

#49

go!

CAMP FOOD GARLIC VS JACK FROST

JUNE-JULY 2022 | ISSUE 49

Drive & Camp

Namibia

The blessed rains of Africa

Dinokeng

Jump for joy at
Jabula Bush Camp

WE DRIVE

Brand-new Isuzu D-Max
Revamped Citroën C3
Safe Mahindra XUV300

Little Karoo

Discover Vanwyksdorp's
precious hideaways

To the Bokkeveld!

Hot or cold, this trail is gold

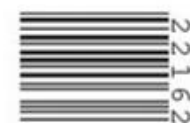


CARAVAN TEST

CONQUEROR UEV-25
Boss of the bushveld

EXPO Off-road trailers galore | 4X4 PROFESSOR Bakkie or SUV? Choose wisely
VOLKSWAGEN TIGUAN The power to pull | GEAR Say goodbye to packing blues

CAMP BOFFIN MILLENIALS AND GEN-Z GO CAMPING P88



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



HELLO

hybrid



HELLO FUTURE

Say Hello to world-leading self-charging innovation. Say hello to the all-new Toyota Hybrid range. With two power sources, the Toyota Hybrid Systems fuses an internal combustion engine's high-speed power with the clean efficiency and low-speed torque of an electric motor that never needs to be plugged in. It's what you want when you want it. Hello Future.

BOOK A TEST DRIVE TODAY AT TOYOTA.CO.ZA

Toyota SA @ToyotaSA

TOWARDS
CARBON
NEUTRAL

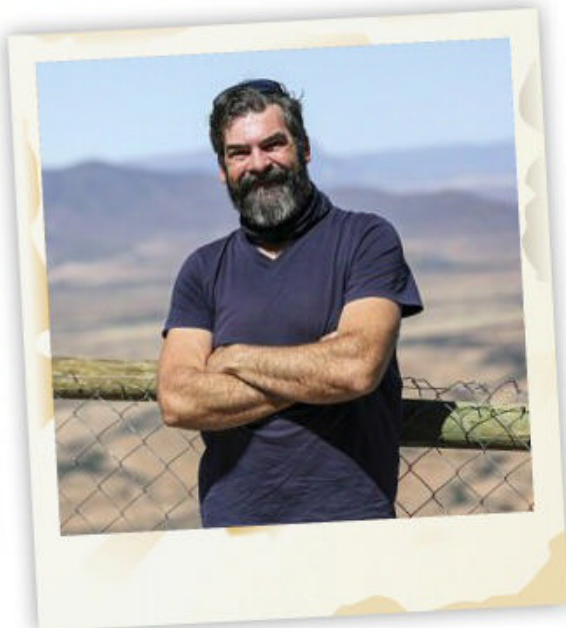




PHOTO JACO MARAIS, DIE BURGER



Look after yourself



I'm a believer in the value of regularly reminding yourself of everything you have to be thankful for. Recently, after a challenging few days, I remembered a photograph I sent to colleagues at the office while I was travelling.

I could vaguely remember where and when I took the shot, and was able to locate it on the WhatsApp group. I had stopped along the N1 at the road sign telling me Victoria West was still 40 km away.

The blacktop ran straight to the horizon, the Karoo was showing off a greenish garb (it was September), the sky a clear blue, and in the distance, the clouds were forming promising constellations. "Guys, there are people with *sh*t*tier jobs than

us," ran my caption. It's definitely true, and I'm grateful that I landed with my bum in the butter, having a job I enjoy and cherish this much.

By acknowledging everything you're grateful for rather than focussing on what's lacking – and let's be honest... there's plenty lacking – you do wonders for your emotional wellbeing. That's what self-care is all about.

“ One of the highlights of each issue was having his cartoon for our column land on my desk ”

What are you grateful for, and what can you remember when you need to give your mindset a small boost? Every one of us – you, the reader, and we, the ones who compile the magazine for you – have a shared interest in the outdoors.

We also have the time and resources to turn that interest into something tangible: we can get into our vehicles and hit the road.

And, if you ask me, nature and the outdoors are the perfect starting points when you realise it's time to look after yourself a little more.

REST IN PEACE, FRED

A week before this magazine went to print, we heard the sad news of the passing of our cartoonist, Fred Mouton. Fred was part of *Drive & Camp's* DNA (and our predecessors), and I don't think he had an equal in his profession. One of the highlights of each issue was having his cartoon for our column land on my desk.

I can't imagine that anyone could understand or grasp the camping community as well as Fred did.

He was someone who enriched your life on every level, and it was a privilege to know and work with him. We will miss his talent, his dry but excellent sense of humour, and the chats he always made time for. Our deepest condolences to his wife, Annemarie, his children, and grandchildren.

Safe travels.

Schalk

EDITOR

schalk.jonker@media24.com

Contents

#49 | June-July 2022



TRAIL GUIDE 60



CAMPING DESTINATION 46



4x4 DESTINATION 34



REEL & WHEEL 74



MY SPOT 64



WEEKEND BREAK 56



EVERY MONTH

3 EDITOR'S LETTER

8 INBOX

12 CARAVAN SHOW

20 NEWS

28 NEW WHEELS

66 MY WHEELS

70 READER STORY

76 DRIVING IMPRESSION

80 TOW TEST

84 CARAVAN TEST

88 CAMP BOFFIN

90 4x4 PROFESSOR

94 GEAR

98 CAMP FOOD

113 CROSSWORD

114 KIDS' CORNER

116 MIC'S MEMOS

118 NEELS' RALLY TENT

120 COLUMN

122 ...AND FINALLY

EDITORIAL TEAM

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

MEDIA24 CORPORATE

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

PUBLISHING TEAM: MEDIA24 LIFESTYLE

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

SALES & SPONSORSHIPS

HEAD OF SPONSORSHIPS AND COMMERCIAL NIKKI RUTTIMANN
 ✉nikkir@media24.com
HEAD OF ADVERTISING DANIE NELL
 ✉danie.nell@media24.com ☎082 859 0542
KEY ACCOUNT MANAGER SHARLENE SMITH
 ✉sharlene.smith@media24.com ☎083 583 1604
KEY ACCOUNT MANAGER VERNETTE RAUTENBACH
 ✉vrautenb@media24.com ☎082 766 1705

MEDIA24 DIVERSE REVENUE LISE VAN BREDÁ

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

CREATE STUDIO

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

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

CONTACT US

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

CAPE TOWN

POSTAL ADDRESS go! Drive & Camp, PO Box 740, Cape Town 8000

STREET ADDRESS 19th Floor, Media24 Centre,
 40 Heerengracht Street, Cape Town 8001

JOHANNESBURG

POSTAL ADDRESS go! Drive & Camp, PO Box 785266, Sandton 2146

STREET ADDRESS 6 Kikuyu Street, Sunninghill 2191

SUBSCRIPTIONS, RENEWALS & INQUIRIES

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



PRINTING
 CTP Printers
 All rights reserved



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



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

MEDIA24

go! Drive & Camp June-July 2022 | 5



#49 COVER IMAGE – EVAN NAUDÉ

“I woke up before sunrise to get to the Fish River Canyon as the sun came up – this is the perfect time of day to take pictures. To fit the canyon in behind the Fortuner was quite a challenge. I had nothing tall to stand on. So, I had to tippy-toe with my tripod – and the camera on top – above my head. I shot a range of pics with my camera’s interval timer, and this one came out the best.”

Camera settings Canon EOS 80D; f7,1;
 1/640th of a second; 18 mm lens; ISO 200

ALUMINIUM TELESCOPIC POLES

BEST
PRICE

22/25 Extends to 2.3m



SENIOR GAZEBO



OPTIONAL EXTRAS



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



FAMILY TRAILER TENT*

To fit 1.6m high trailer



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

WANDERER BOW RANGE



RANGER 2.1m x 2.1m x 1.8m
JUNIOR WANDERER 2.5m x 2.5m x 1.9m
SENIOR WANDERER 3m x 3m x 2.2m

OASIS LODGE TENTS



OASIS 2, Size: 7.2m x 4m x 2.8m
OASIS 3, Size: 9.0m x 4m x 2.8m
OASIS 4, Size: 10.8m x 4m x 2.8m

NOW WITH
STAINLESS STEEL
FRAME

*Including a bathroom section

ROOF TOP TENTS



1.2 m x 2.4 m
1.4 m x 2.4 m
1.6 m x 2.4 m
2 m x 2.4 m
PROTENT
1.4 m

JUNIOR SAHARA



4.5m x 2.9m x 2.5m

*Side walls & end wall available
Curved poles available

NOW WITH
STAINLESS STEEL
FRAMES

SAHARA DELUXE



6m x 2.9m x 2.5m

*Side walls & end wall available
Curved poles available

BUNDU CANOPY



2.7m x 3m

*Side walls available

BACK!
OLD
CLASSIC

BUNDU CHAIR



Max carry
weight 150 kg

BUNDU BASIN



15 Lt

*Folds flat

ALSO AVAILABLE AT:

NB: PRICES WILL VARY BETWEEN STORES



VIEW OUR LIST OF AGENTS ON OUR WEBSITE

E-MAIL: info@tentco.co.za

TEL: +27 11 397 6451

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

Follow us on



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



3 Shelf
4 Shelf



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



VIEW OUR LIST OF AGENTS ON OUR WEBSITE

E-MAIL: info@tentco.co.za

TEL: +27 11 397 6451

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

Follow us on





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

East, west, South Africa's best

France has the Eiffel Tower and Thailand lovely beaches. New York has Central Park and the Statue of Liberty, and Rome the Colosseum. But the best destinations in the world are right here in South Africa!

Words and photos Danie Botha

Happy feet, lion heart

The new Suzuki Jimny is praised in motoring magazines, but those driving impressions were obtained on tar roads and safe 4x4 obstacle courses. Cyril Kloppe wonders how a heavily laden Jimny would cope in South Africa's most inhospitable region.

Featherweight champ

It's easy to understand why people would hitch a Suzuki Jimny to the back of a motorhome. But a caravan behind this little guy? Let's see how it performs.

Words and photos Danie Botha

Is the Jimny that thirsty?

I read the article “East, west... South Africa's best” in the February-March 2022 issue with great interest, especially because they embarked on their journey with a Suzuki Jimny, and I'm interested in buying one.

What concerns me, however, is the fuel consumption mentioned in the article. According to it, the 40 l tank gives you a range of about 350 km. This means the Jimny's consumption was 11,5 l/100 km, which in my opinion is excessive. I currently get 9 l/100 km with my 2012 Nissan X-Trail – also a petrol model. The vehicle itself is bigger and heavier, with a stronger engine.

If the consumption in the article is accurate, it will definitely change my

plans. Even some of the big 4x4 bakkies are lighter on fuel than the Jimny. Maybe the author of the article, Danie Botha, can give a more accurate figure for the whole trip?

HEIN SCHMIDT
Hartbeespoort

Danie answers: “The first part of the tour we had to drive over mountains and through valleys, in very bad conditions, with potholes, trucks driving at 10 km/h, vehicles stopping in the middle of the road, and so on. With the four-speed automatic Jimny, we had to use the accelerator pedal harder than we would have in a manual model. Under those conditions, the Suzuki, which was heavily loaded, slurped about 10,5 l/100 km, with a realistic range of

350 km. If you filled the tank and drove until it wouldn't go anymore, you'd probably be able to get closer to 400 km in those circumstances. The tank is relatively small: only 40 l. The manual version is definitely more economical. I've toured the Northern Cape in a manual model and, without trying too hard, I got 8,7 l/100 km, with a range of about 450 km.”

(In 2019, as an editorial team, we also drove through the Northern Cape into the Richtersveld – see our May 2019 issue. On the trip, the consumption was 9 l/100 km. Two years later, we used the Jimny in a tow test with a 640 kg caravan [June-July 2021 issue]. This consumption was 9,3 l/100 km. This is in line with Danie's numbers, because both the models we used also had a manual gearbox. If you simply look at the cold numbers, it seems the difference in fuel consumption has to do with the gearbox, but don't ignore the road conditions. – Ed)

WINNING
LETTER

Hein 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



This must stop

You published a letter of mine in the December 2021-January 2022 issue, in which I complained about people who leave their rubbish lying about in the Kruger National Park. One of the hyenas next to the road was chewing on a plastic bottle.

I'm afraid things have not yet changed. We recently spend time in the Kruger for two weeks, and this time we first camped at Maroela – close to the Orpen Gate – in

our Bush Lapa. From there, we headed to one of our favourite campsites, Letaba. We like to stop on the bridge that crosses the river of the same name because there's a good chance of spotting wildlife from there. Unfortunately, there were two empty wine bottles lying on the riverbed. It's unlikely they washed up there; someone threw them off the bridge, for sure.

PETER COLE
Kyalami



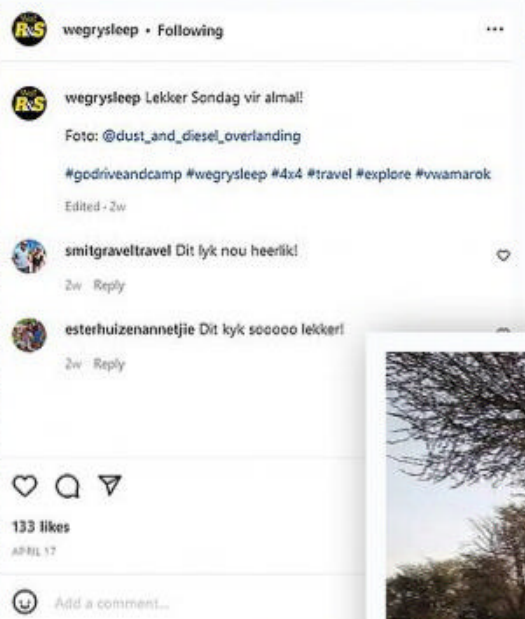
Is this a rubbish dump?

I've been camping since I was young, and often over the past 19 years. What really bothers me are all the cigarette butts and bottle caps strewn everywhere in campsites. Surely people who camp love

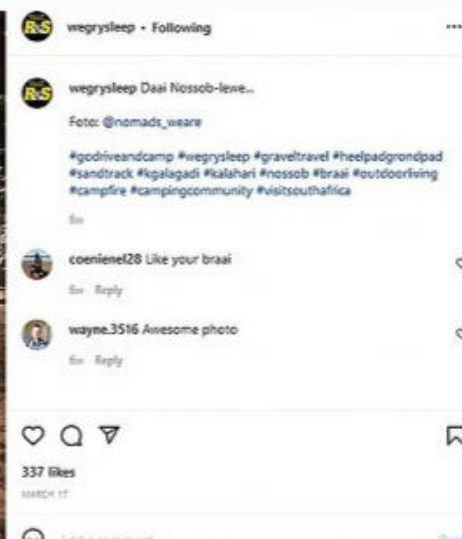
nature and should cherish it?

I always clean my site, and it's troubling to see the amount of rubbish I pick up on a single stand.

NEELS VAN NIEKERK
Hermanus 🇿🇦



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





***New Swift, OKTO, Stealth caravans, Bush Lapa, Nayela Off-road caravans and introducing the New rugged, high tech poly-composite Edgeout Teardrop gravel road trailer!**

***Many quality selected pre-owned caravans. *Camping and off-road trailers.**

***Roof and trailer top tents, canvas and nylon camping tents. *Factory approved workshop.**

***Fully stocked LeisureWorld shop with all your caravanning spares and accessories.**

LeisureWorld

Loftus Caravan City

Tel: 011-792-1456

Proud stockists of and approved dealers for:

OKTO
CARAVANS

STEALTH
CARAVANS

SWIFT

Bush Lapa
offroad caravans

NAYELA

EDGEOUT



There were a number of brand-new manufacturers among all the new caravans at the recent kykNET Outdoor Expo.

New and renewed

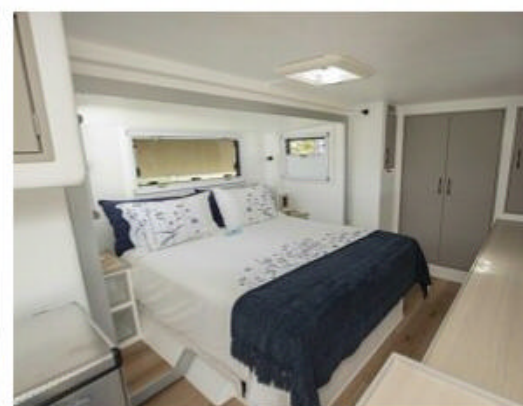
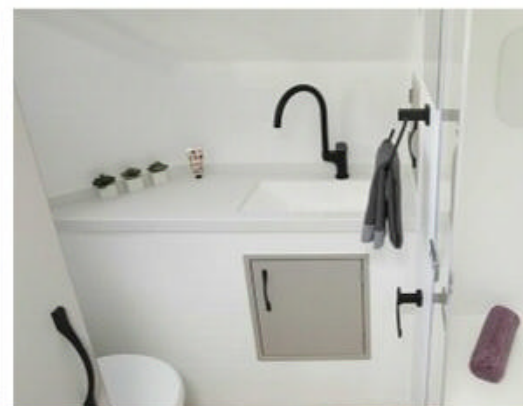
OVERLANDER

Having initially built the Overlander off-road caravan for himself, Rudi Pretorius decided to make it available for sale. And now it comes in two configurations: the 590 Custom and 490 Custom. The two numbers refer to the length of the bodies (5,88 m and 4,88 m).

While the models differ slightly, their layouts are more or less the same, with the bed in the pull-out, the bathroom in the nose, and an outdoor kitchen. In fact, the layouts are quite similar to that of a Mobi Lodge. Unlike the Mobi Lodge's open bathroom, though, the Overlander's shower is separate from the toilet and basin. The shower water is pumped to a 60 l grey-water tank, but you can also have it run directly outside.

The biggest difference with the Overlander is the weight. The 590 Custom has a double axle and a tare of 1 890 kg (GVM 2 200 kg), and the 490 Custom has a single axle and weighs 1 450 kg (GVM 1 750 kg). Both have a galvanised chassis, and Rudi uses the Enduro independent suspension from Al-Ko.

The one-metre difference between the two models is absorbed on the sides of the bed – both are queen-sized – and a slightly smaller shower cubicle. In the 590 Custom, the 154 l standing fridge/freezer is to the left of the door with a second chest freezer



(50 l) in front of you. In the 490 Custom, the fridge/freezer replaces the chest freezer. (Both are standard and 12/220 V.)

The outdoor kitchen has a huge worktop that flattens above the left wheels and has space for all your pots and pans, with the two-plate gas stove as a loose drawer. This drawer pulls out from the cupboard in front of you and you then place it anywhere on the worktop.

The double sink is in the cupboard to the right of the worktop – the 490 Custom has a single basin.

Rudi is in the yachting industry and owner of Maverick Yachts. The Overlander's panels are, therefore, built from the same material – the so-called glass-reinforced plastic. It's not only strong but light enough to float on water.

Numbers and prices Overlander 490 Custom 5,98 x 2,1 x 2,64 m, R730 250; 590 Custom 6,88 x 2,1 x 2,64 m, R825 700

Contact 021 552 7752

OverlanderCampers

info@overlander.life



INVADER
Off-Road Campers

Camp anywhere, any time

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

CONTACT US:

Kempton Caravans, Gauteng
011 974 5595

Natal Caravans and Marine, KwaZulu Natal
031 702 7291

Website: www.invader.co.za



Follow us on Facebook

Invader Pretoria, Gauteng
083 700 2552

HVR Auto, Namibia
+264 81 477 4644

Tygerberg Caravans, Western Cape
021 982 4670

Lynwood Trailers, Gauteng
012 807 5651

Middelburg Caravans, Mpumalanga
013 243 5060

E-Mail: sales@invader.co.za



Follow us on YouTube

TRANSFORMER

The Transformer off-road caravan is named after those animated characters who can change shape. In its closed form, ready to tow, the Transformer looks like an off-road trailer, but that soon changes as you set up camp.

The outer “shell” of the hull lifts upwards – using pneumatic jacks – until it appears to be on top of the lower part. The bed section then pulls out over the nose cone. Once set up, the inside volume is three times bigger.

A pressure of 5-6 bar is required to lift the first section, and each of the four cylinder legs needs about 2 000 cm³ (2 ℓ) air to work. The tank itself, which is kept at the correct pressure with an on-board compressor, is about 30 ℓ in size. It pushes the upper part a good 1,2 m and takes 15-20 seconds.

The initial idea was to have a camper with solid panels (no canvas) that tows as easily as a trailer, explains Josef Fourie, creator of the Transformer. The panels vary in thickness (30-40 mm) and have fibreglass skins and a synthetic interior.

The bed is queen-sized, and a worktop runs in a U-shape inside where you get in. There's a sunken two-plate gas stove and sink on the far side, with cupboards underneath. A loose shower cubicle can be set up in the middle of the interior, and the entire floor is waterproof.

The fridge/freezer pulls out from the nose cone on the outside, and the rest of the outside kitchen is to the right of the door. The cupboards for glasses, crockery, a kettle, and wine bottles are in the hull behind the worktop, and in the



cupboard to its right is a microwave with an induction stove that slides out from under it.

Standard items include the pneumatic system along with the 160 ℓ compressor, 100 ℓ water tank, gas stove, power box with lights, charger and pump, 100 Ah battery, 15 ℓ gas/electric geyser, and awning. Items, like the shower cubicle, fridge/freezer, solar panels, and cutlery are optional extras.

Josef says he initially built a 60 x 30 cm scale model, and the entire process took four years – that includes the 20 000 km of testing.

The Transformer weighs 1 260 kg, with a GVM of 2 000 kg.

Standard price R429 519

Contact 📞 072 325 1730

📍 Transformer Caravan

✉️ transformercaravan@gmail.com



JAGUAR

Jaguar has adapted the prototype of its latest model, the Sabor 2, and now buyers get a bigger kitchen and more cupboards inside.

Like Jaguar's other models, the Sabor fits into a standard garage. It has a built-in bed, not a fold-out one.

On the initial model, the door was in the left panel at the rear. The door has moved

to the back, which means the space for the kitchen has doubled. Inside, above the back of the outside kitchen, two additional cupboards have been added next to the existing two.

The Sabor 2 has a GVM of 1 600 kg.

Price R295 000

Contact 📞 073 333 5554

📍 jaguarcaravans.co.za

✉️ jacques@jaguartrailers.co.za



- 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



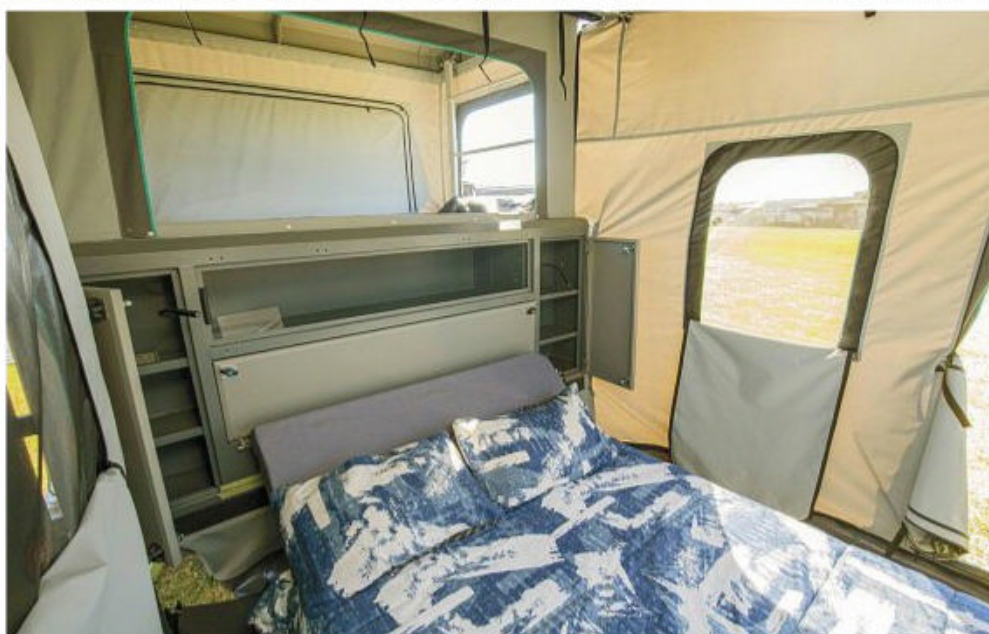
Contact details: 021 945 2142 (Office/Michelle)
admin@tongasa.com

www.tongasa.com

 Tonga Camping Trailer

3 Brug St., Triangle Farm, Bellville 7530

TONGA



COMFYCAMP

The ComfyCamp is simply a trailer you take camping, except that it also boasts two built-in beds as well as an outdoor kitchen.

The trailer's lid lifts up to a metre above the hull, and a 1,9 x 1,37 m mattress fits underneath. The frame of the second bed pulls out from the hull at the right wheel and is a loose double bed you then put next to the trailer. The upper bed has canvas panels all around with a mesh window, and three of the sides have canvas flaps that can be zipped closed separately. The opening

between the upper and lower beds has a canvas flap that can be closed for privacy. The tent roof extends from the top of the lid and around the lower bed to form a room. To get to the upper bed, use the loose ladder next to the lower bed or slide the ladder outside and get in from one of the other sides.

The rear panel of the hull is a large door that swings open 180° to the right for access to the kitchen. A worktop flattens on the inside of the door, with shelves behind it. You then place the loose high-pressure two-plate gas stove anywhere on the worktop.

A bar fridge sits inside the hull where the door swings away, and to the left of this are three drawers. The awning is part of the side room and extends over the kitchen.

The nose cone is large enough for a fridge/freezer on a sliding frame.

The ComfyCamp has a 1,6 t rubber axle, 14" tyres, and a GVM of 750 kg. The chassis is made of stainless steel, and the hull is made of aluminium.

Price R199 000

Contact 081 481 5504 or 082 924 6901

Comfycamp

philip@comfycamp.co.za



**COMFORT
THAT FOLLOWS YOU!**

ALL NEW STEALTH OVERLANDER



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

**VISIT YOUR NEAREST DEALER TO
VIEW OUR CURRENT RANGE**

www.stealthcaravans.co.za

 **StealthCaravans**



**PRETORIA
caravans
& OUTDOOR**



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

Loftus Caravan City
Middelburg Caravans



ADVENTURE XTREME

The roof of Adventure Xtreme's Gladiator model has changed – where it previously lifted only at the front, it now lifts parallel, like a normal pop-up roof.

The air-con unit that stood in the centre of the Gladiator has moved to the nose above the dining area.

Adventure Xtreme off-road caravans are currently available at East Rand Caravan World in Boksburg, Silver Lakes Caravans in Pretoria, Motor King & Marine (also Pretoria), and Sonpark Camping & Leisure in Mbombela. The newest outlet has now opened in the Western Cape, and Gary Amory of Camp Wild Africa is in charge here.

Contact ☎ 082 603 5105 📧 campwildafrica.co.za

📧 gary@campwildafrica.co.za



AHA-15 SLIDE-ON CAMPER

AHA Outdoor Systems is known for its bakkie camper that fits on various bakkies. Now, you have the option to buy the bakkie camper complete with its own chassis.

Depending on the bakkie, the standard AHA-15 slide-on Camper ranges between R144 930 and R168 834. For an additional R88 519, the conversion includes its own chassis. It has brakes and 15" tyres (spare wheel is included) and you have a choice between a 1,3 t or 1,6 t axle.

Contact ☎ 012 804 6111 or 082 328 2821 📧 ahaweb.co.za

📧 info@ahaweb.co.za



**Off-road Adventures or City Commuting –
RHINOMAN XPEDITION AND XTREME CANOPIES are made for your bakkie**

- Full automotive grade aluminium
- Integrated airflow vent
- Detachable gullwing doors
- Dust proof key-alike locks
- Bonded toughened glass
- Integrated rear brake light
- 2-Year manufacturer warranty
- Extruded roof rails - Standard



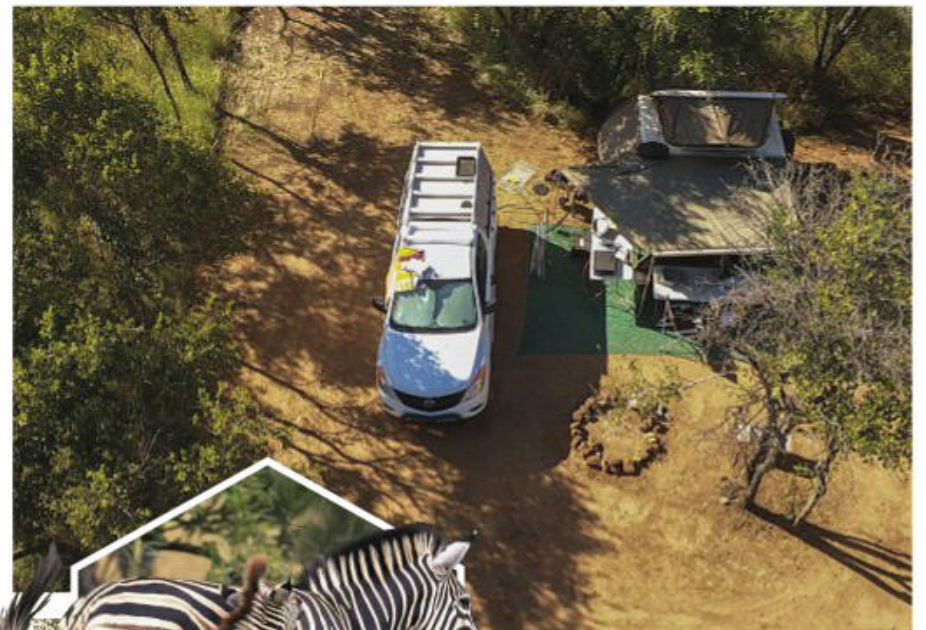
+ (27) 10 010 0060 | sales@rhinoman.co.za | www.rhinoman.co.za

Available from:





Noises off...



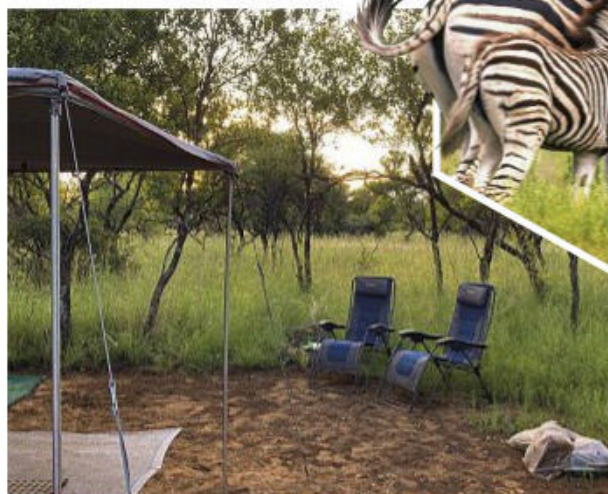
More and more new campsites are opening in and around the Dinokeng Reserve, with the Stilte Game Farm and Bush Camp the latest addition. Stilte is just past the reserve, on the Rust de Winter Road.

The owners, Pieter and Gerida Booyens, worked in bush camps all over Africa for 16 years, and they used their experience to inspire the creation of their own spot – at Stilte's bush camp no provision is made for electricity or water at your stand. The farm is 70 ha in size and there are several game species, including warthogs, jackals, steenbok, duikers, impalas, blesbok, and zebras.

The campsite itself is not fenced, but there aren't any predators to worry about. Don't be surprised when Fiona or Surprise (a donkey and her daughter), or Bella and Bessie, two tame ostriches, drop by.

The eight stands are laid out in the bush around the ablution block. You pitch camp on a cleared area and make a fire on the ground where stones are packed in a circle. Outside of the rubbish bin, you take care of the rest.

The stands differ in size – from only



enough space for a single caravan to stand 8 where a good five caravans can fit.

The four bathrooms, all under one roof, are for everyone's use. Each has a shower, toilet, and basin, and you can drink the water at these facilities. Next to the building is a donkey (the other kind) that provides hot water. Also next door is a round zinc dam to swim in, and Pieter uses the same borehole water used for the bathrooms.

The turn-off to Stilte is about 900 m past Dinokeng's Yingwe gate (in the direction of Rust de Winter). From there, it's 4,6 km of dirt road that the locals



maintain themselves.

Price R400 pn for the first four people (minimum rate); thereafter R100 pp (free for children under 10).

GPS S25.34735 E28.44578

Contact 083 380 1647 or 083 318 5258

📍 stilte.africa 📧 stilte@stilte.africa



LEATHERMAN®

**“ IT HAS TO BE PERFECT,
MY NAME’S ON EVERY TOOL.”**

-TIM LEATHERMAN, FOUNDER



WARRANTY

E & OE

Awesome Tools are the exclusive distributors of Leatherman in South Africa.
Tel: +27 21 981 6672 | www.awesometools.co.za
Facebook [@Leatherman.ZA](#)
Instagram [@leatherman.sa](#)



Breath on the Nyl

There aren't many campsites to choose from within a 15 km radius of Mokopane, but now you can pitch camp at the brand-new Nyl River Bush Camp.

The bush camp is at Moorddrift, the same farm where the Nyl River Bush Lapa's chalets have been in existence for 20 years.

The campsite is set up 150 m past the chalets among the natural vegetation and next to the Nyl River. Half of the stands are slightly closer to the water, with the rest just behind them. Every two stands share a tap, each has its own braai area (with a grid), and the power points work with Fredlin plugs. You don't camp on soil but on gravel patches with wild grass around it.

The bathroom also houses the dish-

washing sink, laundry room, and flush point for cassette toilets.

There's a small pool (3 x 6 m) next to the river – it's up to 1,8 m deep.

The 2 500 ha land is also home to several game species: you'll probably see giraffe, impala, blesbok, and zebra – even nyala, sable antelope, springbok, and waterbuck. You can drive around the farm to look at the animals, or make arrangements in advance with the owners to show you around – it's free.

Of course, you can also go hiking or cycling, but the area is known for its birds, so bring binoculars. You're also welcome to see if you can hook a kurper, carp, or catfish in the river.

There's cellphone reception but no WiFi, and the last 2,5 km after turning

off the R101 between Mookgopong and Mokopane is dirt road. But it's in good condition and you'll be able to tow your road caravan without any problems.

For the shops, you have to drive to Mokopane, but wood is available at R50 per wheelbarrow.

The farm has belonged to the Smit family for more than a century, and in addition to the accommodation, they also farm with game and bonsmaras. The Moorddrift dairy is theirs.

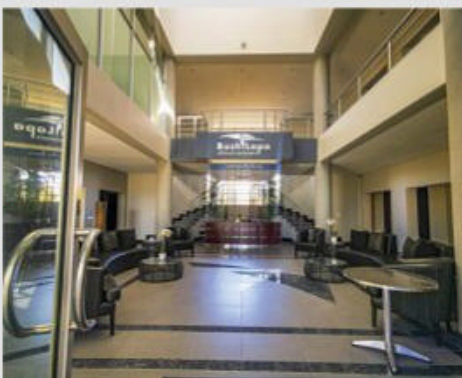
GPS S24.252714 E28.974521

Price R400 per stand for four people; thereafter R50 pppn (max six people per stand).

Contact 066 457 2789 or 082 923 2949

nylriverbushcamp.co.za

martmeri@moorddrift.co.za



Bush Lapa's mothership

With the production section of Bush Lapa having moved to its headquarters in Paarl, all aspects of the business are now on one site.

Bush Lapa built its first off-road caravan in Worcester in 2010, then moved to Alkmaar Street in Paarl four years later. By March 2021, a second site was acquired in Paarl, and extensions followed.

The business then systematically moved to the new site. The showroom was ready by

June, and the service centre moved in during November.

The final move was in February this year, when the production line went into operation.

By 2017, Bush Lapa had already built 1 000 units, by 2019 a total of 2 000, and the current number is 3 000.

Address Donkervliet Street, Dal Josafat, Paarl.

GPS S33.696653 E18.986233

Contact 021 870 1277 bushlapa.com



GT Campers move in

The Pretoria off-road trailer manufacturer GT Campers has moved its showroom and further expanded the business.

It was previously located at Stormvoël Drive near the N1, but has now moved 1,7 km down the road to Koedoespoort.

The idea was to get the showroom and production area under one roof. But Elmien Fitchet, a co-owner, says the business continues to grow, and so they were forced to find a second production site.

GT Campers is known for building the Libra model, but now a new division has been established to produce luxury semi-permanent tents under the name Armis (Latin for "armour") – the type you'd find on a hunting farm, for example.

The emphasis is on luxury, and even though the tent is intended to provide more permanent housing, it pitches in an instant.

The business was founded in George 10 years ago, after which it moved to Pretoria in 2013.



The manufacturer has already built around 500 units, and to celebrate its 10th anniversary, it will soon launch the Exclusive, a new model.

Address Unit 2, Blesbok Street, Koedoespoort Industrial Area, Pretoria.

GPS S25.717017 E28.251025

Contact 012 770 3633

gtoffroadtrailers.co.za

sales@gtoffroadtrailers.co.za



An odometer for your caravan

It's essential to regularly have your caravan serviced – a rule of thumb calls for a decent service before a long journey or at least once a year. It remains rather vague, though, because you probably have no idea how many kilometres the wheel bearings have already covered, let alone when you last replaced the tyres. One solution to this problem is an odometer from Hummingbird Electronics.

This electronic odometer is an Australian product and works on a GPS system – the meter is activated as soon as the caravan moves faster than 3 km/h. As with a vehicle's odometer, you can't reset the odometer reading and the meter simply adds up the mileage as you tow. The unit does have two trip-distance options with which you can, for example, measure the distance of a specific

route and then reset it for the next reading.

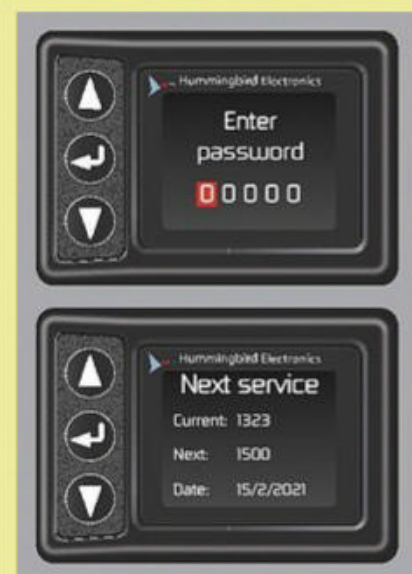
The meter can warn you in two ways that a service is around the corner: a specific date, or the distance you decide on.

The meter is about the size of two matchboxes next to each other and comes with a 7 m cord and a cigarette lighter plug. You can, therefore, mount the unit where it suits you. Wietz van Lelyveld, who imports the units, says they also have options where you connect it directly to your caravan's battery or harness plug. The antenna also comes with a 7 m cord, and you can mount it inside or outside the caravan.

Price R4 250 (limited stock; future orders may take one to three months).

Contact 082 861 7438 or 083 609 8598

xcellence.xpi@gmail.com



Doing good

The recent floods in KwaZulu-Natal claimed more than 400 lives and left thousands homeless. Car manufacturers Volkswagen, Ford, and Hyundai have jointly donated almost R4 million to the charity Gift of the Givers to provide relief.

"Our company believes in solidarity in a crisis, especially when there is a humanitarian emergency which requires swift action to provide aid

to individuals and communities," says Nonkqubela Maliza, Director of Corporate and Government Affairs at Volkswagen South Africa.

Neale Hill, president of Ford Motors Africa, says the scale of this disaster is almost indescribable. "We knew immediately that we had to help the victims, and Gift of the Givers has shown that it's agile and effective in dealing with such tragedies."

"The losses and suffering due to the floods in KwaZulu-Natal (KZN) are of a scale unseen in recent times in South Africa.

There was no doubt in our minds that we had to contribute to the relief effort in the province by this donation to Gift of the Givers, which has vast experience and many successes in relief and rebuilding operations of this kind," says Niall Lynch, CEO of Hyundai Automotive SA.

Deep in the Little Karoo

The African Game Lodge is known for its luxury chalets and tented accommodation, but now its first off-road campsite has just been completed.

The lodge is 30 km outside Montagu, with the dirt road turning off just 3 km outside the town. The campsite is 2,5 km past the lodge's main buildings, and here you are truly deep in the bush, with no cellphone signal or WiFi – though you can drive back to the lodge for the latter.

The single stand has enough room for two to three off-road campers – obviously meant for friends camping together.

A bathroom was built on the one end of a concrete floor, and the section in front of the building has a roof over. Next to that is paving for a caravan. (Because the wind sometimes gets hectic, you don't want to pitch a tent here.) The dishwashing sink is to the left of the bathroom door, and inside the bathroom is a basin, bath, and toilet. The shower is on the outside behind the building and is partitioned off with a reed fence. Enjoy your shower under the stars!

The lodge is off the grid and completely self-sufficient. A gas geyser provides hot



water, and all the lights are powered by solar panels and batteries. You do have to bring your own drinking water, because the borehole water is brackish.

There's a fire pit next to the concrete slab, and next to that is a braai area with a grid.

The 4 500 ha farm boasts various game species: from eland, kudu and gemsbok, to blue and black wildebeest, brown hyenas, leopards, and caracals. You're



not permitted to go game viewing in your own vehicle, but game drives at R300 pp are offered (half price for children). This includes a look at some San rock art and lasts about two and a half hours. For an extra R250, you can enjoy a breakfast in the veld or, when the sun goes down, cheese and wine (children also pay half price for this).

If you bring your mountain bike or like to hike, you have two routes of 5,7 km or 10,3 km for the bikes, and four hiking trails that vary between 4,6 km and 10,3 km.

There's a restaurant here, and because of the wildlife, pets aren't allowed.

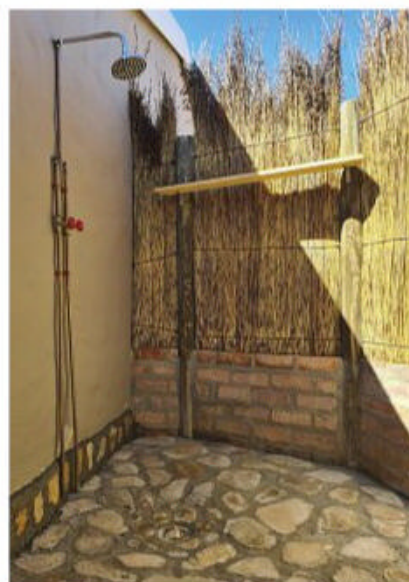
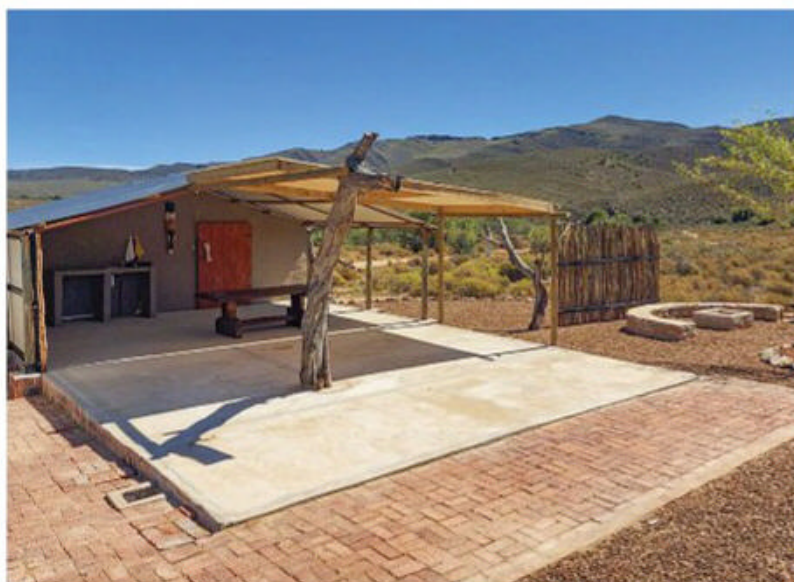
Price R500 pn per off-road trailer (sleeps 6-8 people).

GPS S33.723471 E20.352019

Contact 023 614 3176

africangamelodge.co.za

info@africangamelodge.co.za



Watch soapies in your car

The UK Department of Transport is considering amendments to its highway code so Britons will be allowed to watch videos and streaming services in self-driving cars.

The department admits Britain currently has no fully autonomous vehicles, but it is preparing for the inevitable future.

The modifications only apply to cars in which a video screen is installed by the vehicle manufacturer themselves, and then on condition that the image

is automatically switched off by the vehicle as soon as the person in the driver's seat takes control.

It's for this reason that the use of a cellphone by the "driver" will remain illegal – a self-driving car can't switch off a cellphone when the artificial intelligence decides it's necessary.

The department also says that should a self-driving car be involved in a collision, the owner of the vehicle will not necessarily be held liable. Interesting times ahead...





E-XCITING ADDITIONS

The Toyota RAV4 Hybrid received widespread acclaim when it launched last year. Now, the line-up has been revised with E-Four variants. Here's what's new.

Launched in 2021, the RAV4 Hybrid was widely commended for its combination of practicality, fuel efficiency and performance. This year, the RAV4 Hybrid line-up has been revised, with a new two-grade strategy comprising the familiar GX-R and VX. With the adoption of the new higher-tier grades (versus the outgoing GX), both the specification levels and visual drama have been amped up.

THE LOOK

In terms of character, the GX-R delivers a stylish yet rugged exterior with prominent black cladding, black over-fenders and a silver bumper protector. A large trapezoidal grille – with two parallel crossbars – and wide-set fog lamps frame the blue-hued Toyota insignia – a hybrid exclusive.

The GX-R interior features leather trim, which extends to the steering wheel and shift lever, as well as orange detailing on the stitching, seatback and console area – adding a dash of flair to the cabin.

The VX variant adopts a stylish and sophisticated exterior package with a unique front grille treatment, deeper apron and vertically mounted fog lamp bezels. The leather interior is accompanied by blue interior illumination.

SPECIFICATION AND FEATURES

The GX-R has LED headlights and daytime running lights, fog lamps, roof rails, a rear spoiler and smoked 18-inch alloy wheels.

Convenience specification is ample: auto air-conditioning, rain-sensing wipers, smart entry, a touchscreen infotainment system (with CarPlay and Android Auto functionality), five USB ports, a wireless charger, reverse camera, rear park-distance control (PDC) and cruise control. Both seat heating and ventilation are on offer, as well as power seat adjustment for the driver.

VX variants are further bolstered with power seat adjustment for the front passenger and driver memory function (while foregoing seat ventilation), front and rear park-distance control, auto high-beam functionality and auto-fold operation for the exterior mirrors. A



highlight of the VX model is the panoramic view monitor, which is joined by a digital rear-view mirror. This mirror uses rear-facing cameras to project a wide-angle image onto the mirror's surface. This function is user selectable, allowing the driver to toggle between traditional and camera views at the touch of a button.

Both models feature a semi-digital instrument cluster, which incorporates a multi-information display (MID). Alongside the usual MID parameters, dedicated screens are provided to monitor eco-driving performance (including an electric vehicle-mode usage infographic) and E-Four operation.

All RAV4 models, including petrol ones, now boast LED interior illumination, five USB ports and two 12V accessory connectors.

SAFETY AND SECURITY

The GX-R models come equipped with a full suite of driver aids: anti-lock braking system (ABS), electronic brakeforce distribution (EBD), brake assist, vehicle stability control, trailer sway control (TSC), hill start assist and downhill assist control (DAC).

The VX grade adds Toyota Safety Sense (TSS), which encompasses pre-crash, radar cruise control, lane trace assist, blind spot monitoring (BSM) and rear cross traffic alert (RCTA).

A full complement of airbags is present, including side and curtain variants, as well as an anti-theft system.

HYBRID E-FOUR POWER

All RAV4 Hybrid models employ Toyota's fourth-generation hybrid system, which in the RAV4 E-Four combines a 2.5-litre Atkinson cycle four-cylinder petrol engine with an electric motor (on the front axle) while adding a rear-mounted electric motor (MGR).

The power units are coupled to a continuously variable transmission (CVT) to seamlessly integrate power sources and deliver smooth acceleration. This not only provides the vehicle with new energy credentials but adds on-demand all-wheel drive to the powertrain matrix.

The electric motor is connected to a two-stage gear reduction mechanism, which utilises a parallel shaft to reduce gear engagement losses. This results in highly responsive power distribution between the front and rear wheels.

The electric E-Four system automatically optimises the torque distribution ratio according to driving conditions, which can vary between 100% in the front to a 20/80 front-rear split.

When turning, the power distribution is controlled to be more "rear-wheel drive-like", which helps inspire driver confidence and adds to a superb steering feel. And if the road is slippery, an auto trail-assist mode can be used to improve traction.

Drive mode select allows the driver to tailor vehicle dynamics to usage conditions (eco/normal/power), which in turn are joined by EV-mode and trail-assist switches for condition-specific operation.

In terms of performance figures, the A25A-FXS (the internal combustion engine) delivers 131 kW and 221 Nm of torque. The electric motors pitch in 88 and 40 kW respectively (front/rear) with the complementary torque numbers

registering at 202 and 121 Nm. The total system is rated at 163 kW, while top speed is 180 km/h.

When it comes to hybrids, fuel efficiency is crucial, and with a combined cycle figure of 4.8 l/100 km, the RAV4 E-Four Hybrid is no exception. With its 55-litre fuel tank, it should in theory be able to cover 1 145 km on a single tank.

TOWING CAPACITY

E-Four models can tow up to 1 000 kg braked and 750 kg unbraked.

COLOURS AND TRIM

GX-R models are offered in five exterior colours: graphite grey, cinnabar red, urban khaki, tidal blue (new) and attitude black.

VX models in turn can be ordered in a total of nine hues, including pearl white, chromium silver and moonlight ocean metallic.

Both grades are equipped with leather-trimmed interiors, with a choice between black and orchid brown on the GX-R and an option of black or beige in the VX.



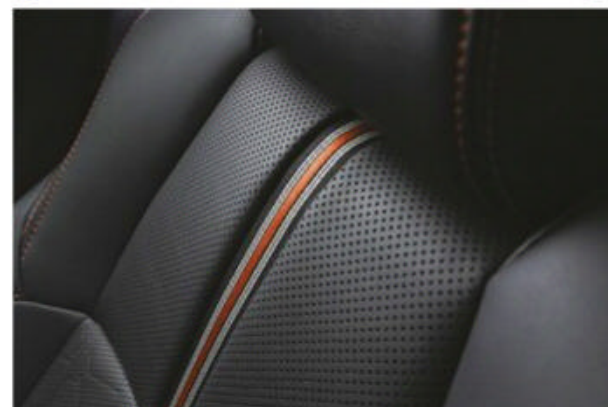
MODEL LINE-UP AND PRICING

In line with market trends and product line-up rationalisation, the previously offered GX models have been removed from the RAV4 list. The GX-R and VX are available in both conventional petrol and hybrid configurations:

- RAV4 2.0 GX-R CVT AWD – **R624 800**
- RAV4 2.5 GX-R CVT Hybrid E-Four – **R663 400**
- RAV4 2.0 VX CVT 2WD – **R635 500**
- RAV4 2.5 VX AT AWD – **R723 400**
- RAV4 2.5 VX CVT Hybrid E-Four – **R744 900**

PEACE OF MIND

Included is a six services or 90 000 km service plan, with service intervals pegged at 15 000 km/12 months. Toyota's three-year/100 000 km warranty comes standard, and hybrid customers have the additional peace of mind of an eight-year/195 000 km hybrid battery warranty. Service and warranty plan extensions can also be purchased from one of Toyota's 220 dealers countrywide.



www.toyota.co.za
 Toyota SA
 Toyota_SA
 ToyotaSA

Better late than never

After much anticipation, the latest Isuzu D-Max was finally launched in South Africa. Cyril Klopper reckons it was worth the wait.

The third generation Isuzu D-Max was unveiled in Thailand in 2019, but various factors – including the COVID-19 pandemic – delayed its appearance in South Africa until this year. We attended the launch, where even President Cyril Ramaphosa popped in. The Isuzu D-Max is built in Gqeberha, like its predecessors, and is adapted to local conditions.

“We are confident that the new Isuzu D-Max will continue in its proud legacy and raise the bar even higher for the brand” said Dominic Rimmer, Senior Vice-President of Technical Operations at Isuzu Motors South Africa at the event.

After the ceremony, we drove the back roads from Gqeberha in the Eastern Cape to George in the Western Cape.

Inside and out

The new D-Max looks slimmer and sportier than its predecessor. The roof is indeed 10 mm lower than before, and the bonnet and load

bin are 15 mm and 30 mm higher respectively.

Isuzu extended the new D-Max’s wheelbase by 30 mm so that it could lengthen the doors of the single and extended cabin versions. The rear doors of the double cab have also been lengthened for the convenience of passengers.

The design was further refined by reducing the gaps between the body panels and between the cabin and the load bin. This apparently makes the body more aerodynamic and improves fuel economy. The rear bumper now has a step and is designed to fit better with the bodywork than before.

A 1,5 mm thick skid plate is fitted below the front bumper to protect bottom bits, plus there’s a 1 mm plate below the sump and gearbox. Isuzu acknowledges that some owners will want to install beefier protection, but the standard protection is sufficient for

the average motorist.

The four-wheel drive models have a lightweight reinforced drive shaft that consists of one solid piece of aluminium. It’s apparently over-engineered for extra durability.

How does it drive?

We previously reported that the new Mazda BT-50 is based on this Isuzu D-Max (see *Drive & Camp* #47) and that the BT-50 delivers a particularly bumpy ride. Because Isuzu has a reputation for excellent driving comfort, we looked forward to feeling if the new D-Max would maintain its reputation. The short answer is yes, but...

Isuzu South Africa says in a media release that it has carried out extensive suspension development to optimise the new Isuzu D-Max for all types of conditions. This was

ISUZU D-MAX



SPECIFICATIONS

Model tested	3.0 Ddi V-Cross 4x4 (auto)
Engine	2 999 cc, four-cylinder turbodiesel
Power	140 kW @ 3 600 rpm
Torque	450 Nm @ 1 600 rpm
Transmission	Six-speed automatic
Fuel consumption	8 l/100 km
Tank	76 l
Load weight	1 082 kg
Max towing weight	3 500 kg
Measurements	5 265 (l) x 1 870 (w) x 1 810 mm (h)
Ground clearance	240 mm
Wading depth	800 mm
Wheel size	265/60 R18
Safety rating	★★★★★ (ANCAP 2020)
Service plan	Five years/90 000 km
Warranty	Five years/120 000 km
Price	R814 700



LOOKS GOOD. While it is completely new, there are touches to the D-Max that remind us of the previous model, such as the grille. The interior is also new yet reassuringly familiar.



done because South Africans place extreme demands on bakkies ranging from high speeds and long travel distances to loading the vehicle to capacity, towing heavy loads and playing on challenging off-road conditions.

As a result, Isuzu has fitted a new high-mounted upper control arm to limit body roll in bends, while a revised camber angle keeps the tyres on the ground. According to Isuzu, the changes lead to better stability and a predictable steering feel.

The rear suspension has also been redesigned and now has three leaf springs instead of the previous five. Isuzu wanted to improve the ride quality without sacrificing towing and load capacity.

In our opinion, Isuzu only partly managed in this. Yes, the D-Max steers more accurately, but you definitely feel the stiff suspension on bad tar roads. Although the D-Max is not as bumpy as the Mazda BT-50, its ride feels

harder than, for example, the new Hilux.

We must mention that the new Toyota Hilux drives particularly comfortably, and that the D-Max is by no means uncomfortable – it's simply slightly harder than we'd expect from an Isuzu bakkie.

The engine offers no surprises, as it's the same stalwart 3.0 diesel from the previous D-Max. There is a new 1.9 Ddi engine, but we could only test it briefly. It did impress us in our short stint behind the wheel, though.

Conclusion

It may sound as though we're complaining about the stiff suspension, but it truly isn't bad and, besides, it only applies to damaged tar roads. The new Isuzu D-Max drives great on a dirt road, thanks to the extended wheelbase and reworked suspension, and that's all that matters to us.

Isuzu has done it again!



FROM THE COMPETITORS
4x4 double cabs with large-capacity engines and automatic transmissions



R806 300

Mazda BT-50 3.0 Individual

It's the same bakkie, and yet it's completely different. The D-Max's ride quality is way better.



Price unknown

Ford Ranger 3.0 Power Stroke V6

It's an open question whether South Africans will buy the D-Max or keep their money until the arrival of the new Ranger.



R917 900

Toyota Hilux 2.8 GD6 4x4 Legend RS

Toyota has been wearing the crown for decades, and we don't think the competition is going to take it away soon.



MAHINDRA XUV300

Safe as houses

The Mahindra XUV300 is nippy and affordable, but these features don't come at the expense of safety, says **Cyril Kloppe**.

Like the Isuzu D-Max on the previous pages, the Mahindra XUV300 was also launched in 2019. But, unlike that bakkie, the XUV300 has been in SA for some time now. What is new about the XUV300, however, is that it's just been named "safest vehicle in Africa".

It's a bold claim – good luck trying to convince my neighbour that a Mahindra XUV300 is safer than his Volvo XC90. The title was awarded by the Global New Car Assessment Programme (Global NCAP), which focuses specifically on vehicles sold in developing countries. (You may recall that's the same organisation which awarded zero stars to the Nissan Hardbody, calling it the "least safe vehicle in Africa".)

How safe?

Global NCAP subjected the Mahindra XUV300 to several side and head-on collisions during testing.

The result was a score of 16,42 out of 17 points for the protection of adults. This result was enough to award it five stars. The organisation then awarded the XUV four stars for child protection and described it "good" or "adequate" in all areas of passenger protection, cabin intrusion, and cabin deformation.

The entire XUV300 Series, regardless of trim level, is equipped with at least two airbags, electronic stability control (ESP), anti-lock brakes (ABS) with emergency braking power distribution (EBD), and disc brakes

on all four wheels. All models also have certified ISOFIX anchor points for baby seats, which probably helped the Mahindra get such a high rating for child and passenger protection.

Each XUV300 is additionally equipped with automatic door locks when you reach a certain speed (our test vehicle's locks closed at around 55 km/h), and according to Mahindra South Africa, the locks automatically open in a collision, so emergency workers can reach you faster and more easily.

The steering column also folds away as the impact sensors detect you've been involved in a collision, and just like more expensive luxury vehicles, the seat belts automatically tighten

around your body.

We tested the W6 petrol model, but if you choose the higher appointed W8, you get even greater peace of mind with airbags for your knees and curtain airbags next to your head – a total of seven airbags – plus more electronic aids to keep the wheels on the road.

How does it drive?

We're often stunned by the small-capacity engines that are so popular these days. This 1,2 ℓ turbocharged petrol engine (three cylinders) pulls harder than the 2 ℓ four-cylinder engines dating back just a few years. The XUV300 feels agile through the turns of mountain passes – we let loose on Sir Lowrys Pass in the



Cape, and the vehicle clung to the road like bubblegum to pavement.

It's also available in a 1,9 l turbodiesel that produces slightly more power and torque than the petrol engine (85,8 kW and 300 Nm respectively). The petrol and diesel models both get a six-speed manual gearbox and front-wheel drive.

"With the refreshed XUV300, we can now rightly claim to be offering one of the most comprehensive vehicle packages in the compact SUV segment. Not only is the XUV300 a dynamic and rewarding drive, but it offers a level of comfort and luxury not common in this segment and, of course, it is South

Africa's safest vehicle," says Rajesh Gupta, CEO of Mahindra South Africa.

Conclusion

We absolutely love that affordable cars like this take your well-being into consideration. Mahindra focuses mainly on young people who can afford to spend around R3 000 a month on an instalment.

The XUV300 is playful and the cabin large enough for four friends to ride comfortably. Five people will fit, in a pinch, but the 1,2 l engine might struggle a bit to cart around that many people *and* their luggage.

SPECIFICATIONS

Model tested	XUV300 W6 Petrol
Engine	1 197 cc, three-cylinder turbopetrol
Power	81 kW @ 5 000 rpm
Torque	200 Nm @ 2 000 rpm
Transmission	Six-speed manual
Fuel consumption	6 l/100 km
Tank	42 l
Measurements	3 995 (l) x 1 821 (w) x 1 627 mm (h)
Ground clearance	180 mm
Wheel size	215/55 R17
Safety rating	★★★★★ (Global NCAP 2022)
Service plan	Five years/90 000 km
Warranty	Five years/150 000 km
PRICE	R261 999



FROM THE COMPETITORS

Compact SUVs with a small-capacity engine and manual gearbox



R248 900

Suzuki Vitara Brezza 1.5 GL

Suzuki has a good reputation for reliability, but it's not that exciting.



R266 500

Hyundai Venue 1.2 MPI Motion

The Venue is many a first-year student's dream runabout.



R282 000

Nissan Magnite 1.0 Acenta

An attractive option that was originally supposed to carry a Datsun badge.



SUSPENSION
EQUIPMENT

TAKING OFF-ROADING FROM MILD TO WILD

Off-road enthusiasts are in for the ride of their lives with the launch of internationally acclaimed suspension brand, RAW 4x4 in South Africa. The 4x4 suspension range boasts heavy-duty shock absorbers, coil and leaf springs, polyurethane bushes and torsion bars, designed and tested in Australia, in some of the most diverse and demanding terrain in the world.

The RAW 4x4 range is designed to suit all kinds of 4W driver, whether their adventures take them on tough off-road tracks, the concrete jungle or a combination of both. "It is essential that your 4x4 is equipped with the right suspension components", says Louis Fourie, General Manager of Suspension Solutions at G.U.D. Holdings. "If you are considering fitting load bearing aftermarket accessories, travelling prolonged periods on corrugated roads or just want to improve the performance of your 4WD vehicle, you should upgrade your suspension to suit your needs. Our range has a solution for you," he said.



Raw Nitro for Heavy Duty:

Nitro is a gas shock absorber that will improve the ride quality with reduced body roll and increase vehicle stability. It is well suited to the recreational 4W driver who is looking to lift the vehicle and improve overall suspension performance and longer life when compared to the original equipment (OE).



RAW Nitro Max for Extra Heavy Duty performance:

The RAW Nitro Max strut range brings uncompromising toughness without the loss of comfort and control. Ideal for carrying heavy loads over demanding terrain, the Nitro Max is built on a proven truck absorber design with highly tuned valving.

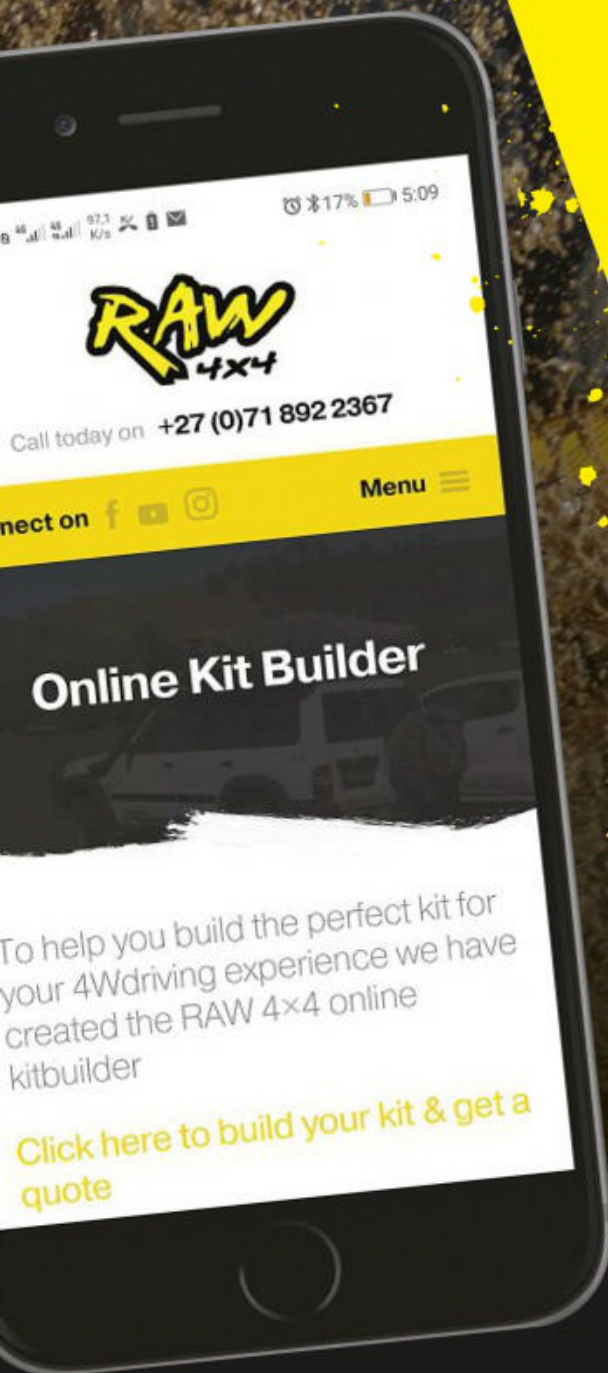
RAW 4x4 has designed a wide range of solutions to attack the terrain with confidence, whether you are travelling prolonged periods on corrugated roads or just want to improve performance.

Accessories can turn any vehicle into the perfect 4WD driving machine but it is important that your suspension is specced to accommodate them. To help you build the perfect kit for your 4W driving experience we have created an online kit builder. The RAW 4x4 online kit builder has been specifically designed to allow you to tailor make your suspension kit based on the accessories that are fitted to your vehicle such as bull bars, canopies and drawer systems. Once you have entered all your vehicle specifications simply click on the "Get a Quote" button at the bottom of the page and our sales team will contact you to discuss.

Leading brands from G.U.D. Holdings, include GUD Filters, Safeline Brake Pads, Indy Oil, Fram Filters and Holts are known for their quality and performance. RAW 4x4 is no different. "We are excited to bring RAW 4x4 to the local market. I believe that Africa is ready for the quality and performance RAW 4x4 suspension offers. We look forward to helping you discover your perfect off-road driving solution," said Fourie.

RAW 4x4 SUSPENSION EQUIPMENT

ATTACK THE TERRAIN



RAW
4x4



f @RAW4x4

+27 (0)71 892 2367

@raw4x4africa

www.raw4x4.co.za

Have you ever seen the rain?

So, you've been to southern Namibia, but have you ever visited when it rains? That's when the world turns into a lush grassland with an abundance of animals and muddy dirt roads. Pack an umbrella and enjoy the show!

Words and photos **Evan Naudé**





It's muggy as you crawl into your tent on the banks of the Orange River.

It had been a long day, and you fall asleep quickly, only to be awakened an hour or so later by a rumble. At first, you're confused, but then realise it's the wind coming from the east. You emerge sleepily from the tent and make sure the tent pegs are secure – just in time, as moments later, a storm blows through the camp. Very soon, fat raindrops strum against the tent, while it seems as if someone is taking pictures outside while lightning bolts flash one after the other. Deafening thunder follows, and you fold your pillow over your head in an attempt to muffle the sounds from above.

Tonight is your final night of a week-long trip through the south of Namibia,

and every day brought the rain.

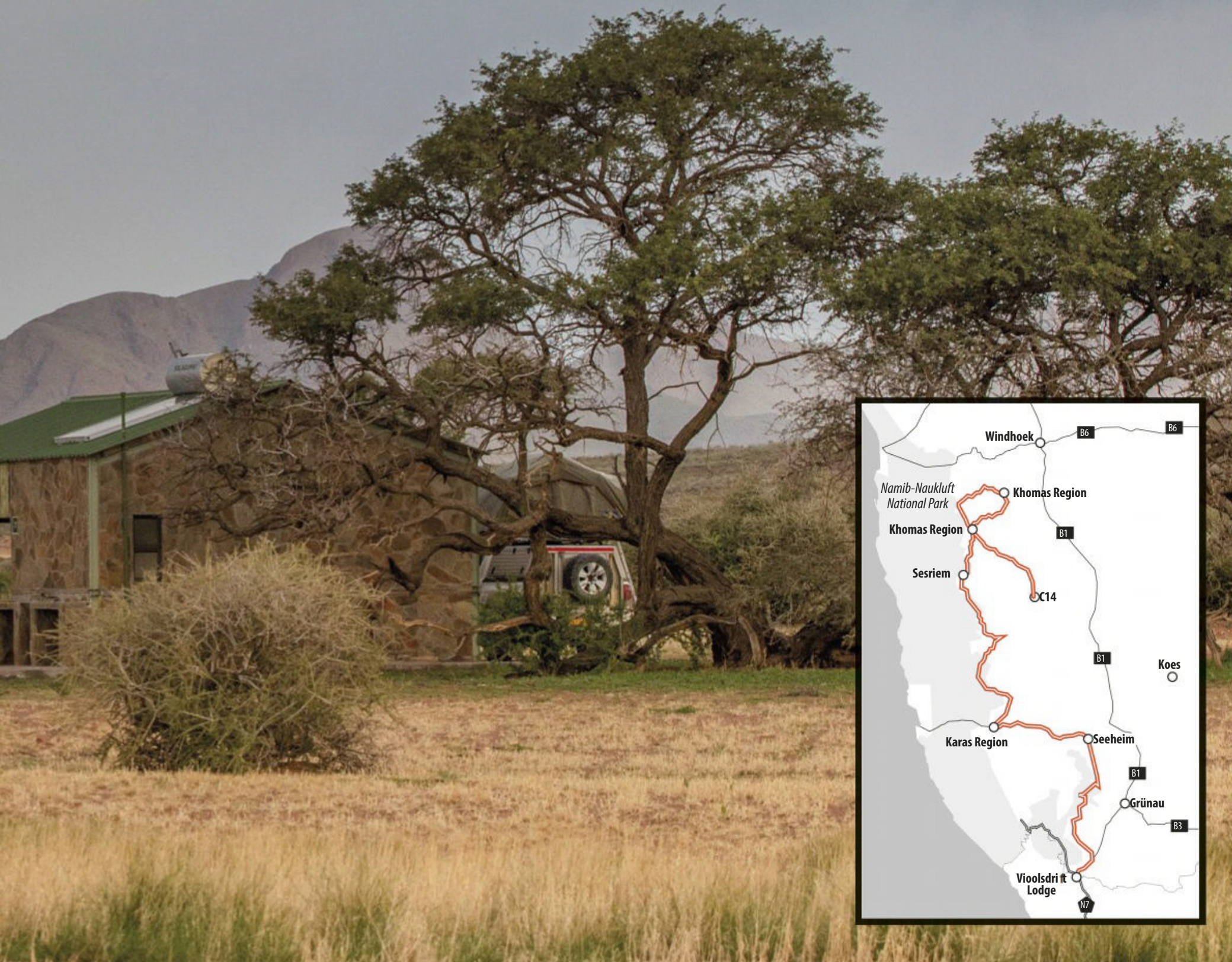
Usually, when describing this country to someone, the words “rain showers”, “thunderstorms”, and “floods” don't come to mind first. Namibia is, after all, known as a desert country, although it usually does rain in late summer. And, when the weather conditions are perfect, you get proper rain. And that's the reason for your visit: to see how the rain transforms Namibia's arid desert into a lush oasis.

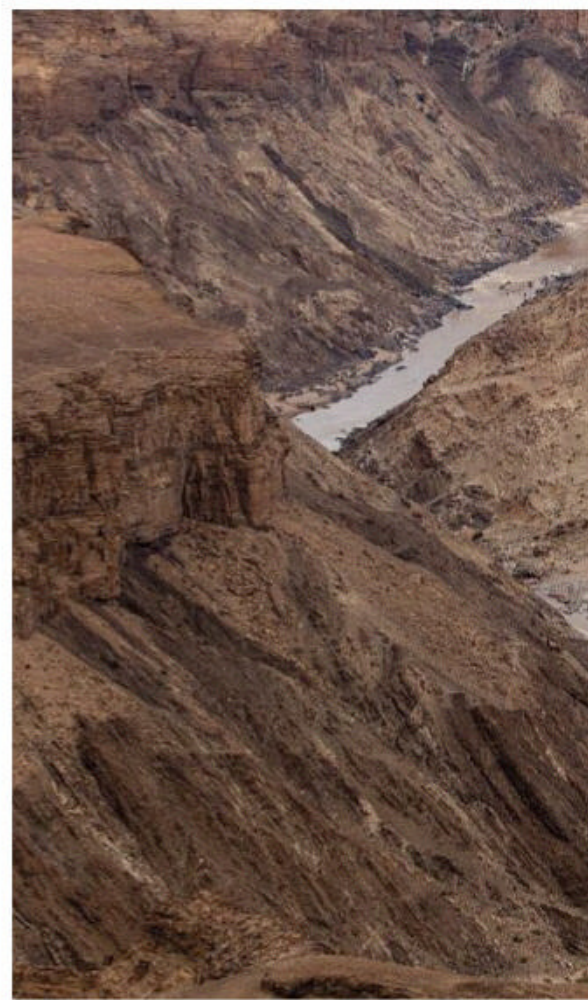
During a good rainy season, Namibia's landscape (and its dirt roads) undergo quite a transformation. Plains of gravel turn into grasslands, dirt roads become mud roads, and the lushness attracts wildlife from all over. Even if you've been to Namibia before, it's so worth experiencing this metamorphosis as

you'll be hard pressed to recognise the usually arid landscape. And do arrive in your off-roader – you'll need it!

WE KEPT a close eye on the weather forecast since December last year, and when it started raining in January, we knew it would be a good season. By mid-February, our bags were packed, and we were ready to hit the long road north from Cape Town.

We discovered at the Vioolsdrift border post they'd shut the C13 gravel road that runs along the Orange River between Aussenkehr and Sendelingsdrif because of flood damage. The river came down strongly from the east – you probably remember the thundering waters of the





FOLLOW THE WATER. Earlier this year, the Naute Dam (above) overflowed, and even the Fish River (right) came down. In the afternoons, you'll probably experience thunderstorms (bottom) and see a completely different side of the Namib Desert.

Augrabies Falls on the news – and the Fish River also came down, from the north, and fed even more water into the Orange, so much so that the mighty Orange flooded its banks deep into the Richtersveld.

Our destination for the night is the Canyon Roadhouse campsite. We're in a hurry and take the B1 to Grünau and from there the C12 and D601 to the Roadhouse. Next to the road grasshoppers and other fat bugs flutter back and forth in the tall, green grass, and pregnant dark blue clouds hover above.

There has obviously been rain here already, and it looks as though more is on the way.

The air is sultry, and after our camp goes up, we go looking for refreshments in the restaurant. It's not long before drops dance on the corrugated-iron roof and a strong wind blows the windows shut. We run back to our stand – just in time to grab the tent, which flutters like a kite on its last peg. Luckily, there's a canopy erected for overlanders at a nearby campsite, and we pitch the tent under that – on dry ground this time. A braai is out of the question, so we have dinner at the restaurant while the rain pours down outside. And when it was time for bed, it's to the wonderful sound of rain on a corrugated-iron roof.

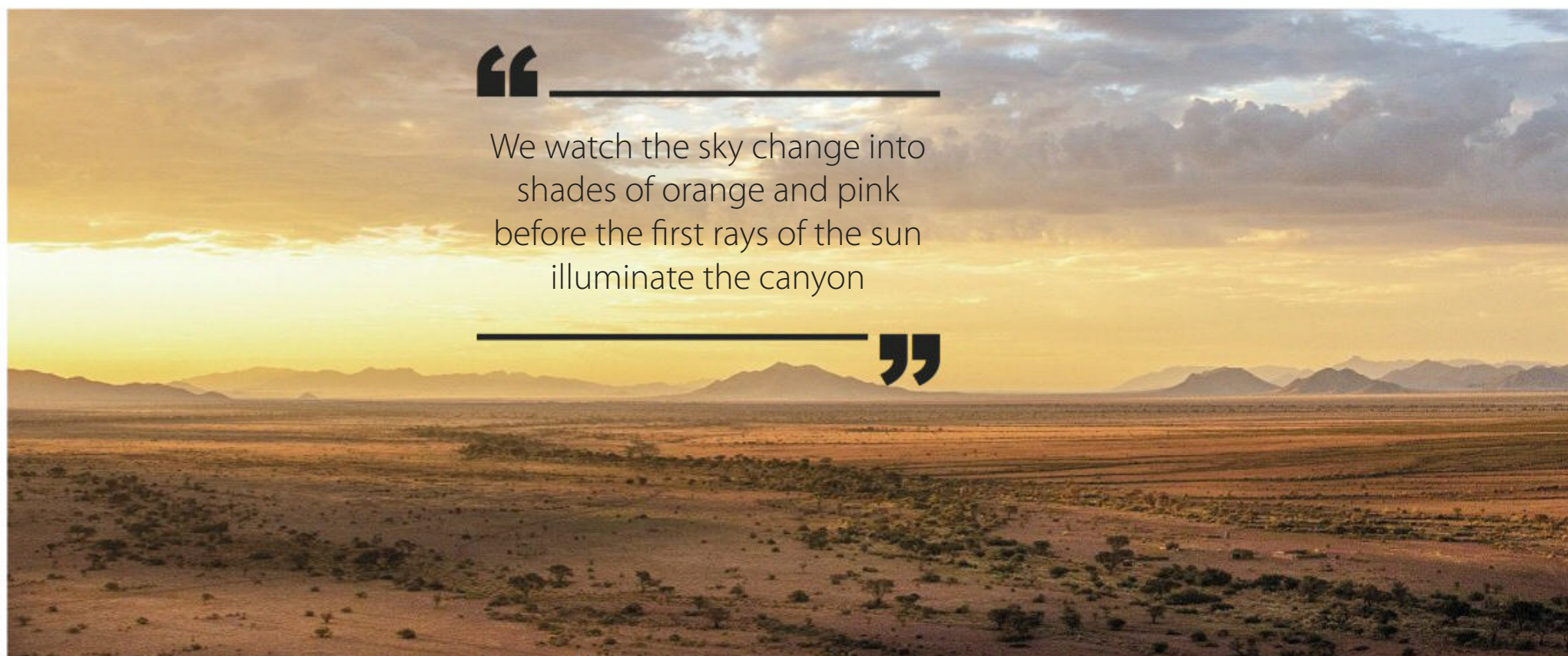
We leave in the dark the next morning to catch the sunrise from the Fish River Canyon lookout. A special spectacle, not only for the photo opportunities but because it's empty for now, and we can experience the vastness of the canyon without the hordes of visitors who'll be arriving later in the day. We watch the sky change into shades of orange and pink before the first rays of the sun illuminate the canyon piece by piece. And then, far below, we see something we've never witnessed before: the Fish River gushes, strong and full, through the canyon's twists and turns. Good heavens, there's proper rain this year!

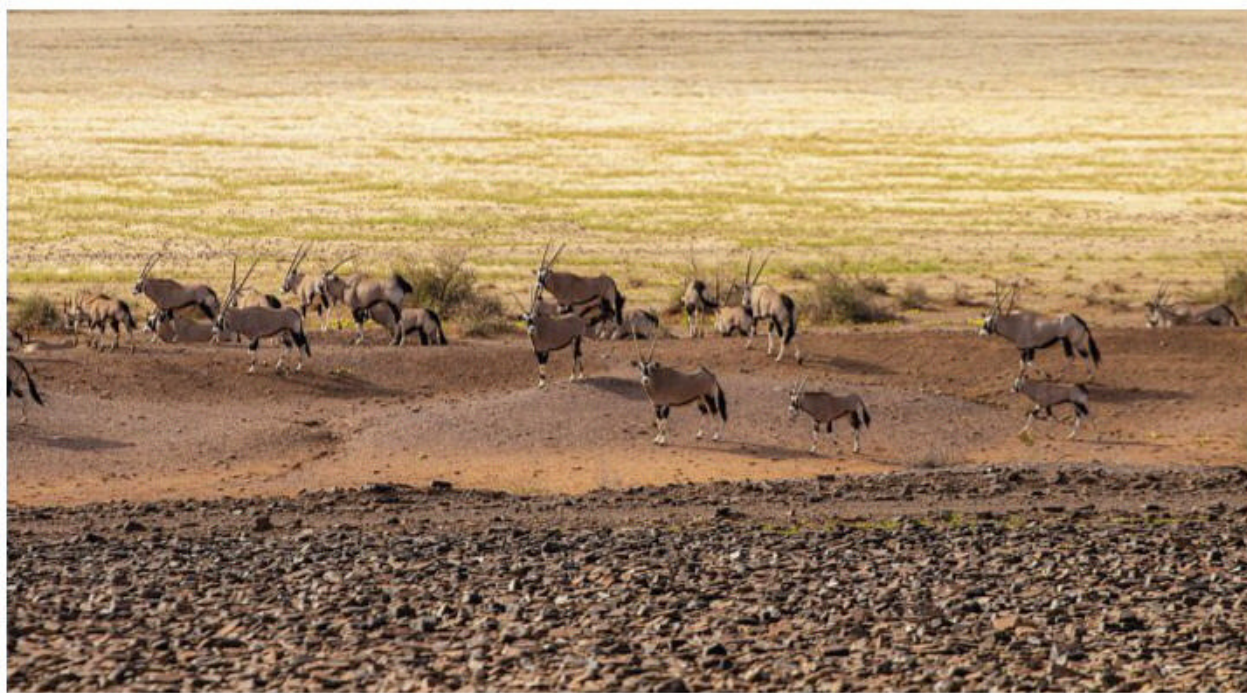


“

We watch the sky change into shades of orange and pink before the first rays of the sun illuminate the canyon

”





WE KEEP HEADING NORTH on the C12. At the Holoog Bridge, we cross the Gaab River flowing strongly, then have a look at the Naute Dam – also full to the brim. We cross the Löwen River before joining the B4 near Seeheim. Here, we turn left, towards Aus, and cross the Fish River flowing strongly under the bridge.

We pass Aus and aim for Lüderitz on the coast. At the Gaub plains, renowned for the wild horses that roam here, it's clear where the rain stopped: these plains are as bare and dry as ever. It's only the next day, after taking pictures at Kolmanskop

and shooting back past Aus on our way north, that we find greenery again. We have always found the wide open spaces on either side of the C13 between Aus and Helmeringhausen beautiful, but with the green carpet now covering the earth, they are beyond beautiful.

About 50 km before Helmeringhausen, we turn north on the D707, and we find ourselves approaching a dark grey wall. Before long, we're right in the middle of a storm – and the dirt road, which is normally a bit rutted out and bumpy, is now a mud bath. We happily engage the



Fortuner's four-wheel drive and smile – these conditions are what makes driving a dirt road so exciting.

Late afternoon, we stop at At Kronenhof Lodge, which is approximately 30 km from Duwisib Castle. "Our world is now unbelievably beautiful," says Tjaard Venter, the owner, as we go for a drive around the farm. "You came at the right time. We had lovely rain, and there's more on the way." As we photograph their campsite, a rainbow appears. And later, standing on the lodge's verandah, two more appear far out among the pillows of clouds.

We take our time on the C27 the next morning. In our opinion, this is the country's most beautiful stretch of road. You should stop often to take pics and simply appreciate the views. In the NamibRand Nature Reserve, we count two herds of gemsbok of almost a hundred. A springbok sprawls lazily on a grassy plain that's usually pure dust, while a zebra grazes in the background. On one side,

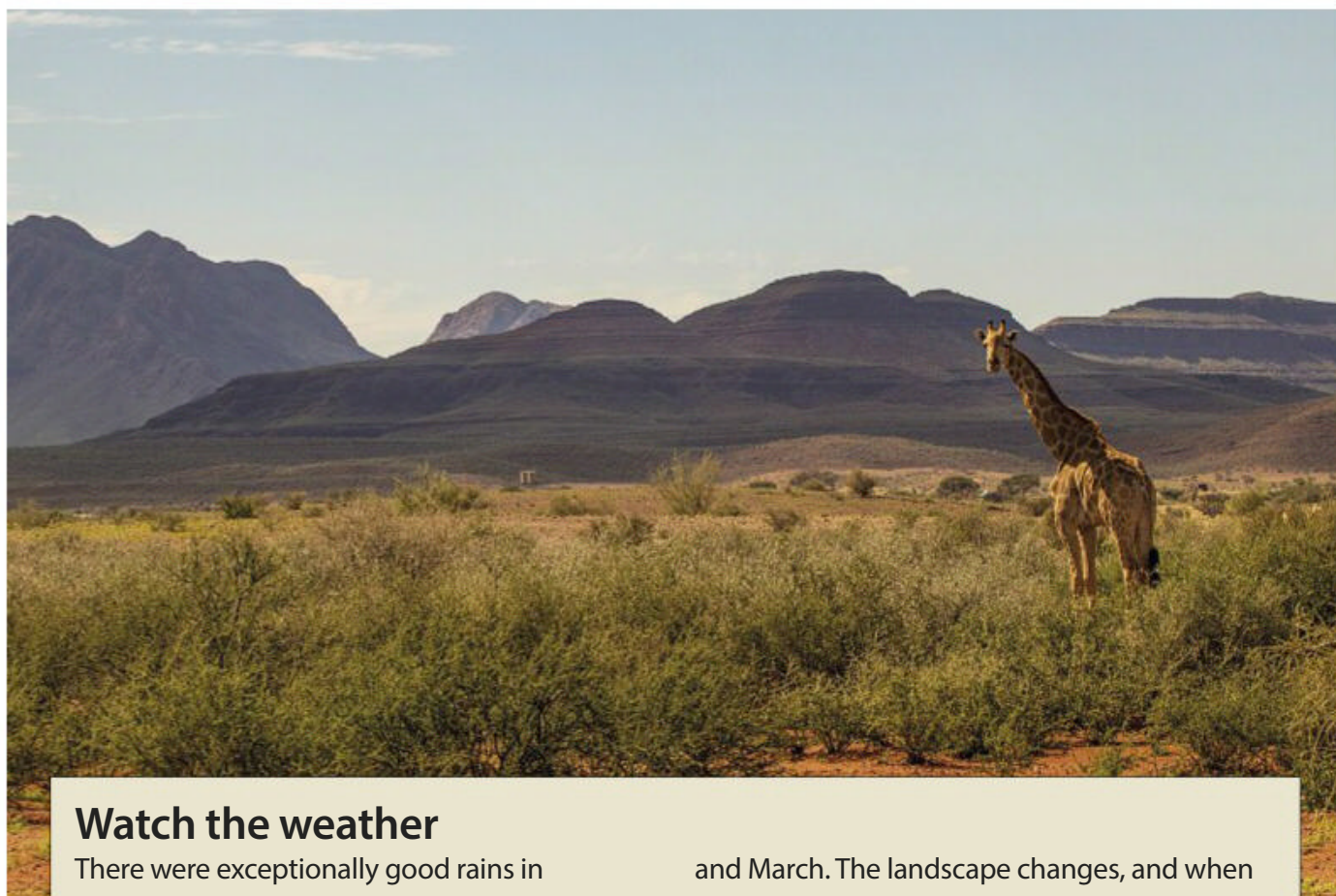
two ostriches give chase to their eight offspring. The desert has been watered and is now teeming with life.

It's once again muggy as we pitch our tent at Sesriem. We watch a wave of rain go by behind the Elim dune, and when we drive into the park to visit Sossusvlei, the raindrops patter on the windows. Twice, we encounter huge puddles in the road – and the dunes on both sides are soaking wet. The water and shadows on the dunes create beautiful patterns, and the photographer in you will rejoice at the unique photo opportunities. Once at Sossusvlei, we're really amped – the vlei is full. It's a spectacle one rarely sees, and we feel privileged to experience it.

BEFORE CARRYING ON our tour the next morning, we make a detour to the Sesriem Canyon. It's underwater, so we can't explore it. A photograph or two later, we're back on the road with Solitaire in our sights. Along the way, we see more herds of gemsbok and springbok and take



BRING YOUR CAMERA. Namibia transforms when it rains, so you can take beautiful photos of well-known sights like the dunes at Sossusvlei, numerous mountain passes, rainbows in the desert, and even water in Sesriem Canyon.



Watch the weather

There were exceptionally good rains in Namibia (and other parts of southern Africa) this past summer because of the La Niña weather cycle. When there's a large-scale cooling of sea temperatures over the central parts of the Pacific Ocean, it creates La Niña (Spanish for "little girl"). La Niña is the opposite of the El Niño cycle, which occurs when sea temperatures warm up. Both cycles have an impact on weather conditions worldwide. So, if you see La Niña in the weather forecast, you know Namibia is going to get soaked.

Usually, we see La Niña conditions every three to seven years, but in 2021 and 2022, the cycle brought heavy rains to southern Africa. If you want to chase the rain in Namibia next year, block out your calendar between January

and March. The landscape changes, and when the water dries up, the green disappears again. Plan your trip for around two to three weeks after a good rainfall.

Add extra days to your itinerary, because the roads – yes, even the blacktops – are often damaged and low-water bridges may be impassable. They're usually repaired quickly, but you may have a bit or take a long detour.

Finally: listen to what the locals advise, because they know the roads well. Call your overnight accommodation in advance, especially if you have to travel on a dirt road to get to it, to hear what the road conditions are. There are also several online forums and Facebook pages including "Reën in Namibië" – excellent sources of up-to-date information.







POINT AND SHOOT. Almost every farmstead in Namibia has a wreck of an old car, like this one at Rooisand, that's just lying around. If you like taking photos they're excellent subjects, especially when thunderstorms provide a dramatic backdrop in the afternoons.

4X4 DESTINATION

photos of well-known vistas that are now almost unrecognisably green. At Solitaire, we stalk Cape ground squirrels standing in purple wildflowers, their cheeks stuffed with grass.

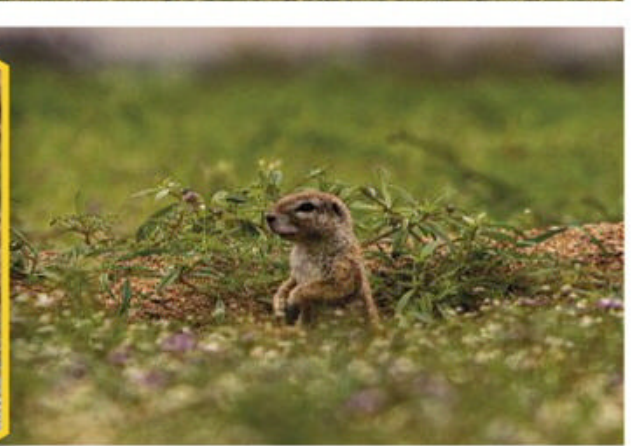
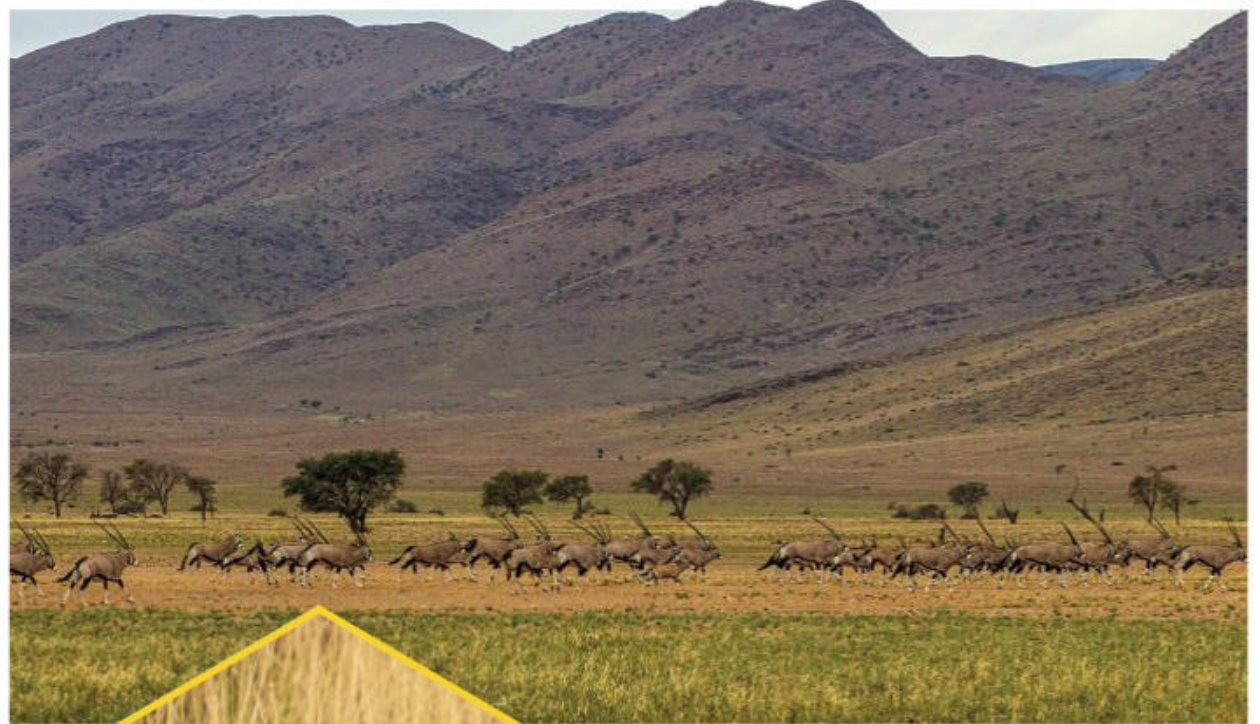
You have to get to Windhoek – it's where you'll turn around on this tour. From Solitaire, we drive up the escarpment on the Spreetshoogte Pass. It's Namibia's steepest pass – you climb more than 1 000 m in just 4 km. Luckily, there's paving on the steepest sections and sharpest turns, otherwise I would have struggled getting to the top in this weather – even in a 4x4.

Once in Windhoek, we decide to travel back along the Namib Desert again, rather than by the B1 highway. We want to experience more rainy weather. Plus, there are still some roads we haven't been on before. Leave the city in your rear-view mirror, taking the Kuiperberg Pass and then the C26 through the Khomas Hochland to the Gamsberg Pass. At 1 850 m, this is Namibia's highest pass, and its views of the surrounding seemingly infinite mountains are spectacular.

We're glad we chose a campsite right at the bottom of the pass as our overnight stop – the drive down the pass takes much longer than we thought it would. Water flows down the mountain and across the road. In parts, deep dongas have appeared on the dirt road's shoulder, and we have to aim carefully to get past them. The lower you progress down the pass, the more water crossings you'll encounter. We had to get out more than once to look at the road ahead. Luckily, we spotted the tracks of a vehicle that had recently gone through, because if we had to figure



RESPIRE FROM ABOVE. Not only do the rains add an interesting twist to the dirt roads, it also allows for an abundance of plant and animal life in the otherwise dry Namib Desert area.



The southern route

Namibia's summer rains don't occur only in the south. The whole country has been getting good rains for the past two years, but the farther north you travel off road, the wilder it gets. This year, the Damaraland and Kaokoland rivers flooded, and a few roads were impassable for days. (Travel with an experienced guide and in a convoy.) The south is more accessible and enchanting when wet. Choose dirt roads where possible – these are not only the most beautiful routes but also the most exciting in your off-roader.

I'd choose the D316 past Ai-Ais and the D324 (rather than the B1 through Grünau)

once you've crossed the border at Vioolsdrift and heading for the Fish River Canyon. Keep north on the C12, and take a look at the Naute Dam on the D545 – it's not every day you'll see a full dam in Namibia. There's also the Neckertal Dam – the country's biggest – next to the B4. From there, you could take a shortcut on the C14 to Helmeringhausen, but you'll reap far greater reward by going via Aus on the C13. That way, you can also take the D707, a beautiful detour around the Tiras Mountains, before travelling higher up north on the C27. This road takes you through the NamibRand Nature Reserve – a stunning

place after rainfall – to Sesriem. Don't miss the sodden dunes and pools of water in Sossusvlei and the Sesriem Canyon.

From Sesriem, there are several options to get to the north of the country. Heading to Swakopmund? Stick to the coast on the C19 and C14 (do check first in case the Gaub and Kuisebri rivers have flooded). In the other direction, the C19 or C14 are good options to Maltahöhe and Mariental, but you'll skip some beautiful mountain passes in the Khomas Hochland. The Remhoogte (D1261), Spreetshoogte (D1275), and Gamsberg (C26) all belong on your list.

out the line of each water crossing on our own, it would be a very long day. We count at least a dozen water crossings within an hour.

“You came through at just the right time. Yesterday, no one could get through, and I had to help two bakkies get out of that river,” German Fug from the Rooisand Desert Ranch tells us when we check in for the evening. “And if it carries on raining, the road will soon get even worse!” There’s more rain and thunder when we go to bed, but we’re not complaining – the sound of water and the smell of rain in the air are such novel experiences for us in these parts.

EARLY THE NEXT morning, we head off. We want to reach a friend’s farm outside Helmeringhausen by the evening, and it’s a 450 km drive. We keep west on the C26 and then turn south on the C14. When we cross the Gaub River, there’s a stack of driftwood piled higher than the Fortuner’s roof washed up against the low-water bridge. We wouldn’t have been able to cross here a day or two earlier.

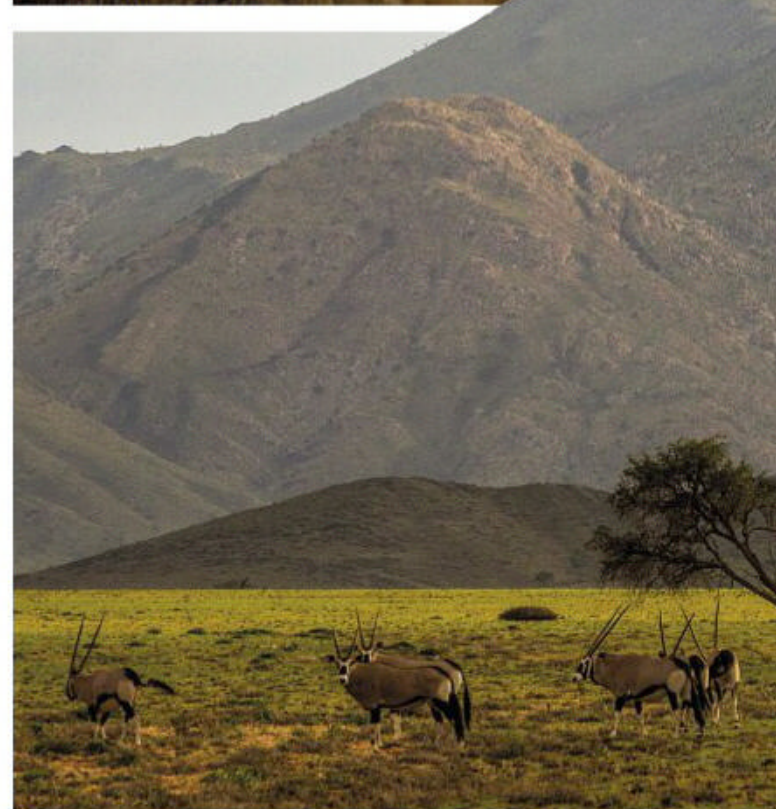
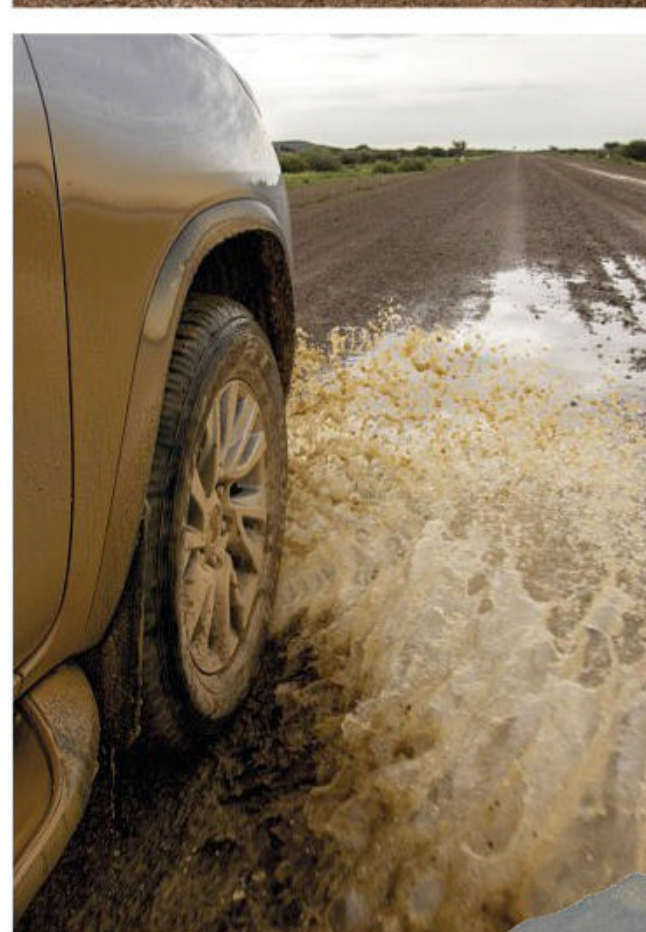
On the other side of Solitaire, we again have to drive around pools of water in the road.

Along the C27, we watch a plane land at the luxurious Sossusvlei Desert Lodge, and we wonder what the valley looks like from above. It’s raining again when we finally arrive at the farm Kosos outside Helmeringhausen in the late afternoon. “It’s just water, water, water,” says Boeta de Klerk when we ask him about the rain.

The next morning, we aim for the border. The C14 dirt road to Bethanie is wet, slippery stuff, and the sticky mud collects under the Fortuner’s wheel arches. On the C12 on the way to Grünau, we spot a utility pole in tatters – it must have been struck by lightning.

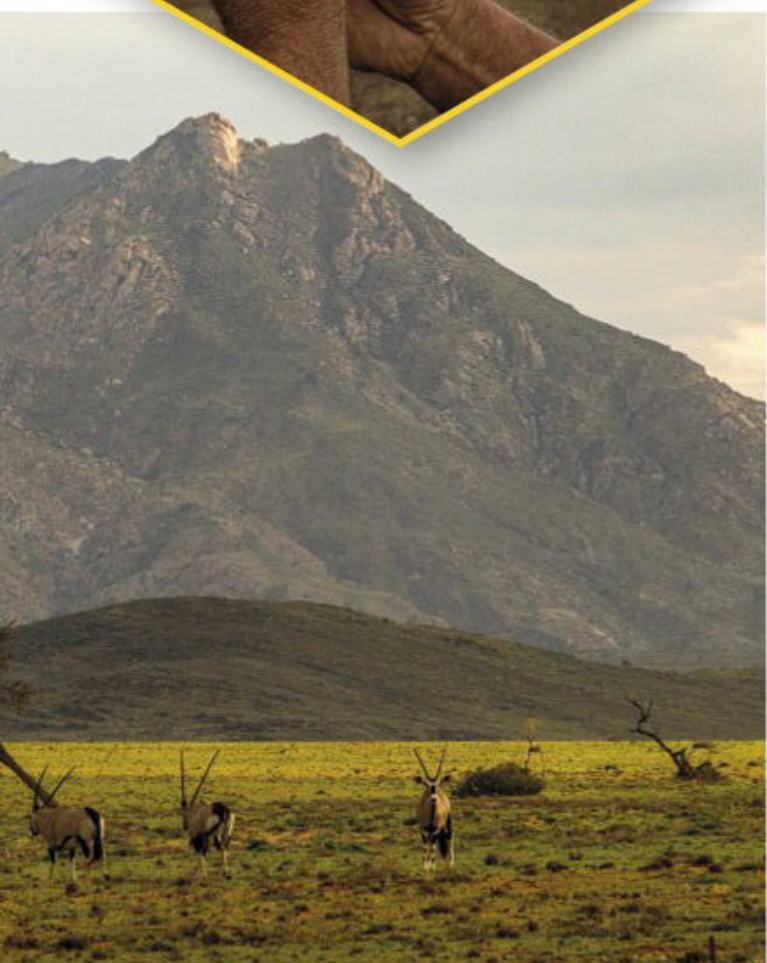
That afternoon, we rinse off the Fortuner’s tail in the Amanzi Trails campsite so the number plate will at least be visible. Here, too, the Orange flooded its banks and washed away half of the camp, so we can’t pitch our tent next to the water as planned.

This is also where we encounter rain for the last time on the trip. We pack away the wet tent and head home. On arrival, we shake it out and smile at the wet droplets landing on my veranda. A little bit of Namibian summer rain made it all the way to the Cape.





THERE'S A STORM BREWING. This is a Namibia without dirt, heat, or drought. Instead, you'll find wet, often muddy roads (above and left), overflowing rain gauges (inset), large herds of gemsbok (bottom), and even utility poles shattered by lightning (far left).



Campsites with a view

Be prepared to get wet if you want to camp in Namibia's summer rainy season, but the rewards are great. The south is full of campsites with beautiful views – they become even more spectacular during a thunderstorm. Here is a list of the campsites with the very best views.

Mount D'Urban

C14

Each of the 10 stands at the foot of the mountain of the same name has its own bathroom, canopy, and braai area. The sunset from your camp chair or one of the lookout points near the camp is exceptional.

Contact 00 264 81 547 3532 or
mountdurban.com.na

Namtib

D707

There's a reason why this campsite is a firm favourite among 4x4 travellers: from the camp you can watch gemsbok graze on the plains with the dunes of the Namib Desert far in the background. Pure bliss.

Contact 00 2646 368 3055 or
namtib.net

Landsberg

C27

This campsite is quite secluded, but definitely worth the 25 km drive if you want peace and quiet. What's more, the stands are large and new, each with its own bathroom and a neat, covered veranda. And you have

a view of a watering hole with the Tiras Mountain in the background.

Contact 00264 83 783 7037 or
farmlandsberg.com

NamibRand Family Hideout

C27

Each of the three private camps (own ablutions and solar power) has its own amazing views of the Namib Desert's dunes. Photographers love camping here, so you can rest assured there's remarkable scenery.

Contact 00 2646 122 6803 or
nrhideout.com

At Kronenhof

C27

At Kronenhof's four campsites (each with a private bathroom) are far apart and overlook a mountainous landscape that stretches in all directions. Set up camp and watch the thunderstorms in the afternoon.

Contact 00 264 83 700 0077 or
kronenhof.com.na

Namib's Valley of a Thousand Hills

C26

As soon as you arrive at the lodge, you see how it got its name. From the guest farm's highest hill, you look out over a landscape dotted with mountains. It's a fantastic location for a campsite – all the more so when the summer rains bring colour to the world.

Contact 00 2646 125 0725 or
namibsvally.com

Barren beauty

You have to examine a map closely to spot Vanwyksdorp, but once you find it, there are campsites you should definitely know about.

Words and photos **Leon Botha**

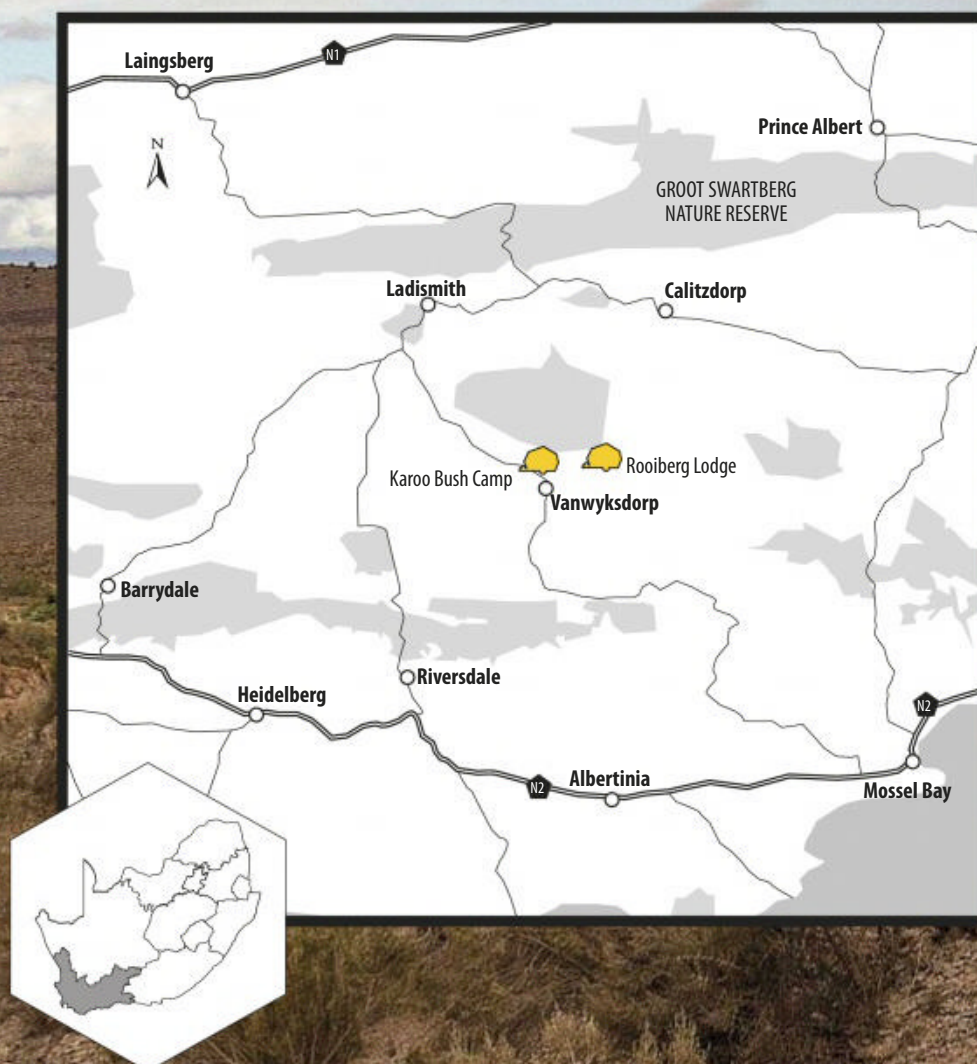


Vanwyksdorp lies in the heart of the Little Karoo, with the larger towns of Barrydale, Ladismith, and Calitzdorp to the north, and Riversdale and Herbertsdale to the south. But, no matter which direction you come from, you'll be driving on a stretch of dirt road.

We arrive via the famous R62 from the Cape, then turn right between Barrydale and Ladismith. This is a good dirt road that leads you to Vanwyksdorp, 33 km on. Nothing stops you from towing a standard road caravan. What does matter, though, is in which site you set up camp with it.

We turn into the Karoo Bush Camp. If your caravan is slightly wider than your towing vehicle, it might get scratched and there's a good chance you won't be able to get through in certain places. The access road to the Rooiberg Lodge is wider, so there are no hindrances – unless you have expectations of supertubes, mini-golf courses, or an arcade games room at the campsite.

You are now in the barren beauty of the Karoo, with two camping jewels to add to your bucket list.





“

Today, the 20 hectare site – with a whole 600 m of riverfront – is known as the Karoo Bush Camp

”

KAROO BUSH CAMP

A steep on the Groot

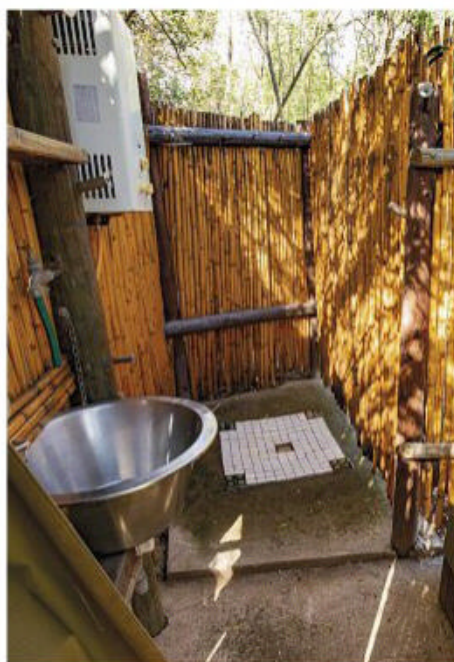
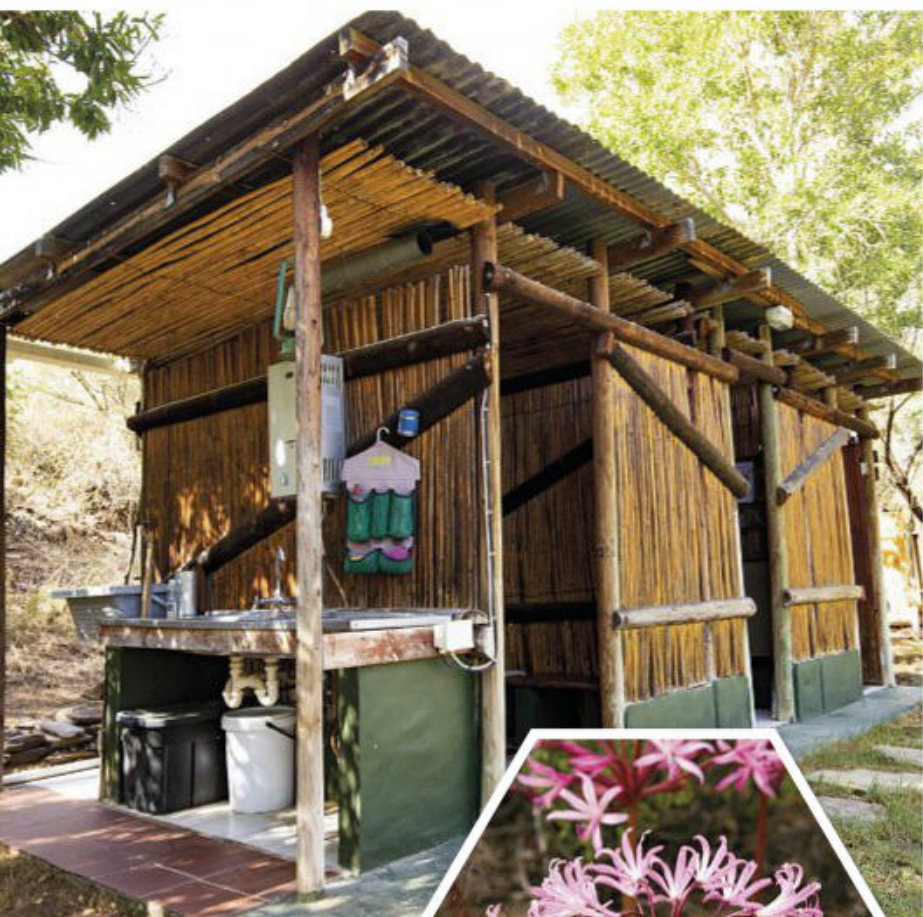
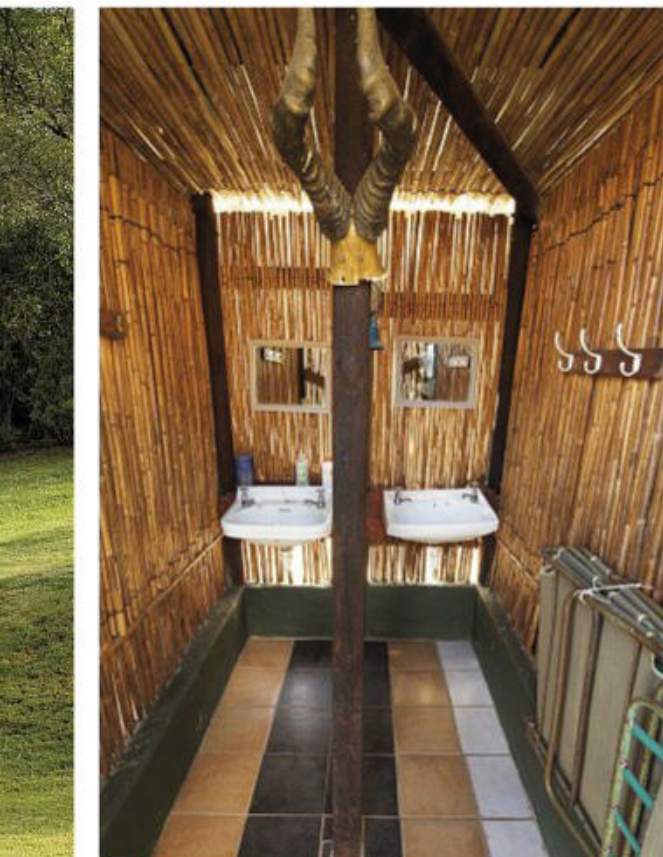
The arid world kicks up clouds of dust as you and your caravan drive along the dirt road. Suddenly, an oasis appears in the distance with a large protruding white building. It can only be the Dutch Reformed Church, which has a seat for almost everyone in town: an estimated 800 people live here and the church has room for 700.

About 4 km before the town, the Groot River appears to the right along the road and flows next to you for the rest of the way. The Karoo Bush Camp's turn-off is a kilometre past the first turn-off to the town, and the camp is laid out like a neighbourhood on its own riverbank.

You have to open the farm gate yourself – on the pillar you'll see the owners' names: Mike and Carol Hewitt along with the word “Mavuradonha”. It's the former name of the campsite and refers to a mountain range in the northeast of Zimbabwe. Today, the 20 hectare site – with a whole 600 m of riverfront – is known as the Karoo Bush Camp.

Stand at the gate and look at the mountain on the other side of the river and you'll see stones painted white spelling out “Vanwyksdorp” in huge letters. From here, a rocky road takes you 170 m to the owner's house. Sections of the road are very steep for the return trip – you won't get out if you're towing with a front-wheel-drive vehicle. There's also a bump or two that would create a world of trouble for double-axle caravans.





A SPECIAL GIFT. Bush camps aren't what you would call hubs of entertainment. Rather, they bring you closer to nature. In the Karoo Bush Camp, you're surrounded by silence, and there's enough space between the stands so it never feels crowded.



The 80-year-old Carol waits for you on her quad bike and then leads the way to your stand. The seven stands are laid out some distance from one another on a lovely lawn next to the reed-covered bank. The Hewitts started the campsite 17 years ago, and it's hard to believe that the floodwaters of the 1981 Laingsburg disaster also passed through here. The Buffalo River at Laingsburg, 80 km away, later becomes the Groot River and joins the Gourits River downstream, where it empties into the sea. Until the flood, the section of land that today comprises the campsite, was a lucerne field.

As the name suggests, it's a bush camp, but it's much more luxurious than you'd expect at this type of campsite. You camp on a neat lawn, there's cellphone reception, and even power points (ordinary household sockets) and taps. There are also some loose steel braais on wheels that you can move to a convenient spot – we didn't see any grids though.

There are several ablution facilities – and this is where the “bush” comes in. At the first two stands, your “bathroom” has a reed fence with an open shower that works with a gas geyser, a basin, and a pit loo with a canvas cover. But having the open sky above you should placate even those who prefer their amenities to be more modern. The last three stands have two similar bathrooms.

The more luxurious facilities are at the middle stands – stands 3 and 4. Here, your bathroom is a building with a roof. At the one end on the left is a sink for your dishes, and in front are three

doors. The middle room contains two basins with a neatly tiled floor, with the showers in the two rooms on either side. They're nice and big with storage space and shower curtains.

A short distance away and on both sides of the building are more reed fences surrounding a flush toilet – also with a canvas cover and, yes, no roof.

The stands themselves are numbered and has the logo of the off-road caravan manufacturer Bushwakka on them. (Bushwakka's owner, Jasper Hewitt, is Mike and Carol's son.) Their layouts differ. The first two are directly after the gate to the left of the road next to the reeds on an elongated strip of grass. The next stands are 100 m farther along the road where you drive through the reeds and a dry drift to where the lawn is much wider. These stands are all to the right of the road, higher up a slope. Stands 3 and 4 are here with the bathrooms to their right and a small splash pool in front. Stand 3 is better for a tent or a vehicle with a rooftop tent, and has a concrete table with benches. Stand 4 behind it is the prime stand – you have your own terrace higher up with a pole fence on the steep side. From here, there's a beautiful view of the lawn in front of you, the reeds in the riverbed, and the mountain on the other side. And thanks to the shade trees, you won't even need to pitch your awning.

The last three stands are far enough apart and you have a fair bit of privacy; stand 6 also has a table and bench set with lovely shade. The last stand is about 40 m along and not only boasts lovely shade trees but is also surrounded by natural bush. Just keep in mind, you'll need a 30 m extension cord here.

People camp because they want to be outdoors, and where better than a bush camp? You don't hear any traffic, and the biggest noise is from the flock of francolins as they fly into the air.

Behind the stands, a footpath has been laid out against the ridge from where you get an even better view over the area. Behind the stands is a sign "Bird Walk". Here, you experience nature first hand and get a chance to see the beautiful pink amaryllis flowers up close, as well as the peculiar branches of the butter tree, which resemble chubby fingers.

Briefly | Karoo Bush Camp



Campsite Seven stands with power, on grass with a fair amount of shade.

Ablution facilities From spartan to convenient. There are showers and pit toilets surrounded by a reed fence, and shower rooms with a roof and flush toilets – also with a reed fence and without a roof.

Price R150 pppn (half price for kids under 12; free for under twos)

Arrival and departure No set times.

Contact 082 258 7940

bushwakka.co.za/karoo-bush-camp-van-wyksdorp-klein-karoo

mikeandcarol@vodamail.co.za

Nearest town Next to Vanwyksdorp.

Road conditions From the R62, it's 33 km of good dirt road.

GPS S33.754686 E21.457960

Drive & Camp says The lights at the bathrooms turn on at night, so you'll find your way in the dark.

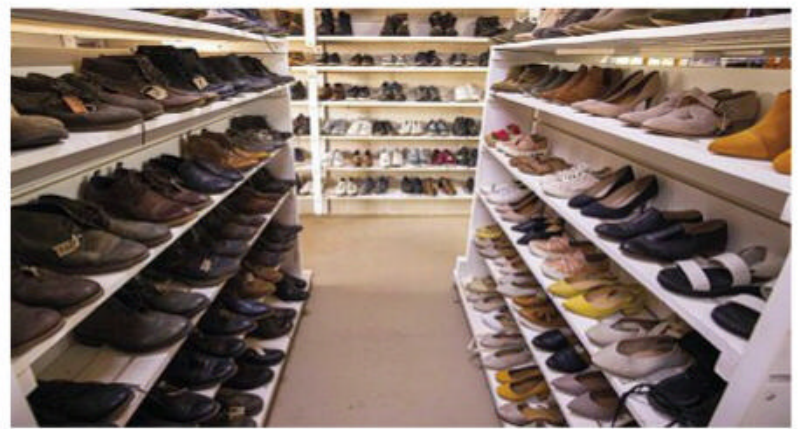
After soaking up the scenery, pay the town a visit. In its modest way, the place has just as peaceful an atmosphere as the campsite itself – with not a single tarred street. A road almost across from the gate takes you to the "business centre"... and 600 m later, you're at the Vanwyksdorp Mall. It's more of a house, really, but has literally everything for sale under one roof, except livestock: from shoes and clothes, local fresh produce, headache pills, wool, bicycle wheels, and pool chlorine, to curtain hooks, stationery, vegetable seeds, and cement. Owner Almon Horne tells us he bought the building 10 years ago to set up a small shop. He started with 10 items that included nails, motor oil, and clothing, and today sells more than 3 000 different items. Even more interesting is a round crossbar in the shop on which he hangs handbags. Almon found this 11 m long utility pole a few kilometres



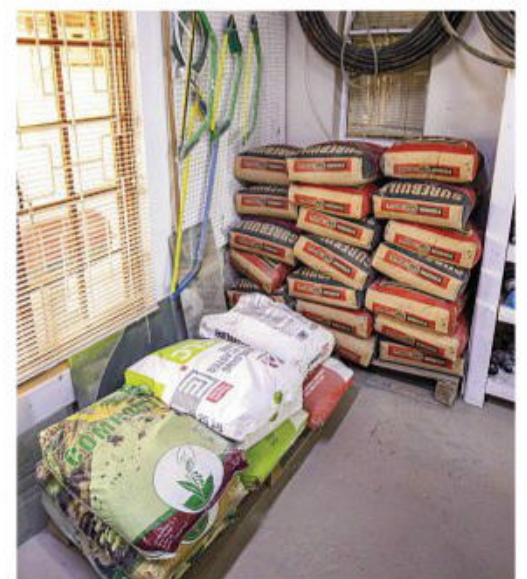
outside the town along the river. The pole bears a plate, and Almon was able to determine that it probably drifted all the way here in the Laingsburg flood.

While in town, drive or walk 200 m farther to Die Spekboom restaurant. A few fever trees grace the sidewalk, and there are hordes of succulents on display in the garden between the fence and the building. We saw a starfish cactus in bloom that you could buy for R35. They also sell spekboom, and, depending on the size, prices vary from R15 to R500 – a great gift to take home.

You'll deprive yourself of a real treat if you don't sit down for dinner. The portions are double the standard size, and the owners, Charl and Amanda Young, say they try to use local produce as much as possible. Try the chicken salad with bacon (R95) or curried lamb with samp (R140), and finish with something decadent: malva pudding (R40) or koeksisters (R20).



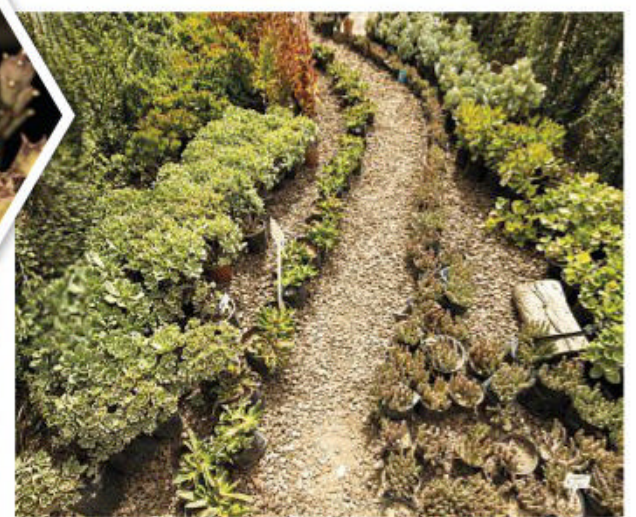
ALL IN ONE. You might be in one of the smaller rural towns in the country, but that doesn't mean you have to drive to a big city in search of provisions. If Vanwyksdorp Mall doesn't have what you need, you don't really need it.



“

In its modest way, the place has just as peaceful an atmosphere as the campsite itself – with not a single tarred street

”



ROOIBERG LODGE

Spekboom and olives

Rooiberg is more of a lodge than a campsite (the camping area is a new addition). It's luxurious and reminiscent of a place where tourists pay in dollars or euros.

If you've come from the direction of the R62, the first left turn-off at Vanwyksdorp leads you onto a dirt road. The gate to the resort is 8 km on.

Like the dirt road to Vanwyksdorp, this road also seems to be well maintained. As you drive along, it feels as though the hills creep closer and the slopes start to look greener. Similar to Vanwyksdorp, which appears like a green oasis in front of you, the view of the lodge surprises you when you see it nestled between the ridges. After the gate, the road's surface is red soil, and it's 4,4 km to reception. The campsite is 400 m to the right of reception, but first keep to the left to check in. In front of the office, there's a large parking area, so you can turn around with your towing combination. The restaurant and bar are next to the office, and a large deck overlooks the pool. Across the pool is a pond, and the campsite is diagonally to the left.

Sixteen stands are laid out next to each other on both sides of a straight gravel road – eight on each side. Your concrete table-and-bench set stands next to the road with the built-in braai area next to it. The braai has a worktop next to it, a rubbish bin underneath, and a tap on the side. The same goes for the power point (ordinary household socket), and the stand number and light are also mounted here.

The stands are on a strip of lush green grass, and you choose which side you want: behind the row of stands on the left is a high reed fence, and the stands on the right are on the banks of a dam.

One or two small thorn trees provide a bit of shade, although stand 9, the one at the end on the right, has a tree that provides shelter from the sun.

We find it strange that the stands are so close to one another. And because they stretch right up to the road and that's the only entrance, you need to know what you're doing when reversing a longer caravan.

The bathrooms are in the building at the end of the road. The kitchen is in the front section, with the women's facilities on the right behind it and the men's facilities on the left. The two bathrooms

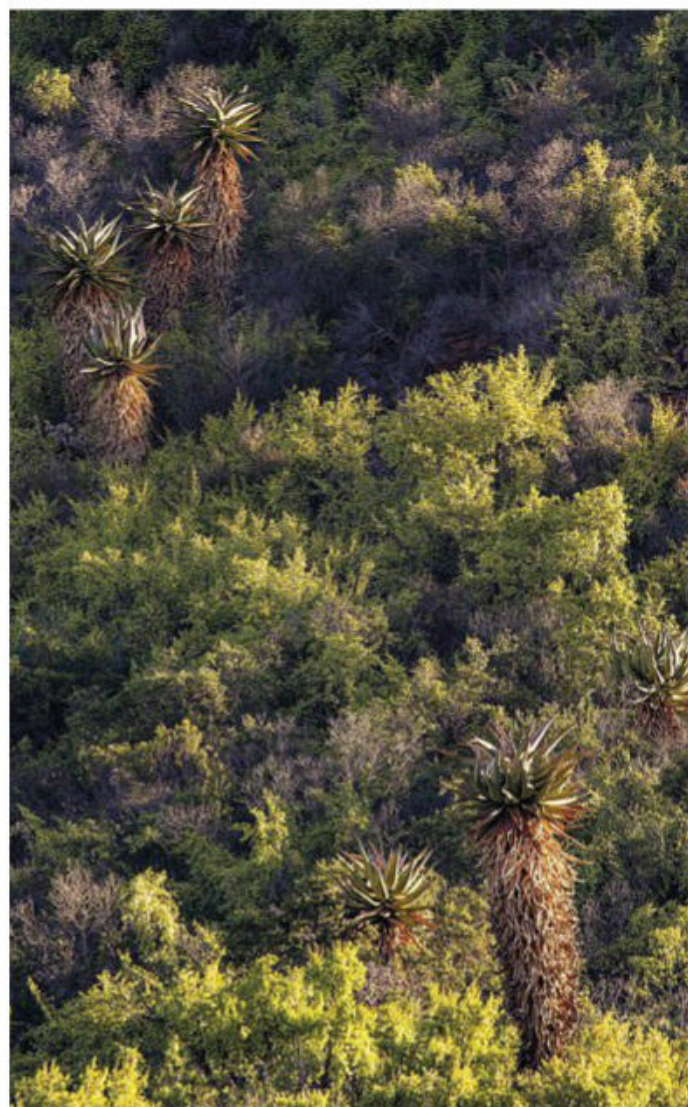
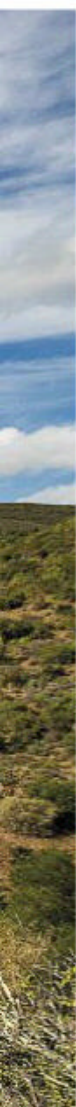


“

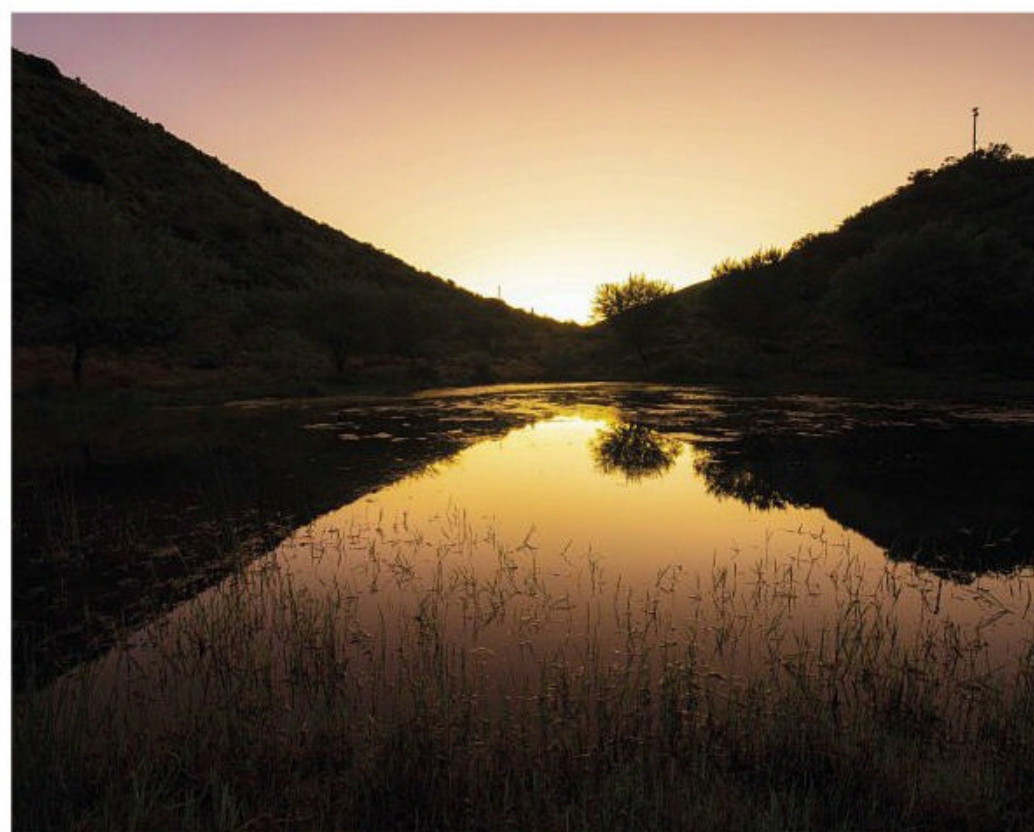
The stands are on a strip of lush green grass, and the only difference between them depends on which side of the road you choose to pitch

”





ALL DRESSED UP. The campsite couldn't be neater, and the facilities are still new. The stands are all laid out the same, and all are on grass. The facilities at the main buildings are equally tidy and everything combined makes this a worthwhile visit.



Briefly | Rooiberg Lodge



Campsite 16 small and level stands on lush green grass with little shade.

Ablution facilities Clean, new, and close by with a gas geyser that works properly.

Price R300 pn per stand for the first two, thereafter R100 pp. Maximum four people per stand.

Arrival and departure 14:00 and 10:00.

Contact 087 802 3578 [rooiberglodge.co.za](mailto:info@rooiberglodge.co.za) info@rooiberglodge.co.za

Nearest town Vanwyksdorp, 11 km.

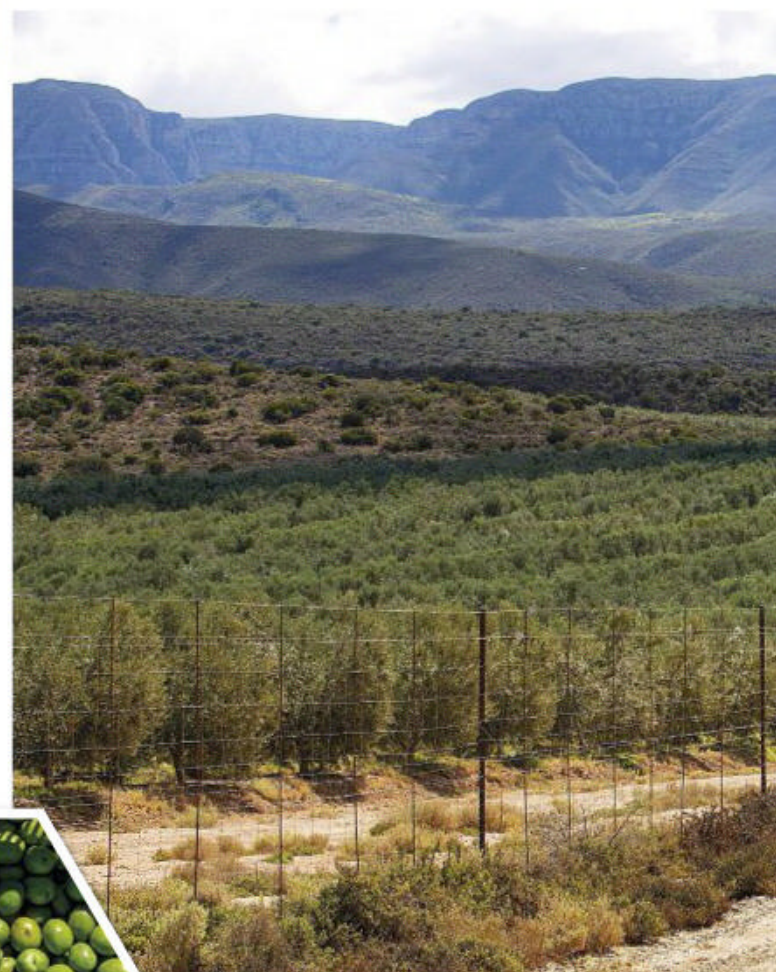
Road conditions From the R62, it's 43 km of good dirt road.

GPS S33.728250 E21.557943

Drive & Camp says There's no cellphone reception, but the WiFi is free and the signal is strong all the way to the campsite.



NOT THE PITS. It's difficult to imagine a flourishing fruit farm in the middle of this arid part of the world, yet here olives are picked as if it's going out of style.



are also identical in terms of basins on a concrete slab, toilets, and shower cubicles (with glass doors). There's even a floor mat folded up on the bench inside your shower cubicle, and if you forgot a towel, there's a clean one next to the basin.

Most of us have gotten used to the whims of a gas geyser, especially when it comes to adjusting the temperature as you seek the right balance between the cold and hot water. This geyser works like a bomb and is sensitive to even the slightest adjustment – and then it sticks to that temperature. And the cascade of water remains nice and strong.

The kitchen extends over the entire width of the bathroom building – you look

out over the stands through the window openings of the washing-up area. There's an electric kettle, a fridge, microwave, and automatic washing machine.

Because the campsite is surrounded by hills, the rays of the morning sun hit you a little later than usual, and the sun also sets earlier. The last rays disappear pretty early behind the dam, and it's not long before bats sweep across the water in search of stray insects. There is, of course, complete silence at night – interspersed by a frog chorus.

Look up at the nearest hill next to the campsite and you'll see trees with lush green leaves – these are spekboom that make bright splashes against the slopes.

This is their natural habitat and you only see them on the northern slopes, explains Daniel du Plessis, the reserve's manager.

Rooiberg's owner also owns the Mont Rouge Olive Estate. The orchards are on the other side of the road – 2,8 km on the right if you keep straight at the gate. You can visit the estate, but do book in advance at Rooiberg's reception. It's R250 pp and they take you there.

It's strange to see thousands of trees in this unforgiving landscape. You're dropped off at a large white building where the olive crop is also delivered. It almost feels as though you're entering a hospital theatre, because your shoe soles get disinfected, you don a white coat and hair net – and there's an additional



net for the chin if you have a beard.

Hordes of white 900 kg tanks stand on shelves where the olives ferment for up to 14 months, and in the next hall there are just as many stainless-steel tanks for the olive oil.

Mont Rouge is one of the three leading olive growers in the country, with 100 000 trees (and eight different cultivars) on 200 ha and a capacity of 2 000 tonnes a year. Everything is harvested by hand, and Mont Rouge has received many national and international awards.

You can taste and take home some of the olives or oil. A half-litre bottle of olive oil costs R70 and 200 g packets of black or green olives in brine are R11, and is available at Rooiberg's reception. 📍

OUR TOWING VEHICLE

The Limited, the flagship of the Ford Everest Series, is properly geared for towing. With its 2 ℓ twin-turbodiesel engine and 500 Nm of torque, it could tow a train. The removable towbar comes standard, and when you insert the caravan's plug, the computer automatically detects the caravan – aids including the blind-spot sensors and the reverse alarm are deactivated.

You'd think that with 20" tyres the ride would be bumpy on a dirt road, as there isn't much rubber between the road and the rim. Plus, the extra weight on the towbar should put further strain on the suspension. But the ride is far from bumpy; in fact, you don't even feel the dirt road. You just have to pay attention or you'll start towing too fast.

SPECIFICATIONS

Model	Ford Everest 2.0 BiT Limited (4x4, auto)
Engine	Four-cylinder double-turbodiesel
Power	157 kW @ 3 750 rpm
Torque	500 Nm @ 1 500-2 000 rpm
Transmission	10-speed automatic
Drive	Four-wheel with rear diff lock
Tank	80 ℓ
Fuel consumption with caravan	16,7 ℓ/100 km (6 km/ℓ)
Reach with caravan	480 km
Tare weight	2 446 kg
GVM	3 100 kg
GCM	5 900 kg
Tow capacity	3 100 kg
Is the towbar removable?	Yes
Is there space for a drop plate?	No
PRICE	R858 600

** Read our detailed tow test in the April 2020 issue.*



Bush bliss at Dinokeng

At Jabula, Zulu for “joy”, you’re far from the hustle and bustle you get at resorts that have swimming pools, water slides, and caravans lined up like sardines. Here, tranquillity is everything.

Words and photos **Helenus Kruger**

It’s always exciting to set up camp somewhere in the bush where there are no fences and you share the veld with the animals – all the better if the animals occasionally come to say hi. But the first prize, of course, is to find yourself in a reserve where the Big Five also hang out.

At the Dinokeng Big Five Reserve there are a handful of these campsites – or bush camps, rather – and this is where you and an animal can look each other in the eye.

The Jabula Bush Camp is about 4 km from the Tau gate as the crow flies, and you immediately start relaxing as you drive along the winding road through the rugged veld to your site. The hustle and bustle of the city is quickly forgotten, and you have a great excuse to turn off your cellphone.

Francois and Lucia van den Berg are Jabula’s owners and warmly welcome you to your stand. The registration process is completed quickly, and the indemnity



forms are signed – you are, after all, in Big Five world and responsible for your own safety. Lucia reminds you not to walk in the veld, not even from one campsite to another. And do keep your shoes inside your tent when you go to bed, because there are some foxes that specialise in shoe theft.

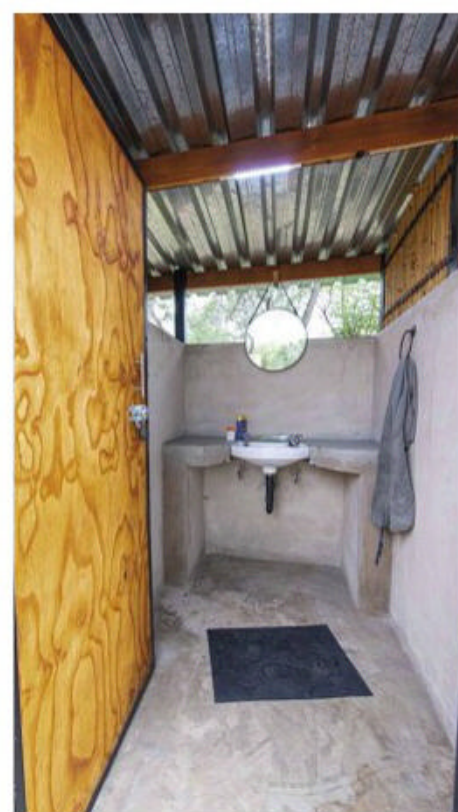
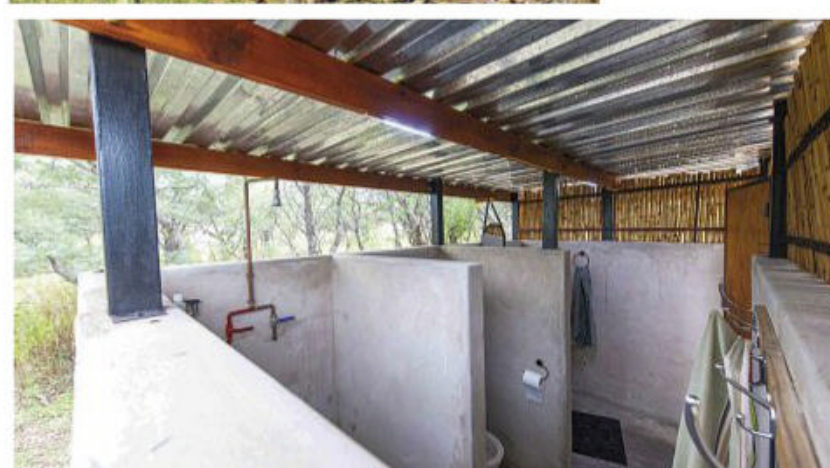
Francois and Lucia used to own a business in Hammanskraal, so they know this area. Francois says he had been thinking about setting up a campsite for years, and Dinokeng was the perfect spot.

They bought the undeveloped land in 2019, christened it Jabula, and started developing a tented camp, followed by the campsite. They took great care to disturb the veld as little as possible, and so the stands were carefully marked with ribbons before the clearing process started. They also made the decision to use only solar power and gas.

Jabula has only five stands, and with about 120 m of veld between you and your neighbours, it feels almost as though you're camping on your own. Stands 1 and 2 are the farthest apart, while stands 3, 4, and 5 are closer to one another – and, therefore, good choices when a bunch of friends come camping



SPOT THE ANIMAL. Game viewing is popular, whether it's from your vehicle or from Jabula's bathroom while you wash off the day's dirt.



together. A maximum of two off-road trailers or tents are allowed per stand.

The round camping spots are 25 m in diameter and big enough for you and your camping partner's trailers or tents. Each stand has a tree or two, so there's a shady spot where you can shelter from the summer sun.

The campsite's solar-power system provides power only for the lights in the kitchen and bathroom – so remember to bring your own solar panels and battery to keep your fridge running. Or simply bring your cooler box full of ice to keep your food cold; it works just as well as a fridge for a weekend camp. Francois sells ice at R20 per bag if yours runs out.

As befits any good bush camp, the braai area is on the ground. The neatly built circular braai with its adjustable grid is large enough to keep a fire burning on the one side for atmosphere, while your chops braai on the other side. Remember

to smother the coals with the drum provided before you go to bed.

A movement-activated LED on the side of the kitchen roof casts a strong ray of light on the braai, but you can switch it off if it bothers you. Francois is only a call away when you run out of wood and firelighters (R20 each), and he comes to deliver them in his tuk-tuk. Your ash goes in the steel bin, while the plastic bin is for your other rubbish.

Camping in the bush doesn't mean you have to do without the luxury of hot water and a flush toilet. At Jabula, each stand has its own ablution facilities. The best thing about the bathroom – some would even say it's better than the hot water – is the view when you shower. The large opening between the 1,6 m high walls and the roof gives you a view of the veld. The two sides have been covered with reeds for privacy. The bathroom has

WEEKEND BREAK

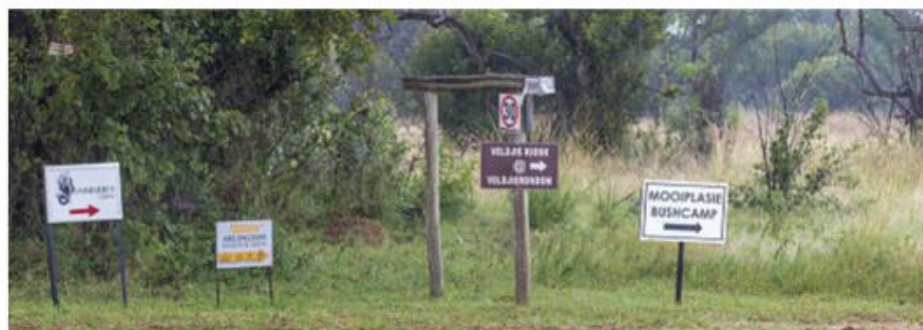
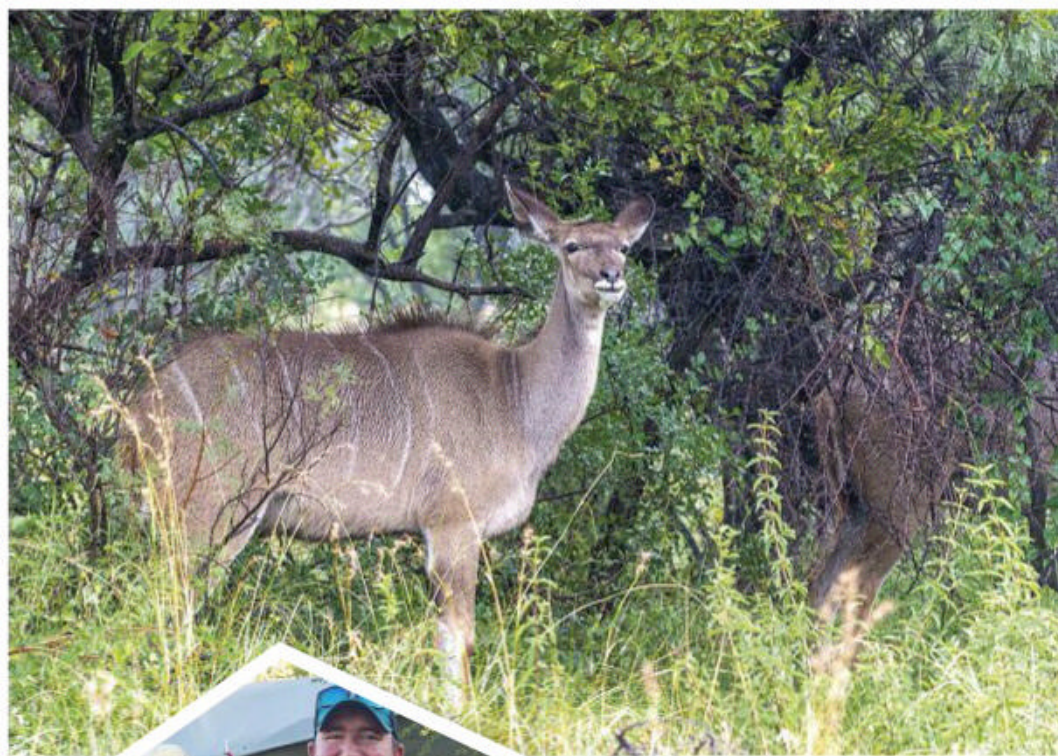
a shower, basin, mirror, and toilet. Plus plenty of hanging and packing space for all your toiletries, towels, and clothes.

Two LED strips, one at the shower and the other at the sink, provide light, and a gas geyser heats the water.

If you prefer to look at the stars when you shower, the outdoor shower with its reed screen is amazing, especially in the summer months.

The kitchen is adjacent to the bathroom. Two of its sides are open, both looking onto the campsite. The kitchen is large enough so that two camping chairs can fit comfortably inside when you seek shelter from the sun or an afternoon bushveld rain shower. Next to the stainless-steel sink is a concrete work surface with storage space underneath. The kitchen is equipped with a brush for your skottel braai, a broom and dustpan, a mop, and even a bucket of sand for cigarette stubs.

The kitchen also has an LED strip above the work surface, and the solar regulator has two USB points where you can charge your phone.



They say

Komati and Malandi Pieterse and their sons, Kruger (8) and Jaco (5), are from Pretoria and camp in a GT Camper Libra they tow with a Mahindra Scorpio.

"We camp regularly in Dinokeng, and this is the second time we're camping here. The stands are nice and big, and we like the distance between us and our neighbours. And it's lovely to have our own private bathroom. Jabula is especially

great because the lack of fences mean the animals can walk through the campsite at any time. Our children are used to these types of campsites and both know they're not allowed to step out of the boundary line we draw in the sand."



FEED THEM COFFEE AND ROOSTERKOEK. Make your own at one of the picnic spots or treat yourself to some at Dula Nokeng and Veldjierondom's kiosks.



You can't visit a Big Five reserve without going on a game drive. Dinokeng's self-driving route, for which you need to purchase a permit, runs through different areas with a variety of different types of veld. Pack a picnic basket, some wood, and something to braai, and stop at one of the four picnic spots along the route. To relax at Dula Nokeng, which is along the public tarred road about 3 km from the Tau Gate, you don't need a self-driving permit, but Bayete, Riverside, and Veldjierondom on the eastern side of the reserve are on the self-driving route where you do need a permit.

Dula Nokeng and Veldjierondom have kiosks that serve traditional light meals. The Veldjie kiosk is in a characterful zinc building where the smell of a coal

fire and fresh roosterkoek hangs in the air. A fireplace for cold days and a hot condensed-milk coffee (R25) and home-made food will brighten up anyone's day. The roosterkoek with bacon, eggs, and cheese (R55) is a firm favourite, as are the pancakes with a variety of fillings (R15 to R70). Just make sure you leave some space for the milk tart (R35), or take a slice with you to enjoy later at your stand. There's also a gift shop here.

In the Bread & Butter Bush Café at Dula Nokeng, you'll find a pot of bean soup simmering on the charcoal stove. A bowl costs R35, but you can also tuck into jaffles with different fillings (R30), pancakes (R5), their delicious homemade ice cream (R35), farm bread and homemade jam (R45), and fresh pastries. Buy one of the big farm

bread (R35) to eat with a thick spread of butter with tonight's braai.

Both kiosks are open on weekends and holidays (07:30-15:30) but double check on their Facebook pages, although you can still use the facilities at the picnic sites even if the kiosks are closed.

Buy your self-driving permit online – go to dinokengreserve.co.za – or at the reserve gates or at Dinokeng Events in the Safari Mall, about 7 km from the Tau gate (S25.347443 E28.370807).

Remember to also buy a map (R30, in book format) when you get your permit. Here's a tip: pay your conservation fee, vehicle and self-driving permits in advance on Dinokeng's website – that way you'll skip the long queues that form at the gates, especially on weekends. 📍

Briefly | Jabula



Campsite Five large stands with a tree or two and mostly soil.

Ablution facilities Private bathrooms.

Prices Weekends and long weekends:

R207 pppn (R92 for kids aged 6-12).

Mondays to Thursdays: R138 pp (R70

for kids under 12). There's a once-off conservation fee of R80 pp (R50 for kids

under 12), and the fee for your vehicle is R50 (also once-off). Self-driving permits cost R250 for one day, R380 for three, and R450 for seven days per vehicle. (The rates for pensioners are R125, R190, and R225 respectively.) The self-driving permit includes the R50 vehicle rate.

Contact 📞 078 948 6781

✉ info@jabulabushcamp.co.za

🌐 jabulabushcamp.co.za

📍 Jabula Bush Camp Dinokeng

Arrival and departure 12:00 and 10:00.

Nearest city Pretoria, 50 km.

Road condition Tar road, with the last 400 m good dirt road.

GPS S25.358943 E28.353857

Drive & Camp says The veld is thick in places – take it easy on the game-viewing routes or you'll miss much.

Passes aplenty

The Warm and Cold Bokkeveld are two of the most fertile regions in South Africa. This route is surrounded by citrus orchards south of the Cederberg and berry trees at the foot of snow-capped peaks.

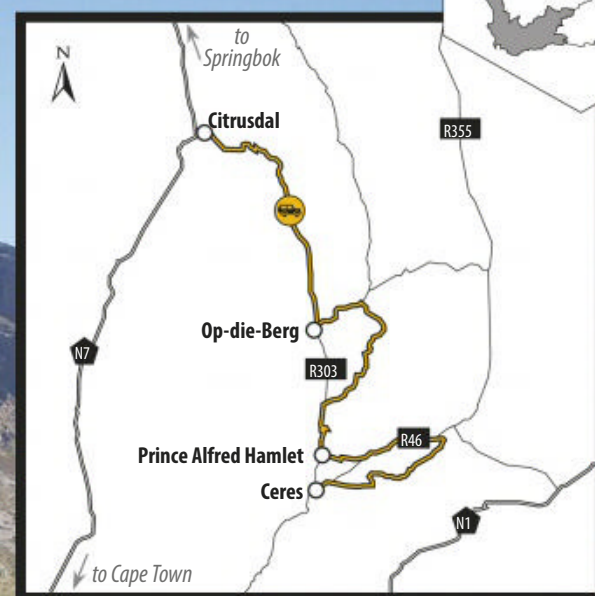
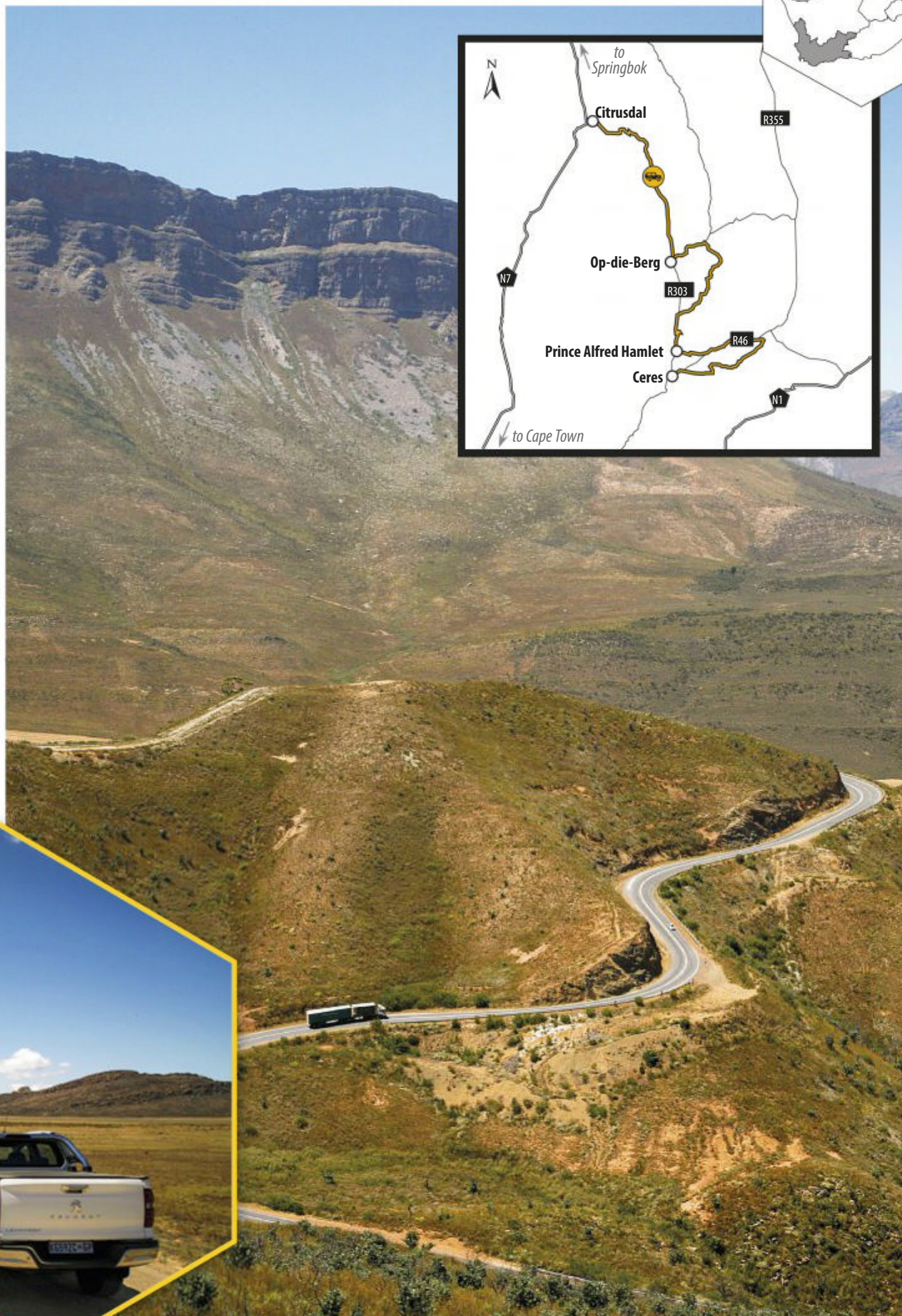
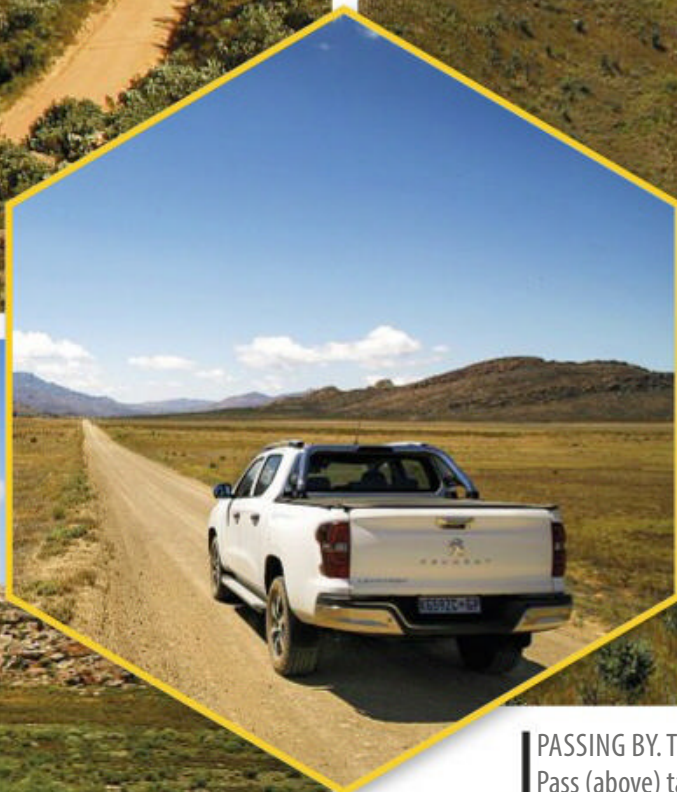
Words and photos **Cyril Kloppe**

Start this 200 km route in Citrusdal in the Olifants River Valley. Follow the R303 regional road for 3 km to the foot of the Middelberg. The first mountain pass on the route, the Elandskloof Pass, dates back to the 18th century, and its lazy bends will entertain you for 7 km before it turns into a gravel road. Up next is the Middelberg Pass

with its spectacular view of the Cold Bokkeveld, a valley measuring 70 km long.

The Cold Bokkeveld is a high-lying valley about 1 km above sea level that's tucked snugly between the Kouebokkeveld Mountain to the west and the Skurweberg to the east. The local municipality dutifully maintains the pass, so the Middelberg Pass is always in good shape.





PASSING BY. The Middelberg Pass (main photo) is your introduction to the Cold Bokkeveld, and Gydo Pass (above) takes you to the Warm Bokkeveld. Few people know about the Winkelhaak road (left and insert) because it runs through private land, but you're welcome to drive it – if you ask nicely, of course.

Third in line is the Buffelshoek Pass (also a gravel road) that actually connects the Middelberg Pass but is nevertheless considered a mountain pass in its own right. The Buffelshoek Pass takes you to the bottom of the valley. Follow the dirt road for another 45 km to the tiny town of Op-die-Berg. You'll see a few homes, plus an imposing Dutch Reformed church and a co-op, where you can refuel.

Leave Op-die-Berg and backtrack 500 m. Turn right at the road sign that

says "Cederberg" (S33.01246 E19.31461). Five minutes later, stop at the historic Boplaas, where the Afrikaans poet Izak van der Merwe, also known as Boerneef, was born. Ten generations of Van der Merwes have farmed here, and you can visit the homestead, provided you made an appointment. Call 023 317 0040 or email info@boplaas1743.co.za.

Around 6 km after Boplaas, you get to the farm Houdenbek. If the name sounds familiar, that's because the author André

“

Drive over the Bo-Swaarmoes Pass, past the Matroosberg Private Reserve, which is known for its 4x4 snow route

”



COLD AS ICE. There's snow during the winter in both the Warm and Cold Bokkeveld. It's thickest on the peak of the Matroosberg (above) in the Warm Bokkeveld, outside the town of Ceres.

P Brink's novel *Houd-den-bek* deals with the Bokkeveld slave uprising of 1825.

Across the road from the Houdenbek guest house is a packhouse and office (S32.96318 E19.43038). Check in and ask if you may take the Winkelhaak Road. You'll almost always get the green light, unless there's a good reason why the road is closed. It takes you over private land, over the Winkelhaak Pass, and through two access-controlled electric gates. The last gate is on the farm Winkelhaak – remember, it's good manners to say “thank you”. Also: never speed on a farmer's land!

You eventually rejoin the R303 regional road and turn left in the direction of Ceres (S33.18453 E19.33105).

The fifth mountain pass is the Gydo Pass, named after the mountain that's part of the Witzenberg range, and this is the mountain you now descend, into the Warm Bokkeveld. The Gydo Pass has long sweeping turns and, during harvest time, you'll encounter many a heavily loaded truck on its way to the Cape Town harbour with fruit for export.

The next town is Prince Alfred Hamlet, named after Queen Victoria's second



son, who visited here in 1860 on his tour of the British Empire. Follow the last street as you exit the town – Sarel Cilliers Street – to the left (at the sign that says “Edenvue”). This road takes you to the top of the Warm Bokkeveld, first over the Theronsberg Pass on the R46 regional road, followed by the Hottentotskloof Pass. Both mountain passes pale by comparison to the Gydo Pass, but they do offer beautiful views of the Warm Bokkeveld's deciduous orchards.

About 30 km after leaving Prince Alfred Hamlet, be on the lookout for the Matjiesrivier road sign (S33.25941 E19.62111). Turn right here on the Bo-Swaarmoes Road. When you see the





old slave bell next to the dirt road after 4,5 km (S33.27261 E19.64267), you know you're on the right track.

The Swaarmoed Road takes you along the lower edge of the Warm Bokkeveld, past Matroosberg (2 249 m), next to the Seweweekspoort Peak (2 325 m) in the Swartberg – the highest peak in the Western Cape.

Drive over the Bo-Swaarmoed Pass, past the Matroosberg Private Reserve, which is known for its 4x4 snow trail – we reported on this in the August 2020 issue – and then past the Klondyke Cherry Farm, which is just as popular during the cherry-picking season in November and December.

A FINE LINE. Boplaas (top middle) is the birthplace of renowned local poet and writer Boerneef. Op-die-Berg's church (below) is painfully symmetric, and even the plants are trimmed to maintain the balance.

The ninth and final mountain pass on the route is the Swaarmoed Pass with its view of the town of Ceres – and this is where the route ends.

There you have it! Winter or summer, whatever the weather, the Bokkeveld never disappoints. It's a fantastic alternative to the Boland wine route, which gets overrun by tourists during the holidays.



What you need to know



Maximum number of vehicles?

Unlimited.

Do I get a map? No.

Will I scratch my vehicle? No.

Do I need to take a compressor? No.

May I braai? No, there are no braai facilities along the road, unless you're staying at one of the many guest farms along the route.

Can I turn around halfway? Yes.

Is there cellphone signal? Yes.

Best time to go? If you want to see snow, go in the Cape winter. The fruit farms harvest around February – that's when we visited the Bokkeveld.

Is this a good family outing? Definitely.

May my dog come along? Sure, but some farms have sheep. So, keep a close eye on Rex.

Can I ride a motorcycle here? Yes, you'll often see motorcycles.

Just for the day or the weekend? Just for the day.

How long does it take? The route is 200 km long and it kept us busy for more than four hours, but we stopped a lot.

Are there ablution facilities? At the garages and eateries in the villages.

Directions Citrusdal lies 170 km north of Cape Town, and Ceres, the end point, is 140 km from the Mother City.

Price Free – you're mostly on public roads, but you also don't have to pay for the private Winkelhaak road.

GPS S32.59465 E19.01381 (Citrusdal); S33.37067 E19.30794 (Ceres)





High in the mountains

There's a campsite less than two hours outside Cape Town where you can escape from the noise and take a break in nature with luxurious amenities and a few treats, says **Frank Rubinho** from Bloubergstrand.

“As a family, we try to hitch our Mission off-road trailer to our Toyota Fortuner at least once a month to get away. My wife, Lisa, our daughters, Aimee (16) and Catherine (13), and I love getting closer to nature while spending quality time together, so we prefer places that are more remote and that don't attract hordes of people. With the days getting colder, we recently searched for a place with a heated pool or something similar and came across the Noah Farm campsite near Wolseley thanks to a Facebook group we follow. It looked like our kind of campsite, and because it's only an hour and a half's drive from the Cape, we booked a place there for a weekend camp.

TELL US MORE ABOUT THE CAMPSITE...

You need a vehicle with good ground clearance to get there, preferably a 4x4 vehicle. The campsite is 530 m above sea level, and there are only three stands here, but it's wonderfully large and private, with what you could call an exclusive vibe. You camp in the mountains right in nature – there's grass and lots of shade trees everywhere. The owner, Ralf Harle, knows his business. He's friendly, welcoming, and extremely hospitable. There's no electricity in the campsite, but a small splash pool at each stand that can be heated – it's a lovely treat in the colder months. Each stand has its own braai area. I must also

mention that the campsite is pet-friendly; Ralph will explain the rules and conditions should you want to bring yours along.

WHAT ABOUT THE ABLUTION FACILITIES?

Just because we like to be self-sufficient when we camp – and seek the more remote places – doesn't mean we don't enjoy life's small luxuries. The ablution facilities here are a fantastic example: you have your own private amenities and they are neat, clean, and modern. Apart from the bathroom, with everything you need, there's also a small kitchen area where you can unpack your groceries and wash dishes. A gas geyser provides the hot



WIN Frank wins a **Camp Cover** Camera bag worth R400.

Check out the superb range of protective covers on their website:

campcover.co.za

CAMP COVER

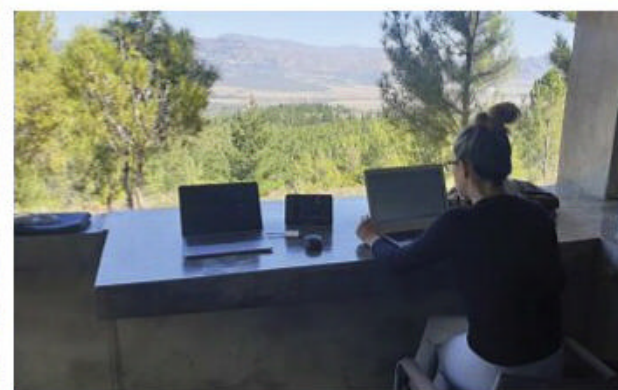


Contact

076 847 7950

noahfarmcampsite@gmail.com

GPS S33.381483, E19.224669



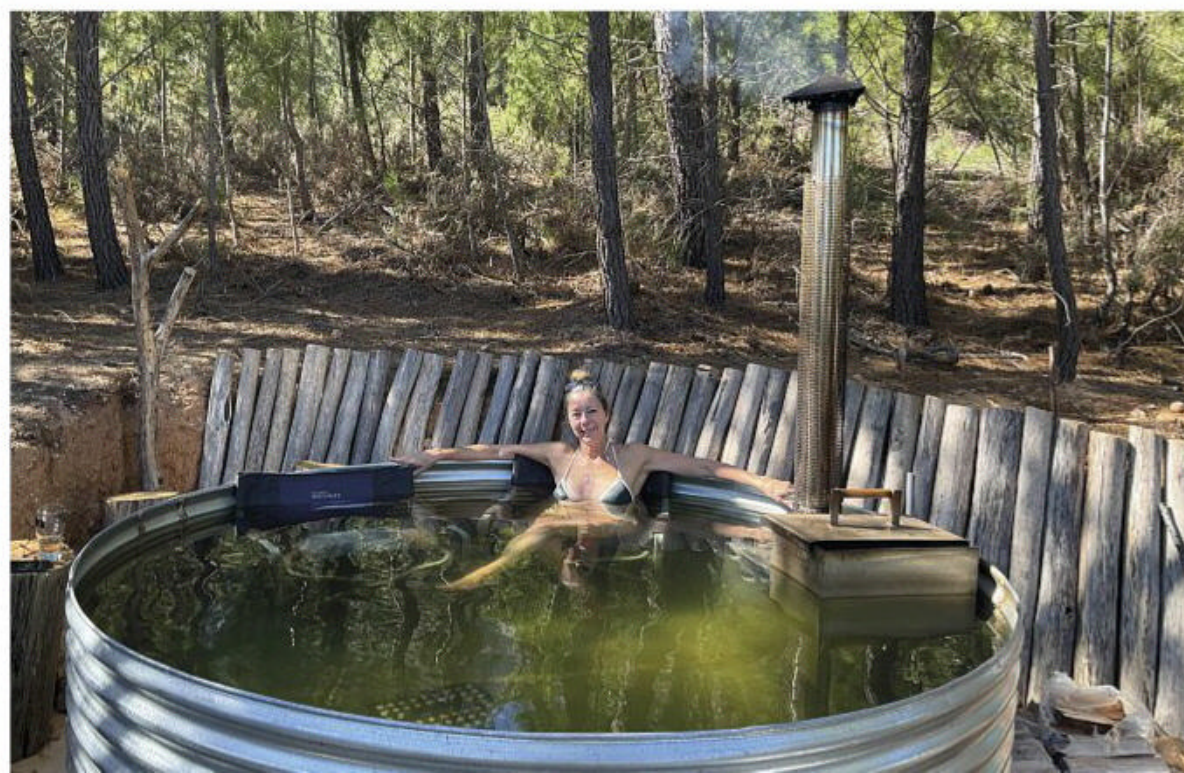
water, while there's a solar panel on the roof that keeps the lights on.

WHAT ACTIVITIES ARE THERE TO KEEP YOU BUSY?

Well, as I mentioned, we prefer to avoid busy spots. So, you won't find anything like water slides, mini-golf courses, and playgrounds. You come here to relax in nature and enjoy the amazing views from your stand. Speaking of views: there's a lookout point you can reach with your 4x4 vehicle a little higher up the mountain to see the surroundings in all their glory and enjoy a sundowner. There are also a number of hiking trails, and although they're not yet properly marked, they are all circular trails, which means you'll end up where you started, provided you stay on the tracks. Also, remember your binoculars – there are many birds here, and you'll be able to tick off a whole bunch of birds of prey in your book. These include peregrine falcons, rock kestrels, black-winged kites, owls, black eagles, and fish eagles. The upper section of the farm is a private nature reserve where you can see small game, including steenbok, duiker, grey rhebok, porcupines, and caracals. Ralf says they also recently came across a leopard's track.

IS THERE A SHOP?

No. So, bring along everything you'll need. You can buy wood and ice from Ralf, though.





SKOPJE, BULGARIA

The legend continues

Life has all sorts of interesting twists and turns, as his 2002 Isuzu KB280 can attest to, says poet and retired academic **Fanie Olivier**.

“ In 2004, I decided to buy a **proper touring vehicle**. My Toyota Venture with its front-wheel diff lock I'd installed had been good till then, but it was time for something different: longer, more challenging roads in Africa.

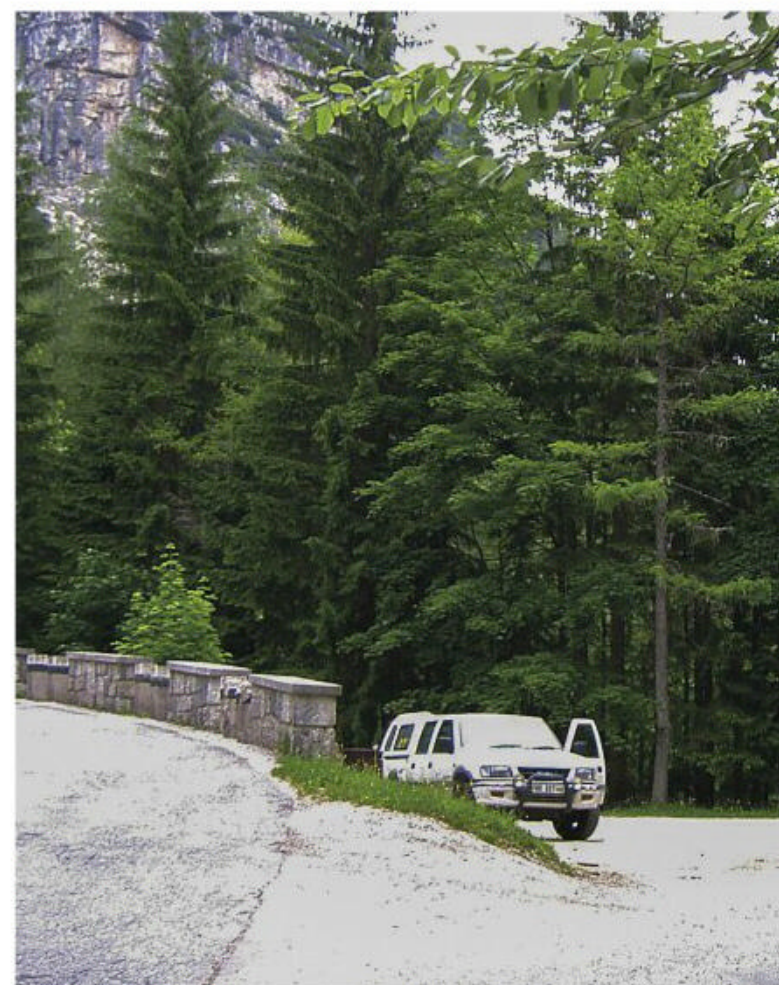
I don't know much about cars and have no preferences when it comes to a manufacturer, so I could shop around. My son-in-law Stephen de la Harpe **swears by Isuzu**, though, so when I came across a second-hand diesel model with **70 000 km on the clock**, I bought it. A long, double cab with a canopy, which made sleeping inside possible.

Our first long journey was north along the Zambezi to its source (the fourth longest river in Africa). We were armed with **prophylactics** and a mosquito net to cover the tent. I don't know what it's like in that area or the road conditions today, but in the summer of 2004, it was wild and empty. Potholes got marked with branches planted in them, and on the other side of Limilunga in western Zambia,

the road sometimes simply disappeared with the summer rains and swamps. After almost getting stuck, we took a wide turn to the Liuwa Game Reserve, the site of the second largest wildebeest migration. Today, there's a luxury lodge and maybe, possibly, a halfway decent road to get to it.

The Isuzu ran **quietly and consistently**, just like that river, all the way through eight language regions. The Zambezi doesn't care about borders, and on the other side of the Chavuma waterfall, we begged in vain to be allowed to follow the river into Angola. So, that meant another half a day back east and then north, past Mwinilunga, and then right next to the Democratic Republic of the Congo's border into a bush where the river – which feeds giant power stations – begins to spread out. From there, it runs through a stretch of Angola to the sharp point of the old Caprivi, and then east.

With this trip, the Isuzu (that to this day hasn't been named), **proved it has what it takes**. It returned with many scratches





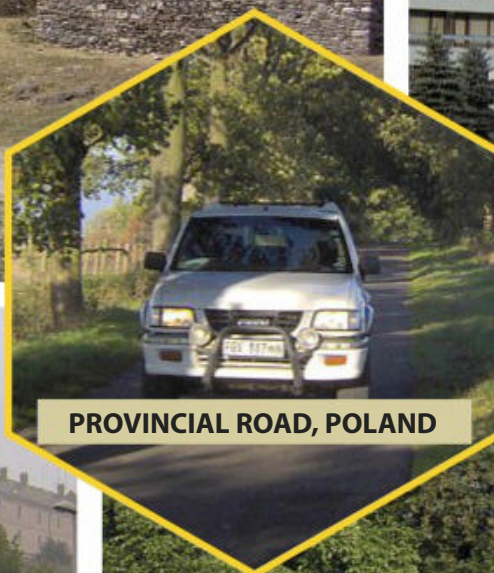
SLAVYANKA MOUNTAINS BETWEEN GREECE AND BULGARIA



TOWN SQUARE IN HUNGARY



ODESSA, UKRAINE



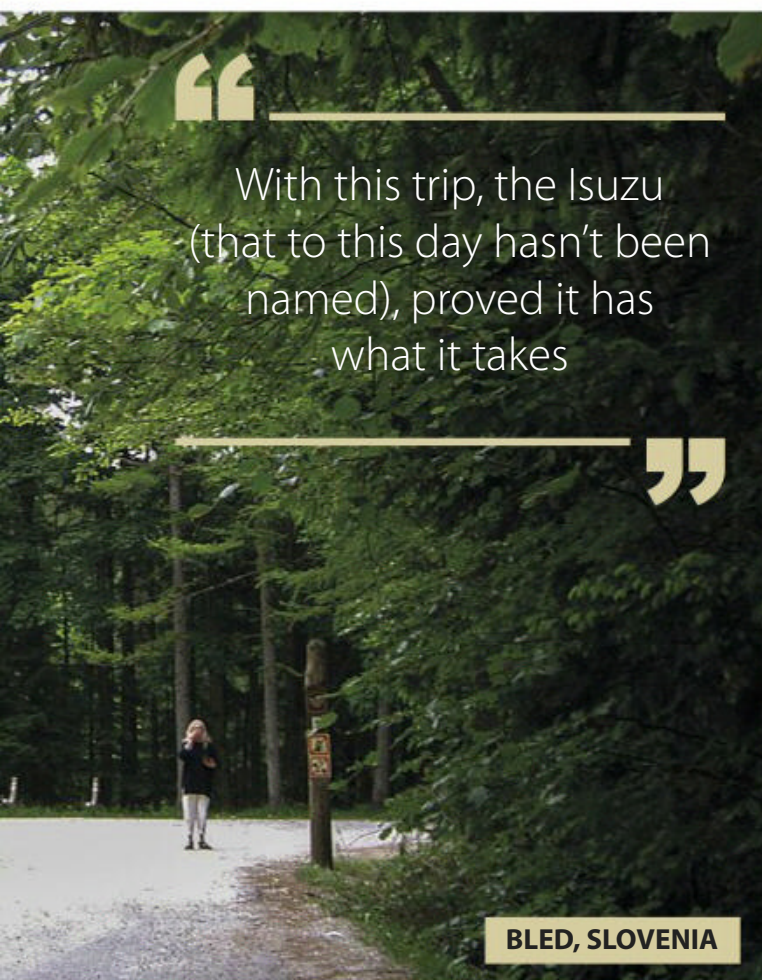
PROVINCIAL ROAD, POLAND



EN ROUTE, SERBIA



MIEZA, GREECE



BLED, SLOVENIA

“With this trip, the Isuzu (that to this day hasn't been named), proved it has what it takes”

and some narrow escapes, but not a single mechanical problem. We took extra diesel along but found it everywhere. Only one flat tyre.

After that, a trip through Tanzania and Kenya – and visits to Mozambique, across Crook's Corner past Pafuri and through the Limpopo – was like a Sunday afternoon outing.

But little did the Isuzu and I know **what was still awaiting us**. In 2004, I was appointed to the Adam Mickiewicz University in Poznań, Poland, and because we were going to have a lengthy stay there and still wanted to travel far and wide, the **Isuzu was loaded with books** and other stuff, weighed in, and put on a ship in Cape Town.

We met up again after two weeks in Gdansk, the old Danzig, Poland's bustling port in the Baltic Sea. Poland had just become a member of the European Union, but there was no such thing as the 2022 Schengen visa, and all travel turned into a bureaucratic nightmare: south, east, and north.

The arrival was quite an experience: I couldn't speak Polish, they hardly spoke English, **bakkies didn't exist anywhere** in Europe in 2004 – and this one was fully loaded. The registration number was from somewhere exotic: Republika Południowej Afryki.

But worst of all was the **steering wheel being on the right!** On the highways you could still manage, but Poland back then only had a total of 60 km of highway. Every overtaking was a potential accident; the roads are narrow and beautifully bordered with large old trees – often less than 2 m from the road.

Every holiday, especially those long summer ones, but also in the bitter winters (down to -25 °C), the **Isuzu went all over**, crossed countless borders, traversed the continent: from Auschwitz to Amsterdam, Vigo to Varna, Malaga to Moscow, Nordkapp to Athens, St Petersburg to Paris, Irish Sea to Black Sea, mountain passes (that sometimes only existed on maps), through and across the endless Ukrainian steppes to Sevastopol. Portugal was

the only country we missed but would later moor in Porto on our way home.

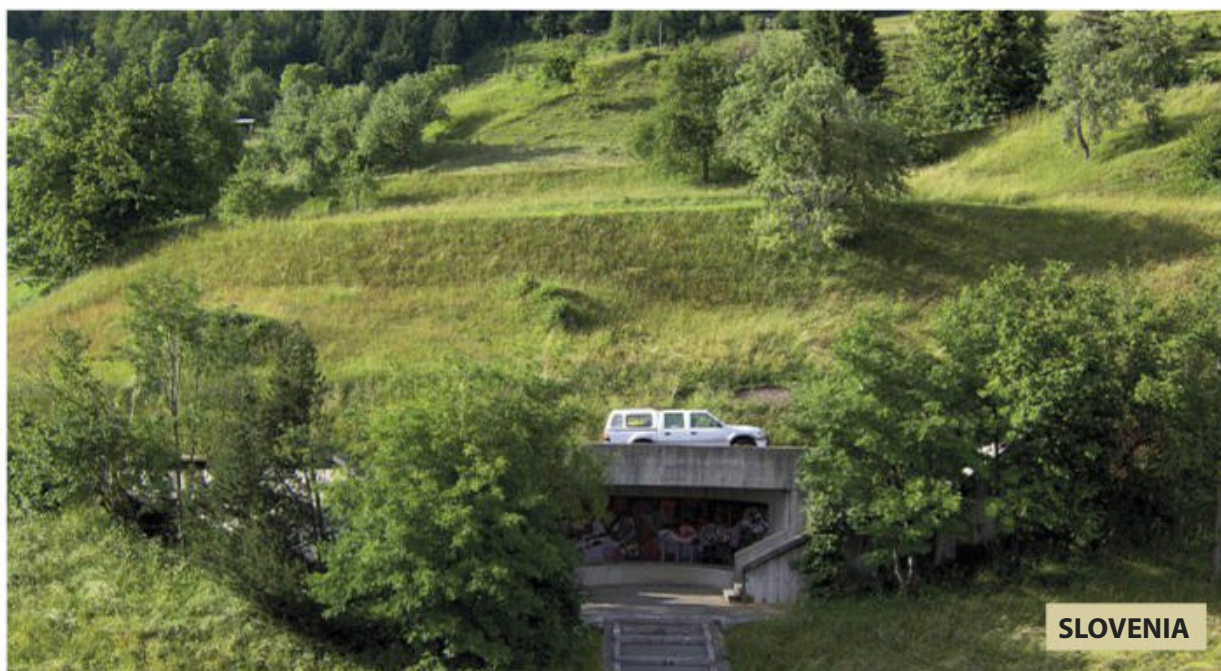
So many countries, so many languages, so many visas. Border crossings became quite an affair as officials, villagers, the police, and soldiers **descended on the Isuzu** to take a look, ask questions, and try to understand this strange vehicle from a strange place.

In two years, **I had only two flat tyres** – a miracle considering the extremes they had to face. The red manual was consulted, but the Poles are handy men who know how to solve problems and improvise.

Only once did something really annoying happen: someone, I think it was in Bulgaria or Romania, **smashed a back window** to steal something. So, I drove around for six weeks with a cardboard window while we waited for the OEM part to come all the way from South Africa.

I never carried extra diesel, and in Russia we had to survive 60 km with old cooking oil sold by people along the way. But apart from the smell of the potatoes and the bakkie's violent smoking protests, the brave Isuzu also survived.

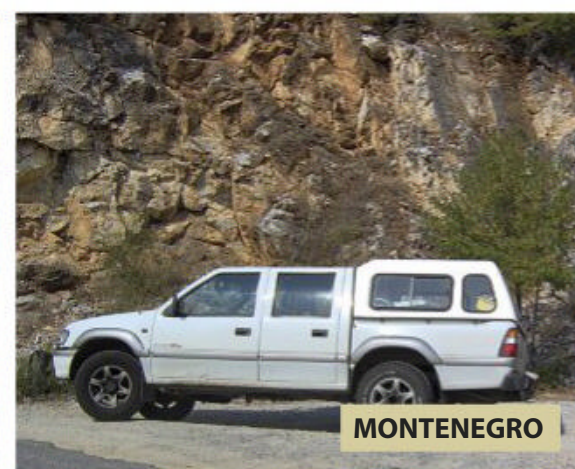
When we had to return due to serious illness, the bakkie – and us – sailed yet again, this time from Antwerp to Durban.



SLOVENIA



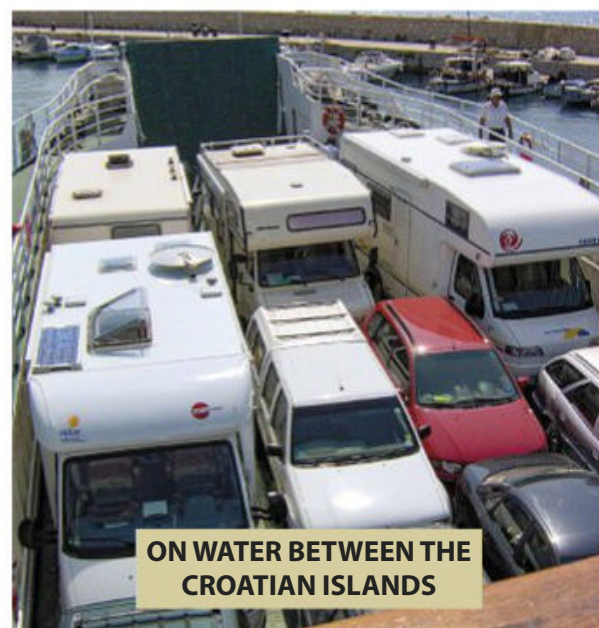
RURAL CONGREGATION, SERBIA



MONTENEGRO



BREMEN, GERMANY



ON WATER BETWEEN THE CROATIAN ISLANDS

Between 2007 and 2017, the bakkie crisscrossed South Africa and Africa – friends also used it when I went back to work in Poland for six years. (That time I had a 1994 Volvo, with its steering wheel on the correct side, to drive.)

When Isuzu celebrated its 40th anniversary in South Africa in 2018, the company launched a competition for a "Living Legend". The winning prize? A service valued at R100 000 in Isuzu's factory in Gqeberha for a bakkie that all its life had only gotten new oil once it was very black, and lubrication only when the mud or salty sleet started to bother.

The **engine was rebuilt at 460 000 km**, but the best, says my wife, Antoinette, are the new

seats they fitted and the special floor mats to confirm the honorary title. There are some flashy stripes and unnecessary embellishments too, stuff that just get damaged as we still travel up and down, **by now 75 000 km** more.

Technically, I still know as little about my bakkie as I did when I bought it, but life still takes us on wide, wild rides – while services remain few.



What about your wheels?

Send us an email at rysleap@weg.co.za to show and tell us all about it.

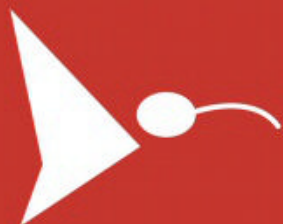


**NEW
IN SA!**

A MEASURED ADVENTURE

**Keep track of exactly how many kilometres
you and your trailer or caravan have
travelled together with a Hummingbird
GPS Caravan and Trailer Odometer**

- Multi voltage compatible with a 12- or 24-Volt option
- Accurate GPS and GLONASS distance measurement
- Keep track of when a service is due
- Reminder when the wheel bearings need to be serviced
- Colour digital LCD display
- Password protected
- Comes with a two year manufacturer's warranty
- Great information when you need to resell
- Keep track of how many kilometres tyres have on them
- Use the buzzer to know when a predetermined distance has been reached
- Keep track of individual adventures with a trip A or B display
- Perfect for manufacturers, dealerships, rental businesses and service agents



ORDER TODAY

✉ xcellence.xpi@gmail.com / wietzvl@gmail.com

☎ 082 861 7438 / 083 609 8598

The best of both worlds

You get campsites that are wonderfully secluded, and you get spots with amazing 4x4 trails where you can frolic to your heart's content. And sometimes, you get them in one place, says **Piet van Heerde** from Bellville in the Cape.





Boegoeberg near Clanwilliam is one of his favourite destinations, says Piet. This holiday resort is about a two-hour drive north of Cape Town, on the other side of Graafwater. But Piet says he turns off just past Kardoesie on the N7 and then follows the Koningskop gravel road in the direction of Graafwater. That way, you get off the N7 quicker, and your weekend, therefore, starts much sooner.

“Boegoeberg is located on the farm Lambertshoek and has several fantastic 4x4 trails. The great thing about this resort is that it's not only for 4x4 enthusiasts; you can just as easily come here to simply camp and chill out.

Another plus is that Boegoeberg is so centrally located – we make it our base when on holiday, and day drives take us to nearby attractions.



QUIET TIME. Light a fire at the campsite, reach for something cold to sip on while you and your buddies look back on the day spent playing around on Boegoeberg's 4x4 trails.



Clanwilliam, a much-loved destination for a weekend getaway, is a mere 17 km away, and there you can, of course, also go boating, waterskiing, or simply explore the Cederberg. What's more, you can easily make a detour to the Biedouw Valley during the flowering season, and buy some vellies in Wupperthal. And then there's the rock art, too.

If you drive in the other direction, you can go on a somewhat historical tour and visit the Olof Bergh stone. This well-known beacon of early travellers is a place where the famous adventurer himself spent several nights. The large stone provides shelter, and there's also a freshwater fountain. A few kilometres farther is the Herenloggement, a cave where early travellers spent the night. Some of their

names are scratched on the cave wall – contributing to the historic feel.

Another option is to shoot through to Lamberts Bay for the day, where you can visit the lobster factory, among others things, plus the famous Bird Island, where literally thousands of gannets nest. Some fabulous restaurants will have you swapping your meat diet with some fish. Or drive another 30 km south and eat the most delicious hamburger in the West Coast in Elands Bay.

And then there are a variety of 4x4 trails in the area, including Klein Tafelberg, Scheppie Sous, Markuskraal and, of course, Boegoeberg.

Boegoeberg's Kliphuis campsite is a bush camp high in the mountains. You need

a proper 4x4 vehicle to reach the camp, as it's basically a Grade 4 route to get there.

The route is challenging, and it takes you about an hour to get to the camp. There are, however, so many fantastic stops along the way with amazing views, so don't be surprised if it takes you longer. And, if you travel in a convoy, you'll get to the campsite even later, because there are many obstacles on the route. Once you reach this oasis in the bush, the silence and beauty of nature envelops you.

In earlier years, the camp was used as a resting place for farmers when harvesting boegoe in the veld. It also served as a livestock post where animals were gathered inside a makeshift fence to protect them from predators such as leopards and caracals.

“

You'll have to search far for better views of this area's charming landscape

”



Good to know

Prices The main route is R200 and the sand route R100. Camping at the Kliphuis campsite is R250 pn per vehicle. Accommodation is also available in chalets and in the large farmhouse (prices on request).

Contact 📞 083 632 2634 or 027 482 2933 (Sybrie de Beer – call between 18:00 and 20:00) 📧 boegoeberg4x4@mylan.co.za

GPS S32.28719 E18.75543



These days, the camp is comfortably furnished for visitors. There's ample shade under trees, and the stone cliff on the north side provides more than enough comfort in the shade around the communal braai area. Here, you'll find a large stone fireplace and enough work space.

The other important convenience is fresh water from a fountain in the mountain that's stored in a water tank. It supplies a tap at the braai area and the ablution facilities.

The ablution block is a stone building that's well furnished. It's unpretentious, yet functional. There are showers and flush toilets, and the men's and women's facilities get their hot water for the showers from the donkey at the braai

area. Because there's no electricity here, there are candles to provide light.

Cellphone reception is sketchy, and you may need to walk a short distance to get a better signal.

But it's the 4x4 trails that are the major draw, and you'll have to search far for better views of this area's charming landscape. The trails take you back to camp, where you can replenish your ice and wood supplies at the end of the day. (They also sell basic supplies and even souvenirs.) Rinse off the heat of the day in the large swimming pool, and strike up a conversation with the owner, Sybrie de Beer, to hear more about the farm and the area – he's an inexhaustible source of information and it's great listening to him.

If you're not here for 4x4 driving, hike the trails to stretch your legs and get a little closer to nature.

Boegoeberg's main 4x4 trail runs right past the Kliphuis campsite, and although it's fairly sheltered and secluded, you're still expected to respect the privacy of the people who camp there as you drive past.

The trail leads further up the mountain and takes you to exceptional views, especially at the radio tower, where you enjoy a 360° view of the landscape.

There's also a sand route that will put your sand-driving skills to the test. It gives you a taste of daily existence on the farm, because this route runs through sections they still actively farm. 📍

Back to bass

Just outside Potchefstroom is a campsite where the camping is as good as the fishing. Come cast a line at TangleWood.



FISHING RESORT

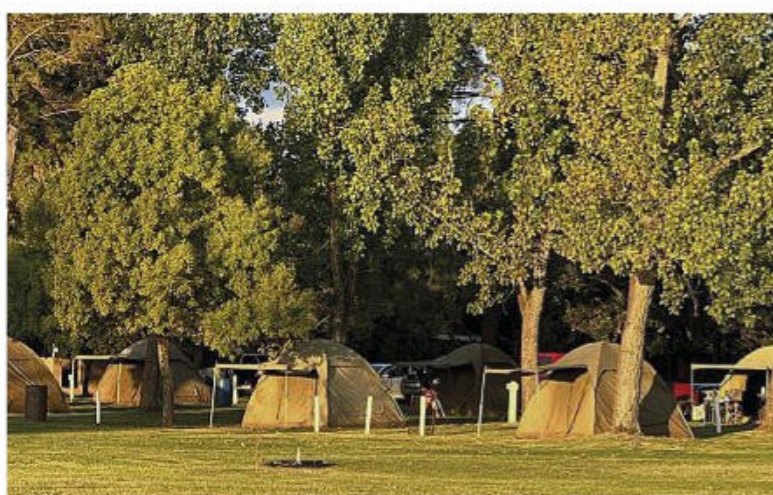
TANGLEWOOD NATURE ESTATE

BASS BASE

The TangleWood Nature Estate lies on the banks of the Boskop Dam on the R501 just outside Potchefstroom (in the direction of Carletonville). Look out for the Happy Hooker bar and restaurant to the left of the road. TangleWood's restaurant and shop – that sells the basics – is also here, while the dam is another 500 m farther down the road.

The reception is on the right just before you reach the water, with the stands behind the trees and the dam on the left.

Your stand has a braai area, electricity, shade, and grass. Depending on where you set up camp, you may need an extension cord. The bathrooms



are close by and use gas geysers. The washing-up facilities are under a roof in front of the building, where there's also a fridge for campers to use.

Behind the stands is a square heated swimming pool that's kept warm all year round, except for the heart of winter. There's a second pool – cold water – to the left of reception as you drive in.



The children's playground has a trampoline, jungle gym, and swings, and is also next to reception.

The first row of stands closest to the shore is about 60 m from the water – the shore itself is about 450 m long. There's probably twice as much shore from where you can fish, thanks to all the little coves.

There are plenty of tree stumps and



FISHING GEAR

Pack small for the big one

Fishing rods are pretty vulnerable when you transport them, especially a graphite one where even just a small chip can mean the end. One way to make packing easier is having shorter rods. Rods in two parts that fit together are common, and if you have freshwater fish such as tigerfish, black bass, yellowfish, or kurper in mind, Adrenaline gives you two choices.

Adrenaline's GTi rods come in two lengths: 6,5" and 7", and both make provision for two types of reels you typically see among black bass anglers: the coffee grinder and the baitcaster. The



reel fits onto the rod with high-strength nylon attachment points.

Where cheap guides might cut braided line, the GTi rods have stainless steel guides – and their insides are lined with ceramic.

The rods are light and obviously sensitive, which means that those black

bass won't easily pick at your bait without you knowing about it.

Price R699-R775 (excluding reel).

Contact Available in angling stores nationwide – also in Namibia.

✉ catches@4adrenalin.co.za

✉ adrenalinfishing.co.za



rocks under the water, with grass and reeds on the surface – ideal for black bass anglers. So, even though there are carp, catfish, yellowfish, and labeo here, the conditions aren't ideal to getting them ashore.

The launch for boats is on the far left, and that's where you'll find an additional six stands. So, the shore is pretty much on your veranda – just remember, it gets



Briefly | TangleWood



Fish Black bass, carp, catfish, yellowfish, and labeo.

Campsite 19 stands among trees on grass, plus six side by side on the water.

Ablution facilities One building close to the stands.

Price R260 pn per stand for the first two people; thereafter R70 pp (half price for children under 12). Up to four people per stand.

Arrival and departure 14:00 and 10:00.

Contact 076 402 0060 bookings@tanglewoodnatureestate.com

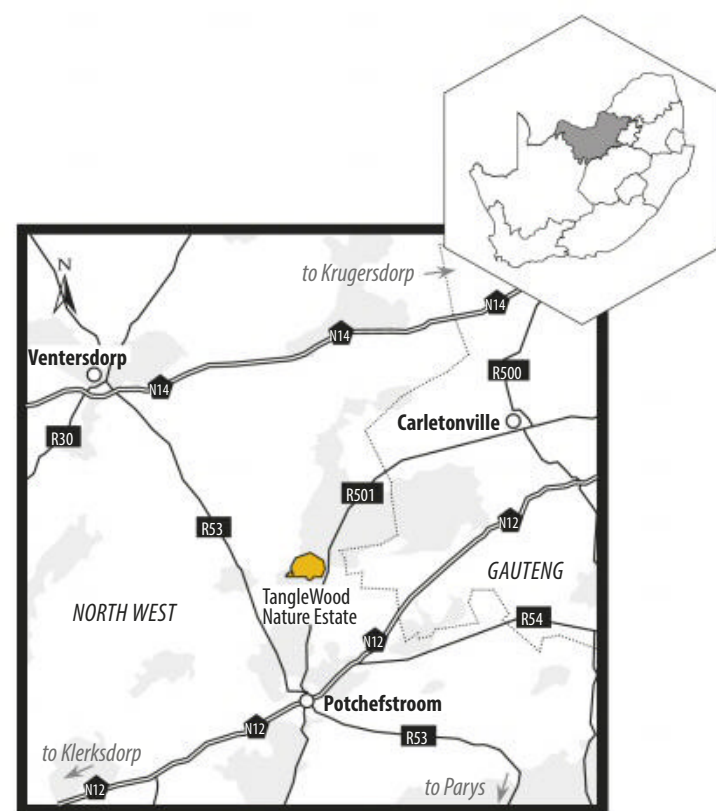
tanglewoodnatureestate.com

Nearest town Potchefstroom, 15 km.

Road condition Tar up to the gate.

GPS S26.564502 E27.127550

Drive & Camp says The record here is a bass that weighed just over 6 kg – the catch-and-release rule applies.



busy early morning as the anglers head for water.

Boat owners with an engine larger than 15 hp pay a once-off fee of R80 – you must show your skipper paperwork. For smaller boats – or those without an engine – there's a R35 once-off fee. You're not allowed to speed on the dam.

As you relax, revel in the silence: no music or noise is allowed in the campsite. If you want to celebrate your big catch of the day, stroll on over to the Happy Hooker.

Pets are welcome, but it must be on a leash, and you need to clean up after it.

EASY FISH CURRY

Flavour in a jiffy

This recipe was inspired by Cariema Isaacs' delicious Bengali fish curry and is somewhat simplified for the campsite. Mix all the spices together in a container and place the chillies, garlic, ginger, and onion in a bag before you head to the campsite. That way, you're ready when the big one bites.

Ingredients

(serves 6)

- 1 medium onion, finely chopped
- ½ cup oil
- 2 green chillies, seeds removed and finely chopped
- 1 piece fresh ginger of 2 cm, peeled and grated
- 2 garlic cloves, finely crushed
- 3 green cardamom pods, bruised
- 3 cloves
- ½ teaspoon each mustard and cumin seeds
- 3 bay leaves (or use a sprig of fresh lemon leaves)
- 1 tablespoon garam masala
- chilli powder to taste



FISH DISH

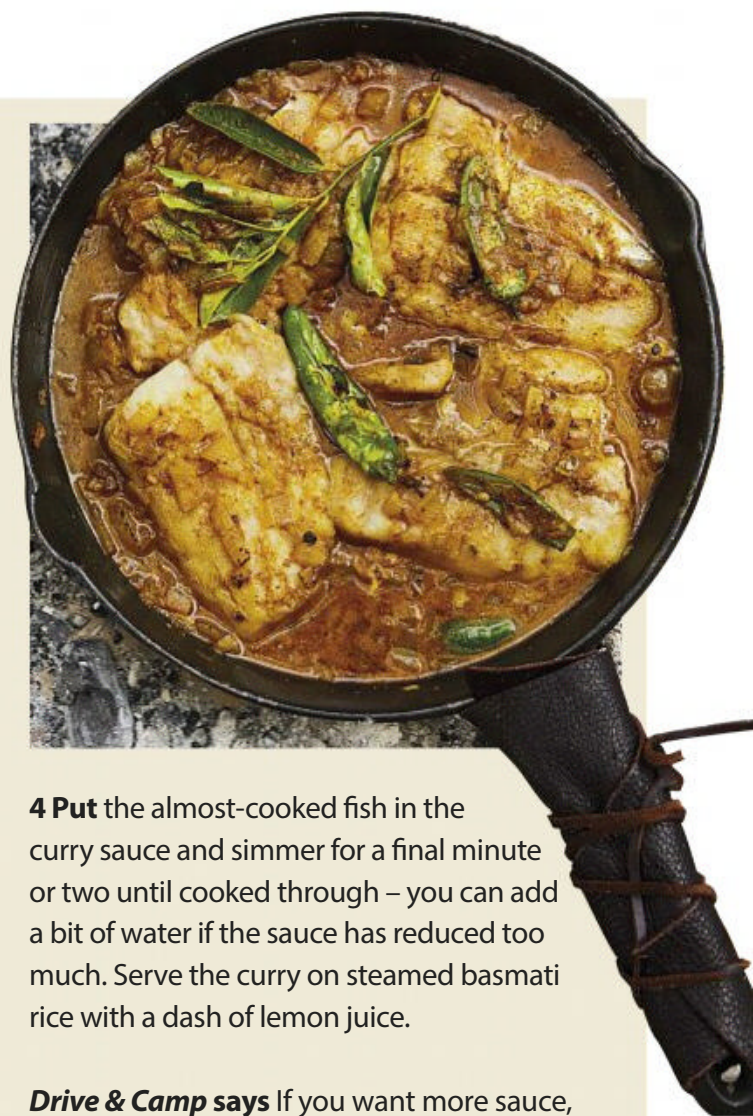
- ½ teaspoon turmeric
- 1 teaspoon salt
- 1½ cup boiling water
- 6 portions yellowtail with skin on (or use any firm white fish)

Here's how

1 Fry the onion in half the oil until it starts to soften nicely. Stir in the chilli, ginger, and garlic and fry until cooked. Add the spices and fry everything together for a few more minutes until it smells deliciously fragrant.

2 Add the salt and water, heat the mixture to boiling point, and simmer the sauce for about 15 minutes or until it has thickened. Set aside.

3 Baste the fish fillets using the remaining oil, and fry them in a thick-bottomed pan over high heat for a minute or two on each side (depending on the thickness of the fish) or until nicely golden brown. If you're cooking larger pieces of fish, you can, of course braai, them over the coals in a grid.



4 Put the almost-cooked fish in the curry sauce and simmer for a final minute or two until cooked through – you can add a bit of water if the sauce has reduced too much. Serve the curry on steamed basmati rice with a dash of lemon juice.

Drive & Camp says If you want more sauce, add a tin of chopped tomatoes and reduce the water slightly.

French utility

In April 2020, we reported on the Citroën C3 Aircross, and now, two years later, we test drive its facelifted iteration.

Words and photos **Cyril Kloppe**



CITROËN C3 AIRCROSS

The boundary between an SUV and a crossover is rather vague – nowadays car manufacturers only need to apply plastic panels over the wheel arches and screw a skid plate under the bumper and there you have it: an ordinary hatchback supposedly becomes an SUV.

Citroën's C3 Aircross is, at least, a little more than just plastic panels and a sticker kit because it drives rather well on a dirt road, even though it doesn't have all-wheel drive or large diameter wheels.

We check out the new C3 Aircross to see what's changed since we last drove it.

Inside and out

As with most restylings, the metal bodywork remains unchanged, but plastic parts, including the front bumper, look different. The main change to the front bumper is the new lights – they've kept the daytime running

lights, but the main lights are narrower and form part of the grille. There are also spotlights in the lower section of the bumper, and when all six lights are switched on, the C3 Aircross gains a spider-like face.

The bright orange stickers on the rear windows of the previous model are gone and have now been replaced with reflective strips. The orange roof bars and wing mirrors are now black, for a more formal look.

In terms of body paint colours, you have five choices: blue, white, red, and two greys: Artense grey (Artense is a region in France known for its grey stone) and platinum grey. You can also ask for a white or a black roof.

The alloy wheels are new, with an angular cloverleaf pattern. The rear bumper remains unchanged as far as we can tell.

On the inside, what's noticeable is that the bonkers handbrake lever of the previous model has been replaced with a standard

slim handbrake. The result is that there's now room for a small cubby hole between the front seats. Unfortunately, the comfy unfolding armrest of the previous model has disappeared as well. The cup holders that used to be next to each other in front of the automatic gear lever have been moved to next to the handbrake, where you have easier access to them.

The bright orange inserts on the steering wheel as well as the air vents have also been axed, and the new C3 Aircross interior is definitely more serious. Even the upholstery on the seats is darker.

The touchscreen is the same, but it feels as though the software responds a tad faster than in the C3 Aircross we tested back in 2020.

The C3 Aircross, old and new, boasts outstanding interior space, with more than enough head and legroom in the rear. The rear seats can slide back 150 mm so that tall



“

The ride quality – even on corrugated roads – is particularly good, although the steering feels a bit slow

”



passengers will sit comfortably. This does mean that you lose 150 mm of luggage space and reduce the volume from 520 ℓ to 410 ℓ.

The rear seat's backrests fold forwards and they then lie almost as flat as the boot's floor. With the backrests folded down, you can load camping gear that's 1,4 m long.

There's a cavity under the boot floor where you can hide valuables, and below that is the spare wheel, jack, and triangle. The parcel shelf is detachable and fits neatly against the backseat's backrest so you can transport tall items that shouldn't lie flat – think potted plants and the like.

What's the drive like?

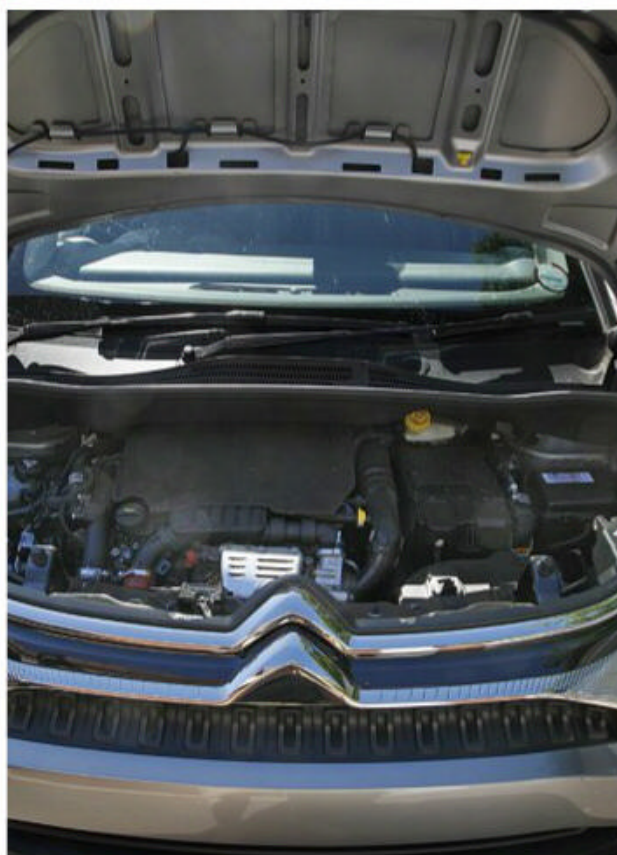
The C3 Aircross is marketed as a true sports utility vehicle, despite the fact that it's only powered in its front wheels. We tackled the sand and dirt roads of the Overberg district, and the C3 Aircross nevertheless performed well, thanks to a nimble traction control system and stability control.

The ride quality – even on corrugated roads – is particularly good, although the steering feels a bit slow and not as sharp as you'd expect from a compact hatchback. However, this could be good, because the C3 Aircross never feels like it's so enthusiastic that it might send you into the bushes next to the road.

Something we didn't like on the blacktop is the electronic lane control system that almost constantly warns you that you're crossing the centre or side line of the road. You can switch off the system by holding down a button above your right knee, but it will reactivate automatically after restarting the car. Very annoying...



COMPACT. Although it doesn't have a big engine (below), it still fills up the bay, and a mechanic will struggle to fit his or her hands in there to fix anything, should problems arise. The boot (middle), however, is big enough for all your camping gear and luggage.



SPECIFICATIONS

Model tested	C3 Aircross SUV Feel
Engine	1 199 cc, three-cylinder turbodiesel
Power	81 kW @ 5 500 rpm
Torque	151 Nm @ 1 750 rpm
Transmission	Six-speed automatic
Top speed	184 km/h
Acceleration 0-100 km/h	11,8 s
Fuel consumption	6,5 l/100 km
Tank	45 l
Luggage space	410 l (1 289 l with seats folded down)
Allowed load	617 kg
Wheel size	205/50/R16
Measurements	4 142 (l) x 1 756 (w) x 1 637 mm (h)
Ground clearance	178 mm
Safety rating	★★★★ (NCAP 2017)
Service plan	Five years/100 000 km
Warranty	Five years/100 000 km
Price	R401 900



FROM THE COMPETITORS
Compact hatchbacks pretending to be SUVs



Price unknown Renault Captur 1.3 (CVT)

The new Captur was not yet available in South Africa at the time of going to press.



R373 400 Mazda CX-3 2.0 Active (automatic)

More powerful than the C3 Aircross – and its appearance speaks to a completely different audience.



R392 500 Hyundai Venue 1.0 Fluid (DCT)

The Venue has similar specifications and it will soon be restyled.



The competitors

The Citroën C3 Aircross competes with, among others, the Renault Captur, Mazda CX-3, and Hyundai Venue. The former was launched in Europe a few months before the pandemic, but South Africa will only get it this year. We've already had a look at its specs, and it looks like the new Captur is slightly smaller than its predecessor.

In terms of sales, the Mazda CX-3 is a popular choice in this group, and its price has increased by only 11% in two years – those of us who get a 5% salary increase every year can, therefore, just about keep up. The CX-3 was launched in 2014 and has undergone slight changes over the past eight years – which virtually nobody noticed.

The Hyundai Venue came to South Africa at the end of 2019, and Hyundai sells an average of 400 Venues a month, which isn't bad at

all for this type of vehicle, especially given our current economic situation. Its price has increased by 15% in the past two years.

The Citroën C3 Aircross had a price tag of R345 900 in April 2020, but today, Citroën charges R401 900, an increase of 16%.

Conclusion

The C3 Aircross is a comfortable ride with a willing engine, but the Hyundai Venue and Mazda CX-3 cost less while offering a comparable specification list.

This Citroën looked like an exciting car before it was facelifted, but its new conservative look may fit better in a world that has recently turned so serious and gloomy.

We're particularly impressed with its road-holding ability on a dirt road, but we miss the silly bright orange stickers that made its predecessor look so cheerful.

Easy, Tiguan!

Volkswagen's new Tiguan isn't just fast, but this flagship model can also tow half of the caravans on the road today.

Words and photos **Leon Botha**

It's no secret that South Africa's legislation on towing weight is particularly restrictive.

Manufacturers boast (quite rightly so) about their vehicles having a "decent" towing capacity – there are even bakkies that can tow up to 3 500 kg.

And so, Volkswagen's figure of 2 200 kg sounds very promising for the 2.0 Tiguan – it means there are only six of the more than 200 caravans on the market* that you can't hitch to the Tiguan. Legislation, however, requires the GVM of what you're towing not to exceed the tare weight of the towing vehicle. This

means that in South Africa, you may not tow a caravan with a GVM that's more than 1 579 kg with the Tiguan.

Fortunately, half of the caravans on the market have a GVM of 1 500 kg or less, and these range from off-road caravans and teardrops, all the way to sturdy caravans, including the Jurgens Classique.

But, there is a further restriction regarding the weight and brakes for smaller caravans that usually have a GVM of 750 kg. Any caravan of more than 750 kg must have brakes, and if it doesn't, the tare weight of the towing vehicle must be double that of the caravan. So, if your caravan is an unbraked model with a GVM of 750 kg, the tare weight of the towing vehicle must be at least 1 500 kg.

With its 350 Nm of torque, the Tiguan's turbopetrol engine has



VOLKSWAGEN TIGUAN 2.0 TSI

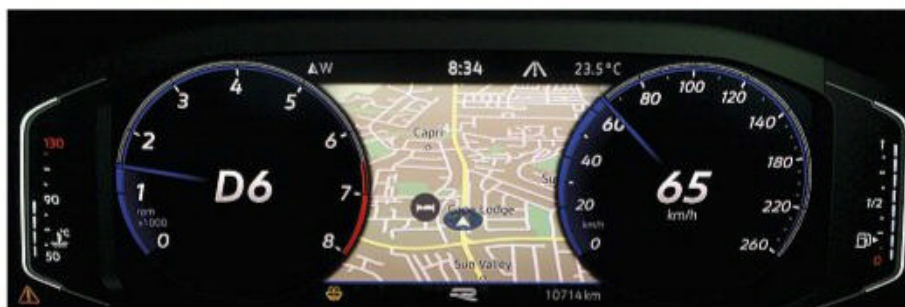
more than enough power to be able to tow far above its weight. But because of the legislation, the average weight owners may hitch to these lightning-fast wheels would be lower. A realistic weight on the road would be in the region of 800 kg, the weight of the Echo 4 (GVM 1 500 kg) that we used for the test.

Let's see how the Tiguan fares when towing a caravan on open stretches of the N1, in a bit of city traffic, and doing a quick climb up to Vlaeberg in the Cape.

Getting started

The towbar isn't standard on any of the four Tiguan models – it's an optional extra that will cost you R9 300. The three 1,4 l models (all with a six-speed automatic transmission, DSG) have a towing capacity of 1 800 kg, and because each vehicle's tare weight is 1 404 kg, you're left with a smaller choice of caravans. What further distinguishes our test model, the flagship 2 l, is its seven-speed DSG transmission, the 60 l fuel tank (compared to the 58 l of the other three) and four-wheel drive.

Looking at the Tiguan from



behind, you wouldn't know it has a towbar. The Westfalia towbar is neatly hidden behind the bumper and swings out halfway with the push of a button – you then finish the job manually until it clicks into place. Now, plug in the loose 7/13 fitting for the light wire to the right shoulder of the towbar. Ridiculously easy.

The computer registers when you insert the light plug and checks, among other things, the towing lights. If it detects an error, a message will appear on the rear-view screen and in the



Here's the opinion of Pieter Crous, our towing expert...

“Every time you start the Tiguan and turn it off, the automatic engine-off feature activates. So, when you stop at a traffic light, the engine shuts off automatically. I prefer the engine to stay on, but luckily you can deactivate the system at the push of a button until you start it again. *(According to the booklet, you must deactivate the system yourself if the car doesn't do this automatically while you're towing. – Ed)*

The electronic panel in front of and to the left displays a wealth of information at a glance – from the engine and outside temperature, the distance you can still drive with the remaining fuel, to the digital and analogue speed

reading and the direction of any wind. It's a proper computer on wheels.

The engine is definitely strong enough to effortlessly tow a Jurgens Penta (GVM 1 400 kg). You also can't find fault with Volkswagen's DSG automatic gearboxes – they are super smooth. Still, the petrol engine sounds “noisier” than you'd expect, especially when you speed up. Speaking of noise: the brakes do sound a bit gruff.

The ride is also on the harder side, but that's to be expected, as you have extra load on the suspension due to the caravan, and then this is also the R-line version, which is sportier. That means you have, among other

things, low-profile tyres. The comfortable seat gives plenty compensation, though, and the vehicle is in its element in the turns, of course.

We towed three-quarters of a tonne, but that didn't hold the Tiguan back at all. On the highway, in normal D mode, the car accelerates from 80 to 120 km/h in barely 9,35 s. In S mode, it quickens to 8,25 s, and when you take over the gears, it flashes forwards in 8,16 s.

Its fuel consumption of 13,9 l/100 km also isn't too bad, considering we were sitting in city traffic for a while. It's strange that there are only petrol models, because I reckon a diesel version would be even faster.”

TOW TEST

instrument panel, for example: "Trailer: Please check left tail light". You're also warned that the blind-spot sensors and Rear Traffic Alert system are now disabled. Also, when use your indicators, a double green arrow flashes on the panel, which means the caravan's lights are working.

Because the computer keeps an eye on the caravan, the car's alarm monitors the caravan once you've parked and activated the alarm. If you now unplug the light wire, the Tiguan's alarm will go off.

Our test vehicle comes with just about everything that opens and closes –even the passenger seat can be electrically adjusted. But you also see trendy stuff, including two C-type USB ports at the front of the gear lever (instead of the regular A-type). Although the rear seats aren't quite as luxurious, they have their own air-con outlet and can regulate the temperature.

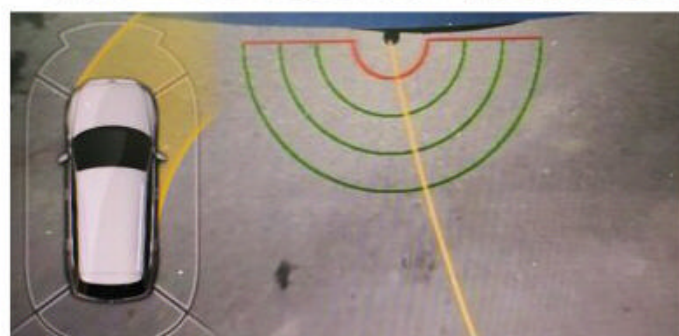
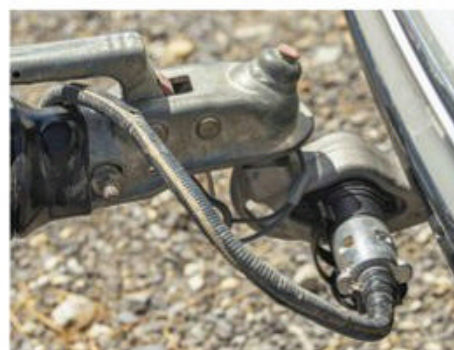
The numbers that matter

Turbopetrol engines don't top off the list of economical engines, and matters look even less rosy when towing: you'll have to make peace with a petrol consumption of around 13.9 l/100 km, which means you can tow just over 400 km on one tank of petrol.

This is 13% more compared to the 12,3 l/100 km we got four years ago with the Tiguan Allspace. (The Allspace has exactly the same engine specifications in terms of power, torque, gearbox, and engine size, and on top of that, the caravan was 40% heavier – 1 100 kg versus 780 kg.)



Drive & Camp says Though the 2.0 Tiguan is super sporty, Volkswagen warns that even in exceptional cases, you shouldn't tow faster than 100 km/h.



READY TO TOW. The Tiguan's towbar is synced with the computer, so it knows when you've plugged in a caravan. It even inspects the caravan's lights.

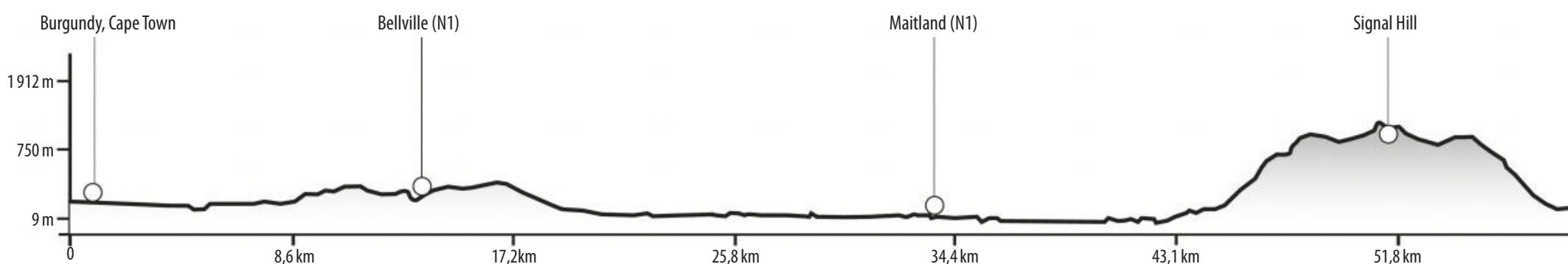
Without the caravan and with four adults, we left Cape Town to visit Riebeek-Kasteel. For the 240 km trip there and back, our consumption was a decent 10 l/100 km.

You can also mount a bicycle rack on the towbar. It's for a maximum of three bikes with a combined weight of not more than 75 kg (including the rack).

** According to Drive & Camp Buyer's Guide 2021.*

TOW PROFILE

Elevation



The caravan

Manufacturer Echo

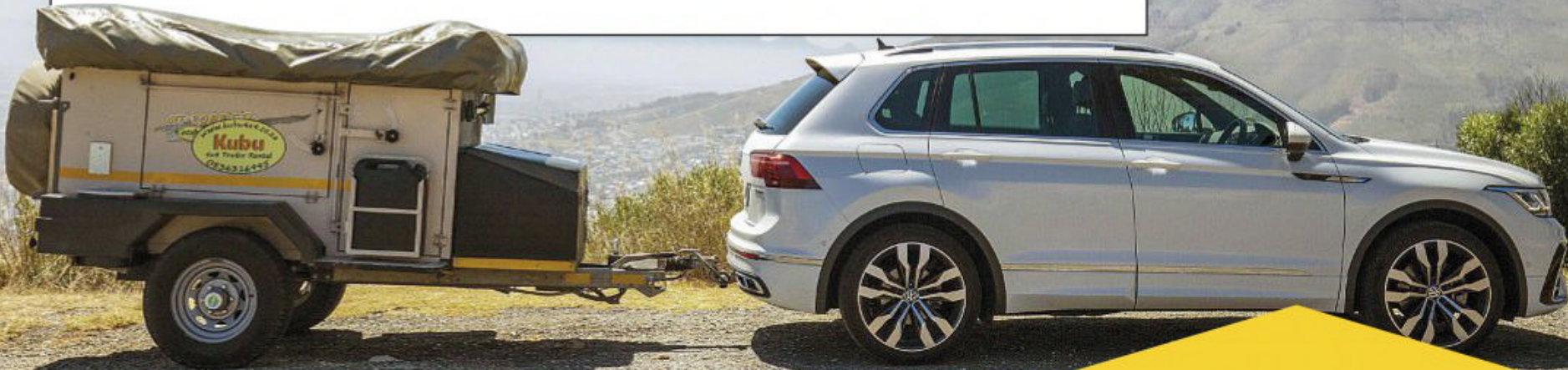
Model Echo 4

Year model 2011

GVM 1 500 kg

Load weight during the test 780 kg

Drive & Camp loaned the Echo 4 from Kubu 4x4 Trailer Rental. They have branches in Krugersdorp, Brackenfell, Potchefstroom, and Ballito, and you can choose between a variety of off-road trailers and off-road caravans. kubu4x4.co.za
jannie@kubu4x4.co.za



From the competitors

Petrol, automatic, at least 2 ℓ, and all-wheel or four-wheel drive



R637 500

Nissan X-Trail 2.5 Tekna 4WD

233 Nm

Can tow 1 500 kg.



R697 600

Mazda CX-5 2.5 Individual

258 Nm

Can tow 1 500 kg.



R723 400

Toyota Rav4 2.5 VX

243 Nm

Can tow 1 500 kg.

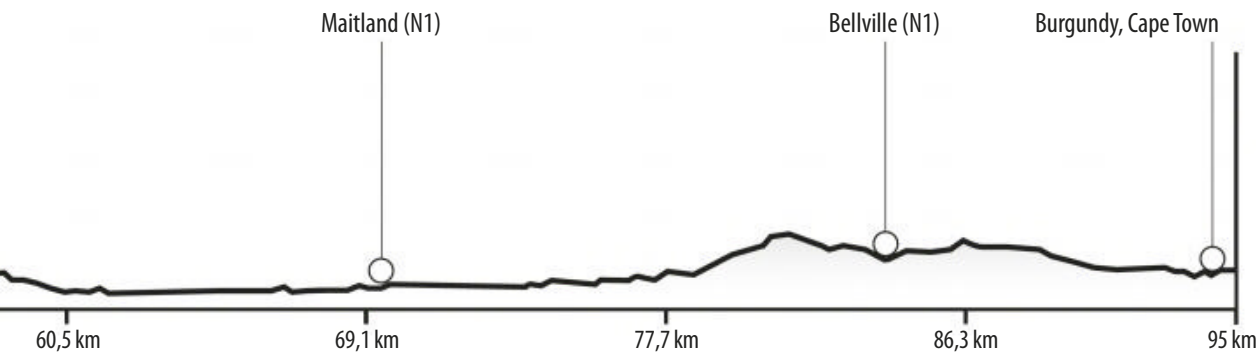
SPECIFICATIONS

Model	2.0 TSI 4MOTION DSG R-Line
Engine	Four-cylinder turbopetrol
Power	162 kW @ 4 500-6 200 rpm
Torque	350 Nm @ 1 500-4 400 rpm
Transmission	Seven-speed automatic (DSG)
Drive	Four wheel (4Motion)
Tank	60 ℓ
Fuel consumption with caravan	13,9 ℓ/100 km (7,2 km/ℓ)
Reach with caravan	432 km
Tare weight	1 579 kg
Weight during test (nose weight of caravan included)	1 940 kg
GVM	2 190 kg
GCM	4 290 kg
Combination weight during test	2 720 kg
Tow capacity	2 200 kg
Towbar's weight index	Unknown
Towbar's max vertical weight	100 kg
Is the towbar removable?	No, but it fits under the bumper when not in use
Space for a drop plate?	No
PRICE	From R746 400

Distance 94,8 km Roads Highway and built-up areas

Total towing time 3 hours and 28 minutes

Weather 21 °C, sunny, and a southerly wind of 16 km/h



King of the campsite

Conqueror's UEV-25 is their flagship model for a reason: stronger, better, and bigger you won't easily find.

Words and photos **Leon Botha**



CONQUEROR UEV-25

Conqueror, known for its tough off-road caravans, expanded its range with the UEV models in 2019. Instead of steel and aluminium, these caravans are made of aluminium and a synthetic material used in the aviation industry – hence the white panels rather than the traditional sand colour.

Apart from the modern building materials, the UEV series boasts more innovations, the most striking of which are the slide-out modules that contain a double

bed. A few manufacturers use a bed that pulls out on a sliding frame, but the UEV's panels fold open. In addition, the panels are solid and doesn't have the canvas sides of the traditional fold-out beds.

The UEV-25 is one of the heaviest caravans on the market, which is why you need a proper towing vehicle with a tare weight of at least 2 200 kg. We hitched the caravan in Heidelberg, Gauteng, to a Toyota Prado and headed over Magoebaskloof, to where we could get to know this big, beautiful behemoth up close.

Front and back

The interior of the UEV-25 consists of three sections: the island bed in the nose, the bathroom in the rear by the door, and the dining area (that can also become a fold-out bed) in the middle. There's a fridge/freezer in the large nosecone on the A-frame, with the outdoor kitchen in the left panel. The UEV-25 stands firmly, thanks to the double axle, and the four corner steadies ensure it stays that way. Movers on a double axle caravan can make your life easier, but isn't included in a standard buy.

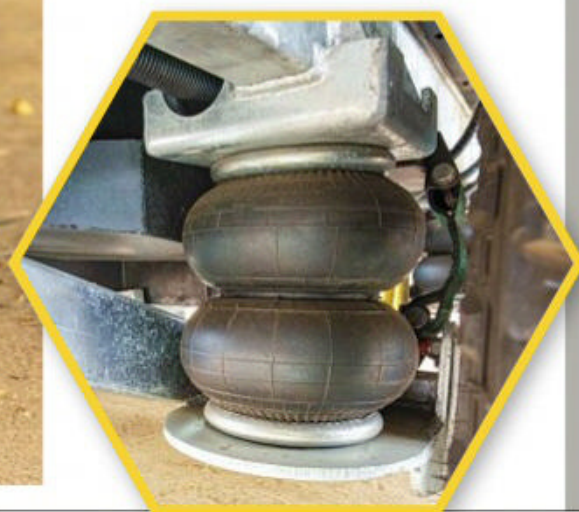
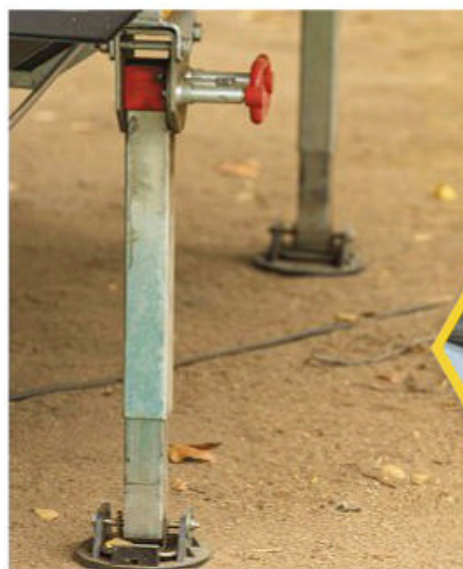
In the front on both sides are two elongated cupboards by the chassis that aren't part of the body. The left-hand cupboard is perfect for your ground sheet. If you've had the optional air suspension installed, the compressor and its tank will be in the right-hand cupboard, but otherwise it will come in handy for other camping gear or tools.

When you have the caravan standing where you want it, you lift the pop-up roof and fold out the

bed, and you're all set. The roof goes up or down effortlessly, even when you're on your own. (The section of the roof above the island bed is solid, and the air con is fitted here.)

To extend the fold-out bed, walk around the caravan to the right-hand side. The door above the wheels opens upward with gas struts and forms the roof above the bed. Now two doors swing out horizontally towards you: they form the sides next to your bed. A last panel folds out towards you – flat out to form the bottom. A section with a hinge lifts towards you to form the head of the capsule. This is where the sliding window is – and the bed is 1,931 x 1,29 m in size. On the outside, it extends 86 cm from the hull. The end of the panel above the bed extends 21 cm past the window and forms a canopy.

Should you want to set up a shower tent, there's an outdoor shower coupling with its handpiece in the panel to the left of the fold-out bed.



Get comfy

A standing fridge/freezer is a luxury in an off-road caravan. The one in the UEV sits across from the door as you enter, with the bathroom to your right.

The door opens into the cubicle and you have the vanity basin in front of you and the toilet to the right. The shower cubicle door opens from the toilet cubicle. There's a wide bench, and the shower head is the hand-held type.

If you look at the nose from the bathroom, the bed is on the right, roughly in the middle. Whether you've already



CARAVAN TEST

extended the bed capsule or not, you can still use the inside of the caravan with its two benches and a table top as a dining area. It's easy to convert the two benches and table into the foot of the bed. The table has a loose leg, and the top fits between the two benches. Thus, the top extends 25 cm past the benches, but two smaller tops on the ends of the benches swing up and then stand flush with the table top. This does shrink the 66 cm wide aisle to 41 cm.

The elongated table top opposite the foot end of the fold-out bed is 46 cm wide and against the left panel all the way to the front bed. In addition to the welcome storage space on top, there are cupboards under it that open into the outdoor kitchen. There's also space for a TV, so the young ones can lie in bed and watch a movie.

On each side of the island bed is a bedside table with two cupboards above it, plus a sliding window with mesh and a blind. Each side also has a reading light and USB sockets if you want to charge your phone during the night. Even though the roof is fixed, you can still sit comfortably upright on the mattress. The bed is 1,95 x 1,37 m in size.

The Conqueror UEV-25 sets an example of good lighting inside a spacious caravan. One continuous light runs against the edge of the roof, and another on the floor next to the bed. It's a definite plus.

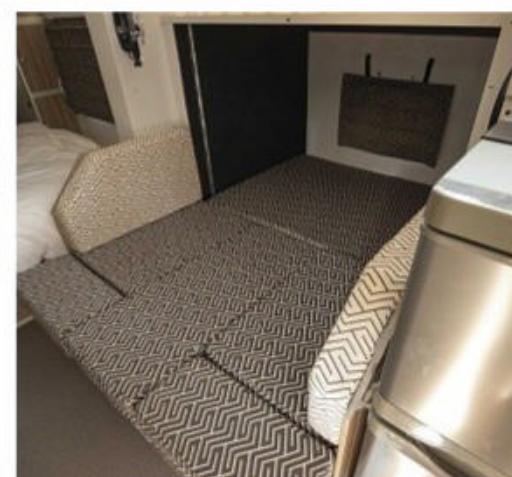
The DB panel sits in the door on the left with all the circuit breakers and switches for various equipment, such as the fridge and pump. The digital display shows the volt reading, water level, and battery charge. The panel with which you control the lights is just below it. There's even a touchscreen – all you do to brighten or dim the lights is drag your finger over the screen.

The switches for the air suspension and the pressure gauge are at the very bottom.



SPECIFICATIONS

Manufacturer	Conqueror
Model	UEV-25
Sleeps	Four
Size	7,29 x 2,042 x 2,38 m (without air con)
Wheels	16"
Axle	Independent suspension
Tare weight	1 870 kg
Load capacity	330 kg
GVM	2 200 kg
Chassis	Galvanised
Hull	Aluminium and synthetic
Price	From R697 735
Dealer network	Head office in Heidelberg (Gauteng), 11 branches nationwide, plus Namibia (Windhoek) and Botswana (Maun).
Contact	016 349 6533 conqueror.co.za info@conqueror.co.za





R697 735 CONQUEROR UEV-25 GVM 2 200 kg

FROM THE COMPETITORS

Double-axle off-road caravans



R625 000 BORDERX EXPEDITION GVM 1 900/ 2 100 kg

With 17" wheels, independent suspension, and an aluminium body and synthetic honeycomb panels.



R580 000 NAYELA OKAPI GVM 1 750 kg

With 15" wheels, rubber axles, and a fibreglass body.



R825 700 OVERLANDER 590 CUSTOM GVM 2 200 kg

With 15" wheels, independent suspension, and a body of the glass-reinforced plastic used on yachts.

Drive & Camp loaned the UEV-25 from the manufacturer.



Food and drink

The cupboard door above the double wheels to the left of the door folds down flat as a worktop in the kitchen. Behind it are cupboards with the microwave in the middle. The shelf with the glasses is above that, and the cupboards on both sides are for the groceries. These are also the cupboards you can open from the inside.

Inside the door are two shelves above each other with space for wine bottles and each has their own tray that folds down for when you want to pour a drink.

The gas stove and sink pull out from the hull close to the nose. For some people, this may be a little too high – they're more than a metre above the ground. The gas stove (four plates) is on the end, and the sink sits closest to the hull. A drying rack folds up away from you and the sink, and is a smart solution to create extra storage space. The stove is equally cleverly designed, with three sides that fold up to keep



out the wind – and, of course, a four-plate stove is a luxury in the campsite.

Two drawers with all the crockery and cutlery pull out from underneath the stove and sink.

Remarkably, the caravan doesn't have a fridge/freezer that pulls out from the body. As mentioned already, the outside fridge/freezer is in the nosecone on the A-frame. It works great because a fridge is always close by – inside or out. There's space for two gas cylinders on both sides of the fridge.

Drive & Camp says

Consider the convenience and invest in movers.

What comes standard?

Standard items include double coil suspension with eight shock absorbers, three water tanks (two that are 140 ℓ and one that's 80 ℓ), a gas stove, the water pump and plumbing, the dimmable exterior and interior lights, an indoor bathroom, power

system, geyser, two 102 Ah batteries, and the SnoMaster 173 ℓ indoor fridge.

The list of more than 20 optional extras includes a 270° awning, microwave, Houghton H2000 air conditioner, gas cylinders, cutlery, TV with arm, and air suspension.



LESSONS FROM AMERICA

To know how you're doing, you sometimes have to look elsewhere at how others are faring.

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

Last year in America there was the same number of camping households as the entire population of South Africa. It's an enormous industry over there, and you'd think there could be similarities with ours, because everyone camps for the same reason: to spend time outdoors.

It's a bit like David and Goliath, and both these biblical figures would have had to deal with the blows the COVID-19 pandemic has and continues to inflict. We've experienced this in our camping industry – and so has America, on

a much larger scale. By placing your finger on the pulse of the US camping industry, you not only get a glimpse of the activities of other campers, but also what may be happening at home.

Kampgrounds of America (KOA) is the world's largest system of open-to-the-public campgrounds and includes more than 520 destinations. Its eighth annual report, "KOA North American Camping Report 2022", sets out, among other things, the effect COVID-19 had on the camping industry. The pandemic hit

the world hard, but it appears the camping industry actually benefitted. Locally, we've seen the same – many caravan dealers have described the past two years as some of their best ever in terms of sales.

It also appears that campers are becoming increasingly younger – something we'd also like to believe here – and that modern facilities such as access to WiFi are influencing campers more and more. Furthermore, your home office may be moving, and yes, millennials and GenZ are taking over.





A total of 24% of all new campers in the past two years have started camping due to the pandemic. If you look at the annual average of new households that entered the camping market in the period between 2015 and 2019, it ranged from 4-7%. But in 2020, the numbers shot up to 21%, with 2021's number at 16%.

Most campers still tend not to camp too far from home. Last year, 56% travelled less than 160 km to their campsite. Locally, this appears to also be the case: when having a quick look at the popular Bosfontein and Mbizi near Bela-Bela, for example, the majority of their visitors come from Pretoria and the Rand. A third of the campers camped less than 80 km from home.



Since 2019, there has also been an increase in campers working part-time or full-time while camping. This number increased from 37% in 2019 to 46% in 2021. The trend is mainly driven by millennials (people born between 1981-1996), who represent 57%.

WiFi plays an increasing role. In 2017, 38% of campers indicated that it makes a difference, and four years later, the number was 64% – an increase of 26%.

Probably the best news for the industry is that campers are getting younger. Up to 53% are people aged 40 and younger. This group, therefore, consists of millennials and GenZ (1997-2012). You see this trend most clearly among last year's new campers, as seven out of 10 are younger than 40.

GenZ – the “kids” who are, at most, 25 years old today, also have their own preferences in the campsite. Most of them (61%) prefer to camp with a tent, and 43% have started camping because of the pandemic. One should also not be surprised that the majority prefer to camp with their friends rather than their parents – 36% versus 33%. The most important number is 34%, the percentage of the GenZ group whose intention is to continue camping.

The year 2021 also showed that campers prefer company. Only 5% went camping on their own,



WiFi plays an increasing role. In 2017, 38% of campers indicated that it makes a difference, and four years later the number was 64% – an increase of 26%.



while the majority (64%) camped with their spouse or another loved one. Then followed children and friends (48% and 28%) and parents and grandchildren (13% and 10%).

Hiking and fishing (37% and 36%) were the most popular activities while camping, followed by motorcycling (33%), canoeing (31%), and bird watching (29%), all the way to motorboat and jet skiing (5%).

For this report, 4 145 households were surveyed – three-quarters of them Americans and the rest Canadians.

It's important to understand what the report means by “camping”:

“any occasion when you spent at least one night outside of your primary residence and stayed in accommodations such as a tent, trailer, RV, or cabin/cottage at a campground.”

Where we would divide camping vehicles into motor homes, caravans, and vehicles with a rooftop tent, the Americans also include the so-called fifth wheel. (In America, camping vehicles are known as RVs; it's short for recreational vehicle).

**Read the full report on Kampgrounds of America's website: koa.com/north-american-camping-report*

4X4 PROFESSOR



SUV vs

Have you been debating whether an SUV or a double-cab bakkie would work best for a long-distance journey? The professor discusses the pros and cons of each.

Words **Cyril Kloppe**

Supporters of off-road bakkies and those of 4x4 station wagons both argue that one is better than the other when it comes to adventures beyond our country's borders. Bakkies are especially suitable for carrying cargo – you are, after all, loading a bunch of camping gear for your epic fishing expedition to the Kunene Mouth.

On the other hand, an SUV focuses more on the comfort of its passengers, and this is also important – especially on a journey that will last a number of weeks.

In this article, we weigh double-cab bakkies against mid-range SUVs. For the sake of fairness, we keep the budget below R1 million, which is why the Nissan Patrol, Toyota Land Cruiser 300, Land Rover Defender, and others of their kind are off the table.

Our focus is on manufacturers who build a bakkie and sports utility vehicle that more or less compete with each other, such as the Nissan Navara and X-trail, Ford Ranger and Everest, Toyota Hilux and Fortuner, and so forth.



double cab



Comfort

Modern bakkies deliver a comfortable ride; much better than in the old days, but most don't really compare to the ride quality of an SUV. Take the Ford Everest as an example, which has more legroom in the second row of seats than a Ford Ranger does.

If your family consists of two adults and one to three small children, however, legroom won't be a decisive factor. This will change as soon as your children grow up, of course.

The suspension of an Isuzu D-max, again, is also set harder than that of an Isuzu mu-X. If you drive both vehicles without a load, you'll clearly feel the SUV being less bouncy.

But once you bolt on an aluminium canopy full of camping gear – and then drive on a dirt road – the ride quality of an SUV and a bakkie will differ only minimally... if at all.

Shorter people usually prefer an SUV because the door sills are usually closer to the ground than that of a bakkie – think, for example, how much easier it is to get into a Nissan X-trail compared to a tall Navara.

The biggest advantage of an SUV is, of course, the third row of seats for the sixth and seventh passengers.

These seats are useful when Grandma and Grandpa join you on a trip, and you can, of course, stow the seats in the boot's floor when not needed.

Luggage capacity

This is one of the most important considerations for a long road trip. A bakkie – even a double cab – wins hands down. You and your travel companions have the cabin to yourselves, and all the camping gear is outside and out of the way in the load bin.

A bakkie's load bin does have some disadvantages. The most important one is that it's easy for a thief to get his hands on your camping gear, unless your bakkie has an aluminium or fibreglass canopy. A tonneau cover isn't sufficient, as someone could slice it open in a jiffy and grab what he wants. Some canopy manufacturers claim that their canopies are 100% dustproof, and this may be true for the first 1 000 km, but eventually they all let dust in and then you have to replace the rubber strips.

While you can load far more camping gear on the back of a double-cab Hilux than inside a Fortuner, there are advantages

to an SUV. Your camping gear is with you under the same roof, and Mom can ask Johnny in the back seat to get an apple from

the fridge/freezer. Dust and rain also pose no problems.

The trouble with an SUV is you have to thoroughly tie down



UNIBODY



LADDER FRAME CHASSIS



Modifications and off-road ability

If you travel to remote destinations such as the Kunene Mouth, you must be self-reliant – and that means you need to bring enough camping gear and provisions.

A traditional ladder frame chassis is a strong structure that's especially suitable for carrying heavy loads. All bakkies, and certain bakkie-based SUVs, including the Everest, mu-X, and Fortuner, have this type of chassis, but vehicles such as the Nissan X-trail and Peugeot 5008 use a unibody.

A unibody is more rigid and, therefore, doesn't bend easily, but if you overload it, it will definitely deform... and then you're in big trouble. A ladder frame will bend slightly, but because the body is bolted on top of the frame, it doesn't matter that much. In the case of double-cab bakkies, however, the ladder frame may snap in half if you overload the load bin or if you incorrectly distribute the weight.

If you want to fit larger tyres, it's considerably easier to lift

a body bolted to a ladder frame to make room for the larger wheels. It's a huge endeavour to modify a unibody in this way.

In terms of off-road capability, an SUV is often better than a bakkie because the breakover angle is higher due to the shorter wheelbase. A bakkie's departure angle is also lower due to the load bin protruding so far behind the rear wheels. However, a bakkie has a fixed rear axle that can flex more and, therefore, provides better traction when scaling

an obstacle. The independent suspension of some SUVs doesn't allow as much wheel articulation and is then forced to rely on electronic aids to get you through an obstacle.

In some cases, such as with the Nissan X-trail and Subaru Outback, an SUV doesn't have true four-wheel drive (no low-range gears), and you have to be content with electronic traction and all-wheel drive. In contrast, 4x4 bakkies have mechanical four-wheel drive with low-range gears and even a rear diff lock.

your camping gear in the boot. If you hit a cow at 80 km/h on a dirt road, the last thing you need is your fridge/freezer, food crates, and other heavy items flying forwards and hitting your family. With a bakkie, you also have to fasten everything securely, but the double-cab offers protection against loose cargo in a collision.

If an SUV's smaller luggage space is a problem, you can always hitch a trailer, but it's easier without one if you intend to tackle dunes or rocky obstacles. A roof rack or box is another solution, but don't ever load heavy camping gear in it – the danger of your vehicle overturning is very real.



“

The trouble with an SUV is you have to thoroughly tie-down your camping gear in the boot

”



Versatility

Should you decide on an SUV, there's good news: you have a legion of choices, ranging from a tiny Suzuki Jimny (3 480 mm long with four seats) to an enormous Mercedes-Benz GLS (5 207 mm and seven seats), and dozens of sizes in between.

You'll definitely find something that meets your needs and budget.

When it comes to double-cab bakkies, your choices are more limited. South Africa's shortest double cab, the

Mahindra Pik Up, is 4 493 mm long, and the longest, the GWM P-series, 5 410 mm.

When you return from your long trip, you can remove the bakkie's canopy and offer to help a friend move house. An SUV's seven seats, again, are great if you have to transport your son and his teammates to a rugby match.

Bakkie or SUV... which one is best? You've probably saw this conclusion coming from miles away: it depends on your needs.

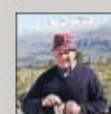


Team Bakkie vs. Team SUV

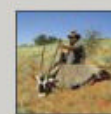
We asked our readers this question and reached the same conclusion: it all depends on your needs.



"I once owned a bakkie a long time ago, but that was the first and last time. I prefer an SUV because I'm not a farmer who needs a bakkie, and I tow a five-foot trailer. Everything is secure, and protected from dust and rain."
– Willem Brits



"If you buy a bakkie, then you also need a canopy. And you have fitment issues, and it's not dust- and waterproof..."
– Tienie Vermeulen



"I travel regularly with SUV owners and it takes them longer to pack up than me with my bakkie. I prefer a bakkie, because the petrol smell of jerry cans doesn't permeate the cabin, and the side doors of my aluminium canopy allows easy access at the back."
– Ryno Mostert



"Hands down a bakkie because it has twice as much luggage space as an SUV. With an SUV full of people, you have to tow a trailer, and you can't do that everywhere." – Pieter Hoepfner



SLIP SLIDIN' AWAY

Here are short drawer systems for SUVs and longer ones for bakkies – all designed to make your road trip easier.

Words **Cyril Kloppe** Photos **Supplied**



Expert packers load luggage into their vehicles like a Tetris computer game champ, but in reality your meticulously planned packing easily turns into a chaotic

jumble – just think what happens when you need to retrieve something that's way at the back of all the other camping gear.

A drawer system may take up a bit of storage space by itself, but it makes your

life considerably easier. Now you'll no longer have to unload tents, chairs, and cooler boxes along the roadside so you can reach the tow rope that was the first thing you packed at home.



GOMAD 4X4

Local is lekker

This canopy manufacturer is from Brackenfell in the Cape, and Ciske van Gijsen has been in charge since 2006. In addition to aluminium canopies, they make items such as custom drawer systems, roof racks, folding tables, sliding tracks for fridge/freezers, and camping kitchens.

Gomad 4x4 couriers its products across the country to agents who will install your drawer system. Each standard

system consists of two full-length drawers with 1 000 mm sliding tracks that can each carry 90 kg, sunken and lockable T-handles, and storage space on both sides of the drawers (in front and behind your bakkie's wheel arches).

The drawers are made of aluminium painted with black epoxy. The deck on the loading system is 18 mm plywood covered with carpet. Ciske points



out that the weight of Gomad 4x4's drawer system – as well as the loading depth – is determined by your vehicle as each system is customised to suit your needs.

Weight On request

Load capacity 90 kg per

1 000 mm drawer

Length On request

Drawer depth On request

Width On request

Price From R22 500 at Gomad 4x4

Contact 083 501 2626

gomad@gomad4x4.co.za

gomad4x4.co.za



BUSH CAB

Budget buddy

Bush Cab is a canopy manufacturer with a workshop in Stikland, an industrial neighbourhood in the northern suburbs of Cape Town.

Gary Hendricks' company has diversified, and now Bush Cab builds and installs canopies, roof racks, cattle rails, trailers, drawer systems, and numerous other adventure equipment.

The drawers are made of aluminium, parts of which have been powder-coated for extra durability. The top of the drawer system is plywood painted black. The length of the drawers varies from 1 000 mm to 1 400 mm, depending on your type of

bakkie. The drawer system pictured here is for a Toyota Hilux double cab.

Bush Cab's systems fit all popular bakkies. Contact Gary directly (details below), or Carron Mancini (sales and marketing).

Weight 75 kg

Load capacity 90 kg per

1 000 mm drawer

Length 1 000 mm

Drawer depth 300 mm

Width 1 050 mm

Price R15 950 at Bush Cab (R750 per installation)

Contact 071 117 3017

info@bushcab.co.za

bushcab.co.za



ALU-CAB DOUBLE DRAWER 1230

Tough as nails

Jeremy Bergh, founder of Alu-Cab, built his first canopy back in 2000. Today, the company, with its headquarters in Ottery, Cape Town, is known around the world. Alu-Cab not only builds canopies but also rooftop tents, roof racks, and all kinds of 4x4 equipment, including drawer systems.

The one shown here is the double-drawer model for the Ford Ranger double cab. Alu-Cab focuses on durability and, therefore, uses heavy-duty stainless steel bearings in the sliders. Despite its sturdy construction, the drawer system weighs only 50 kg.

The drawers and their frame

are made of aluminium, and the deck is water-resistant plywood covered with nylon carpeting. The mats inside the drawers are removable, so you can clean them. Each drawer is designed to hold standard-sized ammo boxes. The clips have locks for added security.

Weight 50 kg

Load capacity 120 kg per drawer

Length 1 295 mm

Drawer depth 280 mm

Width 1 000 mm

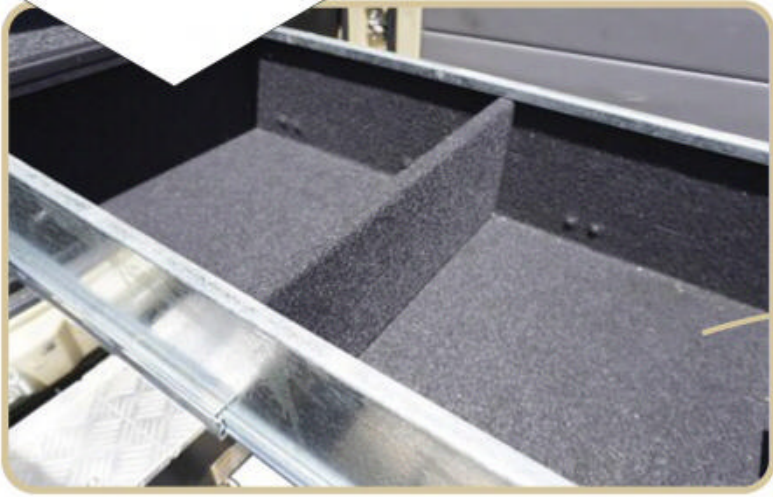
Price R17 311 at 4x4 Mega World

Contact 021 703 3028

queries@alu-cab.co.za

alu-cab.com

GEAR



BIG COUNTRY 4x4 SAVUTI

Boxed in

Big Country 4x4 is a local manufacturer with a plant situated in Waltloo, Pretoria, and a distribution centre and showroom located in Kempton Park. The company manufactures canopies, roof racks, roof tents and, of course, drawer systems.

The Savuti range pictured here is specifically designed for SUVs, in this case a Toyota Prado 120. (Big Country also makes the Zambezi range for bakkies.)

The Savuti uses existing anchor points in your SUV's boot, which means you don't have to drill holes in your vehicle's bodywork – unless your rig doesn't have anchor points, of course.

Included are two partitioning panels that wedge into the drawer.

The drawer's clips are the same you find on canopies, off-road trailers, and caravans, and so you won't battle replacing



them should they break.

Weight 75 kg

Load capacity 120 kg per drawer

Length 939 mm

Drawer depth 226 mm

Width 923 mm

Price R18 199 at Big Country 4x4

Contact 011 795 9700

admin@bigcountry.co.za

bigcountry.co.za



DECKED DRAWER SYSTEM

Craftsmanship

Decked's system comes from America where it's mainly used by artisans who are looking for a safe storage space in the back of their bakkie for tools – that's also why there's a ruler on the back lip of the top of the drawers.

Both drawers are made from recycled high-density polyethylene and are lockable and water resistant. The frame is galvanised steel. The top of the

drawers can handle 1 t, so you do not have to sacrifice your truck's maximum load capacity. Each drawer can take 100 kg, there are fastening points, and the partitions inside the drawers can be removed if you want to load long items such as folded beach umbrellas.

Decked provides a tutorial that shows you how to assemble it, but there are also videos on YouTube that explain the process

step by step. It's easy to install, and you don't have to drill holes in the boot of your rig, although you can if you want to make sure the charging system doesn't go anywhere.

The product comes with a three-year warranty, and there are versions for all the popular SUVs and bakkies – in this case a double-cab Ford Ranger. Decked couriers it for free to

any address in South Africa.

Weight 90 kg

Load capacity 100 kg per drawer

Length 1 360 mm

Drawer depth 215 mm

Width 457 mm (wide drawer)

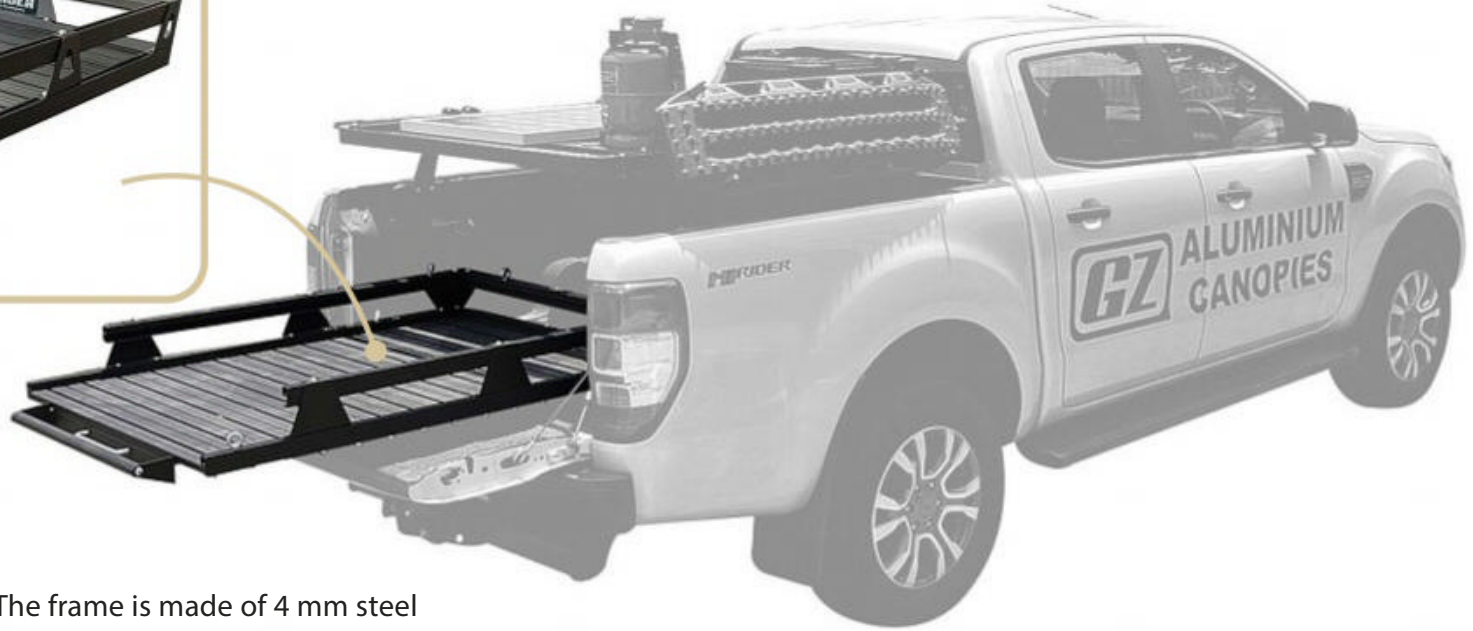
279 mm (small drawer)

Price R31 395 at Rhino 4x4

Contact 010 595 0229

info@rhino4x4.co.za

deckedafrica.co.za



GROUND ZERO LOADSLIDER Slip slidin' away

If the other drawer systems don't fully meet your needs, you may want to consider the GZ Aluminium Canopies Loadslider.

This drawer is available in four lengths, and Ground Zero can also adjust the width to fit your specific vehicle.

The drawer can load 350 kg packed evenly across the surface, and 80% of the drawer's length slides from the frame.

The frame is made of 4 mm steel and powder-coated aluminium beams.

The drawer has a handle with which you pull out the drawer, and this handle has a lever that works like an airport trolley's brake system. Hold the lever and the drawer slides out in one motion, and when you release it, the drawer locks in one of 39 positions.

The drawer slides on four

vertical ball bearings and four side thruster bearings, and thanks to the locking mechanism, the drawer won't slip out on its own. The T-slot extrusions allow you to use as many T-type fasteners as you may need to stretch a cargo net over your camping gear, for example.

Weight 65 kg

Load capacity 350 kg

Length 1 465 mm

Width 1 070 mm

Drawer depth 90 mm

Price R14 990 at GZ Aluminium Canopies

Contact 011 902 0217

info@gzcanopies.co.za

groundzerocanopies.co.za



FRONT RUNNER DOUBLE DRAWER SYSTEM Dependable

This system consists of two lockable drawers (you get two keys per lock) and a laminated plywood deck lined with carpet. On top are six anchor points on rails so you can move these anchor points, which works well if you have to tie down a fridge/freezer on top.

Front Runner or one of its agents will install the drawer

system for you, but you do get a manual with comprehensive instructions if you want to do it yourself – it may be a fun project for you and your kids one Saturday afternoon.

The drawers are made of aluminium and steel and are deep enough to hold an ammo box. The drawer system pictured here is for the Toyota Land

Cruiser Prado 120, but it also fits the boot of a Lexus GX470.

Front Runner sells partitions for the drawers and gives a two-year warranty as standard. If you want, you can also pay off the drawer system in three interest-free instalments.

Weight 65 kg

Load capacity 113 kg per drawer

Length 885 mm

Drawer depth 213 mm

Width 1 430 mm

Price R16 960 at Front Runner

Contact 011 466 0155

info@fronrunner.co.za

fronrunneroutfitters.com

GET YOURS HERE

4x4megaworldonline.com

bigcountry.co.za

fronrunneroutfitters.com

deckedafrica.co.za

groundzerocanopies.co.za

gomad4x4.co.za

bushcab.co.za

A touch of garlic

Use this fragrant root vegetable as a secret flavour weapon to add something extra to your camp cooking.

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

BEEF AND RED WINE POTJIE WITH GARLIC DUMPLINGS

The right fluff

Make sure your stewing beef has more meat on it than bones.

Ingredients

(serves 6 with leftovers)

- ¼ cup olive oil
- 2 large onions, coarsely chopped
- 2 medium-sized carrots, coarsely chopped
- 1,8 kg stewing beef (use short rib, thick rib, or shank)
- 2 tablespoons tomato paste
- 6 garlic cloves, finely crushed
- 1 cup red wine
- salt and black pepper
- 2 cups beef stock, plus extra as needed
- 1 teaspoon dry oregano
- 2 bay leaves
- 1 kg sliced roasting vegetables – we used pumpkin, broccoli, and sweet potato

FOR THE DUMPLINGS

- ¼ cup garlic butter (we used the one from Parmalat)
- 2 cups self-raising flour
- 1 cup buttermilk
- a generous pinch of salt

Here's how

1 Heat the oil in a saucepan or flat-bottomed potjie over the coals and fry the onion and carrot until fragrant. Add the meat and fry until it's nicely golden brown all over.

2 Stir in the tomato paste and garlic and give the potjie one last stir before adding the wine. Boil briskly until half of the wine has boiled away. Season with salt and pepper, stir in the oregano, bay leaves, and stock, and simmer the potjie for 2-3 hours or until the meat is tender. How much time you'll need is determined by the heat of the potjie, the type of meat cut and, well, how much you're socialising.

3 Add more liquid so the meat is covered and then place the vegetables on top of the meat. Replace the lid and put a few coals on top and allow to cook slowly for another hour or so until the vegetables are tender.

4 For the dumplings, rub the garlic butter into the flour using your fingertips until it looks like coarse breadcrumbs. Stir in the buttermilk and cut it in with a knife. Once the dough comes together, turn it out and knead until smooth. Use extra flour to prevent it from sticking to the surface.

5 Flatten the dough into a 2 cm thick disc, cut that into 15 cubes, and roll each into a ball. Pack the dumplings on the surface of the potjie contents. Make sure there's enough space for them to rise without getting stuck to the lid. Double check there's still enough liquid in to steam the dumplings. Put the lid on and steam everything for 30 minutes or until the dumplings have risen and are cooked. Test one with a toothpick – if it comes out clean, it's ready.

Drive & Camp says If you prefer a thicker sauce, stir in 1-2 tablespoons of flour with the meat as you fry it.

AÏOLI BURGERS

The secret is in the sauce

I adore burgers. Besides the patty itself, the secret to a good burger for me also lies in the quality of the bread and, of course, the sauce.

Ingredients

(serves 6)

- 750 g mince meat
- 1 egg
- 1 sesame bread roll, crumbled
- 1 small white onion, grated (it's worth the tears!)
- 1 tablespoon Worcestershire sauce
- 1 tablespoon chutney
- 1 teaspoon dry garlic powder
- 2 teaspoons garam masala
- a generous pinch of salt and black pepper
- 1 tablespoon olive oil
- 1 clove garlic, finely grated
- a few drops liquid smoke
- 1 cup creamy mayonnaise (only Hellmann's for me, thank you)
- 6 burger rolls, lightly toasted and buttered
- 2 large tomatoes, sliced
- sliced cucumbers, red onion and lettuce leaves to serve

Here's how

1 Mix together the mince with the egg, breadcrumbs, onion, Worcestershire sauce, chutney, garlic powder, garam masala, salt, and pepper. Form six equal-sized meatballs and flatten them to form thick patties. Baste generously with olive oil.

2 Braai the patties over hot coals – allow the flames to lick them here and there – until medium. If you use good mince, the patties definitely won't need to be cooked to death; pink and juicy is perfect.

3 Add the garlic and liquid smoke to the mayonnaise, stir, and season to taste. Grate in some lemon zest using the fine side, taste again, and spoon into a bowl.

4 Have everyone build their own burger: spread a thick layer of garlic mayonnaise on the roll, followed by a tomato slice or three, some sliced cucumber, red onion, and lettuce. Finally, add the delicious hot patty, the top of the roll, and tuck in!

Drive & Camp says The addition of liquid smoke may sound extravagant when braaiing, but it rounds off the taste perfectly. (If you don't want to invest in a bottle, use a pinch of smoked paprika in the garlic mayonnaise.)





GARLIC FLATBREAD WITH PERI-PERI PRAWNS

Smooth operator

These easy flatbreads are super versatile and can be done over the coals in a cast-iron flat-bottomed potjie or a flat top.

Ingredients

(serves 6-8 as a starter)

- 1 packet (500 g) self-raising flour
- 1 teaspoon sugar
- 1 generous pinch of salt
- ¼ cup olive oil plus extra for rolling and frying
- 1 cup Bulgarian yoghurt
- ¼ cup garlic butter, melted
- ½ cup peri-peri sauce (we used Nando's mild sauce)
- 1 cup cream
- 240 g cooked prawn tails (we used Forage & Feast from Checkers)
- chopped fresh green chilli to taste

Here's how

1 Mix together the flour, sugar, and salt. Add the olive oil and yoghurt and knead the mixture to a smooth dough. Divide the dough into eight

equal-sized balls and baste each with olive oil. Cover the dough balls with cling wrap or a cloth and allow to rise for 10 minutes.

2 Roll the dough balls nice and thin – you can use a wine bottle as a rolling pin. The oil will stop it from sticking.

3 Heat the pan or flat top until hot and fry the flatbreads using a little extra oil until golden brown on both sides (at most a few minutes on each side). Immediately baste it with garlic butter and stack the flatbread on top of one another until they're all done.

4 Heat any remaining garlic butter with the peri-peri sauce and cream in a pan until hot, add the prawns, and heat through. Sprinkle with chopped fresh green chilli if you like a bit of a bite. Serve the prawns with the flatbread and some rice if you want to make sure not a drop of sauce is wasted.

Drive & Camp says If you don't mind getting hands-on with your seafood, you can, of course, use whole prawns – just remember to remove the gut.



MUSSEL POTJIE WITH A TOUCH OF THAI

Co-co-coconut

For this recipe, I use frozen half-shell mussels – they're easy to transport if you have a freezer. But nothing stops you from replacing it with fresh mussels, if you can get your hands on them. Make sure the mussels are properly cleaned, adjust the cooking time, and remember to throw away any mussels that don't open when you cook them.

Ingredients

(serves 4)

- 2 tablespoons olive oil
- 2 tablespoons butter
- 1 large onion, chopped
- 4 garlic cloves, finely crushed
- 1 teaspoon Thai green curry paste (or to taste)
- 1 cup lager (or use white wine)
- 1 kg half-shell mussels
- 1 tin (400 ml) coconut milk
- 1 teaspoon fish sauce (optional)
- lime juice to taste
- chopped red chilli to taste

Here's how

1 Heat the oil and butter together in a large saucepan and fry the onion until soft and golden brown. Stir in the garlic and green curry paste and fry for half a minute until fragrant. Add the beer and heat everything to boiling point.

2 Add the mussels and simmer in the fragrant liquid for a few minutes. Remember, if you use frozen mussels, they have already been blanched and don't need much cooking at all.

3 Stir in the coconut milk, fish sauce, and lime juice, and heat until warm. Season to taste with salt and pepper, and serve steaming hot with rice or bread and a sprinkle of fresh chilli. If you have fresh coriander on hand, even better.

Drive & Camp says Be careful when adding the green curry paste. A too heavy hand may make your meal so hot that you'll have to eat it alone.



GARLIC AND SOY CHICKEN Finger lickin' good

If you want, you can replace the whole chicken with portions so you can eat a little sooner.

Ingredients

(serves 6-8)

- 1 whole chicken, butterflied (or whichever portions you prefer)
- 1 piece (2 cm) fresh ginger, peeled and thinly sliced
- 6 garlic cloves, finely crushed
- 1 red chilli, finely chopped (or to taste)
- 1 teaspoon honey
- 1 teaspoon garam masala
- ¼ cup light soy sauce
- 1 teaspoon sesame oil
- juice and zest of 1 lemon
- ¼ cup soft butter

Here's how

1 Score deep incisions in the drumstick, thighs, and breasts of the butterflied chicken using a sharp knife.

2 Mix together the rest of the ingredients with the soft butter and massage into the chicken all over – pay special attention to the scoring and under the skin. If time allows, marinate the chicken for an hour or so while getting the coals ready.

3 Braai the chicken fairly high over moderate coals. It will take around an hour until the chicken is cooked to the bone. Take your time – you don't want to scorch the skin before the meat is ready. Regularly baste the chicken with the remaining marinade. If you have a large enough casserole lid on hand, cover the chicken on the grid to create an oven effect, thus capturing even more flavour. The soy sauce is already salty, but a sprinkle of salt and black pepper is a good idea about five minutes before you remove the chicken from the coals.

Drive & Camp says Sweet potatoes go amazingly well with this dish.



CHEESY GARLIC AND JALAPEÑO GEM SQUASH Squeeze it in

My family doesn't love gem squash, but they love these ones. Minus the jalapeño for the little ones, of course.

Ingredients

(serves 6)

- 3 large gem squash, halved and seeded
- 2 tablespoons garlic butter
- 2 thick smoked pork rashers, chopped
- 2 pickled jalapeños, chopped (or to taste)
- 200 ml heated instant cheese sauce (I use the one from Woolies)
- ½ cup coarse breadcrumbs

Here's how

1 Cook the gem squash in salted water until soft. Carefully remove them from the water and dot each steaming half with garlic butter.

2 Fry the chopped rashers in a pan until nice and crisp. Remove and fry the breadcrumbs in the same fat until crisp.

3 Fill the hot gem squash with the cheese sauce and jalapeños, sprinkle over the bacon, and top it off with breadcrumbs. Serve the gems just like that or heat everything together in a black potjie (or directly over the coals). It's delicious to mix everything inside the peel of the squash with a spoon and then tuck in.

Drive & Camp says You can make your own cheese sauce, but the convenience of ready-made sauce means a lot less dishes to wash up at the camp. 🏕️

go!
Drive & Camp

BUYER'S GUIDE



ewiks

caravan mover
www.ewiks.co.za

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

For more information contact Kyle on



info@ewiks.co.za



084 33 00 606



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



**TO ADVERTISE
CONTACT:**

DANIE NELL

082 859 0542

danie.nell@media24.com

SHARLENE SMITH

083 583 1604

sharlene.smith@media24.com



Paul Kilian 083 626 49 65

info@trolleycompany.co.za • www.trolleycompany.co.za

The Trolley



Weight 18kg
Load capacity 100kg
Open & folds in 2 sec

Jolly Trolley® XL



HOPPER
Load capacity 300kg
Bucket size 106cm x 58,5cm x 30cm

Baby HOPPER
Load capacity 200kg
Bucket size 97,5cm x 52,5cm x 22,5cm



Tipper trailer



Load capacity 500kg
Bucket size 120cm x 95cm x 30cm



Mesh XL

Load capacity 350kg
Bucket size 122cm x 60cm x 31cm



Mesh



Load capacity 200kg
Bucket size 97cm x 52cm x 25cm



WOODY STORECART
Capacity 100kg
Size 41,5cm x 34,5cm x 140cm



Mule
Weight 3kg
Load capacity 50kg
Seat capacity 90kg



FLATBED
Fritley

Weight 12,5kg
Load capacity 300kg
Bed measurements 89cm x 60cm x 28cm



Our online store delivers countrywide
to your door or even to your campsite

<https://www.shop.pretoriacaravans.co.za/>

Take a break ...
You deserve it!



PRETORIA
caravans
& OUTDOOR

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



Tel: 012 329 2259

Caravans & trailers sales team
Jacqui 072 478 5506 Michael-John 060 504 8884

www.pretoriacaravans.co.za
info@pretoriacaravans.co.za

Cnr. Johan Heyns Dr. & Jacobs Str.
Gezina, Pretoria



Importers of

ENDURO TECHNOLOGY

Semi & Full Automatic
German Technology
Wireless Remote Control



We also offer

Mobile Services
Chassis Service
Insurance Claims
Hail Damage Repairs

Accident Damage
Fibreglass Repairs
Fridge Replacements
Outside Kitchens

Aircons
Rebuilds
Repairs
Wood Rot Repairs

012 944 2487 / 082 575 1924

www.caravanfitmentcentre.co.za
info@caravanfitmentcentre.co.za

[Facebook.com/caravanfitmentcentre](https://www.facebook.com/caravanfitmentcentre)



QUALITY

LUXURY

SIMPLICITY

extreme adventures in extreme luxury

GECKO XTREME IS A DUST-PROOF, MULTI-TERRAIN CARAVAN SUITABLE FOR TRAVELING AFRICA
IN LUXURY. EQUIPPED WITH A FIXED KING SIZE BED, INDOOR SHOWER (WITH 220V/GAS GEYSER)
SEPARATE CHEMICAL TOILET, HOT AND COLD WATER RETICULATION, 12V, 220V
AND SOLAR CHARGING SYSTEM

VIEW BY APPOINTMENT

Tel: 015 004 1356



www.gecko-offroad.co.za
info@gecko-offroad.co.za

In the market for a caravan mover?

The entirely new and best in the world caravan mover

powrtouch
EVOLUTION
auto



automatic caravan mover

With 1-4 gradient operation. Only one set needed
for the double-axle caravan. From R26 980,00
installation and VAT included. Battery, battery
charger and battery box **NOT INCLUDED** in price.

FREE
5 YEAR
NO QUIBBLE
PARTS AND WORK
GUARANTEE

SOMILL CC,
RIETFOONTEIN, R51 DISTRICT
BALFOUR
CO-ORDINATES
S 26.977890 E 28.593968
OFFICE TEL: 058 821 0006
info@powrtouch.co.za

Safe-T-Locksmiths



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

**307A Commissioner Street,
Boksburg**
083 226 3003 or 011 917 2016

BATTERY & OUTDOOR KING

Best Quality Best Prices

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

DOUBLE BATTERY SYSTEMS
Also lithium



Batteries can be discharged 100% up to 2 000 times

Lithium jump starters from R1,499

Shop: 870 Rubenstein Drive, Moreleta Park, Pretoria East
Tel: **066 2288 919 / 082 4444 911** | E-mail: jaco@mrek.co.za | www.batteryking.co.za

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

Rhino Bag Mate

ROOF TOP BAG

EXTREMELY DURABLE MILITARY GRADE FABRIC THAT IS RAIN AND DUST PROOF

- Provides an extra 540L storage space on top of your vehicle roof
- Can be folded and stored in your boot when not in use
- Easy installation with special fasteners
- Also used in the 4x4 market for excess baggage or camping equipment




EASY TO INSTALL
Ready to go in just minutes!

COMPLETELY WATERPROOF

- Fabric-guards & coated zippers
- Seamless hot press instead of sewing

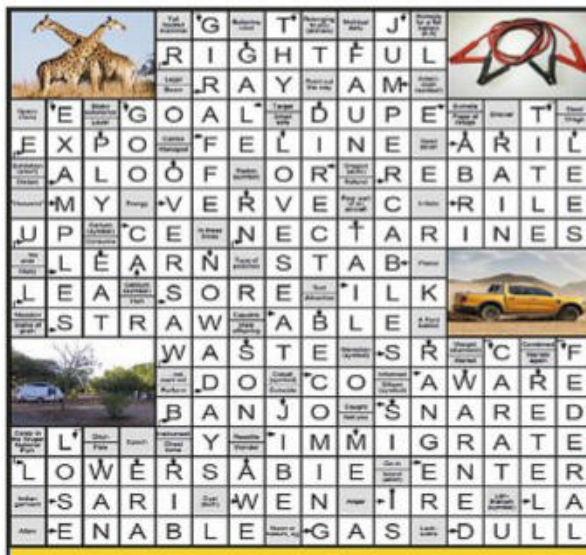
FITS PERFECTLY WITH OR WITHOUT RACK
Fits any car that has a roof!

FOR INFO AND PRICING CONTACT | Tel: 011 315 4348 | Email: maclaren@ust.co.za

TO ADVERTISE CONTACT:

DANIE NELL
082 859 0542
danie.nell@media24.com

SHARLENE SMITH
083 583 1604
sharlene.smith@media24.com



CROSSWORD SOLUTION



QUANTUM

LOCAL MANUFACTURERS OF
LUXURY CARAVANS

2 BRAND NEW MODELS JUST INTRODUCED

CARNIVAL

Short & compact, but spacious and multi-purpose!

- Unique 270° swing awning – standard
- Compact layout with island bed
- Lots of packing space, can be reached from outside under the bed
- Practical kitchen
- Large variety of additional extras available



AVAILABLE COUNTRYWIDE AT ONE OF OUR DEALERS:

Kempton Caravans Edenvale
011 974 5595

Middelburg Karavane
013 243 5060

GC Caravans Witbank
013 697 5121

Tygerberg Caravans
021 982 4670

Natal Caravans & Marine
031 702 7291



COMFORT COUNTRY GRAVELoader

- Interior layout based on the ever popular Comfort Deluxe
- Independent D-arm suspension

- 220v/12v double door fridge - 223 litre
- 220v gas geyser
- Additional 100mm ground clearance with brush bar

Visit our website for our full range:
www.quantumleisure.co.za

EAST RAND CARAVAN WORLD
 CNR/ ELIZABETH & NORTH RAND ROAD * BOKSBURG * GAUTENG
 It's time to escape! **011-025 7639** www.eastrandcaravans.co.za

SPARES & PARTS FOR ALL JURGENS CARAVANS
YOUR LEEFEK DEALER IN GAUTENG

Leefek

JURGENS

SAFARI

Sprite

Sprite

Gypsey

Sprite SIXTY

MACLAREN AIR

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

MacLaren HB9000 Under Bench Caravan/Camper Aircon

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



MacLaren Rooftop Caravan Aircon HB-RT

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



No interference with any warranty on your caravan/camper if installed according to specifications

1 YEAR FULL SUPPLIER GUARANTEE ON EITHER UNITS



HIT THE ROAD

Get everything you're looking for under one roof, from recovery gear to canvas tents.

POWER MANAGEMENT



COMPRESSORS



RECOVERY TOOLS



NAVIGATION



CANVAS TENTS



STRETCHERS



TABLES



FRIDGES



**OUTDOOR
WAREHOUSE**

for every adventure

29 stores nationwide

For your nearest store call toll-free 0800 007 261

Go to outdoorwarehouse.co.za to learn more and shop online



OutdoorW



Outdoorwarehouseza

Silver Lakes
Caravans

012- 944 1919

CARAVAN SALES & RENTALS

Sales of : **NEW & PRE-OWNED** Caravans



BOOXE™

KEEP IT TIDY

Want to protect your vehicle's interior?
BOOXE accessories has you covered!

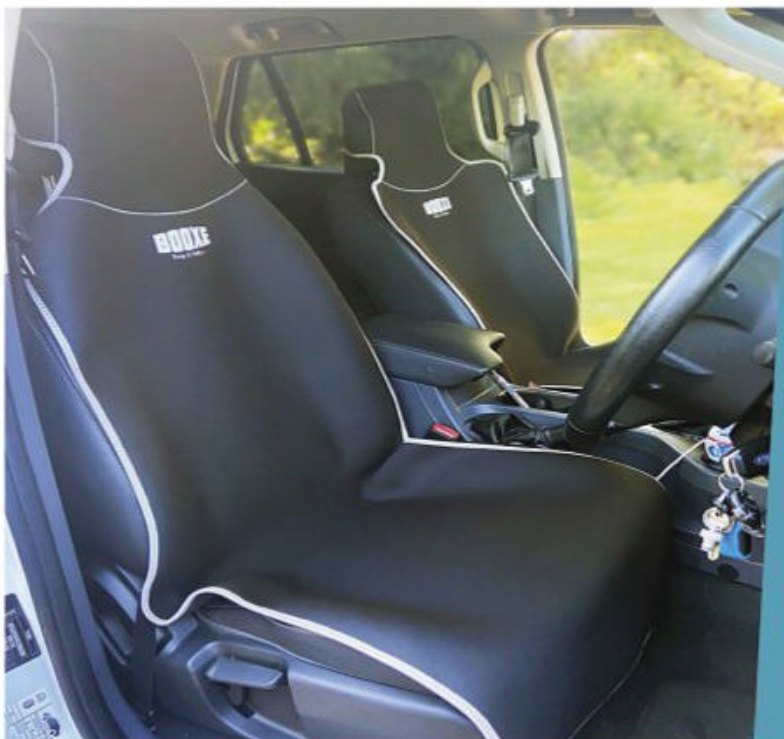


Convenient Storage Solutions and Robust Protective Mats & Bumper Guards

- Anti-slip, rubber Boot, Bin & Floor mats for over **115 Vehicles**
- Original Boot Box for all TOYOTA FORTUNERs
- BOOXE GAP CAPS – for Toyota Fortuner 2016-present models
- Ultimate Boot Box for any vehicle
- Detachable Bumper Guard
- Vehicle Accessories that make your life easier, better, smarter.

BOOXE NEAT SEAT COVERS

Premium quality Neoprene, Universal Fit, Sweat & Water-proof, Non-slip Front and Back sides, Air Bag Compatible, Pet-friendly, Tactile, Easy to slip on and off.



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

Office Tel: +27 (0) 87 379 7539 • Cell: +27 (0) 66 176 2522
Email: info@booxe.co.za



WILD

Premium Aluminium Canopies



Double Cab
R21 500

Extra Cab
R23 800

Single Cab
R27 000

(Vat Included)
(T&C)



Full Range
WILD Premium
Aluminium Canopies
available on our Website.

Accessories
FIT FOR ADVENTURE

(012) 771 7940
(082) 459 1896
Info@wildacc.co.za
www.wildacc.co.za

* Land Cruiser, Land Rover and Mahindra double cab R21500-00 (vat incl)



Gas Spring

Old **X**

Replace

with

New **✓**



Linear Actuators

Typical Applications for Linear Actuators:

- Camper / Caravan Roof Lift
- Opening & Closing of Windows, Doors Etc
- Industrial Automation
- DIY Projects
- Lifting & Lowering Equipment
- Tilting Solar Panels

* some modification required



Stroke Length	Fully Retracted	Fully Extended
50mm	158mm	208mm
100mm	208mm	308mm
200mm	308mm	508mm
300mm	420mm	720mm
500mm	630mm	1130mm
750mm	900mm	1650mm

Specifications:

- Standard Stroke lengths available 50mm to 750mm
- 12Vdc or 24Vdc
- IP66
- Strengths: 20Kg, 70Kg, 120Kg, 200Kg
- Speeds from 4mm/s to 45mm/s
- Remote control optional 12Vdc or 220Vac
- Synchronous options available

www.linact.co.za

info@linact.co.za

Tel: +27 82 879 4435

Keep your COOL this SUMMER!



CJ Aircon's

072 413 3899

Jacques | Cindy

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

- Caravans
- Commercial
- Residential

- Installations
- Repairs
- Service

- Ewiks Movers
- Spare Wheel Bracket
- All Related Services

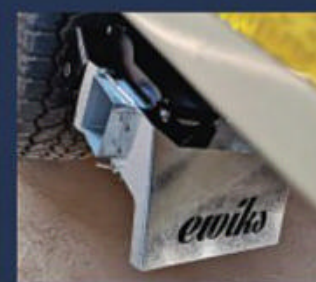
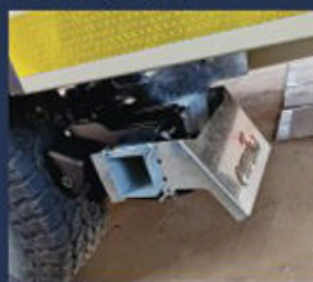


Movers you can trust!

ewiks

caravan mover

www.ewiks.co.za



 **Unit 8, cnr. Noordrand and Elizabeth Road, Boksburg**
Wessel 082 652 8139

WE DO INSURANCE WORK AS WELL AS PRIVATE WORK

BEFORE **AFTER**

WWW.CARAVANREPAIRS.CO.ZA

Scottburgh
CARAVAN PARK



TOP RESORTS
2009-present
Caravan and Outdoor Life

- One kilometer beach frontage
- Rock pools
- Sheltered bathing
- Fresh water swimming pools
- All stands are hard or grassed
- Beach cottage furnished
- TV/Video & electricity on all sites



 LIKE ONE OF US

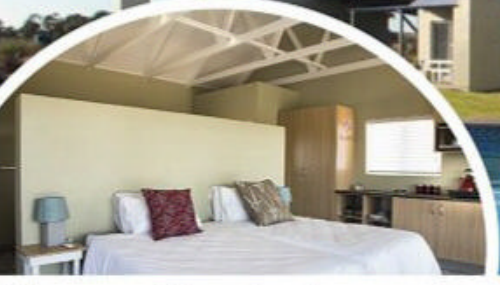
ONLINE BOOKINGS NOW AVAILABLE AT
www.alloutbookings.co.za

039 976 0291
caravanpark@scottburgh.co.za
www.ScottburghCaravanPark.co.za

KWAZULU-NATAL **SCOTTBURGH**

Best stopover in Askham in the Kalahari

 **Kameelboomkoelte**
★★★★



Contact us
Nina 076 991 2561
info@kameelboomkoelte.co.za
www.kameelboomkoelte.co.za

New self-catering units with fantastic facilities.



MIDWEEK, SPECIAL OFFER: CAMP FROM SUNDAY TO FRIDAY 2 PERSONS ONLY R750-00
UNITS, SPECIAL OFFER: STAY FROM SUNDAY TO FRIDAY 2 PERSONS ONLY R2 500-00

Nature reserve in malaria-free area. : Bushveld atmosphere – less than an hour from Pretoria and Johannesburg – close to Brits. Self-catering houses and caravan park with neat ablutions – wheelchair-friendly bathroom. Hikes – cycle trails – bird-watching – game drives – plenty of game

• Play park • Table tennis • Pool tables • Trampolines • Putt-putt • Indoor heated pools • Jacuzzi • Cold water pools • Lazyriver • Water slides • Takeaways

Tel: +27 66 298 5379 / +27 66 298 1664 / +27 73 171 8331 / +27 82 375 6179 • E-mail: info@dubegame.co.za • www.dubegame.co.za
Book online: www.alloutbookings.co.za

NORTH WEST

BRITS

SHOP \ MEDIA 24



INSPIRATION DELIVERED TO YOUR DOOR WITH M24 SHOP

Feast your eyes on all your favourite brands in one place

media24shop.com

R60 OFF

your order of R150 or more!

SHOP \ MEDIA 24

*Offer valid from 1 May – 31 June

ORDER IN 3 EASY STEPS:

1.

media24shop.com. Browse the collection & make your selection.

2.

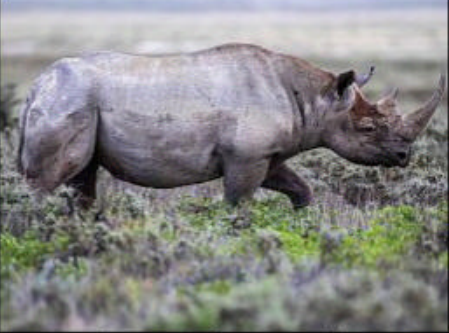
Add to cart and use code: **#gift** upon checkout for **R60 off** your order

3.

Your order will be on the way to your door!

CROSSWORD

Cecile Troskie from Benoni has won a **cooler bag worth R220** for her crossword entry in our February-March issue. You can win one too. Complete this crossword puzzle and e-mail a picture to drivecamp@gomag.co.za. Or do it at <https://bit.ly/3FAbq74>. Last month's solution is on p 104.

				Endangered animal (5,5)	See Shelter	Bovine Compete	Camp in Mokala				
				Thick slice							
				Descend by a rope							
Practical		Zero	Land measure			Watch		Outer ear		Sun block	
Code for the ATM								Close		Leave (editing)	
			Sidestep								
			Fields (literary)								
Suffer				Arsenic (symbol)	Employ	Crimson					
						Piece of turf					
				Tints				Rested			
Competent		Line of rotation				Assess too highly					
		As well				Invade					
				Geek (inf)				Destroy	Helium (symbol)		
				Maths symbol							
Catches	Oxygen (symbol)		Italian river		Plus	Timid					
						Location					
Desert in Asia					Passage					Treacherous road in the Swartberg Pass (3,3)	
					Foolish						
				New Delhi is its capital				Personal assistant (abbr)		Roentgenium (symbol)	Rock music genre
						Wildebeest					Average
				Conclusion	Germanium (symbol)		Operating in the air				
							Swamps				
Camp in Mapungubwe		Depression in a surface		Hide		Convent resident		Tiller			Dog or cat, eg
				Marry				Sheltered side			
					Futile						
Average		That is (Latin abbr)			Operating Room (abbr)	Rested on the knees				Tracks	Holmium (symbol)
										Not she	
						Slovakia (Internet country code)					
								Selenium (symbol)	Highest point		
									Blazing		

COMPILED BY GERDA ENGELBRECHT

Win a cooler bag worth R220!

Whether you're a camper, fisherman, or sports fan next to a cricket pitch, this cooler bag has room for a lunch box and a 1,5 l cooldrink bottle. The lid also has space for a coffee flask.

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

has a short strap that reaches over the top and attaches with a Velcro strip, and also a longer shoulder strap if you're going to carry it over longer distances. It's an ideal picnic accessory or a padkos bag for a road trip.

winkel.weg.co.za



Colour in

**COLOUR IN**

Get your crayons and colouring pencils out and bring life to this line drawing.

WORD SEARCH

Search for the hidden words in the list and tick them off as you find them.

SPOT THE DIFFERENCES

There are at least 10 differences between the two illustrations. See if you can find them all!

MAZE

Show the maze who's boss. Remember to first do it in pencil, just in case you make a mistake.

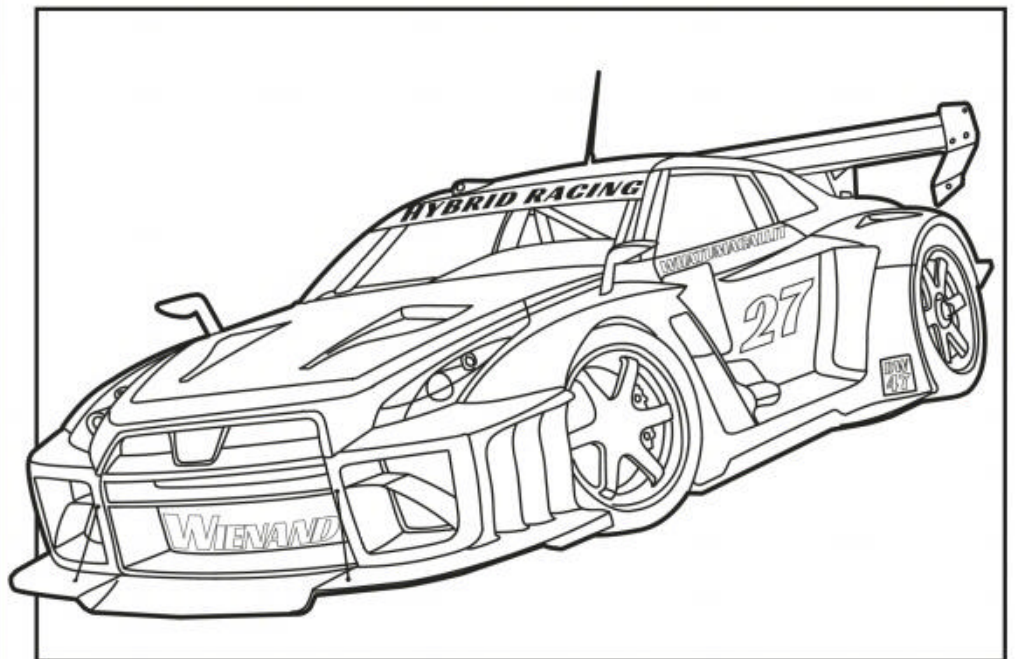
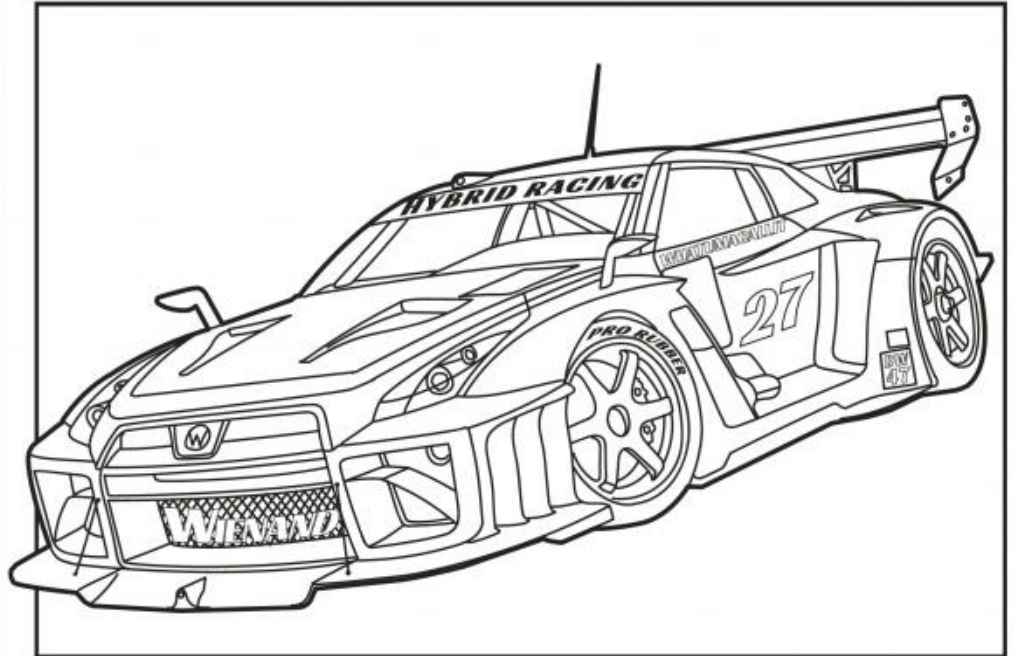
Word search

BOYZONETKGVCTNGQQWIE X
 XYTEIBTKSNULTWERROEYT Z
 ZFDTREOEOPNQIUWWBYQDP N
 TYOBHYKIUTPAULKHJBZTYW
 FNVMXETVLECDBEIFFMQPBF
 TXSYCIMBOZBMNPD TISSQDH
 VHMEDDBOBNRZFASWWFORGD
 LSEEOWGBNWD MVUOMYXTDYJ
 SNWBF DZHRKXIXJNYPVGILO
 CEHSEWMTSNEHYRTMOESAHN
 NFMTTAASXOCELAHXRXKUFA
 RVSJQHTNEZFHSSES LTPTCS
 XUXTTDL LYLJXUFBGROUQOB
 BRSEWDAZEKIELULPOCUPQR
 AVKTH TBNZSHEGNOFZPGCSO
 BACKSTREETBOYSCIMSGULT
 TWPGQATTZEQONUKILOSTNH
 PGNDYDHF S JNKRWESTLIFE
 RNBFOEEFWGREAZZNBCYFKR
 OGLWSPOOUMMDIIZPUSCAAS
 WDT HJDSFNXW I JIQKOTUELD
 RDTWDHMHMLRAOMENUDODG
 E IHAHDOVLUSEHLQLOUJEIJ
 LLIWXGNABBLACKSTREETPMD
 WOVXHNDLLJTDANNHEVMY
 PVCBQESLYOMIGPVRDQNOPO
 QZAYLVV4KUZOMOX CUGSDYN
 WKUZKIIONWANFJPXCNYIPZ
 WKTUNJENUBPLSJBVMSNHVH
 GRFNSRLEZRPHANSONXCOQA

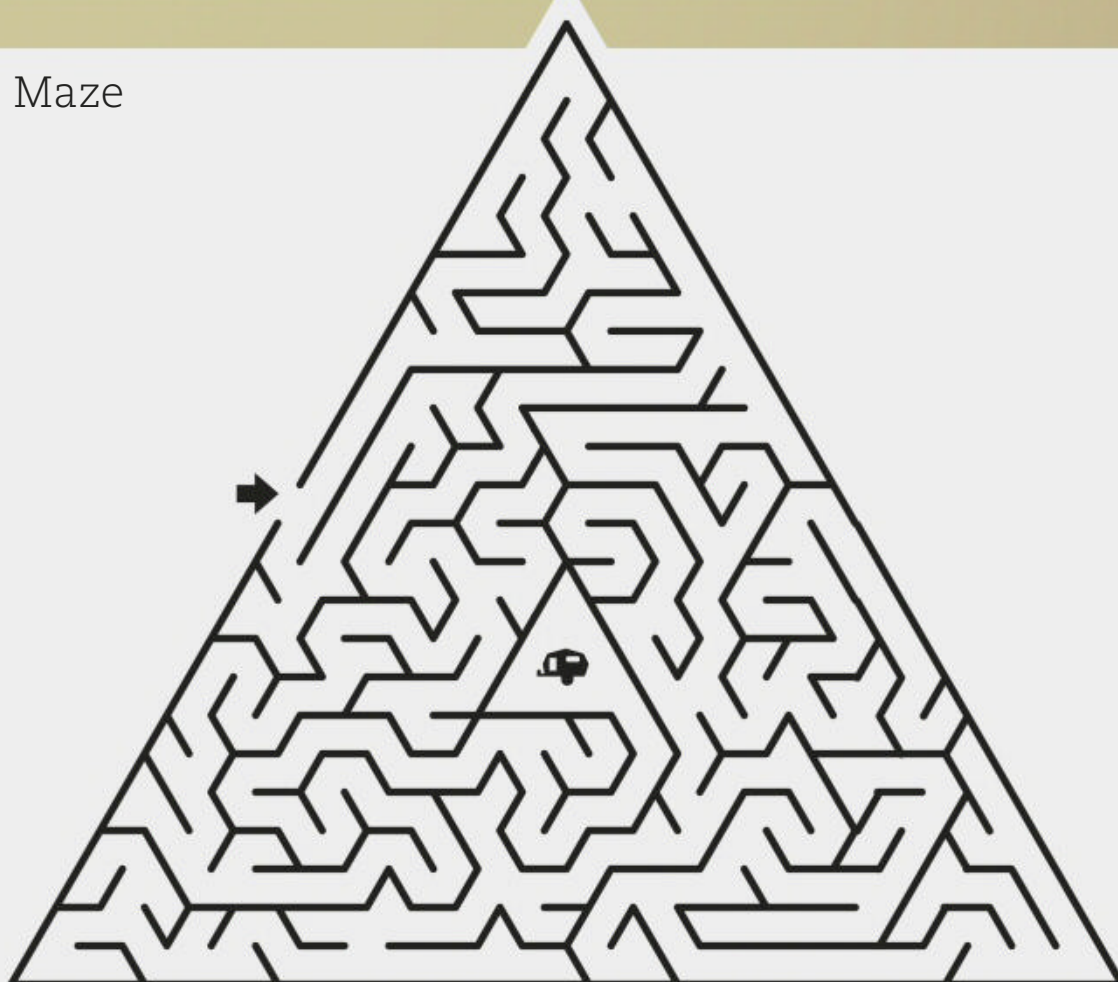
BOY BANDS

The Jackson 5	Blackstreet	Busted
Backstreet Boys	All 4 One	NSYNC
Boyz 2 Men	Hanson	Take That
New Edition	Jonas Brothers	The Beatles
Boyzone	One Direction	The Osmonds
Westlife	The Monkees	Menudo

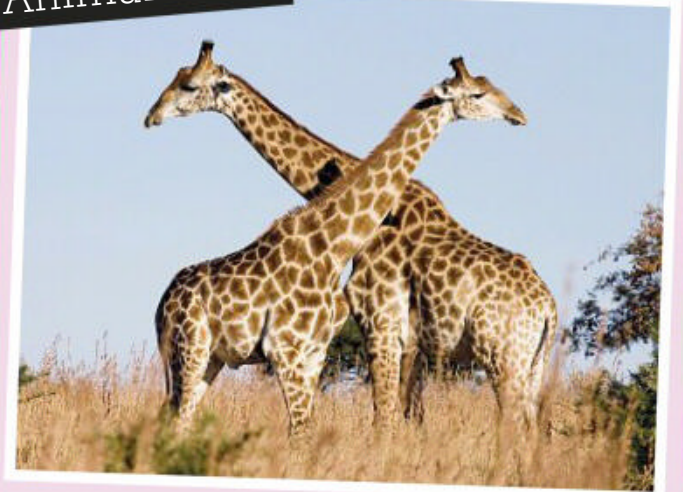
Spot the differences



Maze



Animal facts



GIRAFFE *GIRAFFA CAMELOPARDALIS*

- The giraffe is the tallest mammal in the world, and even newborns are taller than most humans.
- Females give birth standing up. Their young fall about 2 m to the ground, standing within an hour.
- Just like human fingerprints, no two giraffes have the same coat pattern.
- A giraffe's neck is too short to reach the ground, which is why they bend down to drink water.
- Giraffe tongues are bluish-purple and between 45 and 50 cm long.
- Sadly, giraffes are already extinct in at least seven countries in Africa.

Just how good are Chinese bakkies?

Are Chinese bakkies as good as their Japanese, European, and American competitors? While the answer is certainly a matter of opinion, there are several facts to consider, says **Mic van Zyl**.

Recently our workshop was visited by the sales manager of a Chinese car brand with their latest 4x4 double-cab bakkie. The customer purchasing the vehicle wanted a suspension upgrade as well as an overlanding canopy, plus some additional off-roading items.

We've had a number of these vehicles and the owners all visit us for the same reason, and the visits are increasing.

Sadly, there are very few – if any – off-the-shelf 4x4 accessories available for these brands. This is purely down to a scale of economies. Until the numbers get to a point that it becomes economically viable to develop these parts for these brands, very little will be available.

Interestingly, we've found that on many of the latest Chinese 4x4 bakkies, the suspension systems are near identical copies of the current or previous-generation Hilux.

As time passes and more of these vehicles are sold, it should become viable to start developing dedicated suspension, bull bars, and more for these bakkies. I make a point of driving them regularly to get an idea of how they compare to the established brands. I also watch the YouTube channels of major Australian 4x4 magazines with keen interest when they do "Ute Comparisons".

These are always interesting, and while they simply cannot replicate long-term vehicle ownership, they do offer insight into the vehicles, how they compare to one another, and how they're catching up to the rest.

I've found that it's becoming more difficult to differentiate between the latest top-spec Chinese dual-cab bakkies and their traditional competitors. The GWM P-series double-cab is a case in point.

Equipment levels and what you get for your money are a fair amount better than in the top-of-the-range Hilux, Ranger, and recently launched Isuzu D-Max models. The quality of the interior as well as mechanical components are also becoming indiscernible.

Where the Chinese bakkies do, however, trail behind the Hilux, Ranger, and D-Max

is in vehicle dynamics – how they drive and perform, on and off road. It's not by much, though, and the differences are getting smaller. It's quite astonishing how quickly the Chinese have just about caught up with the mainstream. The Japanese took from the early 1960s to the mid-1980s to build a decent car. The Koreans took around 15 years, but the Chinese have done it in under 10.

There is, however, a facet of vehicle ownership that's rarely addressed during the euphoria of buying a new vehicle. What happens when things go wrong? While modern vehicles are more reliable than ever, things do still go wrong.

One of the members of my sales team has a late-model Chinese SUV. She's had to make do without her vehicle for more than two months due to a problem that the vehicle manufacturer cannot solve. This is a potential problem with most vehicle brands in South Africa that sit on the lower half of the monthly sales-figure list.

With smaller dealership networks, smaller parts warehouses, and a lack of technical prowess, these manufacturers simply cannot offer the levels of service and backup when things go wrong.

So, to answer the question in the heading of this article, my reply would be: "Very close indeed!" Perhaps a more telling question would be: "Are you willing to take a chance on dealing with an issue should it arise?"

Given the crazy amount of brand competitiveness, you may also have to contend with your mates when trying to park your shiny new Chinese double cab next to their Hilux or Ranger bakkies at the next rugby braai get-together. 🇿🇦



go! Drive&Camp

MOTORHOME TOUR
19-30 JULY 2022

R28 500 per person for the first two people; half price per extra person.

Each motorhome can sleep up to four people.



Tour in your own motorhome!

Have you always dreamt of exploring the open road in a motorhome? Or have you thought about buying your own motorhome for some time? Do you wonder if it's worth it to replace your trusty caravan with a motorhome? If so, this self-driving tour is perfect for you.

HOW IT WORKS

The tour kicks off just outside of Cape Town, where you'll receive the keys to your own Discoverer 4 motorhome. That's right, you drive your own house on wheels for the full duration of the tour!

As soon as you've moved in, you'll head in the direction of the Cape Winelands where your hosts will be waiting for you at the tour's first campsite, located just outside of Tulbagh. By the time you arrive, the team will already be busy prepping dinner and a large camp fire will be burning – all you need to do is drag your camp chair closer.

While on this tour, you'll never have to think about where you'll sleep at night or what you'll eat for breakfast or dinner. Every night, your hosts will greet you with dinner, and in the mornings, they'll say goodbye with a delicious breakfast. You just enjoy the ride and take in the attractions along the way. You won't have to brave busy grocery stores or worry about bookings or braai wood.

THE ROUTE

From Tulbagh, the route leads you to the Breede River Valley and farther east through the Klein Karoo along the famous R62 route. From Oudtshoorn, you journey through the wide open spaces of the Groot Karoo before heading back to the coast and the home of the majestic giants of the Addo Elephant National Park. The lush Garden Route leads you west and you even swing by the Overberg and the winelands of Franschhoek before the tour comes to an end at the initial starting point in Cape Town.

HIGHLIGHTS

- Cape Winelands
- The iconic R62 route
- The wide open spaces of the Karoo
- The lush Garden Route
- The serene Overberg
- Camdeboo, Addo and Garden Route National Parks
- Breathtaking backroads and mountain passes

- Quaint towns in the platteland – Riebeek Kasteel, Barrydale, Prins Albert, Napier and many more!

START AND FINISH

- Bobo Campers depot, Atlantis

INCLUDED IN THE PRICE

- Your own Discoverer 4 motorhome, fully equipped for four people
- Comprehensive vehicle insurance (0% excess payment)
- Breakfast and dinner, as well as coffee and tea facilities at the campsites
- All camping fees
- The services of two hosts who will welcome you to the camp every day
- A route planner with suggested stops and places of interest along the road

AT YOUR OWN EXPENSE

- Fuel
- Personal travel and medical insurance
- Lunch on the road, snacks and drinks
- Any additional activities along the road

I want to
go on tour!



For more information and bookings, contact Black Jackal.



064 702 6006



bookings@blackjackaltravel.com



Blackjackaltravel.com



@blackjackaltravel

Let's talk rands and sense

Think before you complain about camping fees, cautions **Neels van Heerden**.

People sometimes joke that camping is for the middle class who pay a fortune to live like the lower class. I also recently heard a caller on a travel programme say camping fees border on exploitation.

I disagree with the caller and believe he doesn't realise the extent of the input and operating

costs required to keep a campsite's head above water.

If you want to camp on the cheap, you'll have to accept poor, little, or no facilities. And that doesn't really come "cheap" either, because being self-sufficient requires a solid investment in technology and built-in or added gadgets to provide water and power that isn't available on site.

There are basically three factors that determine camping rates: based on cost, value add, or prevailing market price. Rates are also affected by the season, how long you camp there, and the number of people per stand.

From a tariff point of view, campsite management must carefully calculate the total cost of their offering because they provide a package that's more than just a stand, tap, power point, and ablution facilities. Camping is a total experience, and there are so many hidden costs that our caller isn't taking into account.

Investment in the quality of facilities as well as the leisure facilities must be added to the fixed operating costs, including electricity, taxes, salaries, and monthly municipal levies – plus variable costs such as seasonal labour during peak hours. Then there's risk and short-term insurance, personal liability cover, and maintenance – all these add a huge amount to monthly expenses.

This brings me to the second factor in determining tariffs, namely the prevailing tariff in the immediate area. A campsite far from any competitors would require a unique calculation of a meaningful rate.

Overnight stays can, of course, create their own pricing if there aren't

any options nearby. In the Dinokeng Game Reserve, for example, there's a large variety of campsites, so campers can pick and choose. A small campsite with almost no additional attractions would be unwise to charge the same rates as a resort that has a water slide, heated pool, games room, and private ablution facilities.

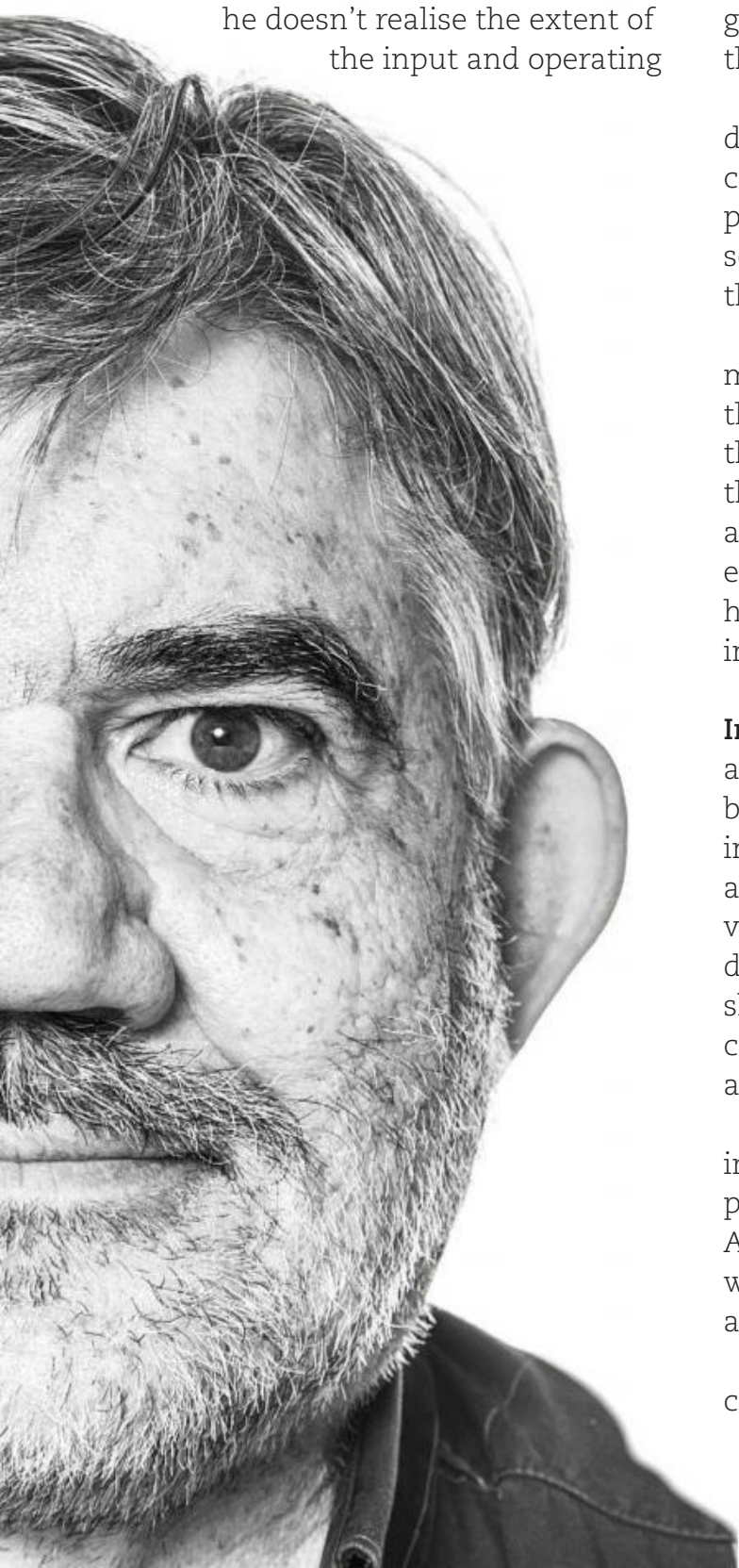
The third factor is the additional value added to the camping experience. The small campsite might be rich in trees and each stand has a view of a water hole where animals come to drink. The trees are marked with name tags and a bird list can be downloaded from their website.

The larger resort's stands, on the other hand, are arranged in a more compact layout close to the pool and games room. Game viewing is definitely not high on the priority list there, but there's entertainment for the whole family. WiFi is also included in the camping rate.

At the larger resort, the rate is, therefore, influenced by the additional benefits offered to the family, while the smaller and quieter spot compels campers to bring or create their own entertainment.

Location also plays a role. Stands with a sea view or access to heated pools can, for example, justify a higher rate. In Europe, it's more expensive to camp on paving than on grass, campers in tents pay less if they don't use electricity, and motorhomes connected to taps have to pay more.

I believe the prevailing rates on home soil are certainly exploitative. Being able to camp is actually a privilege – and for most South Africans, also a "luxury". 🏕️



Sunel

Look at what I got for free!
Pass it on. 😊



Johan

How did you get the latest issue
for free?? 😊

Sunel

Who cares! Just send it on!

THE SHARING OF PDF PUBLICATIONS IS A **CRIME**
DON'T STEAL!

IF YOU RECEIVE A PDF PUBLICATION VIA EMAIL, WHATSAPP OR ANY OTHER
MESSAGING GROUP PLEASE REPORT IT TO REPORT@MEDIA24.COM

MEDIA24

Objects in the rear-view mirror

Unexpected expenses often pop up on most long-distance journeys, and it can take a day or two to solve a problem with your vehicle. But what you really should watch out for, says **Cyril Klopper**, are unwelcome souvenirs.

It's not easy to nap comfortably in the back of a Suzuki Jimny, especially if you're 1,9 m tall like me. It's pitch black outside and I *must* sleep, because in three hours it will be my turn to drive. My wife, Suzaan, is behind the wheel, and our 14-year-old daughter, Miri, is helping her stay awake.

We're driving from Graskop in Mpumalanga to our home in Cape Town in one stretch through the night. As I half sit, half lie with my knees between my elbows, I think back to the reason for torturing ourselves like this. I suspect it all started with a woodcarving of a giraffe...

We are in the home stretch of a two-week road trip that began in the Cape, went up to Musina and back again. North of Graskop, on the Abel Erasmus Pass and just before the JG Strijdom tunnel, there are dozens of craft stalls where Swazi women hawk wooden bowls and clay pots. They also sell African cloth (something for which my wife has a weakness), stone and woodcarved animals, knobkieries, and bright beadwork. I don't like stopping at these kinds of stalls, because the prices are usually excessive and some hawkers have perfected the art of making you feel so guilty that you eventually give in and buy something – something for which you have absolutely no use.

When Miri asks if we could pull over to look at the many trinkets, I first want to

say no, but Suzaan agrees with her and, seeing as I'm the only man in my family, I have long accepted that I would always be in the minority. "We're just going to look; we won't buy anything," Suzaan solemnly promises, but I know what's coming. My fate is sealed when Miri picks up a wooden giraffe at one of the stalls.

What!? R500 for this giraffe? It's outrageous! I refuse to pay that much, but the woman mutters about her misery, then the price first reduces to R400 and finally R300 – a bargain, according to Miri, but in my opinion still way too much for a wooden giraffe that's barely 30 cm tall. I herd my family to the car before more hawkers can tempt them with their wares.

In the Jimny's rear-view mirror, I can see Tom, the giraffe, staring at me. Miri named him after her favourite YouTuber.

The next day, we drive from Graskop in the direction of Hoedspruit to visit the Klaserie waterfall. It's unfortunately hidden behind a veil of mist, and we don't get to see it. On the way back to Graskop, the lights on my Jimny's instrument panel start flashing, and the engine sputters on the bumpy dirt road. Fortunately, there's a spot to pull over at a roadside hangout – the Outback Pub & Grill – between Hoedspruit and Bushbuckridge. I open the bonnet, wipe the battery terminals clean, and re-attach the leads, but now the Jimny is dead as a doornail. Inexplicable. Nico du Preez, owner of the restaurant and a man who knows a thing or two

about cars, lends a hand, but he also can't find the problem.

It's five o'clock on a Friday afternoon and, on top of that, New Year's Eve! I call some mechanics, but nobody wants to come out because their braai fires have already been lit, the guests have arrived, and the brandy bottles opened. Nico kindly offers to drive us to our guesthouse in Graskop, where we can stay for the weekend until Monday.

I hate being without my own transportation, especially in an unfamiliar place. I also tend to get embarrassed when my vehicle has issues – as if it's a personal failure. There's no way I'm going to carry braai wood and groceries through Graskop's streets to our guesthouse every day, because I don't want people saying: "Check out that guy – he doesn't have a car..." And so, I clean out my wallet in restaurants – first at the pancake place, then the Portuguese tavern, followed by the Garden Shed – we don't want to go to the same place – people might talk...

Graskop is a small town, and it doesn't take long to visit every eatery and curio shop, even on foot. At one usch shop, we discover Tom's brothers. Dozens of wooden giraffes, clearly carved by the same hands as Tom's creator, are on sale here for R150 each! The Abel Erasmus Pass hawkers really took us for a ride.

We're further tested this weekend by a never-ending rainstorm and lightning



that repeatedly knocks out the town's electricity, including the guesthouse's WiFi. We spend most of Saturday and Sunday sitting in the dark, while Miri exhausts the data on my phone to watch Tom, the YouTuber's videos – while Tom, the giraffe, creepily watches me from the corner of the room.

On Monday morning, Brendan Traill, owner of the guesthouse where we're staying, takes me back to the troubled Jimny, where a mechanic is already waiting for me. He works on the Jimny's wiring for half an hour, but he also can't find the fault. Rather than waste more of his time, he ties the Jimny to the back of his bakkie and tows me to his workshop in Acornhoek, where an auto electrician can take a look.

The auto electrician is an unhurried man. He slowly saunters across the floor of the workshop before slowly poking around in his toolbox for something seemingly important. Eventually, he abandons his search and turns his attention to the Jimny.

The most torpid auto electrician on Earth now stands in front of my car,

staring morosely at the engine, as if considering a puzzle. I want to grab the man by his collar, but before I can say anything, his hand is under the engine's computer case. He raises one eyebrow and mutters, "There's your problem". Then he slides behind the steering wheel and fires up the engine. Everything is in order – it was just a wire that came loose.

It was a simple, yet expensive, matter. Not only did the mechanic's bill amount to R3 000, but it's also not cheap to stay in Graskop over New Year. That was another 3 000 bucks down the drain...

Suzaan and I decided the night before that if the Jimny could be repaired, we'd immediately hit the road and drive straight home – a distance of 1 800 km that we would tackle in three-hour driving shifts each – because Graskop was quickly bankrupting us.

We were barely out of Graskop when I noticed Tom, the wooden giraffe, staring at me in the rear-view mirror. I glare back

at him and miss the stop sign on the corner of Main Street and Louis Trichard Avenue. A traffic cop jumps out, and I'm another R2 000 poorer!

It's now 14 hours later. I managed to get some sleep, and I feel fresh behind the wheel. Now it's Suzaan's turn to curl up on the Jimny's rear bench. After the incident with Graskop's speed cop, I ordered Miri to pack Tom deep in her luggage, because I never want to set eyes on that cursed giraffe again.

After many stops for coffee and petrol, the sun rises over the Karoo as we enter Beaufort West. There's only 440 km left until we get home. I'm not superstitious, but with Tom out of the way, the drive has gone well so far.

Miri is nodding off because she helped keep her parents awake all night – she's a good girl – but she jerks awake when she notices a trinket stall on the main street: "Please can we stop to see what they're selling?"

"No!" Suzaan and I exclaim in unison. 🐘

AND FINALLY...

Yesterday's camping



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

You don't have to tow a caravan somewhere to sleep inside one. And these are *quite* unique.

Words **Cyril Kloppe** Photos **Supplied**



Old Mac Daddy

ALUMINIUM CURVES

The point of a caravan is to tow your "home" to new holiday spots you've never been to – or return to your favourite resort annually to hang out with old friends. There are, however, places where you can camp in a luxury caravan – one that stays put.

On the roof of the Grand Daddy boutique hotel in Cape Town's city centre are seven American Airstream caravans. According to the hotel, it's the only designer rooftop Airstream trailer park in the world. Each caravan has a unique theme created by interior designers, and you pay between R1 750 and R2

995 pnn per caravan, depending on the meal package, type of caravan, and time of year. Visit granddaddy.co.za

The Old Mac Daddy holiday farm in Elgin, also in the Western Cape, has 12 Airstream caravans decorated by designers and artists. One of the caravans, for example, has a wrestling-ring bed, nudge, nudge, wink, wink, and another's interior is reminiscent of a submarine. Old Mac Daddy's caravans cost R1 995 pnn per couple during the week and R2 895 pnn on weekends. oldmacdaddy.co.za



Witmos Oxwagon Camp

OX-DRAWN

An oxwagon is the original caravan. Numerous wagons used by transport riders – even a few dating back to the Great Trek – are preserved in museums, but some are used as novel accommodation options on holiday farms.

The Oxwagon Lodge near the Hartbeespoort Dam in Gauteng has six oxwagons. Each contains a double bed, and next to the wagon is a chalet with a second bedroom (with two single beds), lounge, and bathroom. The wagons have electricity and free WiFi, something the boers of old could only have dreamt of. It costs R780 pppn, including a sparkling-wine breakfast. oxwagonlodge.co.za

The Witmos Oxwagon Camp at Somerset East in

the Eastern Cape has seven professionally restored oxwagons. The wagons are drawn in a lager around a fire pit and a farmhouse. Like the pioneers way back when, you have to get out of your wagon at night and brave the cold to visit the bathroom. Some wagons have king-sized beds and others twin single beds. Individual wagons are R950 pnn per wagon, or you can book the whole camp for R5 500 pnn.

oxwagoncamp.co.za



Oxwagon Lodge



Grand Daddy



Witmos Oxwagon Camp

PREMIUM QUALITY ALUMINIUM CANOPIES & ACCESSORIES



MID RANGE
CANOPIES

from

R20 990
INCL.VAT & FITMENT

- ✓ 12 year frame warranty
- ✓ 2 year component warranty
- ✓ All aluminium construction
- ✓ all locks keyed alike
- ✓ Multiple accessories
- ✓ No drill fitment

We also make

- rooftop tents
- 270 awnings
- roof racks
- cargo slides

LOADSLIDER
CARGO SLIDE

from

R 12 990
INCL.VAT & FITMENT



- ✓ 350kg capacity
- ✓ Built in safety features
- ✓ 80% extension
- ✓ Simple & easy to use
- ✓ Unique T-Slot decking



Scan this QR Code to download our full catalogue

011 902 0217

www.gzcanopies.com

Unit 7, 6 Crocker Rd. Wadeville

GZ
ALUMINIUM
CANOPIES

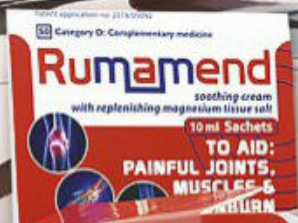
YOUR PERFECT

TRAVEL PARTNER



Don't allow your adventures to be ruined by aches and pains. Rumamend can help with pain, inflammation and even sunburn

← now also available in a convenient, easy to carry, 50 g tub



**Available from
Dis-Chem and all pharmacies
in 10ml sachets, 50 g and 125 g tubs**



Sunel

Look at what I got for free!
Pass it on. 😊



Johan

How did you get the latest issue
for free?? 😊

Sunel

Who cares! Just send it on!

THE SHARING OF PDF PUBLICATIONS IS A **CRIME**
DON'T STEAL!

IF YOU RECEIVE A PDF PUBLICATION VIA EMAIL, WHATSAPP OR ANY OTHER
MESSAGING GROUP PLEASE REPORT IT TO REPORT@MEDIA24.COM

MEDIA24

