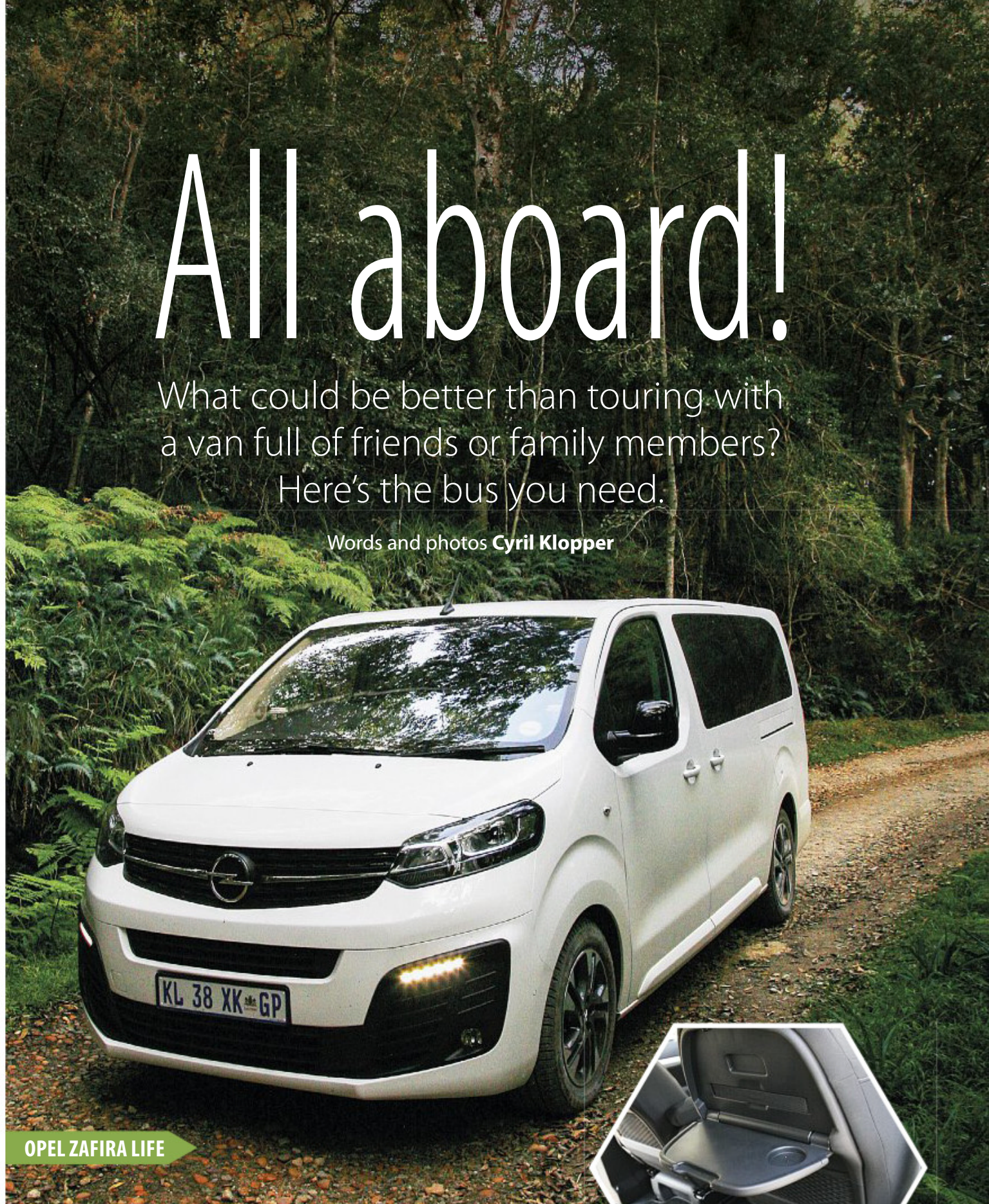
The rear passengers are cooled (or warmed) by air vents in the ceiling they can regulate themselves. The driver can, however, switch the air supply on and off.

The 2 ℓ diesel engine is strong

All aboard!

What could be better than touring with a van full of friends or family members? Here's the bus you need.

Words and photos **Cyril Kloppe**



SPECIFICATIONS

Model tested	Zafira Life Edition
Engine	1 997 cc, four-cylinder turbodiesel
Power	110 kW @ 4 000 rpm
Torque	380 Nm @ 2 000 rpm
Transmission	Eight-speed automatic
Fuel consumption	6,3 l/100 km
Tank	70 l
Load weight	1 060 kg
Tow weight	600 kg
Wheel size	215/60/R17
Dimensions	5 306 (l) x 2 204 (w) x 1 948 mm (h)
Service plan	Five years/100 000 km
Warranty	Five years/100 000 km
Price	R749 900



SPACIOUS. There's ample room inside, but the engine cavity (below) is tight – not that it's your problem. The luggage space (bottom far left) is huge, though.



FROM THE COMPETITORS
Long buses with at least eight seats and an automatic gearbox



and doesn't struggle at all getting the bulky Zafira up a hill. We must mention there were only three of us in the van, without luggage – it might be different with eight people and all their gear.

Speaking of the engine: the bay is quite narrow and you can't get your hand down deep. Spare a thought for the poor mechanic who has to dive head and shoulders in there.

The ride quality on highways and tarred mountain passes is marvelous. Yes, the tall body sways through sharp turns, but not excessively.

We could easily cover 700 km in one go without complaint – incidentally the Zafira's range according to the trip computer. The suspension is too hard for dirt roads, though. Even on good gravel roads, you feel every bump.

On top of that, the electronic tyre pressure sensor of our test vehicle regularly warned of a flat, but our manual tyre pressure gauge showed the pressure was fine. The Zafira doesn't seem to like gravel roads.

How does it compare to its competitors?

The Opel Zafira looks like a unusually long bus and is indeed 5 cm longer than the Hyundai Staria. It's only 6 mm longer than a Toyota Quantum, though, and actually 4 cm shorter than a long-wheelbase Ford Tourneo. The Zafira and Tourneo each have

eight seats, while the Staria and Quantum can each carry nine people seated.

In terms of towing capacity, the Opel Zafira is on the losing side: only 600 kg, regardless of whether the trailer is braked or not. The Toyota Quantum's unbraked towing capacity may be lower at 400 kg, but if the trailer is braked, the Quantum may tow 1 500 kg. The Hyundai Staria's numbers are 750 kg (unbraked) and 2 500 kg (braked), and the Ford Tourneo's are 850 kg and 1 600 kg respectively.

Conclusion

Toyota's Quantum bus is too reminiscent of a long-distance taxi, and although Ford's Tourneo still looks good, its age is starting to show. For us, the choice lies between the Opel Zafira and the Hyundai Staria – and no, we haven't forgotten about Mercedes and Volkswagen's buses.

The Zafira Life Edition base model we drove has features that could beat its competitors, but things took a turn for the worse when we did the school run and children avoided our white van with its tinted windows like the plague, almost as if they were afraid of it...

The Zafira is fine, but it's hardly an enthralling vehicle – for R50 000 extra get a more modern Hyundai Staria, which is a better towing vehicle. 🚗



R758 300 Ford Tourneo Custom 2.0 LWB

We hope Ford revamps it with the same styling as the new Everest and Ranger.



R799 900 Hyundai Staria R2.2 Executive

Judging by how many are on our roads, this is a success story for Hyundai.



R1 068 200 Toyota Quantum Bus 2.8 LWB VX

On paper, the Quantum is a winner, but in our mind's eye, we see a commuter asking for a ride.

Even better Brezza



SUZUKI VITARA BREZZA

The Brezza is enormously popular in India and has gained many South African fans in the past year, but can it still compete with his opponents?

Words and photos **Cyril Kloppe**

In April 2021, we wrote about the first Suzuki Vitara Brezza launched in South Africa. At the time, the Brezza was available in two trim levels: the GL base model and the more luxurious GLX, both available as manual or automatic.

Since then, Suzuki has added a third model, the S-Edition, with the same transmission choices. All three models are powered by Suzuki's K15B engine, also used in the Jimny, among others. It delivers 77 kW of power and 138 Nm of torque – this may not sound like a lot compared to the modern 1.8 turbocharged engines, but with the relatively low vehicle mass of 1 140 kg, the Vitara Brezza is surprisingly agile.

The engine's revs are a bit high for our liking, though. On the open road, you're always aware of how hard the engine is working – we would have liked a sixth gear to reduce the engine speed.

The load capacity of 460 kg is impressive – it means a family of four can load the luggage

compartment full of camping gear without having to worry too much about weight.

Inside and out

When it comes to luxury touches, the S-Edition fits neatly in-between the GL and GLX models. It boasts wind deflectors fitted to the front and rear doors so you can drive with open windows without the wind bothering you; it has a skid plate under the radiator just like the GLX model; and there are special silver-and-black 16" alloy wheels.

"In the creation of the S-Edition, we used the feedback from our dealers and customers to develop a model that offers the luxuries of the GL model, but which has its own unique visual signature," says Brendon Carpenter, Brand Marketing Manager at Suzuki SA.

Inside, stainless-steel door sill guards are engraved with the Vitara Brezza logo. These complement the chrome strips on the instrument panel and the door trim. Suzuki has named these trims "Uber Life Silver".

Where the S-Edition also differs from the GL basic model are the electrically adjustable side mirrors, parking sensors and a height-adjustable seat for the driver.

How does it compare to its competitors?

The Suzuki Vitara Brezza competes with the Nissan Magnite and Mahindra XUV300, but its closest rival is the Toyota Urban Cruiser. We wrote about the Urban Cruiser in October 2021, and that it's exactly the same vehicle as the Vitara Brezza. The only differences apart from the badge and accessories are that the Suzuki has a five-year warranty and four-year service plan compared to Toyota's three years for both – and that for the same car! (The Vitara Brezza and Urban Cruiser are both built by Maruti Suzuki's plant in Gurgaon in northern India.)

The Nissan Magnite has a 1.8 turbocharged engine that produces 74 kW less power than the Vitara Brezza, but has more torque (160 Nm). The Mahindra XUV's 1.2 turbo

SPECIFICATIONS

Model tested	Vitara Brezza 1.5 GL S-Edition (manual)
Engine	1 462 cc, four cylinder petrol
Power	77 kW @ 6 000 rpm
Torque	138 Nm @ 4 400 rpm
Transmission	Five-speed manual
Fuel consumption	6,2 ℓ/100 km
Tank	48 ℓ
Luggage space	328 ℓ
Ground clearance	198 mm
Wheel size	205/60/R16
Dimensions	3 995 (l) x 1 790 (w) x 1 640 mm (h)
Safety rating	★★★★★ (Global NCAP 2018)
Service plan	Four years/60 000 km
Warranty	Five years/200 000 km
Price	R273 900



HOMEBODY. The Brezza is great for exploring your immediate area, but we don't think it's for long-distance touring.

Competitors

Cute hatchbacks for dirt roads



R235 000

Mahindra XUV300

A nippy guy that offers good value for money, but it's slightly smaller than the Brezza and the quality isn't quite there yet.



R272 200

Toyota Urban Cruiser

It's a Vitara Brezza with a Toyota badge – and a shorter warranty period.



R287 700

Nissan Magnite

The Magnite is a bit more luxurious, but overall the Suzuki isn't an inferior package.

petrol is better in both respects with 86 kW and 300 Nm compared to the Vitara Brezza's 77 kW and 136 Nm.

The Vitara Brezza's fuel tank (48 ℓ) holds 6 ℓ more than the Mahindra XUV300 and 8 ℓ more than the Nissan Magnite. Mahindra gives a five-year warranty and three-year service plan, and Nissan offers six and three years respectively.

Conclusion

Of the four competitors, we like the Vitara Brezza the most. We'd pick the auto gearbox, though, as the manual's high engine revs can get tiresome on the open road.

Fanplastic!

Think the era of teardrop caravans is consigned to history?
Take a look at the new EdgeOut, and think again.

Words and photos **Leon Botha**

The EdgeOut is loosely based on the teardrop design – a double bed-on-wheels with a kitchen at the back. But that's where the similarities end, as the EdgeOut is unique in many other respects.

The angular shape is quite reminiscent of an American Stealth bomber and is the work of industrial designer Retief Krige – he's just walked away with an international award in Germany. (*Read the news report on p 22. – Ed*)

It's not only the EdgeOut's shape that is trendy, but also the building material: plastic. The owner of EdgeOut, Vonnice Heyns, also owns 4EVR Plastic Products that focus on industrial plastic products, and the specific material used for the EdgeOut is known as LLDPE (linear low-density polyethylene) composition.

Aside from the chassis, the hull consists of two plastic capsules: the front in which you sleep, and the kitchen at the back. The wall

thickness of the kitchen is 8-10 mm, whereas the sleeping section consists of three layers that total 25 mm.

The basic model is equipped with a roof rack and you can decide for yourself what type of awning or add-on room you want to buy on either side of the EdgeOut. The roof rails also have space for a solar panel (up to 270 W) – or even a rooftop tent, if there are more than two of you.



EDGEOUT



On the inside

Camping with a teardrop is a matter of principle. You don't have the comfort of a conventional caravan in terms of interior living space; it's more like a rooftop tent. At bedtime, you get in but the rest of your camping activities happen on the outside.

The EdgeOut has a door on each side, but you don't crawl in head first: sit down at the door first, lean back as you pull up your legs, then roll to the side and inside. (The doors open about 180° and are completely out of the way when you get in and out.) Inside, you sit comfortably upright without your head touching the roof – you'll be amazed at how spacious the sleeping capsule is. There's a vent in the middle of the roof and next to it an LED.

Want to sit up and read in bed? The end can be adjusted to form a comfortable backrest – and next to your head is an adjustable reading light. Under both bedside lamps is another switch for the outdoor light as well as two USB ports. And below that is an open bedside table with two shelves.



Behind your head is a narrow window with a canvas flap that fits over the top like a loose curtain. So, if you need more light, simply remove the flap in front of the window. And when you want lots of fresh air, you can sleep with the door open because there is mesh that zips shut. The door itself also has a sliding window, which may make you feel safer, and if you want complete privacy, there's a canvas door on the inside that zips shut.

The interior cupboards are at the foot end against the roof – they're a mixture of plastic and aluminum and the shape of the doors repeats the exterior's

angular design. There are no less than six cupboards for your clothes. The middle one doesn't have a door and houses the power points: 220 V (two and three point), USB, Hella and 12 V sockets. The power box with all the circuit breakers, plus the main switches for the pump and lights, is in the left-hand cupboard. You can also have solar panels installed.

The mattress is 203 cm long and 143 cm wide – so it's somewhere between double and a queen size. Under the mattress are three flat cupboards where you can store your tent pegs and ropes, or even a groundsheet or two.

On the outside

The nose cone on the A-frame has a lid that opens upwards, and the corner steady crank is stored on the inside of the lid. The jockey wheel is mounted between the two arms of the A-frame – it works well because the wheel is more in the centre.

The inline gas geyser sits on the left in the nose cone with the gas cylinder on the right. When you want to use the geyser, first pull it up so that the upper part is outside the nose cone.

The spare wheel is mounted on the rear door, which folds upwards to form a roof over the kitchen. The door lifts high enough so you can fit under it, and there is also a light above you. The kitchen covers the entire rear and consists of two parts: above the stainless-steel worktop is a microwave oven with a cupboard on both sides, and below it a large sliding frame with the fridge/freezer and gas stove.

Because the fridge/freezer and drawers pull towards you, the worktop is then more suitable for putting stuff down than as a workplace – so have a camping table on hand. The fridge/freezer (up to 56 l) is located on the left of the sliding frame. If you extend the drawer completely, you can fit some of your pots and pans into the upright pocket behind the fridge/freezer. There's a spice rack on the left. To the right of the sliding frame is the two-burner gas stove with its glass top. All your cutlery fits in the two drawers that pull out from under the stove.

To the right of the stove there is a frame for the loose sink, plus a tap (cold and hot water) with a swivel head.

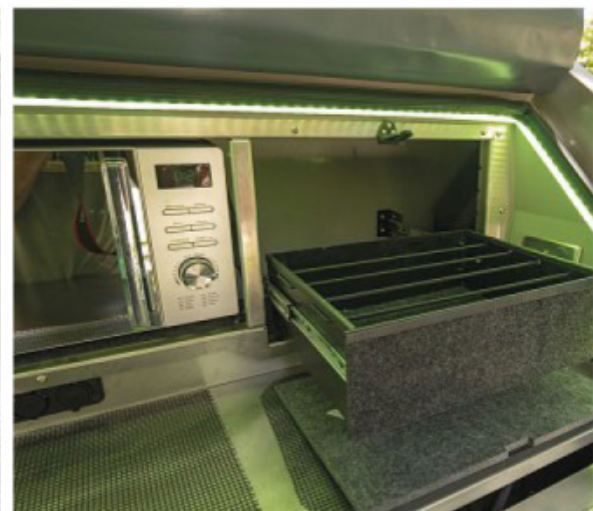
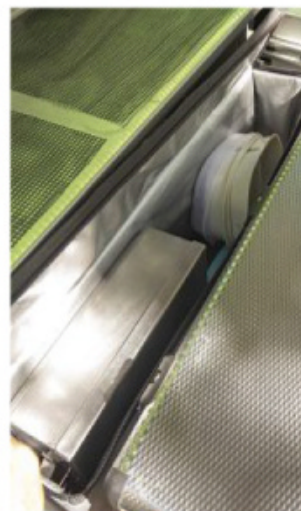
You get a remote control for the LED strip that goes around the work top, and you can even choose whether you want different colours like red, green or blue light.

Just to the left of the right door is a round lid that houses shower head with its extension. So you can set up a shower tent on this side.



Drive & Camp says

For the specific rooftop tent that fits on the EdgeOut, you need to keep the spare wheel on the back door in mind when it's set up. A roof tent without hard panels works best.





SPECIFICATIONS

Manufacturer and model	EdgeOut
Sleeps	2-4
Dimensions	4,565 x 2,16 x 1,98 m
Wheels	15"
Axle	1,6 t torsion with brakes
Tare weight	750 kg
Load capacity	600 kg
GVM	1 350 kg
Chassis	Galvanised
Hull	Plastic
Price	R289 900

Dealer networkHead Office in Cape Town, and available at Loftus Caravan City (011 792 1456), Pretoria Caravans & Outdoor (012 329 2259), Garden Route Camping & Caravans (044 695 2602) and Cara-Camp Caravan & Outdoor (021 852 8215)
Contact021 905 5590 edgeout.co.za info@edgeout.co.za



What comes standard?

Included in the standard price are 15" wheels (plus spare wheel), two corner steadies, a nose cone, roof rack (with a vent in the roof), mattress, indoor and outdoor lights, 220 V, USB, Hella and 12 V power points, a 12 V/220 V charging system with deep-cycle battery, two-burner gas stove, sink

with tap, 110 l water tank with a 12 V pump (7 l/minute), 5 l geyser with plumbing, and separate shower head with an extension. Optional items include the rooftop tent, fridge/freezer, microwave, pots and pans, gas cylinder, awning, front corner steadies, solar panels and groundsheet.



R289 900 EDGEOUT GVM 1 350 kg

FROM THE COMPETITORS

Sturdy small caravans for at least two with a GVM of 1 300-1 750 kg



R221 200 RAASBLAAR GVM 1 600 kg

The hull consists of galvanised steel plate and aluminium, and a rooftop tent goes on top.



R238 000 MOBIX GVM 1 500 kg

Also has space for a rooftop tent and is made of fibreglass.



R379 000 BADGER EXTREME GVM 1 750 kg

Made of fibreglass, and no caravan in this market segment has a bigger interior.

Drive & Camp borrowed the EdgeOut from the manufacturer.

Holey hell!

Roads are in a dilapidated condition throughout large parts of our country, but they're not much better at some popular campsites either, says **Leon Botha**.

Photos **Wayne Jacobs**, **Heinrich Schmidt** and **Leon Botha**

PHOTO Taken 2013

Wayne Jacobs, a reader from Cape Town, wrote to us about the condition of the roads in the Pilanesberg National Park, and how they've deteriorated. It's been a popular destination for campers for many years, as here you'll see the Big Five nine times out of 10.

We've camped in this lovely reserve no less than four times in the past 16 years, and written about our experience. The first visit was in 2006, and the introduction to the article summed up the situation well: "Pack your things and hitch your off-road trailer. Go and see for yourself why campers are so passionate about the Pilanesberg."



Back then, Louise Grobler camped there too, and told us it was her sixth visit: "Here you can relax, and the children enjoy it." We spoke to David Hansen, a retired pilot, and his wife, Irene, who said it was one of their favourite places.

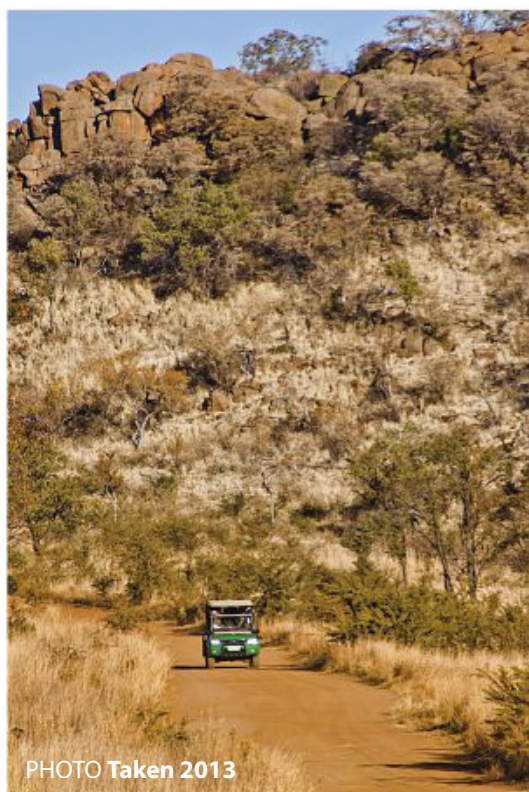
Four years later, in 2010, Miems and Morris Fox told us they had camped there 20 years earlier.

They'd only wanted to come for the weekend, but after getting to the campsite, they decided to stay longer.

In 2013, we mentioned potholes in the Hippo Loop at the Mankwe Dam: "In contrast to the neat road to get here, this road is littered with potholes; so be careful where you drive."

In 2018, we paid another visit, and a recent poll shows that the Pilanesberg is the most popular park in the country...

You choose between two camps: Manyane and Bakgatla. Wayne has owned timeshare in Manyane for 20 years. Here are his thoughts:



“

The roads are at a stage where they cannot be repaired. They must be dug up completely and rebuilt from the foundations

”

“I have a saying: maintenance costs money, no maintenance comes with an unknown price. It means that if something is correctly maintained on a regular basis, it does, indeed, cost money. But when no maintenance is done, especially over extended periods of time, it becomes very expensive to fix what hasn't been maintained, and it often becomes too expensive to correct the problem.

“Case in point: the road conditions in the Pilanesberg National Park.

“I've owned timeshare at Manyane for 20 years, and every year, I do the 4 000 km return trek from Cape Town. It costs us around R25 000, with the current fuel price, the toll fees, and paying

all the costs for a seven-day visit.

“Once unpacked, we go for our first game drive. It's Big Five territory, and we're going to have seven days of game viewing that will be something to remember.

“Now, a reality check: ‘Welcome to Potholanesberg’. I've travelled extensively throughout Southern Africa and all the neighbouring countries, and there are no roads in the condition of Pilanesberg's. They're a total disgrace. I've never seen so many potholes and broken shoulders. Actually, these aren't potholes, they're craters.

When travelling at a low speed – say, between 20-40 km/h – the full weight of the vehicle hits the hole. If there's water inside, the force of the vehicle pushes the water to the side of the hole,

creating vertical sides. The signs all over the park indicate a speed limit of 40 km/h. This speed isn't possible to achieve, even in a 4x4 vehicle.

“The dirt roads are even worse. The concrete run-offs that were built to take rainwater across the road and into the bush, have been left high and dry on the approach and departure sides. So much so that you have to stop your vehicle before climbing over and slowly proceeding to the other side.

“As we approached Bakubung, there was a one-tonne bakkie with a worker pouring a few bags of premixed tar into the craters. The person doing the work asked us to please drive over the new tar to push it into the crater, as

he didn't even have the means to compress the tar into the hole. No preparation was done to remove the loose stones from the hole, and no sand was placed over the new tar. The result was that half the tar stuck to my tyres as we drove over it. This isn't a solution to the problem.

“The roads are at a stage where they cannot be repaired. They must be dug up completely and rebuilt from the foundations.

“Also, carefully look at the money invested in modern caravan and vehicle combinations. The caravans can cost over half a million rand, and the tow vehicles can range from a million to well over two million. People cannot be expected to tow caravans over the roads

CAMP BOFFIN

in this park. It will damage everything on the outside and inside.

“International tourists fly into South Africa to stay next door at Sun City. That place is immaculate, and some of these tourists also go on a game drive in Pilanesberg. You climb into a hard-riding 4x4 converted bakkie with seats not exactly designed for comfort. You see the people getting thrown from side to side and hitting the steel frames on the side of the vehicles due to the bad roads.

“It’s sad to see a place that was once a truly stunning destination now deteriorating. It’s simply not a first-choice place anymore. Once something is run down, it takes massive marketing and convincing to bring back people who once visited. The picture I have in my mind is of a once-stunning game reserve simply becoming a rundown resort. The place it used to be is certainly not the place it is now.”

After receiving Wayne’s letter, we happened to hear that another reader, Heinrich Schmidt from Hartbeespoort, was on his way to Pilanesberg. Hein has also owned timeshare there for more than 20 years, but at Bakgatla. We asked his opinion.

“The potholes in the tar road from Bakgatla to the Pilanesberg Centre have been largely repaired, but from there to Bakubung, the road is in a terrible state with so many potholes. The shoulders are also gone, and in many places, only one car can drive through at a time. The road will not only have to be repaired, it will have to be completely retarred.

“Most of the dirt roads are in very poor condition, too. You can see the reserve had a lot of rain – everything was washed away with deep ditches and large rocks everywhere. If your vehicle doesn’t have a high ground clearance, you’ll damage it – though, off-roaders aren’t necessary.



PHOTO Taken 2013



“In the more than 30 years that we’ve been coming to the park, this is by far the worst condition we’ve ever seen the roads to be in. At least we came across a team of volunteers from the Motsumi Bush Courses who were repairing 1,6 km of potholes.”

We brought Wayne’s letter to the attention of the North West Parks Board, and they responded as follows:

“Mr Jacobs is unfortunately correct with his description of the roads in Pilanesberg Nature Reserve. The state of the roads has been a concern to the North West Parks Board and provincial

government for several years, but unfortunately, neither the Board nor the provincial government could finance the renovation of the roads. The travelling restrictions due to COVID didn’t help the situation, and it was only recently that provincial government committed funds towards the renovation of the roads, albeit in a phased approach over the next few years.

“The tar roads were constructed in the 1980s, and is already some 10-15 years past their lifetime. Mr Jacobs is also correct when he says that the roads cannot be repaired anymore. To

develop an estimate of the costs, engineers have been consulted, and they indicated that the base and sub-base layers of the road have been compromised due to water leakage through cracks and potholes in the surface layer. All the tar roads (except the paved roads) must be milled, recycled, and paved again, at a cost of R2 million/km.

“Since this may still take a few months, if not years, Pilanesberg started an initiative to fill the potholes, and with the assistance of the Pilanesberg Wildlife Trust, volunteers, and own staff, more than 2 000 potholes were filled the past two months. Cold asphalt



HELPING HANDS. The bakkie Wayne Jacobs encountered on his visit to Pilanesberg (top left). Not the best solution to a bad situation... A group of volunteers from Motsumi's Bush Courses that Heinrich Schmidt photographed (top right).



PHOTO Taken 2013



PHOTO Taken 2013



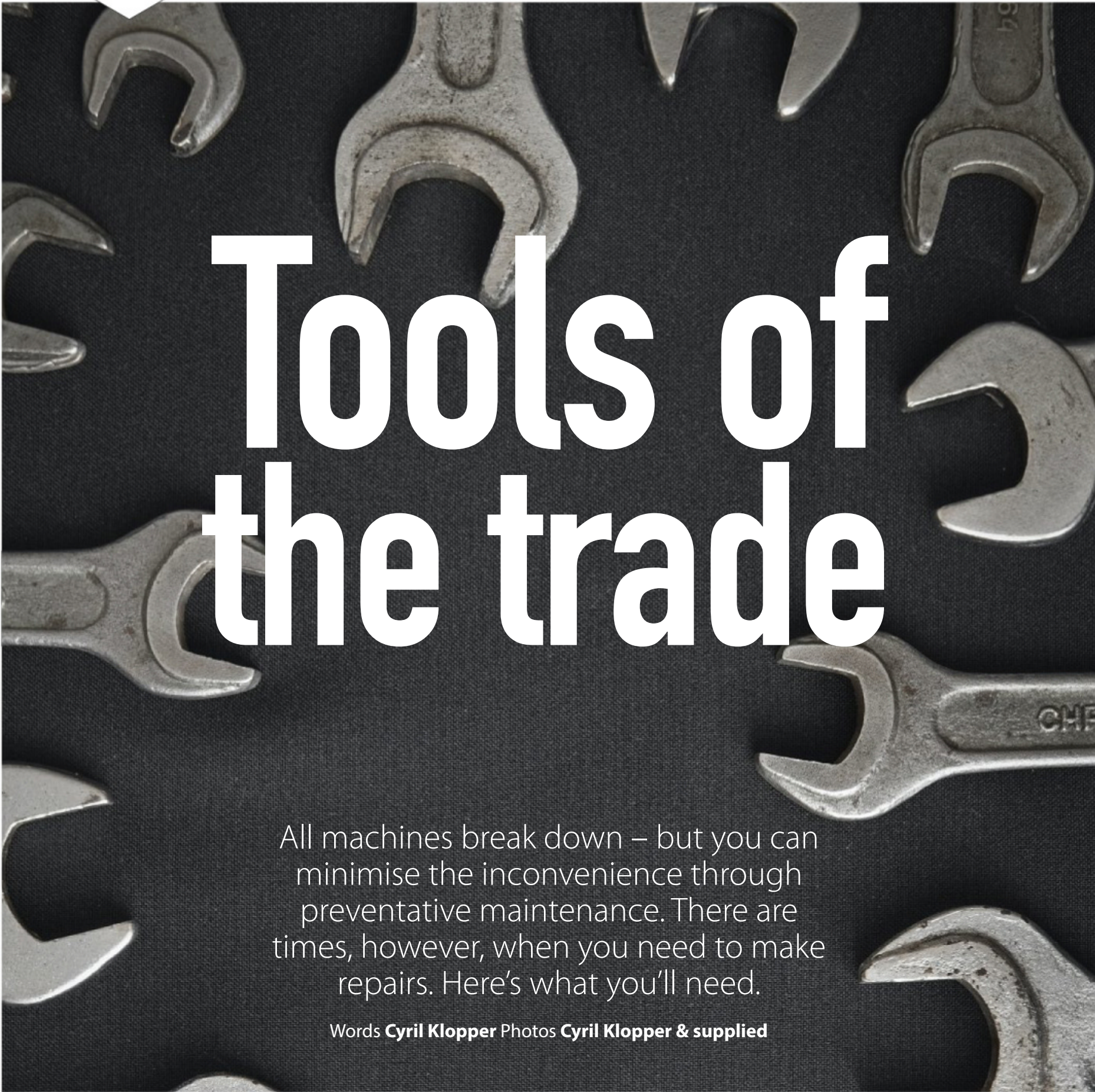
was used, and since so many potholes had to be filled in such a short time, there was no time to cut the pothole sides, clear them, and roll the newly laid asphalt. However, the manufacturer of the cold asphalt indicated the pressure from car wheels is adequate to compact the asphalt. Granted, the procedure didn't work all that well with the very small potholes, which is probably where the asphalt may have stuck to Mr Jacobs's vehicle tyre. But, the pothole fillings in other patches are still holding, despite traffic and the heavy rains of a month ago.

"We recognised this as a temporary solution, as we are still hopeful funding will be made available to repair all the roads. The road edges in some part are very bad, but we are also attending to it.

"The gravel roads are almost the same situation. Because of low road maintenance budgets, the re-gravelling of the roads could not be maintained, and due to continuous grading, rain, vehicle traffic, etc., the surface layer of gravel in some areas has been worn away and the bedrock is showing. This makes it very difficult to grade the roads, and large areas will require re-gravelling, levelling, and compacting. At an estimated R300 000/km for re-gravelling, the park's roads budget doesn't go far. At this stage, we can only attend to priority areas.

"The North West Parks Board is considering other avenues to raise funding to address the roads issue. The involvement of the private sector will be necessary, and we trust we can establish partnerships where we can restore the former glory and status of Pilanesberg together. In the meantime, management is addressing the most pressing problems through assistance from private groups.

"We apologise once again and hope Mr Jacobs understands our predicament."



Tools of the trade

All machines break down – but you can minimise the inconvenience through preventative maintenance. There are times, however, when you need to make repairs. Here's what you'll need.

Words **Cyril Kloppe** Photos **Cyril Kloppe & supplied**

Let's state upfront that if you're well acquainted with hydraulic gear pullers and know the torque load of any given bolt without looking it up, page on. This article is not for you. But if "gear puller" and "torque load" sound like Greek to you, you need to ask yourself how skilled you are to carry out vehicle repairs.

For example, if you've never replaced a CV joint in your Toyota Hilux yourself, it won't help you to pack a hammer, chisel, punch, pry bar, torque wrench, or multiple sockets. And you have to know which cotter pins to

pull out with your cotter pin puller before you get to work.

Most of us, however, know how to replace oil, light bulbs, and spark plugs. And when something is loose that shouldn't be – or vice versa – and you have the common sense to fix it, do read on.

We asked Hein Burnett from Burnco 4x4 which tools he packs for his travels through Africa. In his 71 summers, Hein has travelled thousands of kilometers and has seen almost everything go wrong that could go

wrong. He says "almost", because every now and then, something happens that surprises even him.

Hein pulled out a scratched tool box from under the seat of his Land Rover Defender 110 (the previous model, of course) and set it down in front of us. The brand name – Würth – is faded, but the tools look fairly new. Hein tells us: "These tools are used often; I just take good care of them."

Würth's 91-piece Zebra tool set costs around R7 000, but in Hein's opinion, it's one of the best investments you can make.

“

The chances of your trailer or accessories like a roof rack breaking are far greater than your vehicle letting you down

”

He points to a multitool on his hip: “This goes everywhere with me. Work, weddings, funerals... everywhere.”

Then he points to the tools in the case he uses second most: a side cutter (also known as linesman’s pliers), water-pump pliers, screwdrivers, an engineering hammer, sockets, spanners, and wrenches. According to him, combination spanners with a ring at one end are far better than open-ended spanners.

“This set is usually enough to solve most of your problems. You are, of course, supposed to prepare your vehicle and make sure everything works before you leave on your trip. And let’s be honest: the chances of your trailer or accessories like a roof rack breaking are far greater than your vehicle

letting you down. “I see a lot more adventurers who turn around and go home because of a broken water pump for the camp shower or a leaking air mattress,” he half-jokes.

Hein believes it’s impractical to transport a complete workshop in your rig. “It’s better to take only what’s necessary for the average person. If something goes badly, let your insurance sort it out.”

He admits that his tool set doesn’t meet all of his needs, and the sockets and spanners are missing several sizes – the set doesn’t have a 23 mm socket or spanner, for example. “That’s why I also take a shifting spanner and monkeywrench along,” he explains.

Here are the extra tools that weren’t included in his faithful toolkit that he always takes along.



MONKEYWRENCH

“I use this tool to tackle huge bolts that are too big for my socket set. We grinded down its handle a bit, so I can slip a longer pipe over it for increased leverage.”



EPOXY GLUE

“You know, glue is an underrated tool. I use a surprising amount of it on my travels: to seal a leaking fuel tank, patch a cracked sump, and much more – even the soles of my shoes!”



TAPE

“Various types of adhesive tape can patch air hoses, fuel lines, and even exhaust pipes. They say if it doesn’t move and it should, use Q20. If it moves and it shouldn’t, use duct tape.”

4X4 PROFESSOR



COLD CHISEL

"You can do more with a cold chisel than you might think. Sometimes, a cap gets stuck and you have to tap it open, or a nut's head is so rounded that a spanner can't move it and then you have to chisel it out."



PUNCHES

"You need two: a thinner one with a sharp point to move smaller parts, and a larger one with a blunt tip to loosen large parts. Use your punch to open broken locks and tap out bearings and such."



SHARP-NOSE AND CUTTING PLIERS

"The side cutter in my tool set is usually enough, but sometimes the work is delicate and you need a pair of sharp-nose pliers. Use cutting pliers when you have to cut wire or a metal plate."



SHIFTING SPANNER

"My monkeywrench is just too big and clumsy for smaller nuts and bolts. I often find pieces that don't fit any of my spanners or sockets, and that's when the shifting spanner comes in handy."



LOCKING PLIERS

"It's called a vise-grip for a reason. It turns bolts with rounded heads, and I've even used it to pinch a leaking brake fluid line so that I at least had braking force in three wheels."



PLUG SPANNER

"You need only one – the one that fits on your vehicle's spark plugs. You won't use it often, if ever, because you're supposed to replace your spark plugs before you set off on an epic journey."



FILES

"Bolt threads sometimes has a burr that prevents it from screwing in – then you need to file its tip. Some guys take along an electric angle grinder, but with a little bit of patience, a file will also work."



PRY BAR

"Accidents happen – and sometimes, a wheel arch is so badly bent out of shape that it can cut a tyre. Bend it back again with a pry bar or crowbar. A hammer isn't as effective as a pry bar at shaping cold metal."



HACKSAW

"And remember extra blades. I've yet to saw my vehicle, but there are times when you have to saw off a tangled chain or a mangled roof rack before you can repair it."

Our conversation didn't end there. Hein suggested a number of items we haven't included here, including fuses, OBD2s, steel brushes, lubricants, and so on. But as far as basic tools go, the above items will do.



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Black magic

The best way to greet a new day is with a cup of joe. Here are 18 products – from small to large – that'll get your camping day off to a good start.

Words **Cyril Klopper** Photos **Cyril Klopper & supplied**

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capeunionmart.co.za outdoorwarehouse.co.za campandclimb.co.za capecoffeebeans.co.za cuttingedgesa.co.za makro.co.za

Prices were correct at time of printing, but those of some items, especially imported products, may change at any time.



BIALETTI MOKA EXPRESS PERCOLATOR

The Italian purist

Alfonso Bialetti's coffee pot works like this: fill the bottom tank with water and scoop finely ground coffee beans into the coffee basket. Place the pot on hot coals or over a gas flame. The water boils and the steam rises through the ground beans. Coffee then collects in the tank at the top. It makes enough coffee for one cup.

Volume 200 ml

Price R699 at Cape Union Mart



AEROPRESS

The inventive American

Place a paper filter in a holder, screw the holder to the bottom of the cylinder, scoop ground beans into the cylinder followed by boiling water. Place it on top of a coffee cup, insert the piston at the top of the cylinder and push the piston down so that you force the boiling water through the coffee grinds and paper filter straight into your cup.

Volume 296 ml

Price R849 at Outdoor Warehouse



HOME CONNECTION CAFETIÈRE

The romantic Frenchman

Spoon ground coffee beans into the Pyrex glass beaker, add boiling water and allow the coffee to brew. Press the plunger down and decant the coffee into a cup. The coffee is more cloudy than that of a Bialetti percolator, but a French plunger gives you more control over the brewing process and you can make your coffee stronger.

Volume 300 ml

Price R95 at Camp & Climb



STANLEY POUR OVER

The hard-core carpenter

The so-called pour over method involves pouring boiling water over coffee grinds inside a funnel and waiting for the water to seep through a paper filter into your coffee mug. Stanley's funnel uses a reusable metal filter rather than paper, and with this model includes a Stanley mug. It's a great gift on Fathers Day.

Volume 350 ml

Price R899 at Outdoor Warehouse



CEZVE

The traditional Mediterranean

This ancient kettle is also known as an ibrik. You scoop in finely ground coffee beans – as fine as possible – add a little water and put the kettle on the coals. As soon as the coffee boils and threatens to bubble over, remove it from the heat and pour all of it into a coffee cup. The coffee is strong and quite muddy.

Volume 350 ml (N8)

Price R1 199 at Cape Coffee Beans



B&CO CAFETIÈRE PRESS

The one-man show

This mug works exactly like the French press shown above, with one big difference: you mix the ingredients at your campsite, get in your car and set off on your game drive. After a few minutes, push the plunger down, but instead of pouring the coffee, you open a valve and drink your freshly brewed coffee straight from the mug.

Volume 380 ml

Price R349 at Camp & Climb



NATURAL INSTINCTS 12 V KETTLE

A kettle for your car

Here's another way of making coffee while on the game drive. Plug it into the 12 V socket and you have an electric kettle. The element works with very little electricity and so it takes a while before the water boils, but it's useful if you want some hot water and don't feel like hauling out the gas stove or lighting a fire.

Volume 400 ml**Price** R349 at Outdoor Warehouse

KELLY TREKKER

The interesting Irish

This Irish invention works as follows: pour water into the wall of a hollow cylinder and start a fire in the bowl under the cylinder. The flames turn into a tornado inside the "chimney" and you feed the fire with twigs thrown in from above. You can place a pan above the chimney and cook your breakfast at the same time.

Volume 600 ml**Price** On request at Cutting Edge

FIREMAPLE FEAST T3

The adventurous Chinese

It's an ordinary aluminium kettle – remember, this metal heats up faster than steel. You boil enough water for two large cups of coffee, and it's light and small enough for hikers. Chinese inventor and outdoor enthusiast David Lv says the kettle is actually a teapot, but you can use coffee bags in it, even 2 minute noodles!

Volume 700 ml**Price** R399 at Cape Union Mart

JETBOIL FLASH

The hasty American

This appliance can boil one litre of water in 100 seconds! We don't know why you would be this impatient, but if you are, then you should definitely consider a Jetboil. It doesn't just boil water for your coffee; you can even cook pasta or freeze-dried food in the pot. It is especially suitable for hikers and motorcyclists.

Volume 1 ℓ**Price** R2 999 at Outdoor Warehouse

HIGHLANDER CAMPING KETTLE

The whistling Scot

The Scottish manufacturer Highlander's kettle is made of aluminium, just like the FireMaple shown, but this one whistles as soon as the water boils. It's useful so that you don't forget and boil it dry. It has a plastic handle with a trigger mechanism that opens the valve on the spout.

Volume 1 ℓ**Price** R295 at Camp & Climb

GSI GLACIER PERCOLATOR

The bubbly Canadian

The percolator works like this: you scoop coffee powder into a metal basket and place the basket in the kettle (you don't need a paper filter). Keep a close eye on the transparent button on top of the lid. Bubbles start popping inside it – the browner the bubbles, the stronger your brew.

Volume 1,3 ℓ**Price** R1 149 at Cape Union Mart



360° SILICONE KETTLE
Collapsible kettle

This kettle is made of heat-resistant silicone rubber. It takes up hardly any packing space as it folds up small. The metal base works on an induction hob, ordinary electric hobs and a gas cooker, as long as you don't open the flame too wide. Keep it away from a campfire's open flames.

Volume 1,75 ℓ
Price R449 at Outdoor Warehouse



CAMPFIRE CAST-IRON KETTLE
The sturdy Aussie

This fairly heavy kettle is made of the same cast iron as a potjie. You can use it inside the campfire on hot coals without worrying the flames will damage it. Campfire is an Australian company from Queensland, and its kettle can become a heirloom if you take good care of it.

Volume 1,9 ℓ
Price R1 195 at Camp & Climb



LK'S PERCOLATOR SET
The clever South African

This is a great product from our own LK. It's meant for a campfire and can make enough coffee for eight mugs – you get four with your set. The filter is removable and then you have a regular kettle to heat up water for washing dishes. This type of kettle is at its prettiest with a dent or two and its bottom burnt black – signs that it gets used.

Volume 2 ℓ
Price R599 at Cape Union Mart



CAMP MASTER WHISTLING KETTLE
The camp master

It's made of steel and yet it doesn't weigh all that much. It holds 2 ℓ of water and, as the name implies, it whistles when the water boils, just like the Highlander on the opposite page. It's too shiny to use in a roaring fire and besides, parts of the spout and handle are made of plastic. It's fine for use on a gas cooker, though.

Volume 2 ℓ
Price R399 at Outdoor Warehouse



INFINITY STAINLESS STEEL KETTLE
Higher-grade kettle

It's heavy, but it's built to last forever. The stainless steel is welded together and the kettle holds 3,3 ℓ of water – enough for 10 cups of coffee. It's so heavy and durable that you can use it as a weapon against a hungry lion. Infinity is a proudly South African brand and this kettle is all but indestructible.

Volume 3,3 ℓ
Price R1 199 at Outdoor Warehouse



HART KETTLE
Old faithful

This is a well-known brand with no frills. If the kettles and coffee makers on the rest of these pages are too fancy for you, then it's good to know you can fall back on the simplicity of a Hart – it's also the cheapest of the lot per volume. Local company Hendler & Hart has been around since 1892.

Volume 3,5 ℓ
Price R189 at Camp & Climb

Light the braai fire!

Aren't those simply the most beautiful words spoken on a weekend away?

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

STEAK WITH RED WINE SAUCE

Portuguese flavour

This fragrant Portuguese onion and red wine sauce is traditionally used for trinchado, but it's also a delicious sauce for a showstopper steak on the coals.

Ingredients

(makes 6-8 steak rolls)

- 2 tablespoons olive oil
- 1 tablespoon butter
- 2 white onions, finely chopped
- 1 clove garlic, finely crushed
- 1 tablespoon tomato paste
- ½ cup red wine
- 1 cup beef stock (we used Knorr's Stockpot)
- 1 bay leaf (fresh or dry)
- 600 g rump tail (we used a picanha)
- 6 fresh Portuguese bread rolls
- butter for the rolls

Here's how

1 Heat the oil and butter in a pan and fry the onion slowly until soft and glossy. (I add half a cup of water and then allow it to boil away to soften the onion before it starts to brown.)

2 Stir in the garlic and tomato paste and fry everything together for another minute or two.

3 Add the red wine to the pan and boil it vigorously for a few minutes so that most of the alcohol evaporates. Stir in the stock and bay leaf, turn the heat down to low and simmer the mixture slowly for 10 minutes with the lid on while you braai the meat.

4 Use a paper towel and pat the meat dry. Then season it all over with salt and pepper to taste.

5 Braai the seasoned steak over hot coals, with a little flame, until the meat has a lovely crust on the outside – you can do this on a grid or in a hot cast-iron pan. Now place the meat in the red wine sauce and simmer it slowly, turning every now and again, for another 15 minutes or until the meat is cooked the way you like it. (Pink for me, thank you!) Slice the meat and serve it inside Portuguese rolls thickly spread with real butter – plus a spoonful of onion sauce in each.

Drive & Camp says Getting a large piece of steak evenly cooked is quite a feat. One option is to braai the whole piece until it has a nice crust, allow the meat rest for 10 minutes and then cut it into fat slices. Now braai the slices on the cut sides to make sure the ratio of browned crust to juicy inside is just right. Then heat it through in the sauce before serving.



CREAMY POTATO BAKE WITH PEPPADEWS

Homegrown delight

Peppadews give this delicious side dish some local flavour.

Ingredients

(serves 8-10 as a side dish)

- 1 kg medium-sized potatoes, thinly sliced
- 100 g smoked ham pieces (be on the lookout for off-cuts at your deli)
- 12 whole peppadews, stuffed with feta cheese and sliced
- 5 spring onions, sliced thinly
- 2 cups cream
- ½ cup finely grated parmesan

Here's how

1 Parboil the potato slices for about 10 minutes in salted water. Drain carefully.

2 Arrange half of the potato slices, ham, peppadews and spring onions in layers in a pan that can go on the coals, or a flat-bottomed potjie. Season with salt

and pepper in-between the layers and then pour over half of the cream. Then arrange the rest of the ingredients in layers on top, season again with salt and pepper, and carefully pour over the rest of the cream. Depending on how big the dish is, it may not be necessary to use all the cream, but in this case, creamy is delicious. Sprinkle the parmesan cheese over last and put a lid on. Foil also works if you don't have a lid, but take care that the top layer of cheese doesn't touch it. **3 Open** a space for the pan or potjie in the open coals, place the dish and bake the potato dish for about one hour or until all the cream has soaked into the potatoes and the cheese has melted on top. You can place some coals on the lid for that last bit of browning. Regulate the heat during the cooking time by adding new coals occasionally so your masterpiece gets constant heat all around.

Drive & Camp says If you use long-life cream, do check it's not sweetened.



STICKY CHICKEN WINGS

A saucy affair

This quick braai sauce works like a bomb! It's also truly delicious when basted onto braai'd pork chops.

Ingredients

(makes 12 wings)

- 12 chicken wings
- 1 tablespoon olive oil
- salt and freshly ground black pepper to taste
- ½ cup tomato sauce
- 1 teaspoon fresh crushed garlic
- 1 tablespoon sriracha sauce
- 1 teaspoon light brown sugar
- 1 teaspoon smoked paprika

Here's how

1 Cut off the tips of the chicken wings – they're usually just a nuisance as they get stuck in the grid – and place them in

a bowl. Pour over the olive oil and season well with salt and pepper. Mix it together so the wings are covered all over.

2 Butterfly the wings on skewers soaked in water (so they don't catch alight).

3 Whisk together the rest of the ingredients for the sauce and keep it ready for when you braai.

4 Braai over hot coals until golden brown and just about cooked. Baste the sauce – be generous! – and braai them for a few more minutes on each side until they have a great colour all around.

Drive & Camp says You can also marinate the wings in the sauce for a few hours, but then they're considerably more difficult to braai, as the sauce catches easily before the meat is cooked.



LUXURY THREE-CHEESE BRAAIBROODJIES

Say 'cheese'!

Few things come close to a classic braaibroodjie on store-bought white bread, but if you are going to experiment, I highly recommend this combination.

Ingredients

(make 6 sandwiches)

- 12 slices of ciabatta or sour-dough bread (make sure all the slices are roughly the same size)
- 2 tablespoons sun-dried tomato pesto
- 1 red onion, thinly sliced
- 3 medium or 12 cherry tomatoes, sliced (see the tip at the bottom of the recipe)
- 2 cups mixed grated cheese – we used gouda, white cheddar and mozzarella
- butter, soft for easy spreading

- salt and freshly ground black pepper

Here's how

1 Spread six slices of bread with a thin layer of pesto. Now add the onion, tomato slices, salt and pepper and lastly the cheese on all six. Place the other slices of bread on top and press down firmly. Now spread the sandwiches on the outside with butter – the thicker the butter, the browner the sandwich.

2 Pack the sandwiches in a folding grid and braai them over medium-high coals until nicely golden brown all over, until there are grid lines on the outside and the cheese inside has melted. Serve immediately.

Drive & Camp says If you can't get your hands on red, ripe tomatoes, the fragrant pesto is enough. Rather don't use a tomato that isn't perfect.



LAMB RIBS WITH HOMEMADE BRAAI SALT Meek as a lamb

This simple fennel and coriander flavoured salt complements the lamb without overpowering it.

Ingredients (serves 6)

- ½ teaspoon black peppercorns
- ½ teaspoon dry fennel seeds
- 1 teaspoon coriander seeds
- 2 tablespoons sea salt flakes (I prefer Maldon salt)
- 1 teaspoon paprika
- ½ teaspoon dry garlic
- a generous pinch dry oregano
- 1 kg individual lamb ribs at room temperature
- fresh lemon juice to serve

Here's how

1 Finely crush the peppercorns, fennel and coriander seeds together in a mortar. Add the salt and crush it a little more until everything is mixed together. Finally add the spices and

mix everything well. Store the mixture in an airtight container until you need it.

2 Rub the ribs well with the seasoned salt and allow to stand for about 15 minutes while you get the coals ready. The amount of seasoning depends on your taste – I keep a little for later so that the meat doesn't get too salty by accident.

3 Now braai the meat over fairly hot coals until the fat is rendered and the ribs are nicely golden brown.

4 Braai the lemon halves over the coals and drizzle the hot juice over the ribs if you like the taste. Enjoy the ribs while still hot.

Drive & Camp says I have fennel in my herb garden that regularly goes to seed; so I always have fennel seeds at hand. With this flavoured salt, you can add extra spices you like, such as cloves and allspice. Experiment with flavour combinations until you have your own winning recipe.



VEGETABLE KEBABS WITH GARLIC BUTTER Pick-up sticks

Baste the sauce over the vegetables after they're cooked, and not beforehand. That way, you won't burn the butter.

Ingredients (makes 6 kebabs)

- 12 large button mushrooms, wiped clean
- 1 red and 1 green pepper, seeded and cut into squares
- 4 marrows, each cut into three equal pieces
- 1 red onion, cut into quarters and then cut in half again and broken into leaves
- a sprinkle of braai salt (use your own – see the recipe in the lamb ribs)
- 2 tablespoons butter
- 2 tablespoons olive oil
- 1 clove garlic, crushed
- a pinch of dry herbs
- 1 teaspoon lemon juice

Here's how

1 Thread the vegetables onto wooden skewers that have been soaked in water (so they don't catch alight). Don't season the veggies now.

2 Braai the vegetables over hot coals until they are al dente with a nice smoky flavor and charred tips.

Meanwhile, melt together the butter, olive oil, garlic, herbs and lemon juice.

3 Season the cooked vegetables with the braai salt and baste them with the hot butter sauce as soon as they come off the grid. It will now soak into in the mushrooms. Serve with braai meat – and any remaining sauce.

Drive & Camp says Another way to make vegetable kebabs is to thread them according to ingredient, for example all the mushrooms on one stick, all marrows on another, etc. Then it's even easier to make sure they're all ready to serve at the same time.

go!
Drive & Camp

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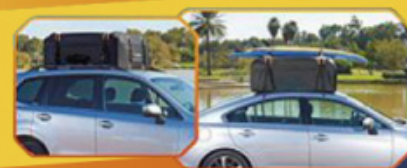
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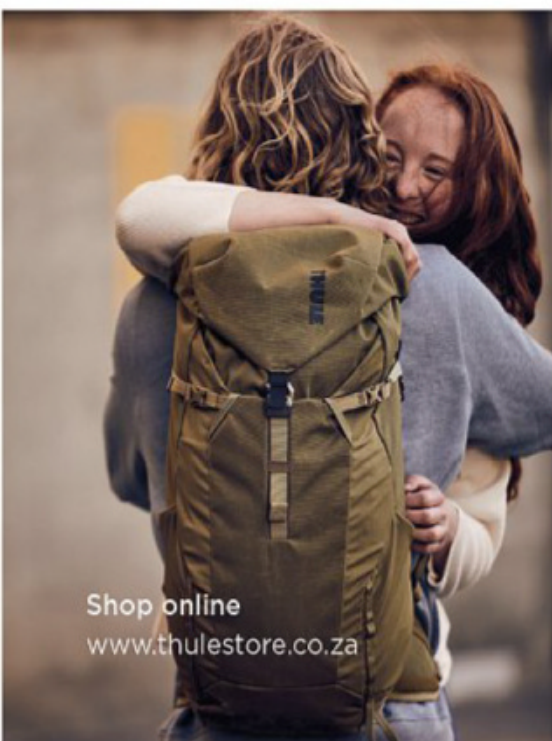


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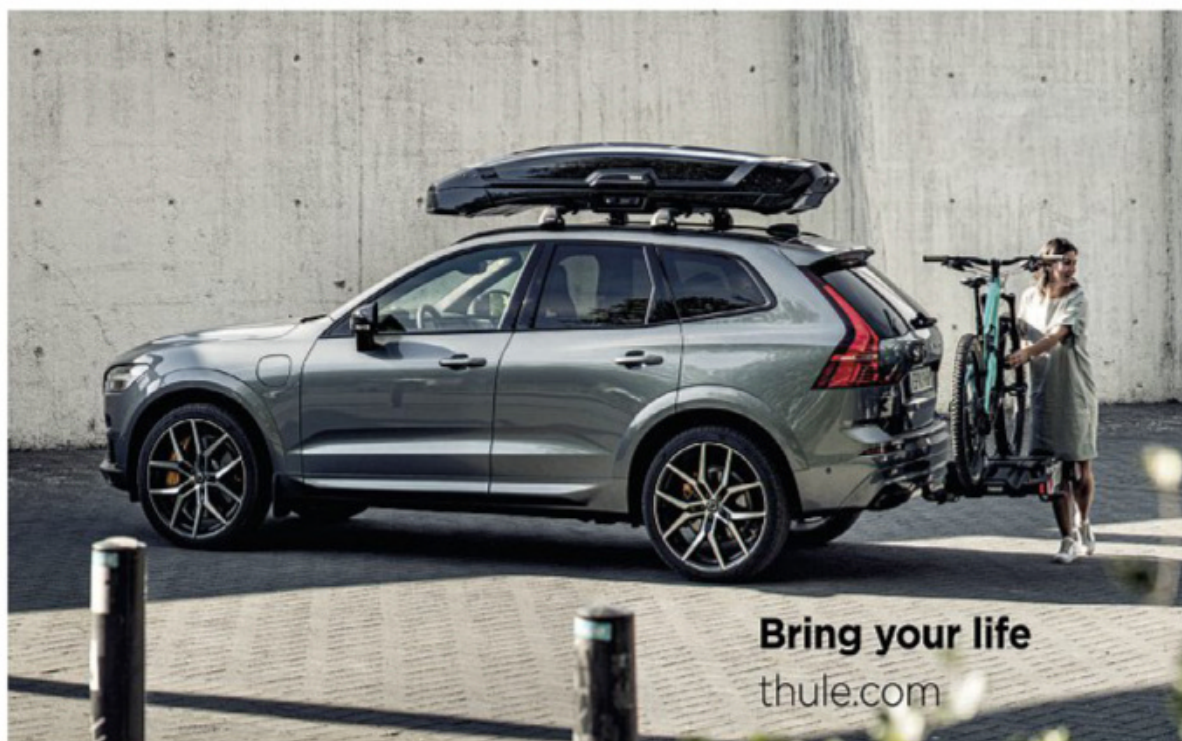
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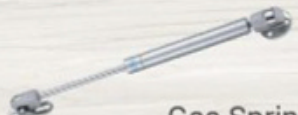
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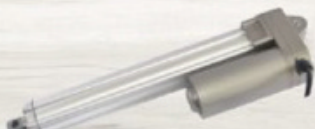


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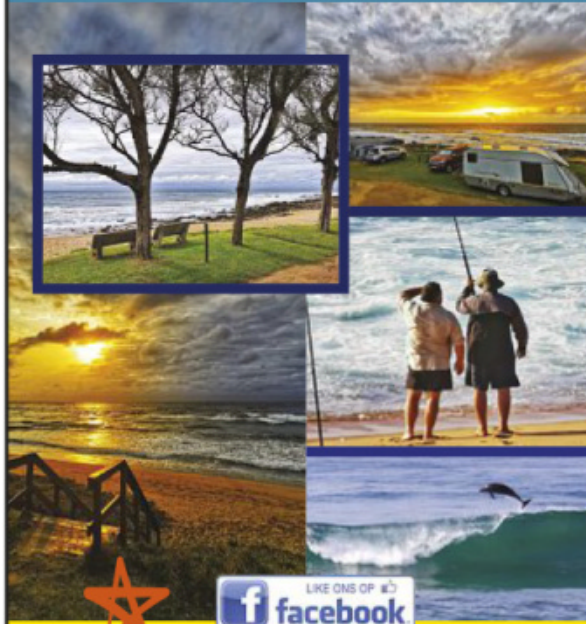
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BRITS

CROSSWORD

Nico Ras from Parow has won a **Van Loveren wine hamper** for his entry in our April-May issue. You can win the cooler bag at the bottom of the page. Complete this crossword puzzle and e-mail a picture to drivecamp@gomag.co.za. Or do it at <https://bit.ly/3av3Fo1>. Last month's solution is on p 104.

				Town in the Karoo (3,8)		In the direction	Appearance (literary)		Fastener		Canyon in Namibia				
											Fill with optimism				
				Crisscross pattern			Negative answer Or...!								
Dwindle (5,3)		Ordained minister Your		Indefinite article		Knot on a tree					Sign of the zodiac Pondered		Dinner course Abrupt		
								Cat breed Brunch, eg							
False friend Muse						Reckless Charged particle									
Size up Either...				Surface					Pure form of honey				Dal segno (abbr) Respect		
		Green pod veggie		Perform		Diagram Ventilate			While Location	Put cargo on board Stylish					
Voluntary Regret								TV watcher Felt for							
			Chromium (symbol)			Bristle		Hanging Wonderful							
Participate (4,4,2)										Manu- facturer of the D-Max					
				Frost	Involve		Decorative case Shy								
				Watches		Anger				Uranium (symbol)	Made possible Therefore		Priest (inf) Genuine		
Camp in Dinokeng		Rattle Go up and down		Ballet dress Swollen					Animal Watch chain						
						Whether No date (abbr)			Rolled up Gallium (symbol)						
Collection Assemble again				Shade of blue						Equip- ment					
							A lot (inf)								

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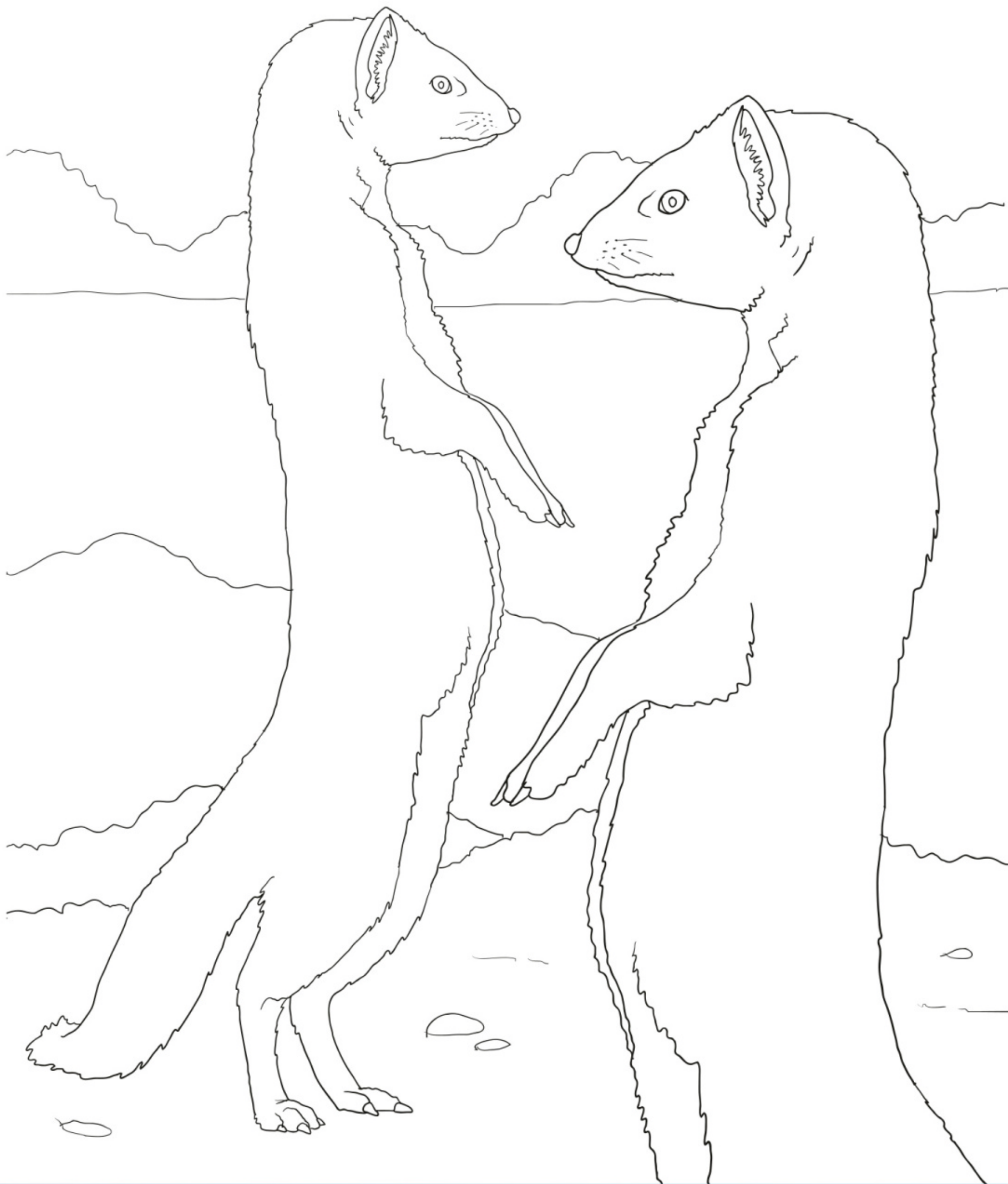
The interior is lined with PVC, which makes it easy to keep this bag clean and hygienic. The bag

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 padkos bag for a road trip.

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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

D B Q F H P H Y O C D A H B L R C R L K T B
 S R R M T L O E O K D P F T E O G G R P H Q
 Z H O W N R F R S T Q F E K K D X K K K A L
 X Z Q C Q I K B W T S K O I P T W Y M E N R
 F K C E T R Y G M D A J H W P S R E M W O Z
 N J E U E O Z I Z A E I X D Q E I N L Q S Y
 I S A L E Y P C X H F N H J G S Z D X F E D
 D R L N T O T U T L E C J N P H P H U F S U
 F I U A N H E G S S D Q O K W U T B V X C Z
 K U Q M H C E Q T V L M N Z Q O R A U S T H
 L I Q P R D B R R D N C D R O G C D E B R D
 A E Z F Q Y H V I O U C W T G Z L O O B I R
 Z O X U L L P P R D T B E H F C J J Y E W K
 T R R L X Y N I G C D R K X Q A M Q S B E U
 H I A W U Y N V R J B L M J K G Y K G T P F
 E F U I C T N N Y A Q A E A W A R Z R H O H
 R P W Y F P H P S Z U Q C R G A I Q P E D P
 E U Y V C L H O L J O N S L D N K G M P B O
 D N U S D F H B R A I N I A C J E P L E I V
 S J U B C J H N H L D I M M I A H T O N D L
 K K I N G P I N B D O M X D G J Q I O G T J
 U P E O F C S O E T R R T H E V U L T U R E
 L R X G G T G V T E M D J H D R X M A I G X
 L N A H E N D Z J B Y M O F K X U E D N L U
 T Z Y Q E M F Z R V A B P O N R N F J S I X
 N G S E P W X A W D D O G T M A U R N X I V
 F T R Z K I Z T W O F A C E B D Y D R C C I
 Q G Q R E A V D W M X G P T L K Y Q R N K A
 B S W V S V T G G W L S G A A T D U J O L W
 L W P Z U N K P H L T Q U B C B A I L P N W

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Lex Luthor	Killer Kroc	Bane
Loki	Brainiac	The Riddler
The Red Skull	Iron Monger	Dr Doom
The Penguin	Magneto	Darkseid
Dr Octopus	Sabretooth	Thanos

Spot the differences



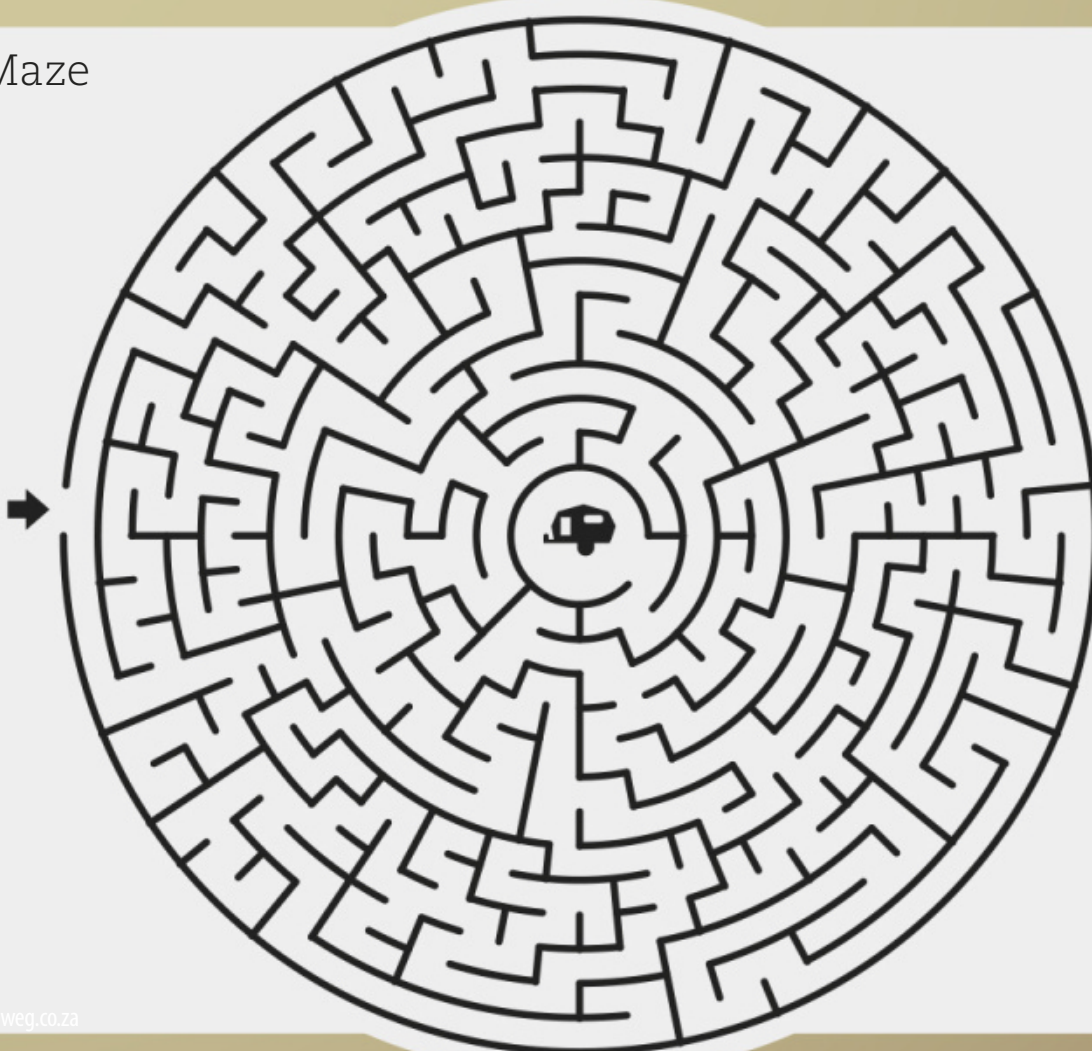
Animal facts



ALLIGATORS (ALLIGATORIDAE)

- American alligators appeared about 84 million years ago; the only reptiles older than that are turtles and tortoises.
- Unlike crocodiles, alligators can't swim in salt-water habitats.
- Alligators are sprinters, and can run up to 55 km an hour over short distances.
- They have 75 teeth and are considered carnivores, although they've been known to eat fruit.
- Alligators roar very loudly while mating, making them the noisiest reptiles on the planet.

Maze



Good idea... let's improve on it

A new campaign to boost tourism in the Free State has so much potential, but **Neels van Heerden** reckons some amendments can make it even better.

The Free State recently came up with a unique campaign to breathe new life into the province's tourism industry. The province is divided into five regions: Eagle, Cheetah, Flamingo, Lion, and Springbok – and each has its own network of trails connecting towns. The idea behind these “Big 5” routes is to reposition tourism in the province.

It's a great idea to place the

brochure *Explore and experience the Free State Province* at few filling stations on the main route between Gauteng and Harrismith, but I don't believe this brochure to be the most effective way to raise awareness about the unique tourist attractions in the Free State.

The campaign should include electronic media: think websites, apps and satellite navigation. Warden, for example, is the starting point and Harrismith the anchor town of the Eagle Trail that winds all along the Lesotho border to Clocolan. This route also includes Kestell and Bethlehem.

The Cheetah Trail stretches between Mangaung and Ladybrand, the Lion Trail between Parys and Kroonstad, and the Flamingo Trail makes a wide turn between Brandfort and Bothaville to go through Winburg and Welkom. The Springbok route includes all the well-known smaller towns between the Gariep Dam and Jacobsdal. Each of these five routes should therefore be downloadable on an app that works on any smart device.

BACK IN THE DAY, the AA's route maps were very popular, while the old well-known road signs on the road between Harrismith and Pietermaritzburg indicated detours to, among others, the battlefields between Boer and Brit as well as the southern and northern Drakensberg.

An interactive map on an app and on a website could further unlock the routes for travellers. If you click on a town, for example, you get a snapshot of the town's history and unique attractions.

Campsites and overnight spots should then get clearly marked as secondary

spots along the five routes. This creates an opportunity for entrepreneurs to become part of the marketing of attractions along the routes. It would be a good idea to involve Facebook campers for additional exposure.

EVERY CAMPSITE THAT MARKETS

itself on this platform must offer unique and unique camping experiences that include activities for kids. Their rates shouldn't be exorbitant and they need to have well-designed stands plus clean ablution facilities.

Opportunities for agritourism could also be incorporated into each route. Post photos of views of mountains and open plains, rivers, streams and dams. As well as elements of farming, including fields, and livestock or game grazing in the veld. The Free State also offers a unique bird-watching experience.

All these elements would highlight attractions that distinguish campsites from one another. There are many detours in the Free State that can help tourists discover untapped attractions, such as the Vredefort Dome, Bethlehem (that is is estimated to yield almost two thirds of South Africa's wheat), the Koranna hiking trail, many game reserves such as Tussen De Riviere near Bethulie, which is known for its biltong game, and the Eastern Free State that offers ample rock-climbing and hiking opportunities for adrenaline junkies.

The best roads in the Free State certainly aren't limited to the sections between Villiers and Harrismith or between the Vaal River and the Orange River. With clever planning and hard work, the entire province can benefit from this initiative.

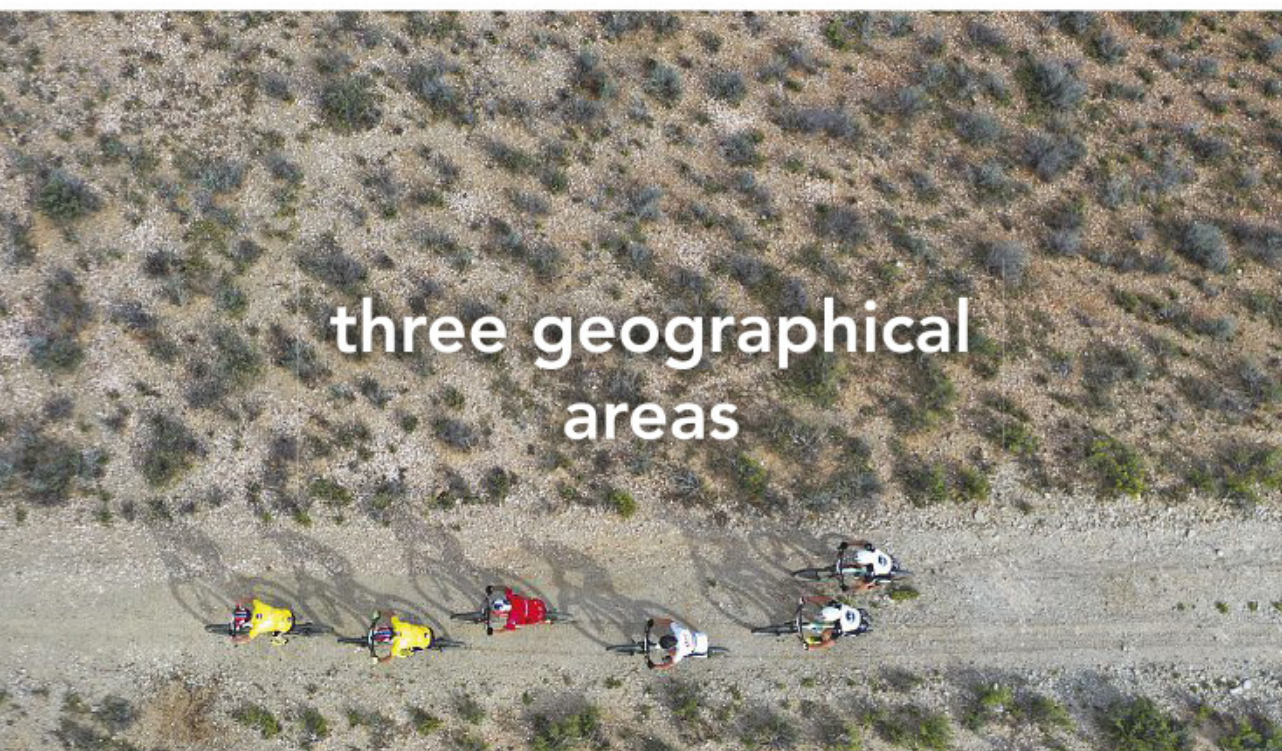




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My conquering cohort

Her husband's adventurous spirit knows no bounds, says **Anita Homann**. But this time he may have gone too far.

Christo and I have been married for 37 years. There's a saying he uses all the time: "Now I don't need anything else." But that's only until he gets another bee in his bonnet...

I sometimes wonder whether some of these notions can be ascribed to a midlife crisis, or whether they're simply still manifestations of his adventurousness and love for nature. Because as soon as I think his extreme desire for a new adventure has been quenched, not only does a new craving make itself known, it's also bigger than previous ones.

Sometimes my 59-year-old husband's adventurousness leads to enormous challenges. I can usually handle it because I manage to see the bigger picture. But perhaps my strength is waning and can no longer keep up. Christo, on the other hand, don't see problems and I fear my husband is still far from done.

THIS PAST DECEMBER, our family camped on the Breede River outside Robertson. By the last week we had scouted, visited, tasted and walked every corner of the valley. Just when I started to think we might finally get some rest, my darling wanted us to try out the canoes for rent at the resort.

Look, I don't like to enter any form of deep water. My bath water I can handle, but I have a deep-seated fear of water after almost drowning in the Vaal River decades ago. I have zero desire to overcome that fear. Give me a flotation device, and you'll find me happily floating around in the shallow side of any swimming pool.

And now? Now I have to get into a canoe on a windy day. I was eventually cajoled into doing it, and after a quick prayer, my husband launched me into the river. At least he's a good driver when it comes to vehicles on the road, I tried to reassure myself. After a tense joint rowing effort – with a number of nerve-racking moments and panicky screams from my side – I finally got out of the canoe: still dry.

And boy, was I grateful to put that experience alive behind me? Been there, done that. My gratitude, however, was short-lived.

SHORTLY AFTER OUR return home, my beloved informed me he had purchased a tandem kayak for us and that it would be

delivered soon. "Now I don't need anything else," he proudly proclaimed. I, however, knew this wasn't the end of it and simply rolled my eyes in silence.

There's something you need to know about Christo. He's a perfectionist. I believe he suffers from the camping version of OCD: "Obsessive Camping Disorder." Everything, mind you, everything that belongs to my husband – from his Toyota to his camping gear – is always painfully clean, without scratches. His belongings are neatly packed away in bags. Not just any bag, mind you. No, they're all the same material and colour. If he could, he would park his bakkie in a bag. My husband also already knows that I will bury him in a bag. And then I'm going to have a bag sale... but let's leave it at that.

One afternoon as I drove into the garage, I was greeted by my highly pleased gray-headed beloved admiring a specially manufactured Fluid tandem kayak from Parys in the Free State. "What do you think?" he asked.

"Impressive," was all I could manage.

"Now I don't need anything else," he declared.

WE LIVE IN A TOWNHOUSE complex, but rent storage space where all the evidence of Christo's adventurous spirit is neatly stored behind lock and key. The caravan, fishing tackle of all kinds, bicycles, tents, bags and the like are kept there. All a silent testimony of his zest for life.

One sunny winter's day he asked me to please help him get the kayak on top of his Toyota's canopy so he could take it to storage. He thought it high time to get the new addition out of the sun, wind and weather.

Let me tell you, I have a very average physique. I don't lift weights. I don't, in fact, spend any time in a gym. I like walking and sometimes I cycle. The only real regular exercise I get is cleaning the house. I am also not blessed in the length department, which is why I struggled to lift the kayak to above the 10 cm the roof rack adds to the canopy.

The kayak is long and heavy and we quickly realised we don't really have the manpower required to perform the task. After a terrible struggle – all groaning and sweating and screaming and up and down on wobbly stepladders – my once muscular knight and I finally got the monster on the roof rack.

We worked in silence to get the kayak down again. We managed with difficulty, and then, without warning, the kayak gained momentum and slipped from my hands – it ended up on the floor without any damage, thank goodness. The kayak may not have scratches, but I was, to say the least, very scratchy indeed.

AND NOW, TODAY, there is no stopping Christo's excitement, In the next few days, the kayak will be launched for the first time – in the Vaal River outside Parys.

Not a word is said about who the second rower will be, but I know it does not bode well for me. At night, the enemy haunts my dreams, floating on water.

“ I have a deep-seated fear of water after almost drowning in the Vaal River decades ago. I have zero desire to overcome that fear ”

When I wake up in the middle of the night again, I'm inspired to search online for advice on how to get a kayak off a roof rack.

I find a video on YouTube that gives me the solution to my first problem.

I discuss my dream and solution with Christo and order the kayak trolley-on-wheels. (Oh yes, Christo now doesn't need anything else, just by the way.)

The two-wheeled kayak trolley is attached to the canopy – it has a kind of sliding mechanism so you can easily get the kayak up and down. It needs only one person! So I'll be exempt from all physical obligations other than housework.

With my first problem solved, I am now, as I write, still lying awake in the middle of the night. My second problem is there is still no clarity on who will be getting into that kayak with Christo.

And the weekend in Parys is fast approaching. Send help! 



ILLUSTRATION DOMINIC WIENAND

AND FINALLY...

The wonder years



Have you spotted any whacky wheels 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

The sixties are considered the golden age of the South African motor industry. Here are four giants from that time: one ended, one prevails, and the other two underwent a few changes.



STANLEY MOTORS

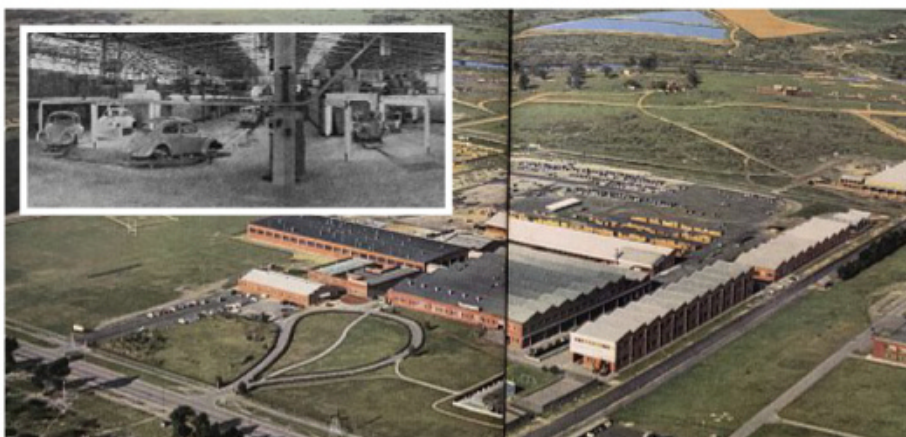
Stanley Motors, in its plant in Johannesburg, assembled Willys-Overland Jeeps, Hudsons, and Peugeots in 1960. When Kaiser Manufacturing Co bought Willys-Overland, Stanley Motors had to cede its Jeep to Preactor Monteerders, the predecessor of BMW South Africa (read more on p 34).

Two claims to fame? Stanley Motors was the first plant to use petroleum gas furnaces to dry the enamel paint on vehicle bodies, and they prided themselves for having a separate training centre and cafeteria for “non-Europeans”.



FORD

Ford South Africa's first factory in 1923 – it was a subsidiary of Ford Canada – was inside an old wool warehouse in Grahamstown Road, Port Elizabeth (now Gqeberha). The second plant was in Harrower Road, to keep up with the demand for Model Ts. In 1962, the two plants together had about 2 000 workers, and they could produce more than 120 vehicles per day. The man in charge in 1960 was Cecil Dace, the first non-Canadian to manage the plants on behalf of Ford Canada. Ford SA is, of course, still operating today, in far larger plants.



SAMAD

The South African Motor Assemblers and Distributors was founded in 1949, when £500 000 was handed over to a former vice chairman of the American Studebaker Corporation to establish this brand on local soil. The plant in Uitenhage (today Kariega) paid the government about £1,2 million in the form of various taxes in the 1960s. Other than Studebakers, the plant also built Austins, and Volkswagens have been assembled here since 1951. Studebaker and Austin have since disappeared, and Volkswagen took over the plant in 1966.



GENERAL MOTORS

GM set up its first assembly plant in Darling Street, Port Elizabeth, in 1926, and built Cadillacs, Oaklands, and Lasalles. By 1962, they'd moved to Kempston Street, and had already manufactured more than half a million vehicles – including Chevrolet and Vauxhall – to be sold in South Africa. Cabins and load bins were made of local steel. In 2017, GM not only withdrew from South Africa but also from a number of other countries. GM held the top sales position for 90 years in America, but they lost that accolade to Toyota in 2021.



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