

#46

go!

SUMMER MEALS FOR THE FESTIVE SEASON

DECEMBER 2021 - JANUARY 2022 | ISSUE 46

Drive & Camp

Beach Christmas

Gorgeous George & the best West Coast

Cederberg

Roughing it at Kagga Kamma

DRIVING IMPRESSION

LAND CRUISER 300

Yes, everything's still going right

Bull Run 2021

Petrolheads get dusty

GEAR

ROOFTOP TENTS

21 of the best in SA

TOW TEST Sporty Pajero Sport | **CARAVAN TEST** Conqueror UEV 14i gives a knockout | **EMERGENCY!** Fight 4x4 fires | **WEEKEND WARRIOR** Navara Pro-4X | **MY SPOT** Addo is still the best | **NEW WHEELS** China's not-a-Jeep

READER STORY PANDEMIC FOR WHAT, WE'RE GOING CAMPING



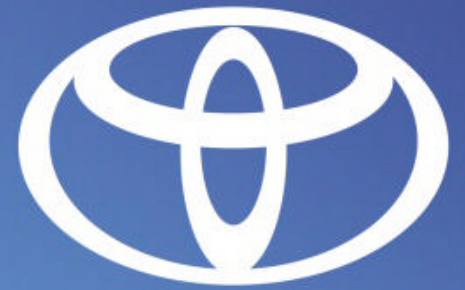
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R90,00 (including VAT)
Namibia N\$90,00

THE ALL-NEW TOYOTA RUMION



More room for fun

It doesn't get more versatile than the all-new Toyota Rumion. Whether you need space for shopping bags or overnight bags, there's always enough room for just one more. Whether you're into cycling or camping, this seven-seater with configurable seats makes space for everything and everyone that needs to come along. Convenience and peace of mind don't stop there, with features like Park Distance Control, ABS and EBD. The Multi-Information Display provides all your journey details, while Apple CarPlay and Android Auto have the entertainment covered. Because with the all-new Toyota Rumion, there's always more room for fun.

BOOK A TEST DRIVE TODAY.

Toyota SA @ToyotaSA

TOYOTA.CO.ZA



Happy holidays, one and all

This time of year, the temptation is great to pontificate on how fast the past 12 months have flown by. And you have to guard against going on about how circumstances have radically changed for all of us since early 2020.

Having said all that, it's a fact that another year has passed, even if it sometimes feels as if you've barely managed to come up for air. Too much happens too fast, and before you know it, there are Christmas decorations everywhere in shops, and Boney M CDs get playtime. (I apologise for the stale Christmas decorations

and Boney M references. My brain is tired this time of year...)

I'll be the first to admit that I haven't travelled nearly enough this year. But thanks to my talented colleagues and several loyal readers, I was able to tour the pages of this magazine and some of South Africa's (and our neighbouring countries') most beautiful destinations every two months and learn more about interesting hidden places. I am deeply grateful for this privilege.

The festive season is fast approaching, and I simply cannot wait to shut down my computer for a while and devote all my attention to my loved ones for a week or three. I'm sure you share that

feeling. So take a breather over the next couple of weeks. Heaven knows, we all deserve it.

On behalf of all of us at *Drive & Camp*, I wish you a peaceful time of good cheer, happiness, and wonderful companions. Enjoy everything and please drive carefully.

We'll chat soon.
Safe travels!

Schalk

EDITOR
schalk.jonker@media24.com

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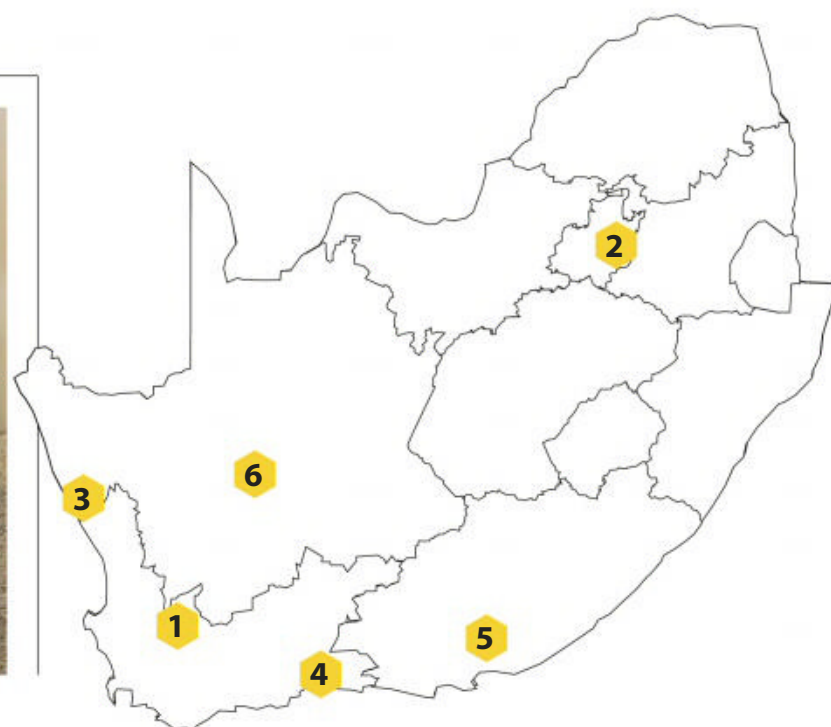
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MY SPOT 64



BULL RUN 56



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MEDIA24



#46 COVER IMAGE – EVAN NAUDÉ

“Ganzekraal municipal campsite is 67 km outside Cape Town along the West Coast. The stands in front are almost on the beach, and your braai's soundtrack is the sound of waves against the rocks. This is the ideal starting point for your journey north.”

Camera settings Canon EOS 80D; f9;
1/320th of a second; 18 mm lens; ISO 200

ALUMINIUM TELESCOPIC POLES

BEST
PRICE

22/25 Extends to 2.4m
R110



SENIOR GAZEBO



3m x 2.8m x 2.3m
R2 660

OPTIONAL EXTRAS



Side wall solid

End wall solid

End wall with zip

Side wall with windows

Shade net inner

Gazebo & snr bow connector

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



FAMILY TRAILER TENT*

To fit 1.6m high trailer
R21 525



*Includes a removable add-on-room

WANDERER BOW RANGE

RANGER 2.1m x 2.1m x 1.8m

R3 560

JUNIOR WANDERER 2.5m x 2.5m x 1.9m

R4 150

SENIOR WANDERER 3m x 3m x 2.2 m

R4 715



DOUBLE BOW EXTENSION



BOW
TENTS NOT
INCLUDED

To fit two 3m x 3m x 2.2m bow tents
R5 725

ROOF TOP TENTS

1.2 m x 2.4 m **R12 120**

1.4 m x 2.4 m **R13 430**

1.6 m x 2.4 m **R13 755**

2 m x 2.4 m **R15 995**

PROTENT

1.4 m **R17 485**



JUNIOR SAHARA

4.5m x 2.9m x 2.5m

R8 915



*Side walls & end wall available

NOW WITH
STAINLESS STEEL
FRAME

SAHARA DELUXE



6m x 2.9m x 2.5m

R12 025

*Side walls & end wall available

BUNDU CANOPY



2.7m x 3m
R1 535

*Side walls available

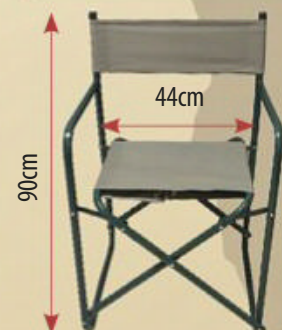
DINING SHELTER



NOW WITH
6-LEGGED STEEL
FRAME

3m x 3m x 2.5m
R6 250

DIRECTORS CHAIR



Max carry weight 150 kg
R650

BUNDU BASIN



15 Lt
R250

ALSO AVAILABLE AT:

NB: PRICES WILL VARY BETWEEN STORES



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270° AWNINGS



1.8m wide **R8 370**
2.5m wide **R10 260**

TENTCO AWNINGS

*Side walls available



2.0m x 2.0m **R2 970**
2.5m x 2.0m **R3 240**

1.4M ROOFTOP DELUXE



1.4m x 2.4m
R14 580

VEHICLE SHOWER CUBICLE

1m x 1m
R2 300
(Adjustable height)



Folds into PVC bag

FOLDING TABLES



80cm x 80cm **R770**
120cm x 60cm **R770**
180cm x 74cm **R925**

TABLE AND 2 BENCHES



R1 730

DISH WASH STAND



Complete with basins and dry rack
R1 080

STAINLESS STEEL BRAAI GRIDS



from **R215**

*Braai tongs and braai grid brushes available

3 & 4 SHELF CUPBOARDS

3 Shelf **R810**
4 Shelf **R1 080**



KITCHEN UNIT



R1 350

EXTREME COOLERBOX

from **R1 890**



PORTA POTTI



10Lt **R1 030**
20Lt **R1 190**

CAPRIV BOW TENTS



Caprivi 2
2.1m x 2.1m x 1.3
R920

Caprivi 3
3m x 3m x 1.8m
R1 890

FOLDING ALUMINIUM STOOL/TABLE



R210

TROLLEY BIG WHEEL

R1 730

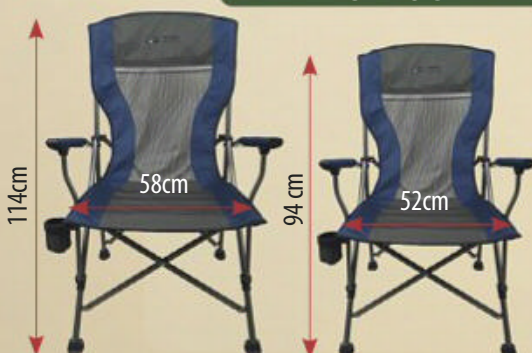


CLOTHES AIRER



105cm x 150cm
R750
Pack size:
83cm x 25cm x 15cm

SL-2 & SLX-2



Max carry weight:
150 kg
SL-2 **R755**
SLX-2 **R1 080**

DC3 CHAIR



Max carry weight:
150kg
R565

CLASSIC CHAIRS



R925
Max carry weight:
150kg

ALSO AVAILABLE AT:

NB: PRICES WILL VARY BETWEEN STORES



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

My wife, Arina, and I fulfilled a long-standing wish in May this year when we ventured on a circular route through the Eastern Cape with our caravan. It was an unknown part of our country for us, and we were very surprised.

We tow a Sprite Swing with our Nissan X-Trail, and our first stop was at Kleinplaas in Oudtshoorn. Between Willowmore and Aberdeen, we pulled over at Santjie Meiring's Oppi-Vlak farm stall and enjoyed delicious freshly baked pies and roosterkoek. We also checked out the tall steeple of the Dutch Reformed Church in Aberdeen and spent two nights in the Kamdeboo National Park's Nqweba camp – it's just outside Graaff-Reinet. Of course, we also visited the Valley of Desolation, then joined up with some friends in town and drove to New Bethesda. Here, we saw the famous Owl House and visited a brewery. Not far from there, we also paid a visit to Letskraal – the farmstead of Voortrekker leader Andries Pretorius. The homestead, barn, and an old wagon are still in their original condition and are properly maintained. These are sacred monuments that take you far back.

The Mountain Zebra National Park at Cradock, with its small yet neat camp and scenic beauty, was next, and a hectic thunderstorm surprised us at Die Kaia campsite in Somerset East. Thereafter, we drove through a string of small towns to Yellow Sands on the other side of East London and we set up camp up for a week. We also visited smaller resorts at Cintsa and Gonubie, and Morgan Bay's campsite looked good for a future visit.

If you're ever in this area, do consider the Areena resort. On Thursday evenings, pensioners come to enjoy a meal

Circles in the Eastern Cape



at a special discount – I can highly recommend the fish.

For the next four nights, we camped at Green Fountain Farm, just outside Port Alfred, and enjoyed the convenience of a private bathroom. A great experience followed at the Addo Elephant Park – our first – but only after a quick stop at the famous Nanaga farm stall.

We stayed over with some old camping friends in Jeffreys Bay, visited a few nice

spots around St. Francis Bay, and headed to Storms River Mouth for three nights. We made sure to visit the Marilyn's 60's Diner in Storms River village, where we relived the music of the past and enjoyed delicious food. There, we also saw the hordes of wheelbarrows belonging to Kallie Müller, a local resident, standing on the sidewalk, all of them filled with succulents. *(continued overleaf)*

WINNING
LETTER



Johan Cilliers 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 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, 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

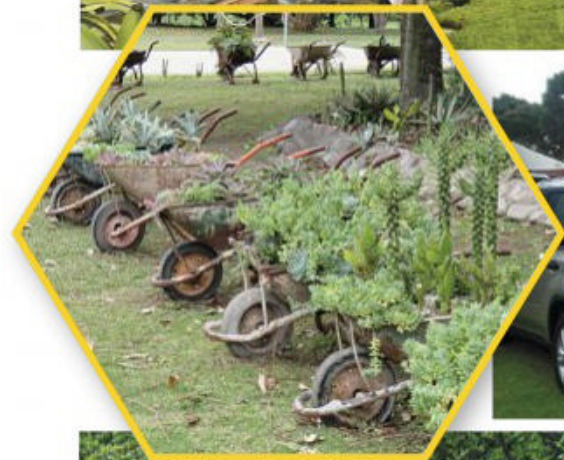
★★★★★

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





Our final destination was another SANParks resort and an old favourite of ours: Ebb and Flow in Wilderness. We decided to do the Rooted in Time self-driving trail in Knysna – what a special experience. I recommend a bakkie or an SUV for this outing.

Our journey took 28 days; we overnights at 10 places and drove 3 383 km. The accommodation cost R5 238, which works out to an average of R187 pn. The fuel cost was R6 642. (The main routes are in very good condition.) Seasonally, May is a good time, and you could, where applicable, make use of pension discounts. Depending on the time of year, you could get a 20-40% discount at some SANPark resorts.

JOHAN CILLIERS
Wellington

Those were the days...

My wife, Elmarie, and I camp with a Jurgens Exclusive, towed with our Chevrolet Trailblazer. There's a sticker on the back of the caravan that translates to: "Look how much we're enjoying the children's inheritance money!"

Speaking of money: just the other day, I unpacked my late mother, Nellie's, suitcase and came across a menu from 1964. It took me back to the days when we didn't even have a motor vehicle yet.

I grew up in Noupoot, in the Northern Cape, and was the youngest of three boys. Because we didn't have a car at the time, we went on holiday by train.

Mother's family mostly lived in the then Transvaal, which meant we took the train there. The train took us from Noupoot via De Aar, through Bloemfontein, to Pretoria. The highlight of the Pretoria station was eating a "pie and gravy" in the station's restaurant. We firmly believed it to be the most delicious pies in the country!

Sometimes, an uncle or cousin came to pick us up at the station, otherwise we



arrived at their house in a rental car and had a great time with our cousins.

This is the menu from the Johannesburg station's dining room – look at all the items. The whole meal cost R1,25 – with everything from starter to cheese and biscuits included. According to the date stamp, I was six years old.

Today's youngsters would simply not believe this, unless you can show them.

LEON AND ELMARIE VORSTER
Cradock



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Out of sight, out of mind

For a long time in the campsite, I've struggled with fishing rods getting in the way or blow over in the wind. You also often look for a hiking pole or a broom that isn't where it should be. So, I made a special shelf.

I drilled two round holes in a plank and fitted two strong magnets inside the holes. Then, I screwed a piece of plastic trunking, 1,5 cm wide, to the plank. An old sponge with holes nicely lined the inside of the trunking. After this, I cut the holes in the sponge with an angle grinder.

Now, for example, I can attach the shelf against the bodywork of a trailer or my vehicle... and nobody has to look for anything anymore.

MARIUS ESTERHUIZEN
Vredendaal

On the coals

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



Your rubbish, your problem

My wife, Susan, and I have been visiting the Kruger National Park for the past 15-20 years, and some years we even visit more than once a year.

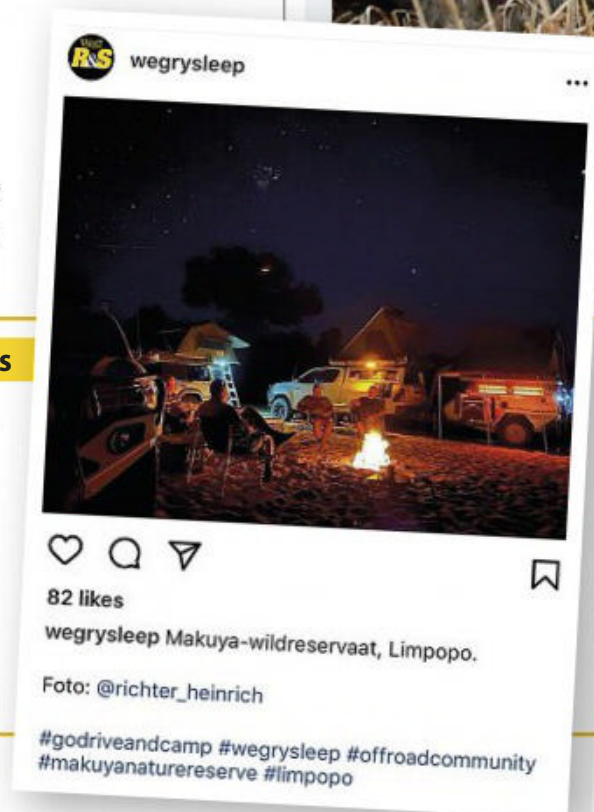
We tow a Bush Lapa and recently went camping there again for two weeks. At Pretoriuskop and Letaba, and on the H1-1 near Pretoriuskop, I took photos of the famous hyena den with a bunch of little ones next to the road.

When I went through my photos at home, I saw one of the pups chewing on a plastic bottle. It must have been someone who passed by there and threw it out the window instead of throwing it in the trashcan back in the camp.

If you're so lucky to be able to visit one of the national parks, take your rubbish with you. Almost all the camps have recycling facilities – let's do our part for the environment and wildlife.

PETER COLE
Kyalami

If you're caught littering in the Kruger, it's an instant R1 500 fine. – Ed





INVADER

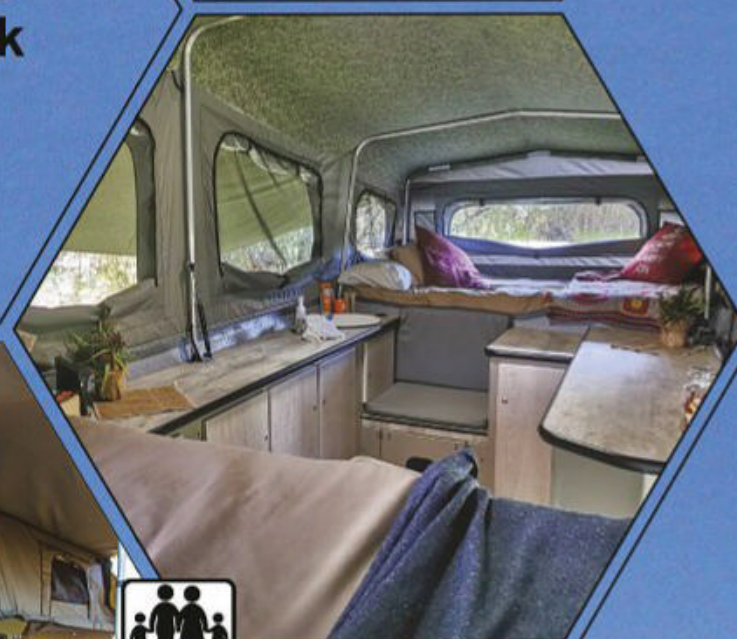
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Congratulations!



MY TWO CENTS

In the latest issue of *Drive & Camp*, Schalk asks us to let him know what we think about *go! Motorcycle*. Here goes...

I think it's a fantastic magazine and hope it will appear regularly. Some articles, such as the routes, will overlap with the main book as the routes are usually meant for two and four wheels. However, there are many motorcycle-specific articles that justify their own magazine, such as equipment, clothing, test rides with new motorcycles, how to service and repair your steed, and so on.

I think you should borrow a motorcycle and do one of Cyril's weekend trips to experience this for yourself. Choose an easy tar road to start with, something like the R62 to De Rust and back.

And to Cyril, I say, many congratulations on the first issue of *go! Motorcycle*. I hope it will



be a regular magazine. A friend and I recently visited the Baviaans and Gamkaskloof on our motorcycles.

ARIE FOURIE
Mossel Bay

My first long trip on an adventure bike happened to be through the Baviaanskloof. I rode through Smitskraal's deep water without realising how dangerous it could be. Nice one, guys! – Cyril

I'M READY FOR THE SHIFT

I bought the first issue of *go! Motorcycle* and the editorial letter made me consider my own life choices.

It's been almost 20 years that I've been working in I.T. and feel I need to urgently make a paradigm shift in my life. Cyril's words really resonated with me because I started riding motorcycles two years ago – and journalism sounds like such a lovely occupation.

If I may ask advice: Is it a good career for someone with no experience? Who can I contact for an interview?

MATTHEW STOLK
Johannesburg

*Motoring journalism is a champagne lifestyle with a beer salary. Rather stick to your rewarding profession and use motorcycling to clear your head. But we invite you and all *go! Motorcycle* readers to write freelance articles for us. – Cyril*



MISTAKE?

Thank you for a great new magazine. I just wonder why the fuel tank's capacity isn't included in the specifications.

For me, it would then determine what the range is between refuelling, especially if you tour through our own country.

JOHAN BAUER
Centurion

That information is shown in the icons next to the specification list. But if the information is unclear, we will correct it in the next issue.

– Cyril



I WANT MORE!

Congratulations on *go! Motorcycle*. How do I go about getting copies for my motorcycle shop?

CHRISTOPHER GRINTON
flyingbrick.co.za

If you own a motorcycle shop and would like to sell the upcoming issue over the counter, feel free to contact our distributor, On The Dot, by sending an email to gustav.conradie@onthedot.co.za.



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TONGA



It's buzzing on social media

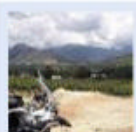


We announced *go! Motorcycle* on Facebook in August 2021 and the response was surprising – our first post was seen by thousands of people without us needing to pay a dime to Mark Zuckerberg! Find us on Twitter, Instagram and Facebook, and give us feedback on what you'd like to read in an upcoming issue and what we can improve upon. Here are some of your Facebook comments...



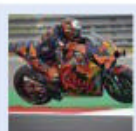
Michnus Olivier

I have no words. Its such an incredible honour to be a small part of the newest motorcycle magazine in South Africa! What makes this so special for me is that this first issue is also the first time one of my photos appears on a magazine cover. This is a fantastic project they've taken on, and I hope they hit it out of the park! If you're a South African biker, especially an adventure motorcyclist, show some love and get *go! Motorcycle* — the first issue will become a collector's item for sure!



Abel Esterhuyse

I bought mine today. I'll no doubt hear complaints tonight about the light that's staying on.



Keith Allen

Great! Just what I was looking for.



All The Gear

Get your copy – it's a great magazine!



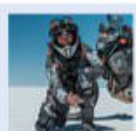
Cobus van Wyk

Great, you guys. I'm looking forward to reading it.



Clinton Pienaar

Print is still the best.



Elsebie Olivier

Thank you and well done!



Garth Hewitt

I just bought mine at our local Spar. Congratulations! Looking forward to reading it.



Bryan Mc Bowles

It's amazing that this has been done locally. Well done!



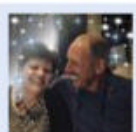
Charl du Plessis

This mag should have happened long ago. I can't wait for the next issue.



David Quinn

Great cover pic. Congratulations to all!



Eduard Drotsche

Fab stories about men and women who tour the world.



Glen Baker

Wicked! As the months and years pass and my motorbike adventures get further away I resort to living vicariously through stories like these that you're sharing with us.



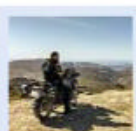
Greg Turp

Congratulations! Hopefully I will be able to get a copy when I get to South Africa.



Jan de Beer

All the best. Rev it!



Jean-Pierre Viljoen

Awesome. Finally something for the adventure crowd.



Marel Finn

Congratulations! *go!* is a great publication and I look forward to this motorcycle version!



Michael Viljoen

Very lovely magazine. I look forward to your next issue!



John Parkin

Beautiful, we're crossing fingers it goes from strength to strength. How do I get one in the UK?

Digital? (Read it at magzter.com and zinio.com)



Mike Schumacker

So cool! Long live print! I know a photographer should you need someone...



Nelia Richter

A large and hearty congratulations to the *go! Motorcycle* team. It's getting added to the collection.



Peter van der Linden

Congratulations! Looking forward to the mag!



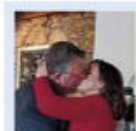
Piet van Heerde

Beautiful, go and get a copy...



Ronel Scheepers

Best news in a long time! Wonderful! Well done!



Veralda Mazzone

I have a Vespa. #justsaying



WAVOLT Adventures

We've been waiting a long time... I've always believed *go!* should enter this market.



Luca Maraschin

I can't wait to get a copy!



CONVERT THAT FOLLOWERS YOU...

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X-COUNTRY



SPRINTER



BUSH LODGE



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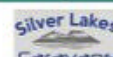
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KEMPTON CARAVANS & LEISUREWORLD
Natal Caravans & Marine (est. 1960)
Newcastle LeisureWorld
CARA-CAMP

Loftus Caravan City
Middelburg Caravans





Bench press

Caravans change often, but the Gecko Xtreme off-road caravan still looks exactly the same as its prototype did 10 years ago. That indicates just how well thought out the initial concept was, and caravan buyers agree when you consider the more than 170 Xtreme models on the road.

So, it's big news when something small changes: the short leg of the L-shaped bench against the panel opposite the door has been removed. This means the bench is now straight, making it more spacious for the two people – they are, after all, who the Xtreme's designers had in mind.

The power panel on the tip of the short leg moved to the side of the bench, and the corner cupboard also changed slightly – its lower part is now part of the bench.

The Gecko Xtreme has a GVM of 1 900 kg with a 2 tonne axle (braked) and costs R540 000.

Contact ☎ 015 004 1356 📧 gecko-offroad.co.za
📧 info@gecko-offroad.co.za



Changes afoot

Major changes are taking place at Pretoria Caravans & Outdoor, which has become quite an institution in the Jacaranda City.

Michael Barwise, owner of Caravan Fitment Center, has acquired a stake in the business, and that coincides with the early retirement of Adri Conradi, who until now co-owned the business with Glenda-Ann Colley.

Michael's path crossed with that of Pretoria Caravans & Outdoor five years ago, after he took over the workshop from the caravan dealer. He not only services caravans, but he also handles accidental damage, conversions, and insurance claims.

Michael has been busy: There is, amongst other elements, a larger shop that now also stocks fishing gear, new shading, and new signage. Jurgens Campworld's caravans, the Sprite, Gypsy, and Jurgens, as well as those of GT Camper, Gray, Sherpa Leisure, and the brand new EdgeOut are available at Pretoria Caravans & Outdoor.

Contact ☎ 012 329 2259 📧 pretoriacaravans.co.za
📧 info@pretoriacaravans.co.za



From left: Michael Barwise, Adri Conradi and Glenda-Ann Colley.

New Ranger is here

The new Ford Ranger was introduced to the world via YouTube on 24 November 2021. Keep an eye on our Facebook page for information not yet available at the time of going to press.

What we did hear from the horse's mouth is that Ford asked 5 000 customers what they would want in the next Ranger.

"As designers, we engaged with customers much earlier in the process, spent more time with them, and got more insights than ever before. Interestingly, we found that no matter what market, our customers are doers. They like solving their own problems, and they like to feel confident in their truck ... not just the way the vehicle functions but the way they feel when they're driving it," says Max Tran, chief designer of the new Ranger.

Visit 📺 facebook.com/goDriveandCamp to air your opinion on the new Ranger.



“You can’t sell what you can’t show.”
ARNOLD PROSCH



THE CHANCE OF A LIFETIME, buy a caravan dealership

It's not every day that you get the opportunity to buy an established caravan business.

CARA-CAMP Caravan & Outdoor Centre, located in the beautiful Somerset West, just outside of Cape Town, is one of the bigger dealerships in the country. Arnold Prosch has been at the helm for the last 21 years and has decided to step down. Now, someone new has the great opportunity to continue with this successful business.

CARA-CAMP is an independent, accredited dealer of most well-known brands, including Okto, Nayela, Stealth and Bush Lapa caravans, as well as Swift, which is imported from England. Potential buyers can view different caravans on the display floor, and because **CARA-CAMP** always has new stock, they can compare proverbial apples with apples. The display floor is also where Arnold gets a better understanding of potential new caravan owners, because “you can’t sell what you can’t show”.

The Covid-19 pandemic has changed the world, but the camping industry has experienced an unprecedented boom. Where better to spend time with your loved ones than in nature? This has resulted in greater demand for outdoor goods, which has naturally spilled over into the caravan market – caravans equipped for dirt roads and the bush make up about three-quarters of **CARA-CAMP's** sales.

CARA-CAMP's workshop is geared 100% to see to all the necessary servicing and repair work of the brand names on the display floor. In fact, the workshop boasts with five-star accreditation thanks to experts who don't shy away from challenges.

Second-hand caravans also form a large part of the business. This includes trade-ins but also private owners who want to sell their caravans.

The LeisureWorld shop is the third leg of the business. On its shelves you'll find everything you need to make your camping trip more comfortable and convenient: from camp chairs and lights, right through to sleeping bags and fridge-freezers.

And it's not just about business but also relationships. Over the years, **CAMP-CARA** has formed a strong bond with the country's largest caravan dealer, Loftus Caravan City in Randburg. In this way, the needs of camping families on both sides of the country can be met.

WHAT'S INCLUDED AND WHAT'S NOT? The sale includes **CARA-CAMP** as a whole – personnel posts included – but not the premises.

CONTACT Arnold ☎ 021 852 8215 or ✉ info@cara-camp.co.za

Camo chameleon

We love multipurpose camping gear, as it allows you to travel lighter. Carma Quip's braai apron is a proper chameleon.

It's an apron as well as a storage place for your braai grid. The apron has two sides: one side has a PVC layer and the other a camouflage-print polyester weave fabric. The sides are, in fact, two layers of a pocket with an opening at the bottom. Your grid – up to 400 x 500 mm in size – fits nicely in here and ends the relentless struggle of a dirty grid spoiling your camping gear.

As the polyester fabric has its own PVC layer, the grid fits between these two plastic layers and none of the oiliness seeps through or smears on something else. So, when you're done with your apron, fold it in half, and the halter that goes around your neck turns into the handle of the grid bag.

Because it's PVC, the apron works just as well if, for example, you clean fish or need a tarp to kneel on when changing a tyre.

Price R495 (excluding delivery).

Contact ☎ 021 976 3924 or 082 3456 878

✉ info@carmaquip.co.za 🌐 carmaquip.co.za



Chilling news...

In the market for a roof-mounted air con? Accessories importer Parasol has one for your consideration. German-made Truma is available in countries such as England, Italy, and Sweden – all the way to China and America – and is now coming to South Africa.

The unit is intended for vehicles with a fixed roof – think motorhomes or caravans – and depending on the specific model, it weighs 27,5-33 kg. The three models, Aventa Comfort (8 200 BTU), Aventa Compact (5 800 BTU), and Aventa Compact Plus (7 500 BTU) all work with 230 V power. The Comfort heats and cools at 1 700 W and 2 400 W respectively, while the other two use 1 700 W and 2 200 W for cooling. Depending on the model, the outdoor unit sits 248-265 mm higher than the roof, with the inner panel of all three protruding only 46 mm.

Parasol does installations as well, but you could also order the unit and have it installed yourself.

Price Compact R46 587, Compact Plus R51 154, and Comfort R54 872.

Contact 🌐 parasolsa.co.za

Mobi moves to Malmesbury

Mobi Lodge – which has its headquarters and factory in Middelburg – opened a showroom and service centre in Cape Town about two years ago. The branch is known as Cape Mobi Adventure.

That whole Cape enterprise is now moving to Malmesbury. The new premises and showroom are larger, explains Reghardt Jansen Van Vuuren, co-owner. “We’re only 50 km from Cape Town, but still close to our customers, for example in Citrusdal, Riebeek West, Paarl, and Worcester.”

Address Industrie SGL, Malmesbury.

GPS S33.471421 E18.715053

Contact ☎ 082 322 8325 🌐 mobilodge.com



LOOK AFTER YOUR LEATHERMAN

Leatherman tools' 25-year warranty is unparalleled.
Read on to find out what it covers.

When you buy a Leatherman, you know you'll be able to use it for decades to come, but that doesn't mean you can misuse your knife or multitool and expect Leatherman to cover the cost of repairs.

In the past, Leatherman provided services and replacement parts or tools free of charge, regardless of whether a tool was covered by the warranty or not. Unfortunately, this created the belief that all and any damage to a Leatherman would be covered by the warranty. This is not true – only defects in material and workmanship are considered valid warranty claims. All other breakages – whether accidental or consequential – were never covered.

The warranty in no way means that the company will automatically replace any broken tool – especially because South Africans can be quite hard on their Leathermans.

Leatherman products are built to last, but if there's a defect because of material or workmanship, your Leatherman is backed by a 25-year limited warranty.

WHAT DOES THE WARRANTY ENTAIL?

- It only covers tools purchased for personal use. It doesn't cover bulk purchases from auctions, government or customs clearance sales, second-hand markets or flea markets with the intent to resell repaired or refurbished tools.
- The warranty covers only the original or primary owner and doesn't cover abuse, modification, theft, loss or unauthorised or any other unreasonable use of your Leatherman.
- It doesn't cover accessories, sheaths, imprinting, coloured coatings, tool finishes, cleaning or sharpening. Leatherman also doesn't take responsibility for corroded or rusted tools, blunt blades, dirty tools, burnt tools or welding damage to tools.
- Leatherman isn't liable for incidental or consequential damages.
- The warranty covers products purchased through an authorised dealer, and proof of purchase from an authorised dealer may be required.
- Choose an insured and trackable delivery service when sending your tool to Leatherman, as they're not responsible for products that don't arrive at their service centre. Visit the warranty section at www.leatherman.co.za for more information.

CLEAN AND SHARP

Now and then, tools are returned to Leatherman to be serviced, cleaned or to have the blades sharpened. In this case, the company is more than happy to do the required service at a minimal cost. They'll also do their best to repair tools back to "working" order – not necessarily to a "new" or "like new" condition.

They offer the following at their service centre in Cape Town:

- **Standard service** – Leatherman gets your tool in tip-top shape by doing a strip down, ultrasonic clean, lubrication and oil of pivot points, and sharpening. However, they encourage owners to follow their home maintenance tips so they are never without their Leatherman.
- **Repairs** – they fix all broken tools and only charge for the replacement parts. They don't charge for parts that need to be replaced due to faulty material or workmanship. If parts are unavailable because a tool has been discontinued, they will offer a discount on a new comparable model at their discretion.

Rest assured that if your multitool breaks, Leatherman will fix it.



www.leatherman.co.za





The Chery Tiggo is back

The Chinese car company Chery has launched a renewed campaign to win South African hearts with the cute Tiggo 4 Pro. This is the company's first product after an absence of three years.

"The Tiggo 4 Pro will be one of the most advanced SUVs in the compact urban SUV class, and one of the most competitively priced models in its class," said Tony Liu, executive deputy general manager of Chery South Africa. "It is only fitting that it will be launched first in South Africa, which incidentally is the first country on the globe to launch the right-hand drive version."

At the end of October 2021, motoring journalists were given the opportunity to drive the Tiggo 4 Pro at the Gerotech test track in Gauteng under restricted conditions, but Chery kept mum about the price.

The standard model is available with a 1,5 l petrol engine and a five-speed manual or CVT automatic transmission. Power output is 85 kW and torque 141 Nm. A turbocharged version is also available with a six-speed manual or CVT transmission – its numbers are 108 kW and 210 Nm respectively. Despite the "4" in the name, the Tiggo 4 Pro is not four-wheel driven.

Contact 📞 chery.co.za

Grenadier is a go!

In August 2020, we wrote about the INEOS Grenadier 4x4 concept, which promised to be the spiritual successor of the previous Land Rover Defender – as opposed to the official new Land Rover Defender, which is causing a fair amount of discord among Landie enthusiasts.

INEOS announced in September 2021 that the Grenadier is definitely on its way to South Africa, and Tim Abbott will be heading the sub-Saharan Africa division. The company has partnered with the SMH Group in Gauteng and the SMG Group in Cape Town and Durban to manage showrooms and workshops on behalf of INEOS. INEOS has also joined up with Bosch – a company that operates service stations around the world. These workshops are willing to service and repair the Grenadier, and parts should (in theory) be deliverable to any Bosch service station within 24 hours. INEOS hopes that eventually its customers will never be more than 50 km away from a service centre.

Those who have been salivating for the Grenadier already placed their orders on 30 September 2021. And those of you who are still of two minds can tentatively indicate their interest on INEOS' website from 14 October 2021 onward.

Test drives for the South African media are due to happen soon, and the first deliveries to South African customers will kick off in July 2022.

At the time of going to press, prices were not yet final, but Tim reckons it should be around R1 400 000, give or take. It's a price far above what many Landie owners can afford, but it's also relatively low when you consider it's a unique vehicle by a private company (albeit a big one) that need to recover development costs.

And yes, Tim confirmed that a bakkie version is definitely being considered, but only after the station wagon has found its feet.

INEOS is an international petrochemical company headquartered in Britain, and the Grenadier is built at a former Mercedes-Benz plant in Hambach, Germany.

Contact 📞 ineos.com



Tim Abbott





Off-road Adventures or City Commuting – **RHINOMAN XPEDITION CANOPY** is made for your bakkie

- Full automotive grade aluminium
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- Bonded toughened glass
- Integrated rear brake light
- 2-Year manufacturer warranty
- Extruded roof rails - Standard



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Available from:





TONGA 1

The Tonga's new clothes

Caravan manufacturer Tojem has revamped its small fibreglass caravan – and now the Tonga boasts a brand-new coat, says **Leon Botha**.

The Tonga was launched in 2019, but Cape-based manufacturer Tojem has just completely revamped the bodywork of this small caravan. It's still made of fibreglass, but the panels have been reinforced, and there's also a lot more storage space.

So, what's different?

The most noticeable change is the colour. No more charcoal, now it's beige and grey.

Another change is to the design of the awnings holder – it sits on top of the roof and are now more aligned with the roof's profile. The awning itself no longer has sides that extend close to the ground, it's more of a standard 270° roof that extends from the back door to the nose.



In the nose is a 30 ℓ cooler box, and the adjacent cupboard, where the fridge/freezer fits, is larger. Instead of a 40 ℓ fridge/freezer, there's enough space for a 60 ℓ model.

As with the previous model, the entire back door lifts, from which you pitch a tent. The tent has been completely redesigned: instead of the spring-loaded

rods, it has an interior pole frame that folds up with the tent and then fits into the inside of the door. A lid goes over it all to keep everything in place. This lid doubles as a separate camping table – another new addition. The two sides of the tent can be opened completely in case you need access from both sides. The tent also serves as a dressing



room, and there's enough space for a loose three-quarter bed – perfect for two small children.

On the inside, they've added more cupboards. This includes cupboards on top in the corners, which is a clever use of this space.

The 35 ℓ water tank is at the door on the left, and you fill it from the outside with the tap at the bottom of the chassis.



The Tonga is available in two variants: the basic Tonga 1, and the Tonga 2 with an outdoor kitchen. The Tonga 1 is designed so you can upgrade it to a Tonga 2.

The standard models are unbraked, with a gross vehicle mass of 750 kg, but you do have an option of brakes – and they'll increase the GVM up to 900 kg or 1 600 kg.

What comes standard?

The Tonga 1 includes the following: the front window, tent, loose table, 270 ° awning with its container, cooler box, water tank, all the inside shelves, fold-up mattress, and spare wheel.

A power system and the sliding frame for the fridge/freezer are optional.



R175 000

Tonga 1

BVM 750 kg

From the competitors

Small fibreglass caravans (excluding teardrops)



R144 000

Sherpa Tiny Lite

Unbraked, 220 V power system, GVM of 750 kg, and 13" wheels.



R218 000

Badger Lite

Equipped with brakes, a 12/220 V power system, and 14" wheels. The GVM is 950 kg.

SPECIFICATIONS

Model	Tonga 1
Sleeps	2-4
Length	4,2 m
Width	1,92 m
Height	2,04 m
Wheels	15"
Tare weight	520 kg
Loading capacity	230 kg
GVM	750 kg
Standard price	R175 000
Contact	021 945 2142 tongasa.com admin@tongasa.com



Go far with a Fargo

BUSHWAKKA BHOMA FARGO

Bushwakka has expanded its range with a variant of the Bhoma model – this now offers camping families an even greater choice, says **Leon Botha**.

Bushwakka's off-road caravans are unique in that they don't follow the traditional design. The kitchen, for example, isn't built in on the left side but at the rear end, where you also get in.

Moreover, it's unusual to see that neither of the existing Bhoma models' two beds fold out over the A-frame but rather from the side panels of the caravan. This applies to the new kid on the block, Bhoma Fargo, too.

Its body and chassis are made of 3CR12 stainless steel, which means you really don't have to worry about rust. The metal is also tough in terms of its welding properties, especially in spots that must cope with shocks and vibrations.

What is where?

To open the door, you must first swing the kitchen – a square cupboard at the back – to the right to get it out of the way. A worktop then flattens, with a sunken gas stove on the left. All the cupboards are behind this worktop for the groceries but also house the cut-out sponge and its plates and glasses.

Two cupboards sit on the left of the door, and these differ from the standard Bhoma. (The inline geyser that was mounted here is now



around the left corner.) On the Fargo, these two cupboards on top of each other offer space for a small fridge (40 ℓ) at the bottom that can serve as your "second" fridge in the kitchen. The larger fridge/freezer is still on its sliding frame in the front of the Bhoma. So, this allows you to use the one in the front as a freezer and the back one as the fridge. Now that the gas geyser sits around the corner, the loose frame with the dishwashing sink and drying rack is here, where you can stand and wash the dishes.

At first glance, the two Bhomas' noses differ the most. The standard model has a more angular shape, while the Fargo reminds you more of the Bushwakka's Sundowner EVO model with its streamlined nose.

The standard Bhoma has two king-size beds, but the Fargo's left-hand bed has been scaled down to a double bed, as the geyser in the left-hand panel now occupies some of that space. But the beds are designed so that you don't have to climb over your partner.

At the end of the isle – between the two beds – the cupboards remain unchanged. That also goes for the worktop of the vanity basin.

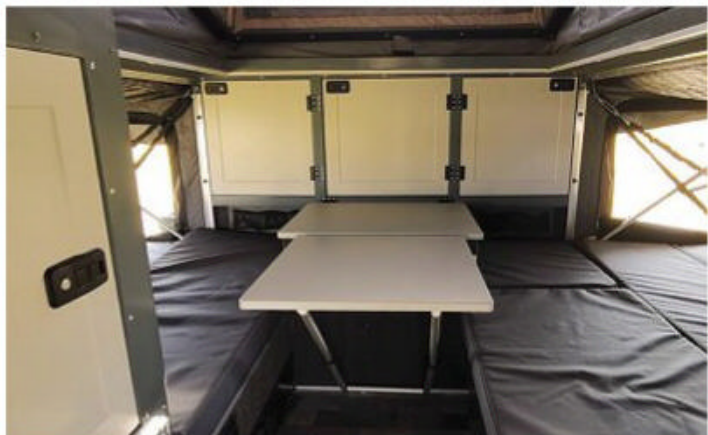
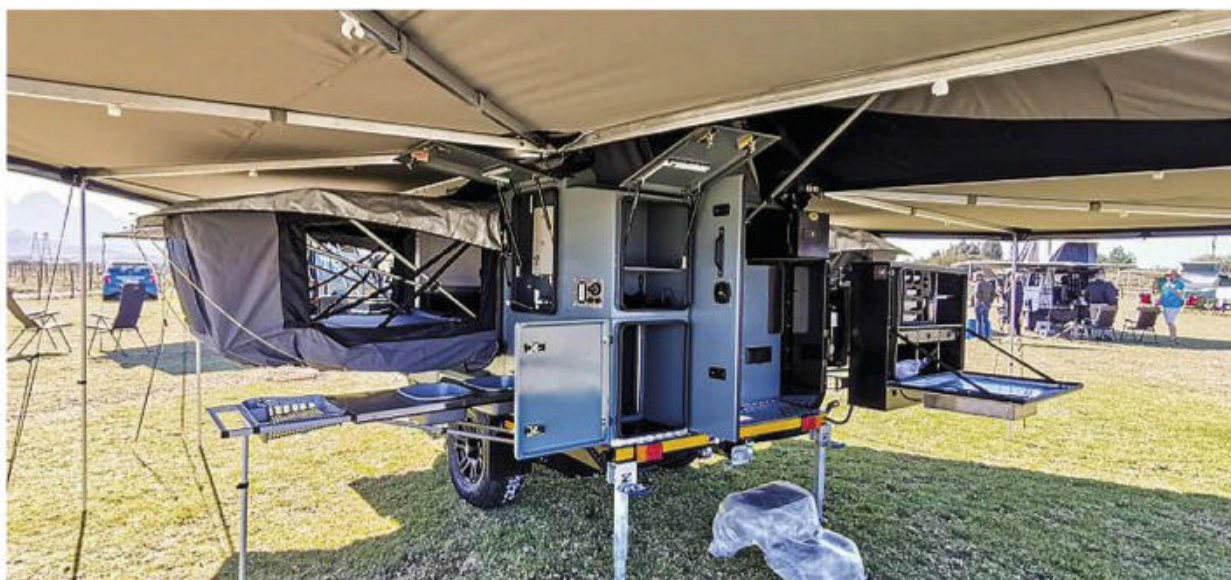
What comes standard?

Some of the standard items include a 2,5 t



SPECIFICATIONS

Model	Bhoma Fargo
Sleeps	4
Length	4,531 m
Width	1,991 m
Height	2,163 m
Wheels	15"
Tare weight	1 277 kg
Loading capacity	623 kg
GVM	1 900 kg
Standard price (local)	R575 000
Contact	023 342 3438 bushwakka.co.za marketing@bushwakka.co.za



axle with run-in brakes, 2,2 t leaf springs, heavy-duty Gabriel Safari shock absorbers and 250 mm wheel drums, the aluminium sink frame with the rack and sink, fully equipped kitchen, a 4,5 kg gas cylinder, a 12/220 V power system that includes the 125 Ah-AGM Super Cycle battery and Victron charger, a 150 l aluminium water tank with pump, gas geyser, and the 360 ° awning.

The very long list of optional extras includes

a second 125 Ah battery (R7 950), a battery-charging system when towing (R2 500), a 1,4 x 0,9 m aluminium camping table with bag (R3 950), a stainless steel pop-up braai with bag (R2 500), a 90 l National Luna Legacy 50/40 fridge/freezer (R12 550), a freestanding shower cubicle with mesh floor (R2 950), a stainless steel indoor basin with taps and mirror (R5 950), and the HB-9000 BTU underbench air-conditioner (R23 500).



R575 000* **BUSHWAKKA BHOMA FARGO** **GVM 1 700 kg**

OTHER METAL CARAVANS with two fold-out beds



R425 000** **Afrispoor Cheetah** **GVM 1 500 kg**
4 sleeper

Galvanised chassis with stainless steel and aluminium body.



R383 985* **Bush Lapa Miskruier** **GVM 1 500 kg**

Stainless-steel chassis with stainless steel and aluminium body.



R245 000* **Jaguar Inkwe-4** **GVM 1 600 kg**

Stainless-steel chassis with stainless steel and aluminium body.

* Standard price

** Fully equipped

Cheap(er) and cheerful



BAIC B40 PLUS

Off-road vehicles are expensive, especially if you're buying a new one. **Cyril Klopper** finds that China has put their best features in one package – and offers it at a competitive price.



The state-owned Chinese car manufacturer BAIC – or Beijing Automotive Industry Holding Co and pronounced as “bike” – launched the B40 PLUS, a compact SUV, near Hartbeespoort on 13 October 2021.

The B40 PLUS, in other countries also known as the BJ40, has been manufactured by this company since 2013, but has only now found its way to South Africa.

We can only guess how upset Jeep must be with BAIC, because the B40 PLUS clearly borrows from the Wrangler, especially when it comes to the styling of the body panels. However, it's interesting to note that BAIC and Jeep were once related to each other when DaimlerChrysler and BAIC partnered up. This particular family tree is way too complicated to explain here, though.

In short: the BAIC B40 PLUS is reminiscent of an American Jeep Wrangler on the outside, the interior is pure German Mercedes-Benz, and its engine comes from

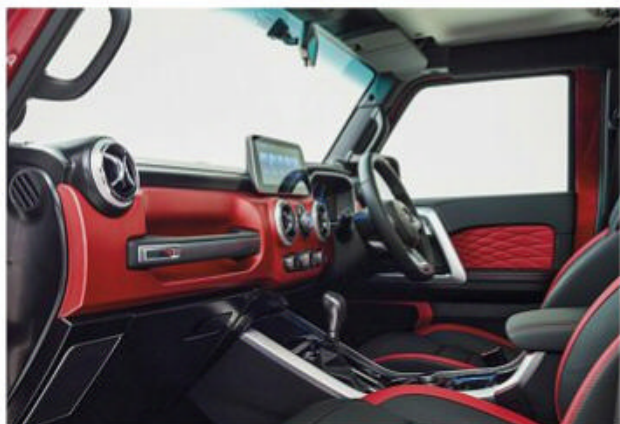
a Swedish Saab, of all things. More on that later.

What do we have here?

The BAIC B40 PLUS is an off-road vehicle with four passenger doors and a part-time four-wheel drive with low-range and a diff lock. It has independent front suspension with coil springs and a fixed rear axle, also with coil springs.

The 2 ℓ engine, the B201R, was originally developed in 1981 by Saab, and BAIC bought the technology in 2009 from General Motors, at that time Saab's owner, and further developed it

BAIC's engine is available in petrol or diesel and delivers 160 kW and 110 kW respectively – significantly more than when it was bolted under the Saab 90's (107 kW) bonnet back then. The B40 PLUS is available in petrol (1 981 cc) or diesel (1 999 cc), manual or automatic, and three trim levels: the base model followed by the City Hunter and Champion. All models have all-wheel drive.



Inside and out

As mentioned earlier, there are clear similarities with the Jeep Wrangler. The B40 PLUS has a removable top, just like the Jeep, and the rear door opens

and closes the same way too.

The Wrangler, however, is slightly longer (4,88 m) than the B40 PLUS (4,64 m). They're about the same when it comes to weight and width, but the Jeep obviously

SPECIFICATIONS

Model	B40 PLUS Diesel
Engine	1 999 cc, four cylinder turbodiesel
Power	110 kW @ 4 000 rpm
Torque	350 Nm @ 1 800 rpm
Transmission	6-speed manual
Tank	75 ℓ
Weight	2 140 kg
Baggages space	532 ℓ (965 ℓ with flat back seats)
Approach and departure angles	37° and 31°
Ground clearance	210 mm
Wheel size	265/65 R17
Safety rating	Unknown
Warranty	5 years/120 000 km
Service plan (optional).....	4 years/60 000 km
Price	R549 500

boasts a monster of a V6 engine, while the B40 PLUS has a more modest 2 ℓ four-cylinder.

The interior of the B40 PLUS is beautiful with cheerful colours and beautiful instrumentation that is clearly inspired by Mercedes-Benz, only cuter. We doubt the Germans would be upset about this because BAIC and Daimler have bought shares in each other's companies.

In terms of technology, anti-lock brakes, brake-force distribution and an electronic handbrake comes standard. The City Hunter and Champion models get traction control, stability control, electronic brake-force distribution, and hill ascent and descent control.

to weigh them up against each other, because the Wrangler is significantly more expensive and far more luxurious.

Perhaps the Suzuki Jimny? There's no fair comparison to be made here either, as the Jimny has only two passenger doors, a smaller engine, and a ridiculously small luggage compartment of 113 ℓ compared to the cavernous 532 ℓ of the B40 PLUS. The Jimny's diminutive size allows it to weave its way through obstacles, and in a off-road test our money would be on the Suzuki Jimny.

And what about the Mahindra Thar? Maybe – it's about half the price of the B40 PLUS, but it's ancient and only offers two seats!

We show the "competitors" below, but this Chinese "Jeep" actually occupies its own niche, thanks to its competitive price and luxury package.

What about the competitors?

It's difficult to figure out exactly who the rivals are for the B40 PLUS. Certainly, the Jeep Wrangler, but it simply doesn't feel right

From the competitors Compact off-roaders that look like a Jeep... plus an actual Jeep!



R284 999

Mahindra Thar 2.5 CRDe 4x4

Nice price and it's as near as heck to an original Willys Jeep, but a new one is on the way.



R313 900

Suzuki Jimny 1.5 GA 5MT

A reasonable price for a proper four-wheel drive vehicle, but you battle to squeeze four adults in it.



R799 900

Jeep Wrangler Sport

It costs a quarter of a million more than the B40 PLUS, but Jeep fans probably won't even consider the B40 PLUS.

A little slice of paradise

Destination: George. Here you can take deep breaths on mountain slopes or by the sea.

Words and photos **Leon Botha**



VICTORIA BAY This caravan park is under municipal management, and you have two choices when it comes to stands: those with a private bathroom and those without.



The Garden Route is known for popular getaways, including Knysna, Wilderness, and the Tsitsikamma. Just don't forget about George: after Cape Town, it's the largest city in the Western Cape. Within a radius of 15 km, you can relax at some of the most beautiful campsites in the country.

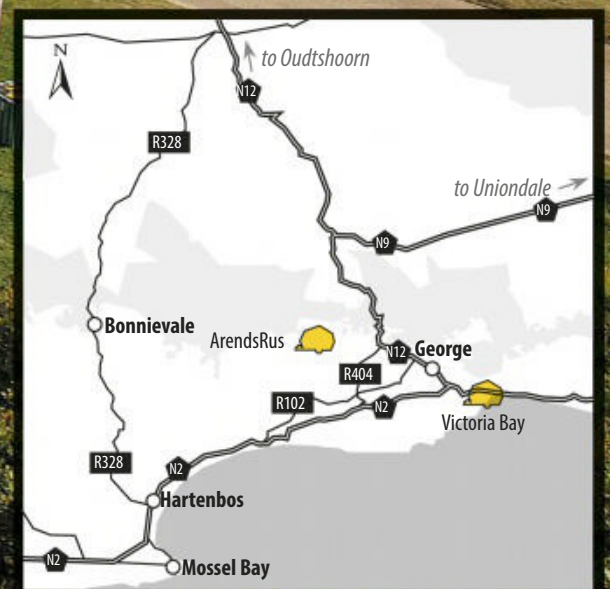
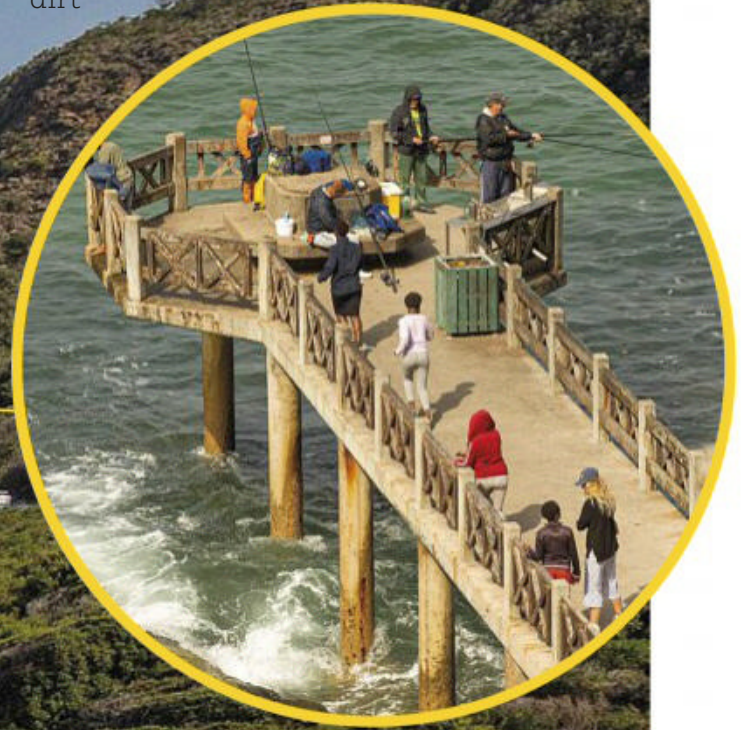
George lies at the foot of the Outeniqua Mountain. On its slopes, you'll find a brand-new campsite, where you're surrounded by all the greenery of this environment. ArendsRus was laid out on the edge of the last developments where the Outeniqua starts getting real steep.

On the side of the ocean, a tarred road winds through some wooded hills down to Victoria Bay. These stands on the final hill has you feeling as though you're sitting on a balcony with the best views of the bay. What a fantastic spot for a break!

ARENDSRUS Farm visit

Barely five minutes from George, just past the world-famous Fancourt Golf Estate, you leave behind the urban bustle. You're in

farmland now. On the right is a strawberry farm, followed by flocks of sheep and herds of cattle in the greenest fields and pastures. Another sign is, of course, the dirt



CAMPING DESTINATION

road you're on. As you'd expect, it's corrugated – so take it slow with your road caravan and rest assured: the campsite will be worth it!

It is, also, only a kilometre before you turn onto a narrow dirt road. This 1,8 km stretch is quite passable but narrow, and if you're towing, you enjoy right of way because two cars can't pass each other. Don't be surprised if a herd of dairy cows have to cross the road and make you wait. On the right is a chicken farm and then you're at ArendsRus.

A garden with lovely lawns stretch out in front of you. The reception is about 300 m farther on. Don't turn left at the sign for reception, as that simply leads to parking. Shortly after the turn-off, there's a sign that says "Campsite check-in slipway" – a much better alternative for your towing combination to wait while you walk to reception. While you're here, have the kids stretch their legs and check out the heated pool behind reception.

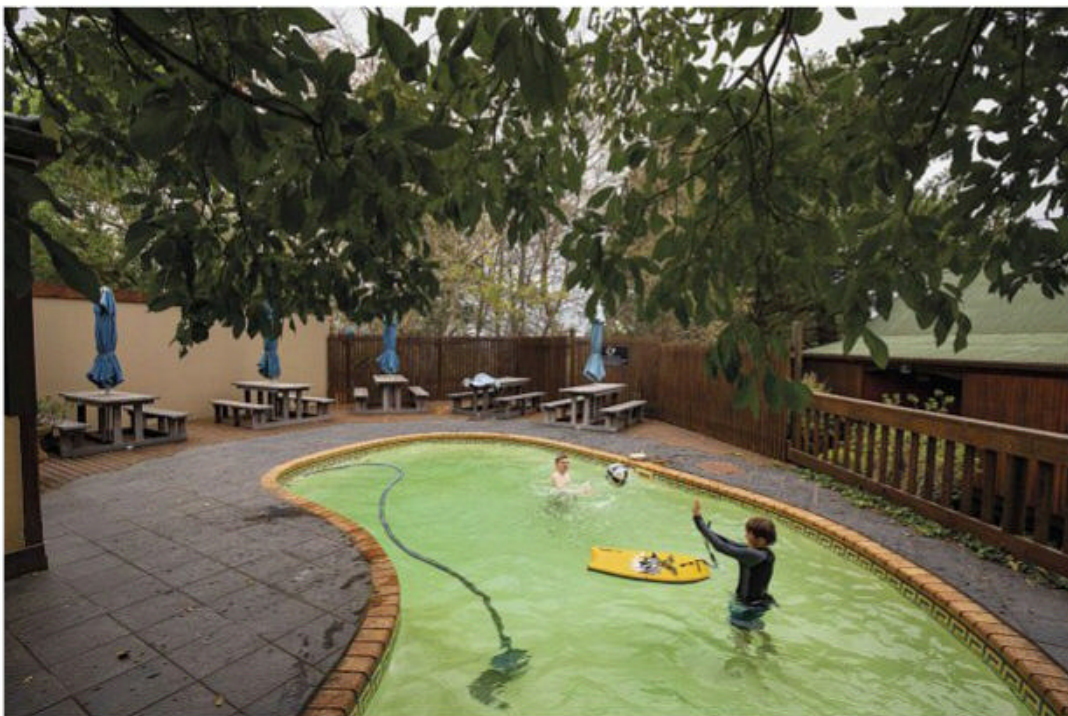
Along with the keys for your own bathroom is a remote control for the camp's electric gate. The camp also has an electric fence.

THE WARM SMILE of camp supervisor Janick Kees welcomes you. The campsite lies in front of you towards the mountain and consists of several terraces with lawns. On the far right are some terraces where campers line up next to one another, while the terrace on the left is a long, level strip of grass. This is also where you'll find three buildings standing apart some distance. Each building has four bathrooms, with one allocated to each of the 12 sites.

The road behind the gate circles around the terraces. If you stand with your back to the mountain, the view over the valley is spectacular. In the far distance, you spot planes taking off from the George airport, but there's peace and quiet all around you. There's no music allowed here.

Something else missing here at ArendsRus is shade – so make sure you come prepared.

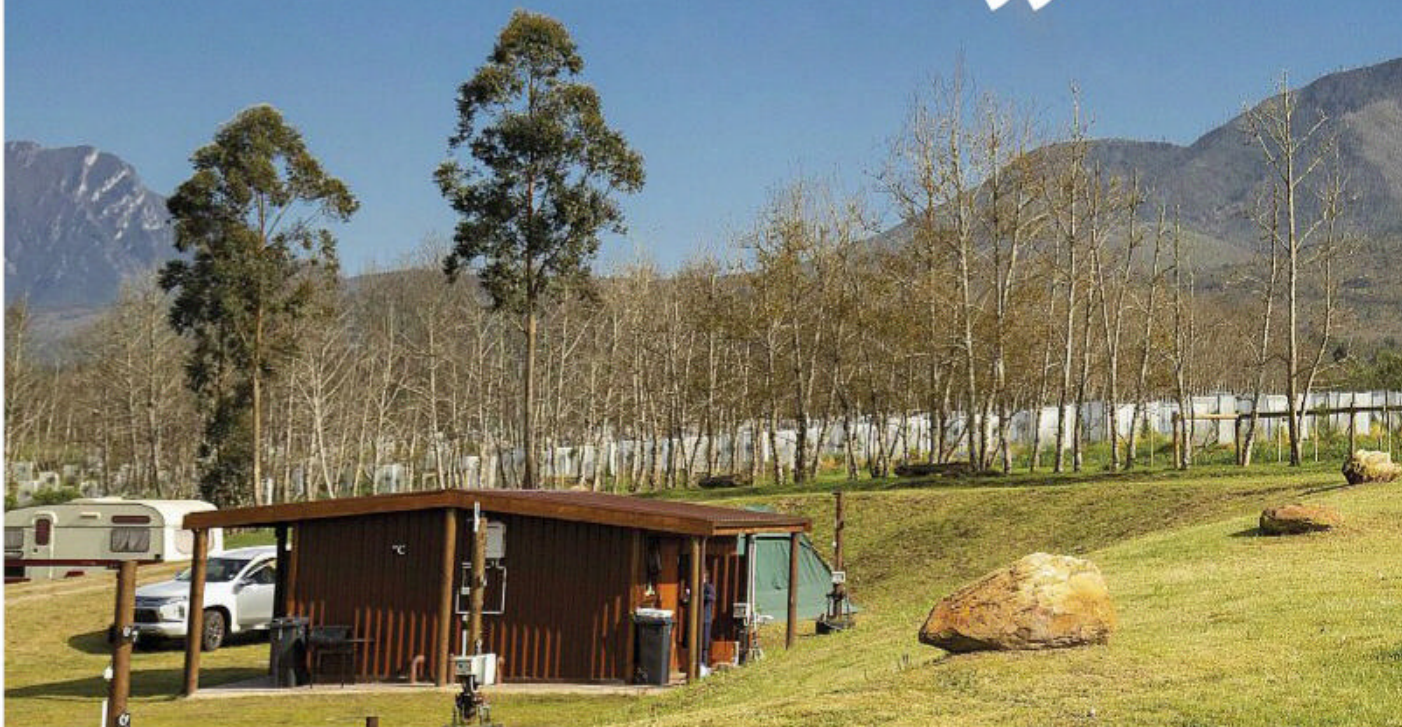
A QUIET PLACE. ArendsRus is new and a perfect place to relax. From the campsite you have a view on a valley below with the Outeniqua Mountain at your back. There are hiking trails leading into the vistas.

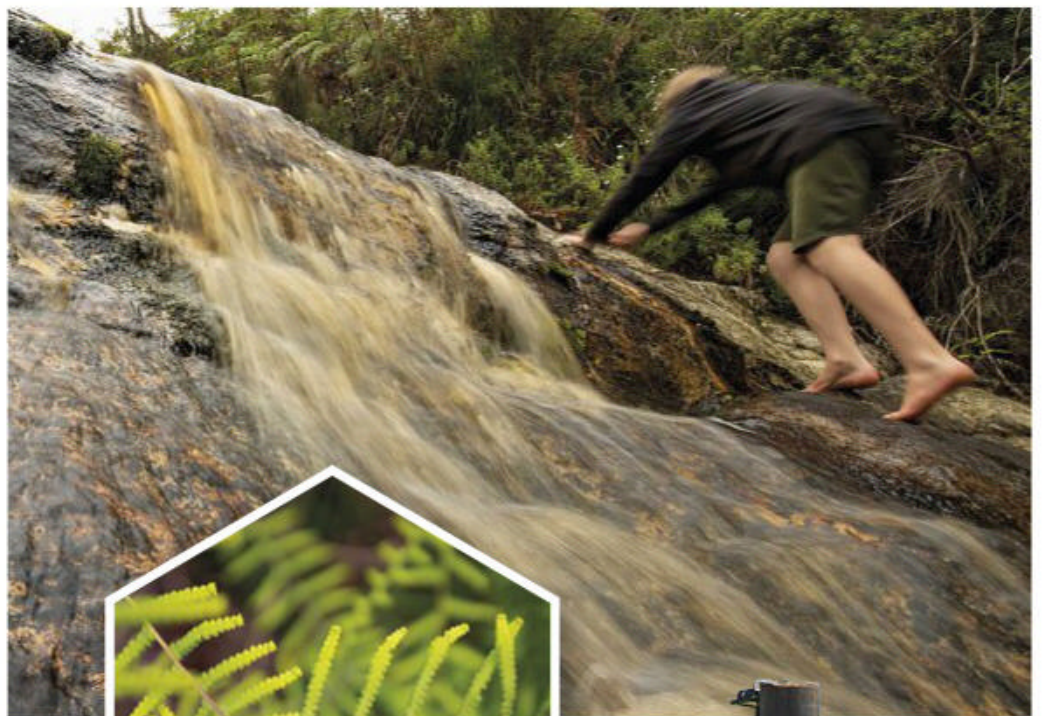


“

The campsite lies in front of you towards the mountain and consists of several terraces with lawns

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Janick directs you to your assigned stand and zealously helps you park. There's an upright pole with a number on it – and this is pretty much the hub of your stand.

The three-point sockets and circuit breakers plus the light (and its switch) is on this pole. At the bottom are two taps, each with a sign next to it indicating “White water (drinking)” and “Brown water (washing)”. Both taps have adapters, so you can easily connect a hosepipe.

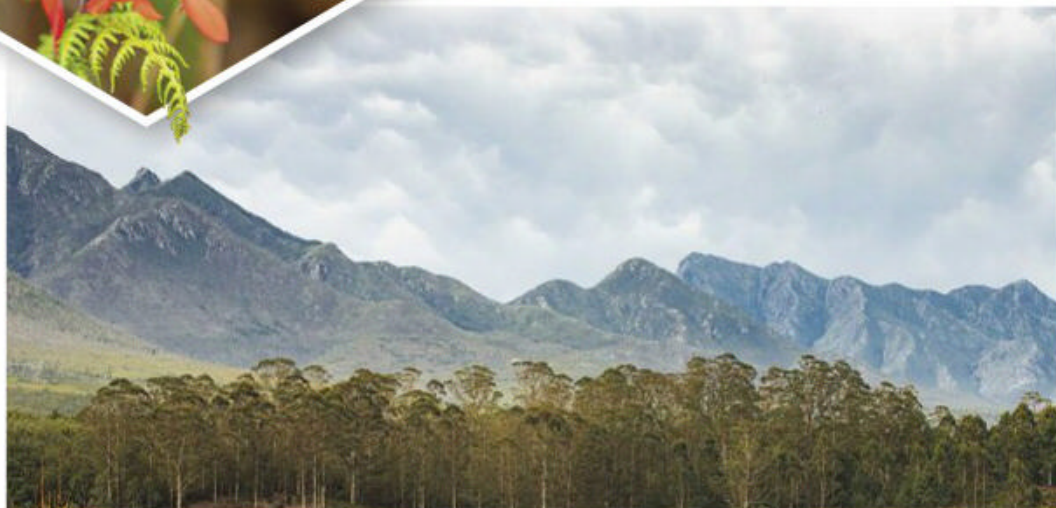
Your braai drum is loose-standing and looks like the inside of a geyser that's been cut in half.

On one side is a small shelf and a loose grid goes inside. The top half of the drum swings around, so it forms a lid when you're done.

You'd think it weighs a tonne, but two kids can easily carry it to where you want it. Janick reminds you that you must extinguish coals before you go to bed, because the wind that comes from the Cape's side can get quite hectic.



WATCH YOUR STEP. About one and a half kilometres from the campsite, you'll find this waterfall (above). The steps aren't too high and even little kids should manage, just take care not to slip and fall.



Finally, Janick unlocks the bathroom. There's a basin with a mirror, a toilet, and a spacious shower cubicle behind a glass door. There's an upright open closet with shelves for your toiletries and clothes.

Campers are accustomed to moody gas geysers, but ArendsRus deserve praise for theirs. The water pressure is just as good or even better than in the city, and you can easily adjust the heat without dodging any sporadic cold water.

The sink for washing dishes is outside next to the door, but there's no storage space for your dishes. Bring your camping table to make it more comfortable. Next to this sink is a bin and fire extinguisher.

JUST GAZING AT THE HORIZON from your camping chair is priceless, but there are a couple of hiking trails if you want to experience the area up close. Ask Janick for the trail maps.

Choose between Bushman, Woody, and Tour de Niqua routes. They are, respectively, 3,5 km, 4,4 km, and 8,2 km. All the trails go up the mountain, and you follow the road past the campsite before heading for the mountain.

These are all circular routes against the mountain, but if you want a quick walk, go take a look at the waterfall. It's on the Tour de Niqua trail, but about 3 km there and back.

The Koesterbos River with its "tea water" makes a shallow stream over the dirt road, which cascades over several rocky benches. Pack the picnic basket and let the young bunch get rid of some energy – you won't easily find a better playpark in nature.

If the young crowd aren't keen for the walk, use the free Wi-Fi as bait for when you get back. There's signal at all the stands.



Briefly | ArendsRus



Campsite 12 stands on various grass terraces without shade.

Ablution facilities Your own bathroom. Depending on your stand, you either camp next to your bathroom or some distance away.

Price Depending on the season, R200 or R250 pppn (half price for children 4-12 and free for kids up to 3). No more than 6 people per stand.

Arrival and departure 13:00-20:00 and 07:00-11:00.

Contact 044 050 0256

arendsrus.co.za info@arendsrus.co.za

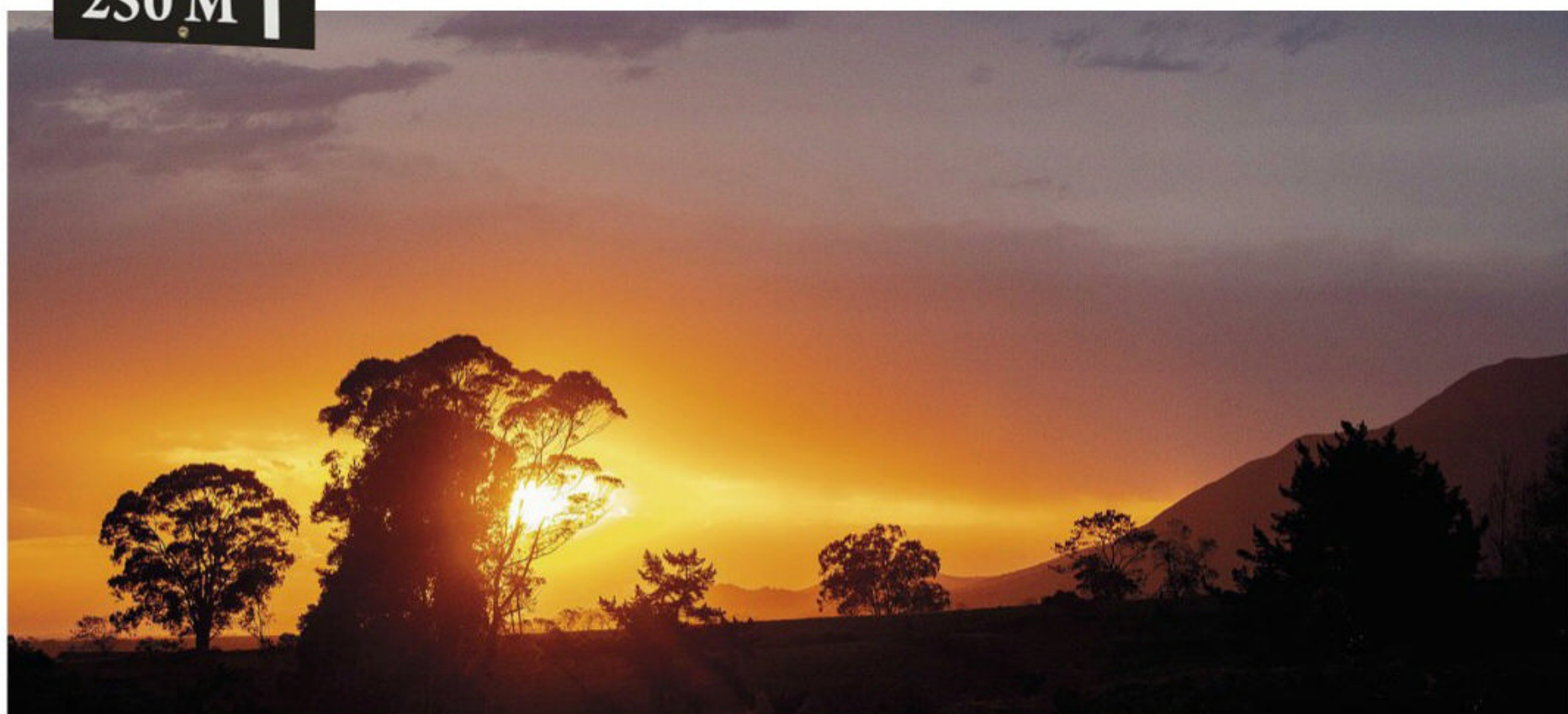
Nearest town George, 11 km.

Road condition The last 2,8 km is a dirt road, of which a kilometre is corrugated. It's nevertheless okay for a standard road caravan, provided you take it slowly.

GPS S33.927847 E22.323430

Drive & Camp says you may bring up to two dogs. If you have other animals – a parrot, for example – you need to check in advance.

SEE YOU SOON. The sun sets behind the Outeniqua... and the view from your camping chair is phenomenal. If only one could convince the sun to linger a little longer above this attractive landscape.



VICTORIA BAY**Away to the bay**

Don't be surprised if on the day before your departure for Victoria Bay, you get a message from Salvester Fredericks of the Victoria Bay Caravan Park. He leaves you a voice message with pics of camelthorn wood. You can place an order and he will deliver it to the stand you've been assigned. It's R150 for 20 kg – that's around 30-35 pieces. It's a welcome offer, because who hasn't battled with wet firewood along the coast?

Victoria Bay is pretty much just a bay, and other than the restaurant and the shop selling surfing gear and shells, there aren't really any other businesses. So, stock up on groceries in George. If you forget something, it's a mere 6 km to town.

Turn off the N2, and then twist your way to the coast for 2,6 km. Victoria Bay is a famous surfing spot, so don't get a fright if you see hordes of parked vehicles. You're not back in the city; it's merely an indication that you're close to the beach where people

frolic in the waves. There's unfortunately no parking for your towing combination, and if this is your first time here, you'll realise that only when you get to where the road ends in a small circle. The reception is across from the circle, so have someone jump out here to sign in while you go looking for a parking spot further back.

VICTORIA BAY CARAVAN PARK

is under municipal management, and you have two choices when it comes to stands: those with a private bathroom and those without. Whatever your choice, you'll get a key, as there's a locked gate between the campsite and the beach. If you have your own bathroom, you will also get a key for that.

There are three groups of campsites on various terraces. As you drive to the circle, the Railway terrace is to the left on the slope, and the Seabreeze and Western terraces are on the other side.

Railway and Seabreeze have communal bathrooms, but Seabreeze doesn't have the best





BABY SHARK. Bathers are generally afraid of sharks and won't typically mess with them. The authorities, however, are pleading with fishermen not to harm these predators or throw them in the tidal pool.

view of the sea. They reserve these stands for groups who want to socialise. The winning stands are on the Western terrace with their private bathrooms – plus they have an unbeatable view of the bay.

To get to the Railway as well as Western terraces there's an electric gate that opens by you typing in a code. Seabreeze has an ordinary gate with a padlock. The Western terrace has 20 stands in line and the bathrooms for the first 14 stands are next to the stands. Each building serves the two stands on either side, but the bathrooms for the last stands' bathrooms are right at the end, next to the last stand. It's a building with multiple bathrooms, each assigned to a specific stand.

The stands are level, and there isn't much grass. In fact, shade is scarce here.

To the back is a tall fence, and a waist-high fence on the sea's side. The beach is so close, you can watch the kids as they frolic in the surf.

Each stand has a raised fire pit with a bin next to it. There are no other braai facilities.

Your bathroom is pretty much a corridor: the loo is at the one end, the basin in the middle across from the door, and the shower is on the other end. You will also have to make peace with the shower curtain, but if you leave a little gap on both sides while showering, it'll be less bothersome.

The facilities have seen better days, but they're clean and decent enough, and the hot water comes from an electric geyser. The scullery is on the outside, and there's a clothesline for your beach towels.

The 10 Railway stands have you camping on both sides of the road. They also have fire pits but are on a manicured lawn.

From here, you peer through the fence to the sea – this fence isn't low enough for better viewing. (This applies to half of the stands, as the rest are behind the front ones.) The bathrooms are at the gate where you enter, and the facilities are slightly on the shabby side. They're nevertheless clean and have private shower cubicles.

THE OCEAN IS, of course, the big attraction, and to get there, you descend some steep steps close to reception. The beach is about 65 m long with rocks on either side. Next to the beach is a lovely patch of grass where the day visitors

CAMPING DESTINATION

congregate, and then there are the many surfers bobbing in the water, waiting for the best wave.

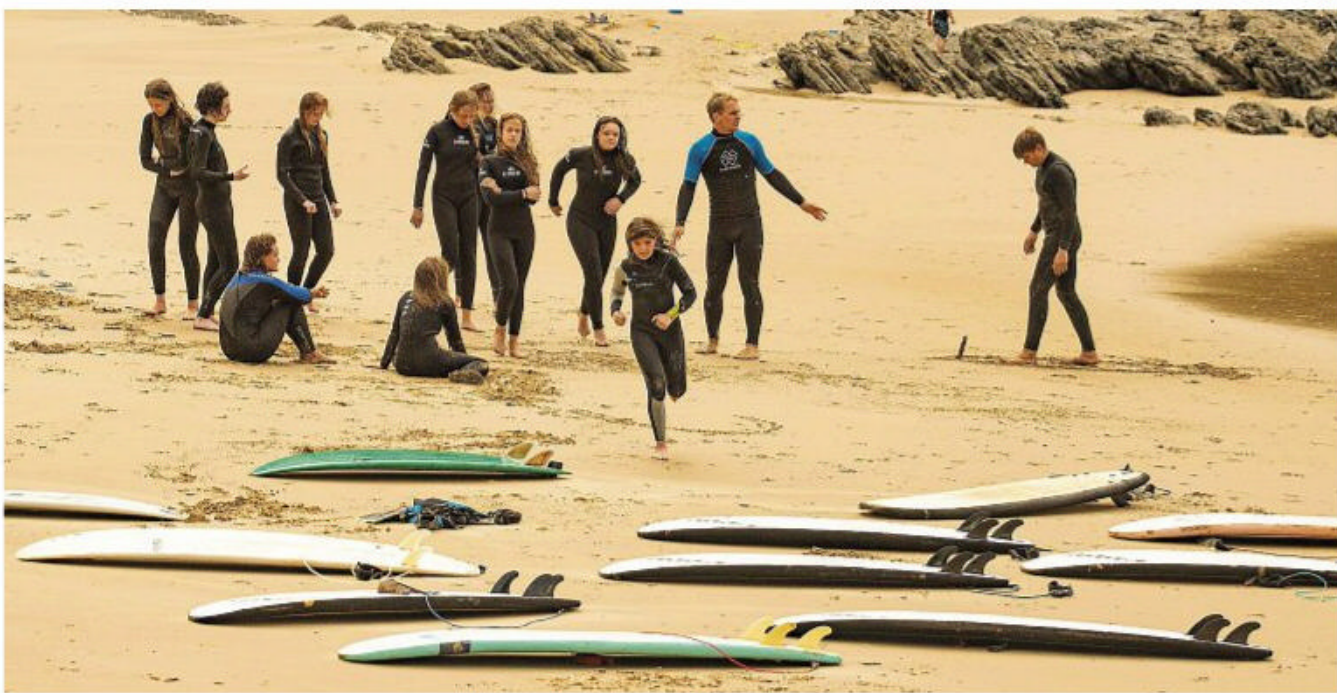
To keep kids busy, show them the cave or visit Lands End. The cave is just past the concrete barrier above the rocks on the left. It's a fairly deep recess and doesn't require too much effort to get to. From here, you have a beautiful view of the campsite and street with beach houses under the Western terrace.

Beach Road and 13 houses have been built here. A house roughly in the middle has the name Black Pearl with the date 1919. Directly opposite Black Pearl is a jetty that runs into the sea for about 30 m and is popular with anglers. There's a tidal pool on the left of the jetty with a notice asking anglers to not kill sharks but to also not release them into the tidal pool.

The last house – where the street ends – is known as Lands End. The wall there boasts many a hand print in concrete, with names such as Galen Hossack, David Pfaff, and Leonard “Muscles” Giles. According to the nameplates, they were Springbok surfers.

There are two benches, and one bears a plate on its back with a quote in Afrikaans from the singer Lucas Maree's song “Victoria Bay”: “There the night disappears and it turns to day, there I can rid my head of worries, on my rock, my throne, I find hope.”

Lucas died in 2011, and his final wish was for his ashes to be scattered here in Victoria Bay. In that same song, Lucas echoes how many of us feel: “Oh, I wish I was there now.” 🙏





WATERSPORTS. The small beach at Victoria Bay is suitable for young and old alike. One of the most relaxing things is to simply sit back and watch the surfers ride the waves.



Briefly | Victoria Bay



Campsite 38 stands, divided into 3 groups, of which 2 have unbeatable views of the sea.

Ablution facilities Old but neat. Some stands have private bathrooms, others share.

Price Depending on the season and specific site, R355-R710 p/n per site. No more than 6 people per site.

Arrival and departure 14:00 and 10:00.

Contact 044 889 0081

victoriabaycaravanpark.co.za

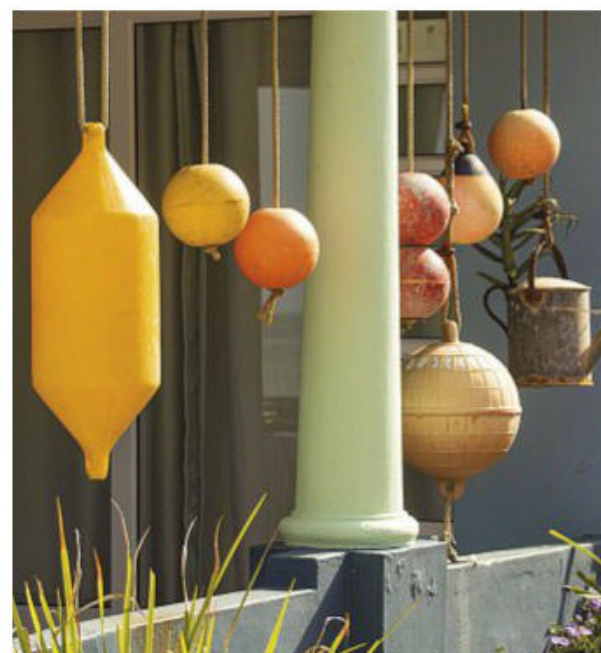
vicbay@gardenroute.gov.za

Nearest town George, 6 km.

Road conditions Tar to Victoria Bay.

GPS S34.004073 E22.546636

Drive & Camp says Victoria Bay is popular – you'll have to book early to get a stand.



Get lost on the *West Coast*

Thanks to their proximity to Cape Town, it's no surprise that West Coast villages such as Yzerfontein and Langebaan are popular getaways. When you want to experience the true West Coast, however, you need to head much farther north.

Words and photos **Evan Naudé**

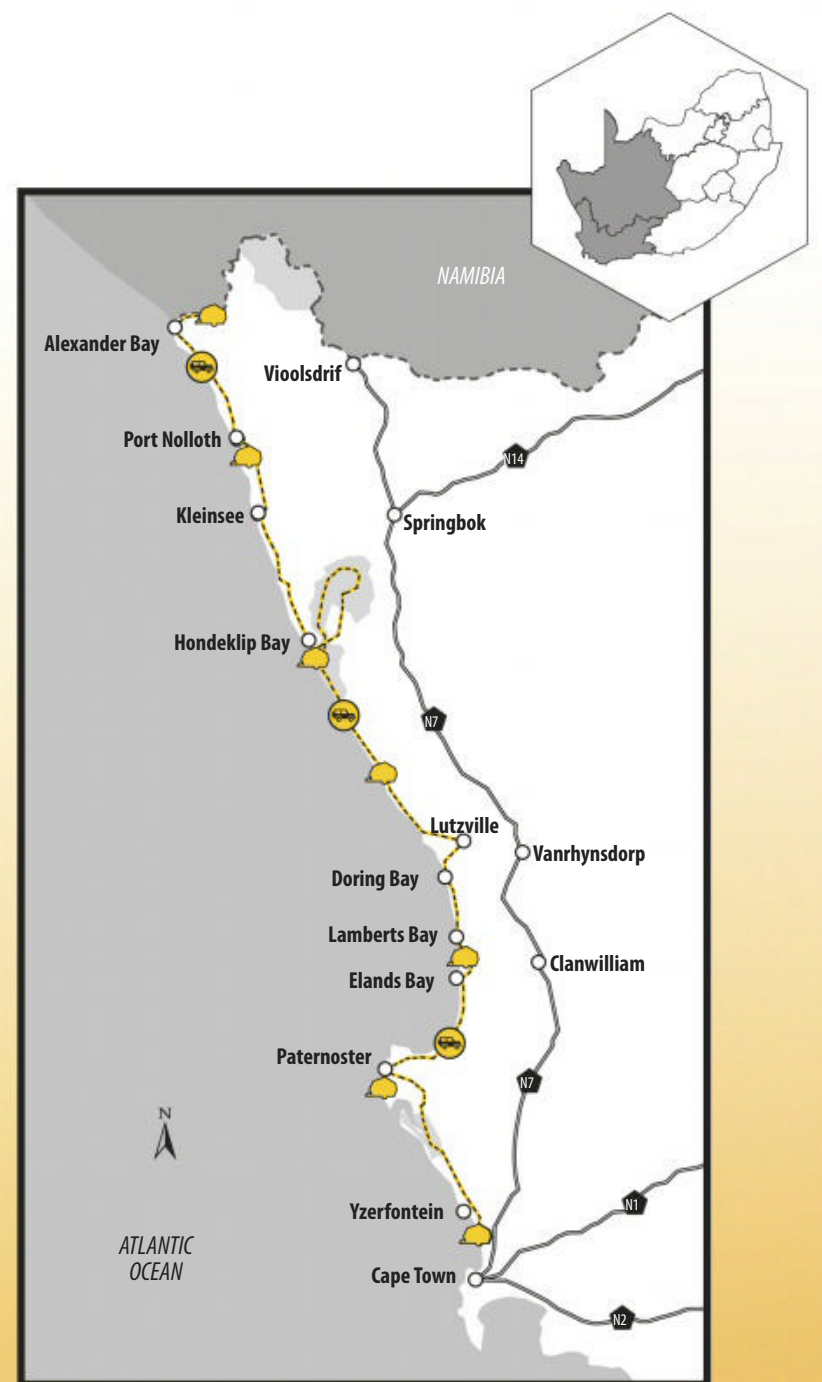


There's a saying that the West Coast is the best coast. People who say that are obviously not in love with tropical beaches and sunbathing bodies, umbrellas and ice-cream sellers. They're also not crazy about beach resorts, promenades, or even balmy seas, because all of these are rare commodities in the West Coast. No, you fall in love with the West Coast because of its unique – and sometimes quite rough! – character.

You can't, for example, describe the West Coast without using the words snoek, crayfish, bakkoms, and black mussels. You'll also need to mention the southeaster, kelp, and soutslaai (common ice plant).

All these are plentiful in places like Tietiesbaai, Dwarskersbos, Papendorp, and Hondeklip Bay. And the farther north you travel to the coast, the more you discover Namaqualand's flowers, the Diamond Coast's harbour towns, and the Richtersveld's rocky desert.

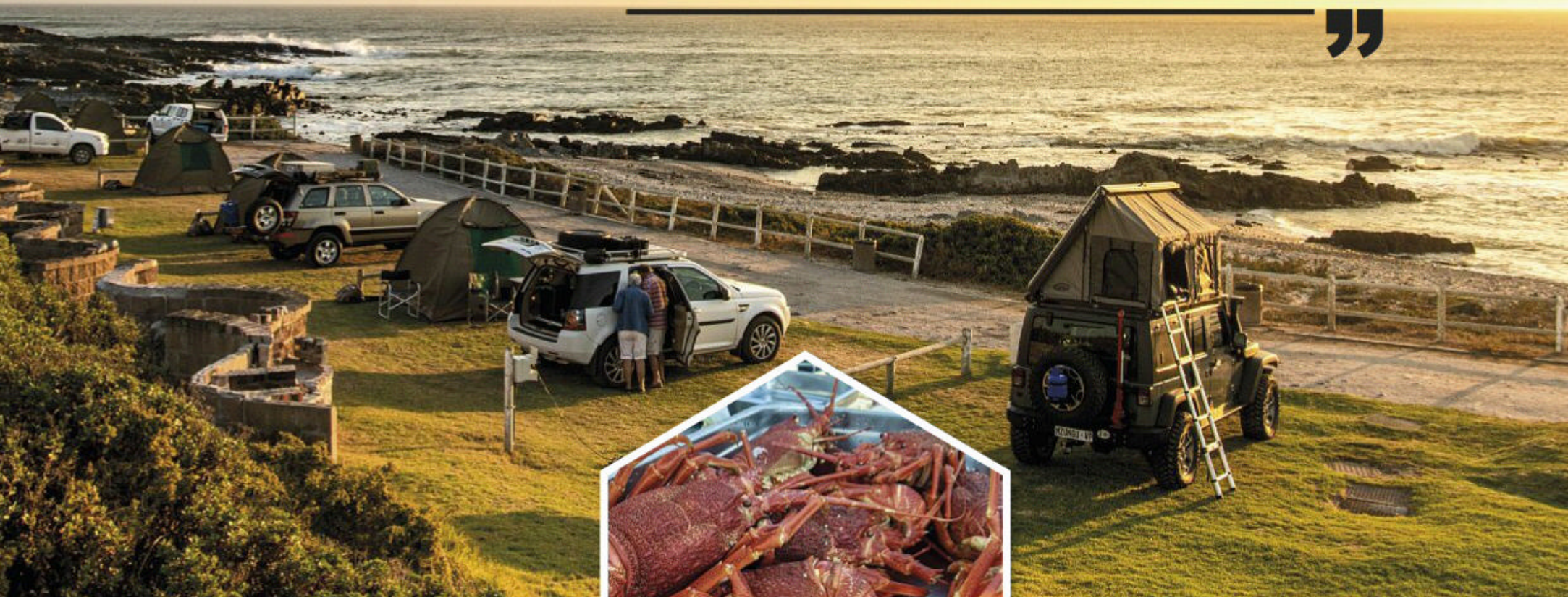
Yes, the West Coast certainly holds much to discover, and for that you need more than one long weekend. Follow this route from Cape Town to the Namibian border to tick the entire the West Coast off your bucket list.



“

Keep your eyes peeled for eland, red hartebeest, or mountain zebra on the land, black oystercatchers on the rocks by the sea, and dolphins and southern right whales behind the waves

”



People sometimes argue about the true location of the start of the West Coast: just past Cape Point's lighthouse or only beyond Cape Town's city limits at Bloubergstrand? Or do you measure it all the way to Cape Agulhas? Either way, the West Coast's soul is only tangible after the city's chaos has disappeared from your rear-view mirror.

At Ganzekraal, a municipal campsite just 67 km outside the city, you immediately feel the bonds of the metropole's busy sidewalks and noisy traffic loosen their hold. It's a popular weekend destination for city folk, but if you come camping during the week, chances are your tent will be the only one pitched here. The stands in front are almost on the beach, and your braai's soundtrack is the sound of waves against the rocks. This is the ideal starting point for your journey north.

Open up a map on your off-roader's bonnet and check out the coastline on the left. Keep the ocean on your left for about 1 000 km and you can map out a route up the coast. The R27 initially takes you to the West Coast National



Park, Paternoster, and Velddrif, then you take the back roads to Elands Bay, Lamberts Bay, and Strandfontein. Past Lutzville, there's a dirt road through a wild stretch of coastline that takes you to the southern gate of the Namaqua National Park. And on the other side of the park, coastal roads run from

Hondeklip Bay to Port Nolloth and Alexander. It's here, at the mouth of the Orange River, where the West Coast eventually comes to an end.

A visit to the !Khwa ttu, a San heritage centre on the R27, is a good first stop on a roadtrip. This is not your usual old and dusty museum. The displays and



BEST COAST.
There are certain things that are quintessentially West Coast. Things like coastal campsites, crayfish, wildflowers, fishing boats, flamingoes and mostly empty beaches



knowledgeable guides tell insightful stories about the lifestyle of the West Coast's first inhabitants.

The West Coast National Park is just a stone's throw from here on the R27. If you visit !Kwha ttu in the early morning, you have the rest of the day to explore the West Coast National Park. The park

borders on the Langebaan Lagoon, a wetland of international importance, and so you have a choice between the white sand and calm waters of the lake at Kraal Bay or the cooler waters of the Atlantic Ocean at Tsaarsbank on a hot day.

Keep your eyes peeled for eland, red hartebeest, or mountain zebra on the land, black oystercatchers on the rocks by the sea, and dolphins and southern right whales behind the waves. Remember your binoculars and a zoom lense for your camera, as the bird shelter at Geelbek and Abrahamskraal are excellent places to chill while you wait for flamingoes, herons, and plovers.

The park is also popular when it comes time for the annual flower spectacle in spring. For the best pics of the flowers, head over to the Postberg section of the park at the far end of the peninsula – remember, it's only open in August and September. The park's northern gate deposits you close to the homes on the outskirts of Langebaan. From here, it's 56 km to the postcard-pretty village of Paternoster.

Spend a day or three at Paternoster to really get to know its West Coast ways. Take a walk along the long beach in front of the town and watch how the fishermen sell their catch from their boats in the afternoons. Eat fish and chips for lunch at the old fish market and lobster tail for dinner at one of the many restaurants.

Pop in at the actor and artist At Botha's gallery, and have a drink at the hotel's Panty Bar down the road. Just before sunset, set up camp in the late Pieter Pieterse's beloved Tietiesbaai. Or do it in style and book a whitewashed house on the beach, where you can sit on the veranda and watch the sun dip beneath the horizon.

Tear yourself away from Paternoster and leave the town the way you came. Be on the lookout for a road on the edge of town, next to the rugby field, and take that dirt road to Stompneus Bay. Stompneus Bay sits on the outskirts of St Helena Bay, a fishing village that was named after the Roman emperor Constantine's Catholic mother, Helena, by Vasco da Gama when he landed here in 1497.

4X4 DESTINATION

Make your way back to the R27 and turn north in the direction of Velddrif, a fishing town at the Berg River's mouth. Here, you'll find one of the West Coast's most famous foods: bakkoms (dried fish). Check out Bokkom Avenue – any resident will point you in the right direction – and visit one of the so-called Bokkom houses, where they salt mullet and dry them out to become bakkoms. It would be a shame to drive farther without trying one; just remember a breath mint afterwards to combat the resulting fishy breath...

From Velddrif, stick to the coast through Dwarskersbos, all the way to Elands Bay. Surfers rave about the conditions here, but otherwise the town is pretty quiet. The cave on the hill at Baboon Point is worth a visit. The walls of the cave have hundreds of handprints, and here and there you'll spot an eland.

Lamberts Bay, the next coastal town, lies some 46 km away. Take the Leipoldtville road to the T-junction with the R365. Turn left, and within half an hour, you'll be there. When the snoek is running, the town bursts at the seams, but otherwise, chances are you'll find peace and quiet here. Don't miss the Cape gannet colony in the harbour, where about 8 500 breeding pairs of these pelagic seabirds nest.

Head north on the Vredendal dirt road out of town and turn left at the junction with the R362, another dirt road that takes you to Doringbaai. Pop in at Fryer's Cove, the country's only winery in a harbour, before venturing to Strandfontein. This beautiful holiday village is usually quiet – until the holidays, that is. Once you've ambled along the sea, you'll understand why: a long white beach in front of high sandstone cliffs, a rare phenomenon in the otherwise flat landscape of the West Coast.

The R326 takes you to Lutzville next. Stop at Papendorp on the way for the wetlands around the mouth of the Olifants River, which originates in the peaks of the Cederberg.

For now, you've been mostly on the blacktop. The next section of the route is mainly dirt roads and sandy twin-tracks. Fill up in Lutzville, stock up on supplies, and have your tyre-pressure gauge handy – you're about to leave civilisation behind.

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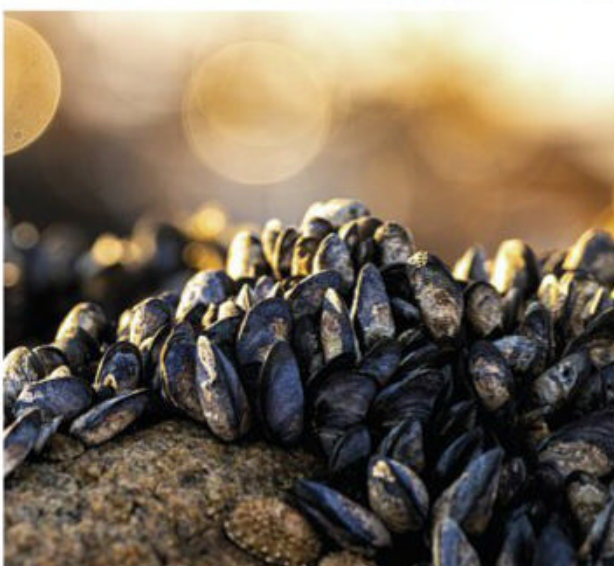
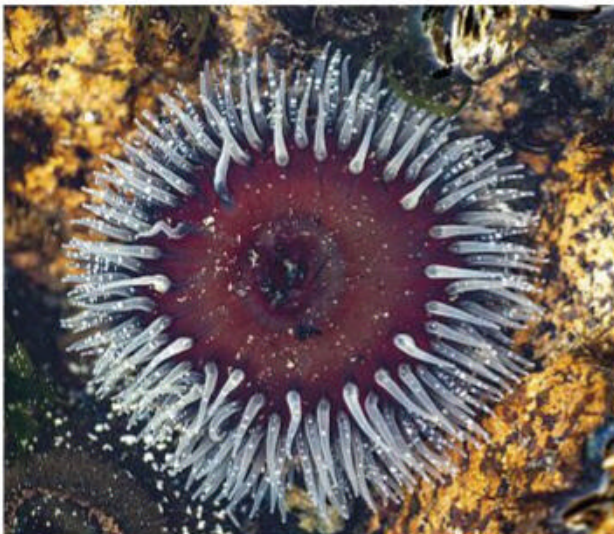
When the snoek is running, the town bursts at the seams, but otherwise, chances are you'll find peace and quiet here

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THE REAL WILD COAST. The farther north you go, the wilder it gets. Eventually you'll need a four-wheel drive vehicle to continue – and a tent becomes your only accommodation option.



I ALSO WANT TO GO!

Can I go on my own? Yes, but only if you know how to recover a vehicle stuck in sand.

How long is it? About 1 000 km.

What should I drive? You need a four-wheel drive vehicle if you want to visit the Namaqua National Park's coastal section. Low range and a diff lock aren't essential if you stay on the main track.

Pack a tyre-pressure gauge, tyre-repair set and a compressor.

Do I need to take extra fuel? No, there are petrol stations in Velddrif, Lamberts Bay, Lutzville, Koingnaas, Port Nolloth, and Alexander Bay.

Can I tow my caravan? Yes, as long as it's an off-road one, and you don't mind towing it through thick sand.

Aim for Koekenaap on the R363, and then turn towards the sea with the Skaapvlei gravel road (also called the Tormin Mine road). It leads you straight to the ocean, and you stay next to the coast for about 95 km to the Groenrivier mouth. There are a number of “wild” camping spots along the coast, places where campers have been coming for years. There are no facilities, and you must bring absolutely everything you’re going to need, but you’ll battle to find a more secluded campsite on the entire West Coast.

Head north along the gravel road past the Tronox open-pit mine at Brand se Baai and soon you’ll see the lighthouse at

the Groenrivier mouth. There’s a couple of picnic spots here where you can have a quick braai before entering the Namaqua National Park.

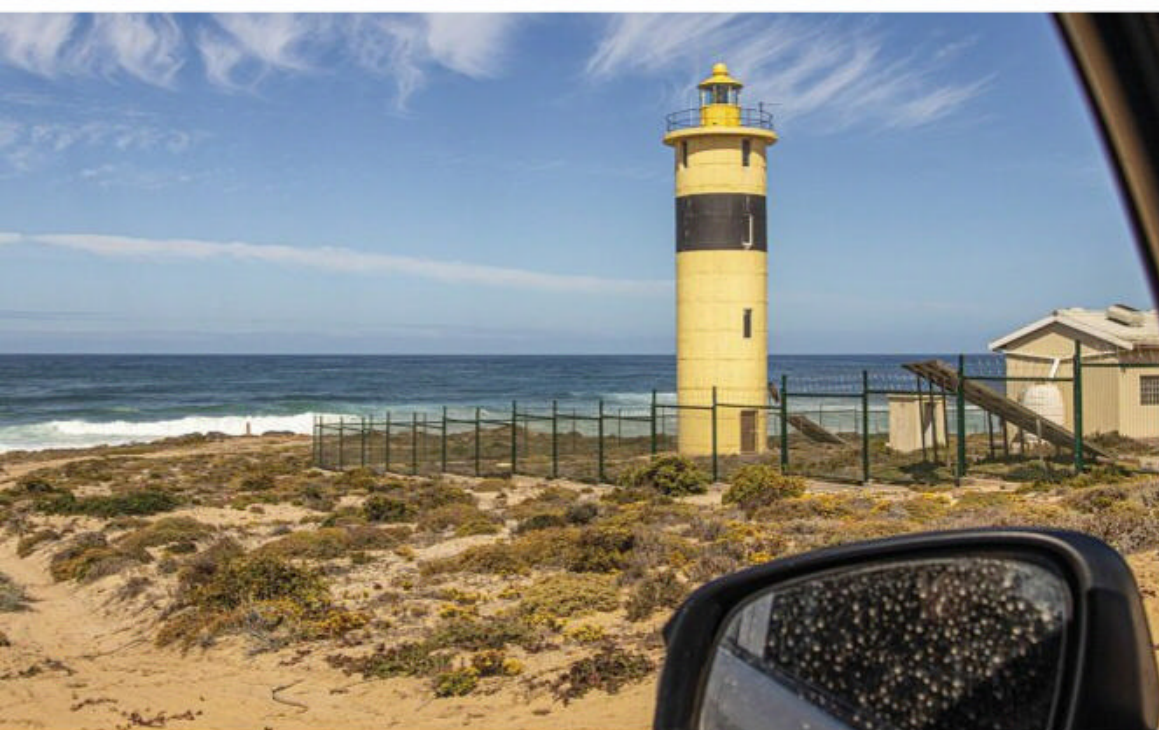
From the lighthouse, drive to the park gate, just past the Groenriver. The Namaqua National Park is neatly divided into two sections. The coastal section is a conservancy of about 60 km between the Groenrivier and Spoegrivier mouths, while the park’s northern area stretches from Koingnaas to just past Kamieskroon. There are 11 campsites, each with a number of stands in the coastal section. A main road runs more or less straight along the coast, but there are also



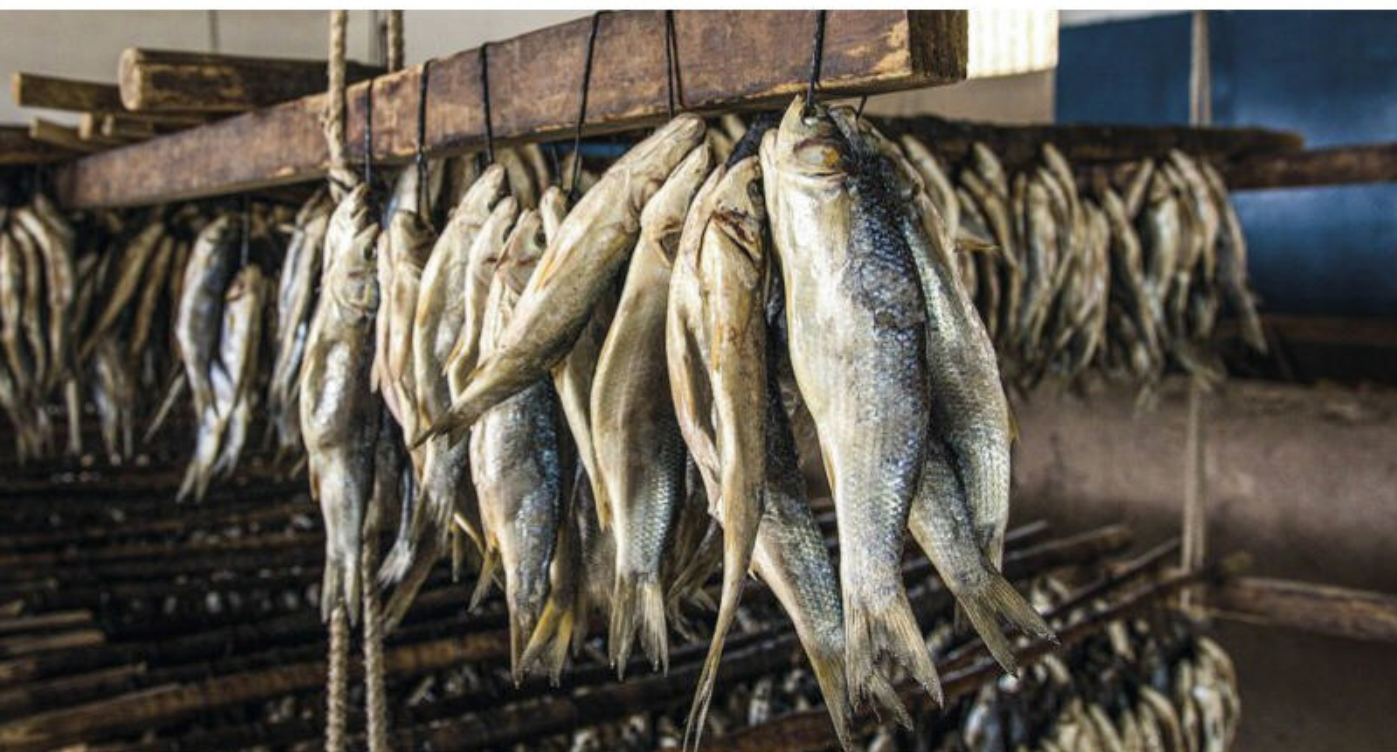
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In spring, the area around Skilpad is covered in wildflowers. Stop and take a few pics so you can be the envy of everyone back home

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BOKKOMS AND LIGHTHOUSES. The town of Velddrif is known for its fishing industry (above), bakkoms (below) and a laid-back lifestyle. At Lamberts Bay you'll encounter breeding gannets (opposite left).



a number of twin-tracks that veer off it to take you closer to the sea. Two sections of this road have thick sand. Look out for the warning signs, engage 4x4, and adjust your tyre pressure (the recommendation is 1,2 bar) before you carry on.

You could easily chill here next to the sea for a few days to enjoy the beautiful views and blissful isolation, but don't decamp before taking a look at the seal colony near Boulder Bay and caves at the Spoegrivier mouth. And do take at least one long, leisurely walk on a white beach.

Also set aside at least a full day to explore the park's northern section. Head north on the park's main road until you reach the park gate along the Hondeklip Bay road. Cross the road and enter the northern part through another gate. From here, follow the Caracal Eco Route. This 4x4 trail, which includes the coastal section, is one of the longest routes in the country, with a distance of anywhere from 175 km to 200 km, depending on what you include.

Follow the Eco Route to the far northern part of the park. Here, you take the Wildeperdehoek Pass up the Kammiesberg. At the top of the pass, the route swerves south again until you reach Skilpad, the park's main gate near the N7. In spring, the area around Skilpad is covered in wildflowers. Stop and take a few pics so you can be the envy of everyone back home. Also, keep an eye out for gemsbok, red hartebeest, and steenbok. And, if you look closely, you might spot the speckled Cape tortoise, the world's smallest tortoise.

From Skilpad, drive back in your tracks and head for Soebatsfontein. From here, there's a road straight back to the Hondeklip Bay road that takes you to the coast.

Once upon a time, Hondeklip Bay was the export port for copper ore from the mines around Springbok. After the industry moved to Port Nolloth, not much happened here. But Hondeklip Bay still attracts visitors, as it's such a peaceful town.

As behooves a proper West Coast town, there's a number of interesting sights to see before venturing on. Have a bite at the Rooi Spinnekop restaurant, take a picture of the Aristeia shipwreck, check out the rock behind the police station that gave



WHERE TO STAY

GANZEKRAAL

About 50 stands divided into two camps next to the sea. Each stand has a power point, tap, and braai area. The stands in camp A are closest to the sea, while camp B sits farther back on a higher level. The camp gets busy over weekends and holidays.

Contact ☎ 022 492 2455 or ✉ ganzekraal@wcdm.co.za

TIETIESBAAI

This popular campsite in the Cape Columbine Nature Reserve outside Paternoster has 60 stands next to a quiet bay. There are no power points and only some stands have a tap nearby. Bring your own braai if you don't want to make a fire on the ground.

Contact ☎ 083 992 2237 or ✉ ronnie.martins@sbm.gov.za

MALKKOPPAN

Right across the road from Muisbosskerm outside Lamberts Bay, you can pitch your tent on one of 75 sites. Some lie between windbreaking trees, but most are on an open piece of lawn. Each stand has a power point (bring a caravan adaptor), tap, and braai drum.

Contact ☎ 083 370 0400 or ✉ malkoppaFarm@gmail.com

NAMAQUA NATIONAL PARK

In the park's coastal area, between the Groenrivier and Spoegrivier mouths, there are 11 campsites next to the sea. Each one has a number of stands that cater to groups of different sizes. You must be completely self-sufficient, as there are just stone walls around braai areas for each stand and shared pit toilets at each campsite.

Contact ☎ 012 428 9111 or ✉ reservations@sanparks.org

HONNE-PONDOKKIES

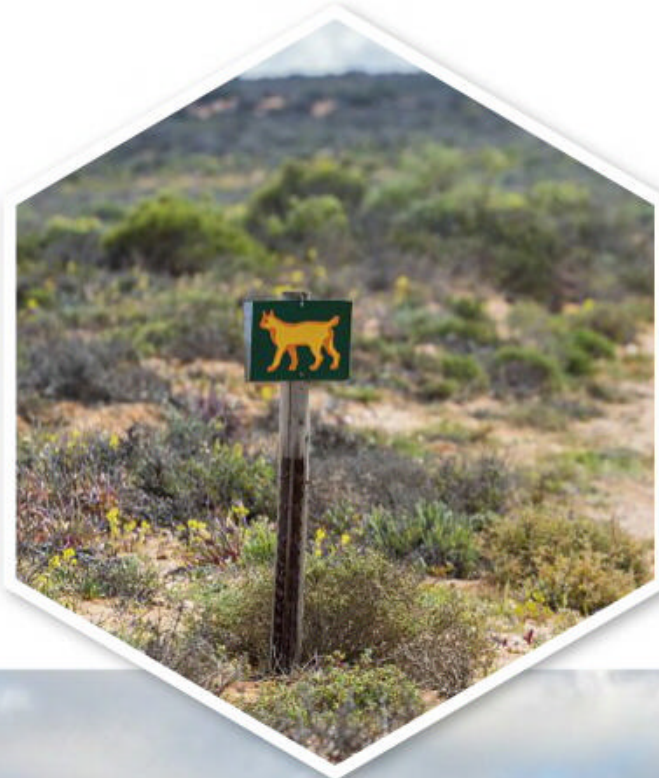
You'll find them in Hondeklip Bay's main street. Each of the six stands has a cement sheet that's large enough for a four-man tent, picnic table, braai, tap, and power point. Furthermore, there's a small swimming pool, communal boma, and six outdoor showers (in addition to the ablution facilities) for washing off the sea salt.

Contact ☎ 083 321 1600 or ✉ swanepoel2@telkomsa.net

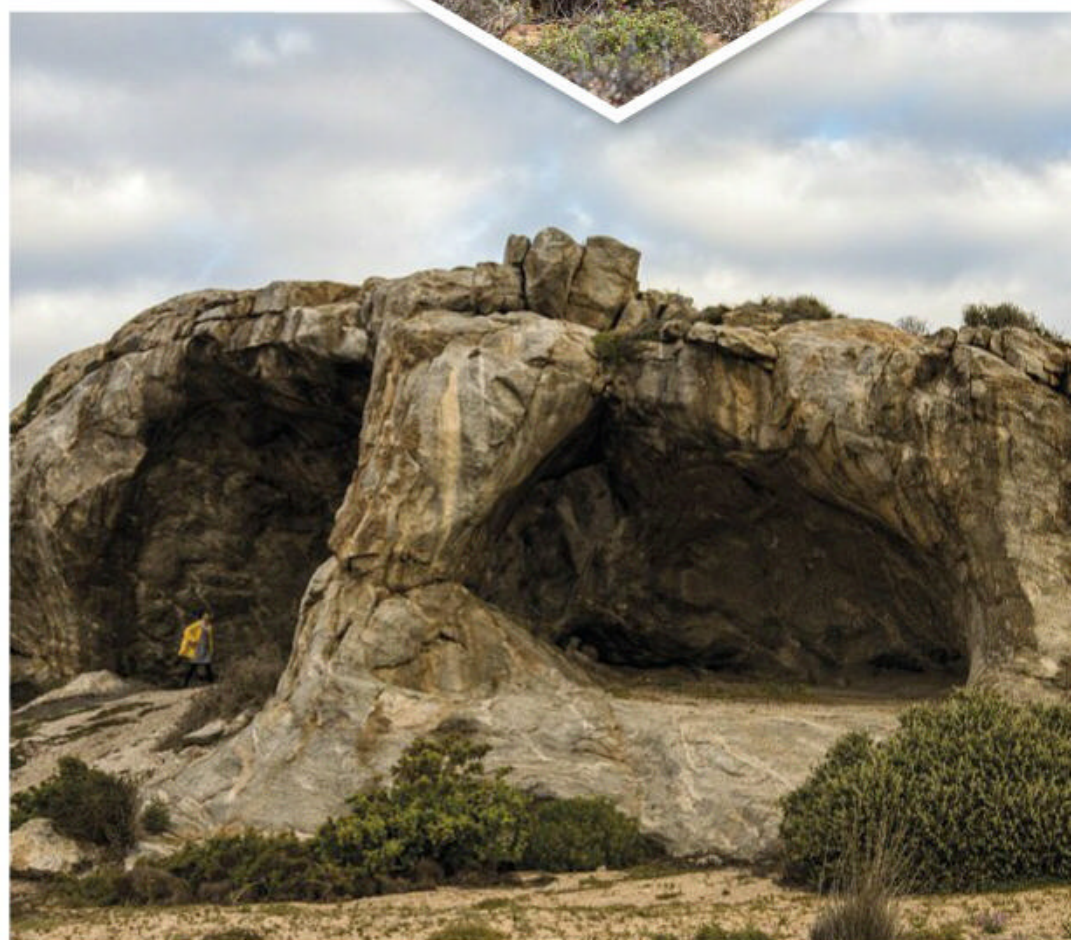
the town its name, and sip a cocktail at Spatklip on the edge of town.

A dirt road takes you to Koingnaas, where you can fill up before you hit the tar road to Kleinsee. Both towns used to be private De Beers mining towns, but these days, the diamond mining around here is small scale, and you no longer need a permit to visit the towns.

From Kleinsee, a 60 km dirt road takes you to Port Nolloth, a fishing town that will seem awfully busy after your few days away from it all. That may be thanks to the road linking Port Nolloth with the N7, making the town easily accessible to visitors from the interior. It's your last chance for a plate of fish and chips before leaving for the last destination on the route: the Orange River mouth outside Alexander Bay.



PARKS AND RECREATION. Visit the Namaqua National Park in springtime so that you can camp next to the ocean among the wildflowers.





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4X4 DESTINATION

Alexander Bay is 90 km away (via a tar road) – this town also used to be a private mining town. Like the villages to the south, the diamond industry has significantly scaled down here and left Alexander Bay with a sparse population. Driving through the town, you'll see the signs that it used to once prosper but that unfortunately the glory days are gone.

A dirt road runs from Delwers Avenue on the edge of the town to parking near the river mouth. Grab your camera, walk the last stretch to the mouth, and look out over the sea. From here, everything on your right, across the river, is Namibia. And on your left lies the entire West Coast, all the way south to Cape Point. This is where your journey ends. Take a pic and congratulate yourself as you've explored the West Coast from bottom to top. And you can explain to people back home all about bokkoms, kelp, and soutslaai. 🍷



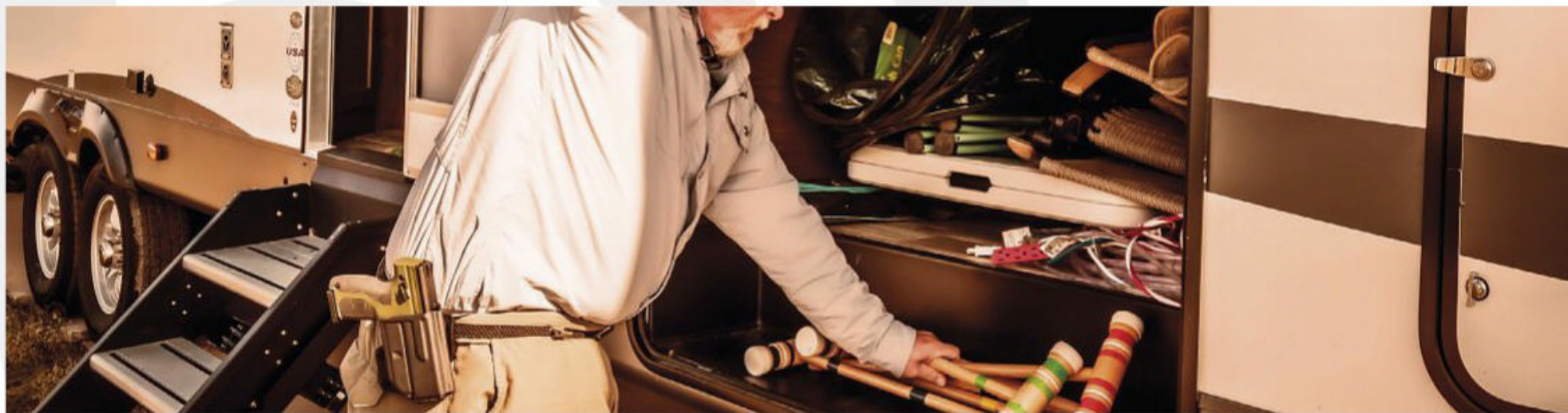
“

...on your left lies the entire West Coast, all the way south to Cape Point. This is where your journey ends

”



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Rocky mountains high

Off-road trails in nature reserves are often quite tame, so they don't deter the average guy with his average off-road skills. Not so at the Kagga Kamma Nature Reserve...

Words and photos **Cyril Kloppe**

Kagga Kamma's website mentions that certain campsites can only be reached with a 4x4 vehicle, and if you call to book one of these campsites, you'll be told that the trails can be challenging.

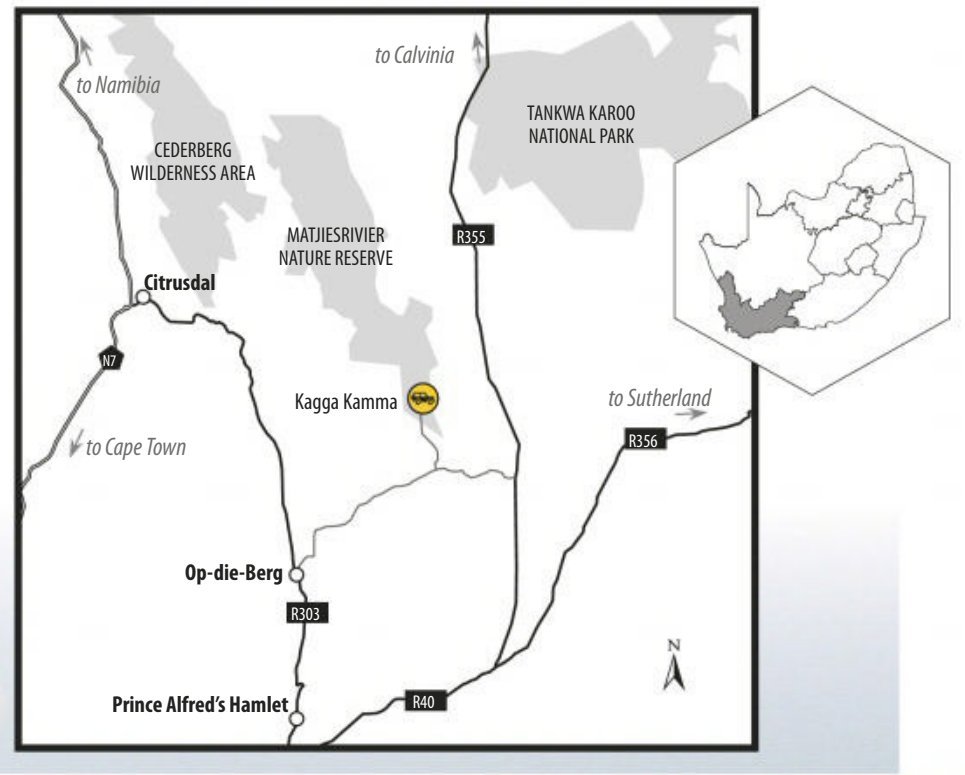
As soon as you report to reception, you'll receive a printed map showing all the trails in the reserve. The map also shows numbered beacons, the distances between these beacons, the GPS coordinates of each campsite, and a few roadside attractions. The receptionist may indicate roads on the map that you're not allowed to drive – some of these

roads are badly damaged and management is still weighing up whether to repair them or not.

Kagga Kamma does not encourage day visitors, and the best way to access the 4x4 trails is to book accommodation. You have several options, including a lodge, cave suites, self-catering units, and a number of campsites.

Two campsites, Swartrug and Klipspringer, are close to the main building, and have electricity and ablution facilities with hot water. The campsites Bobbejaankrans, Tierkloof, and Joubertswerf can only be reached with an off-road







“

All together, Kagga Kamma’s trails total about 200 km – and we only managed to drive half of them in the two days we were there

”

vehicle and they have no facilities – only a circle of loose stones where you can start a fire. You must, therefore, bring your own amenities.

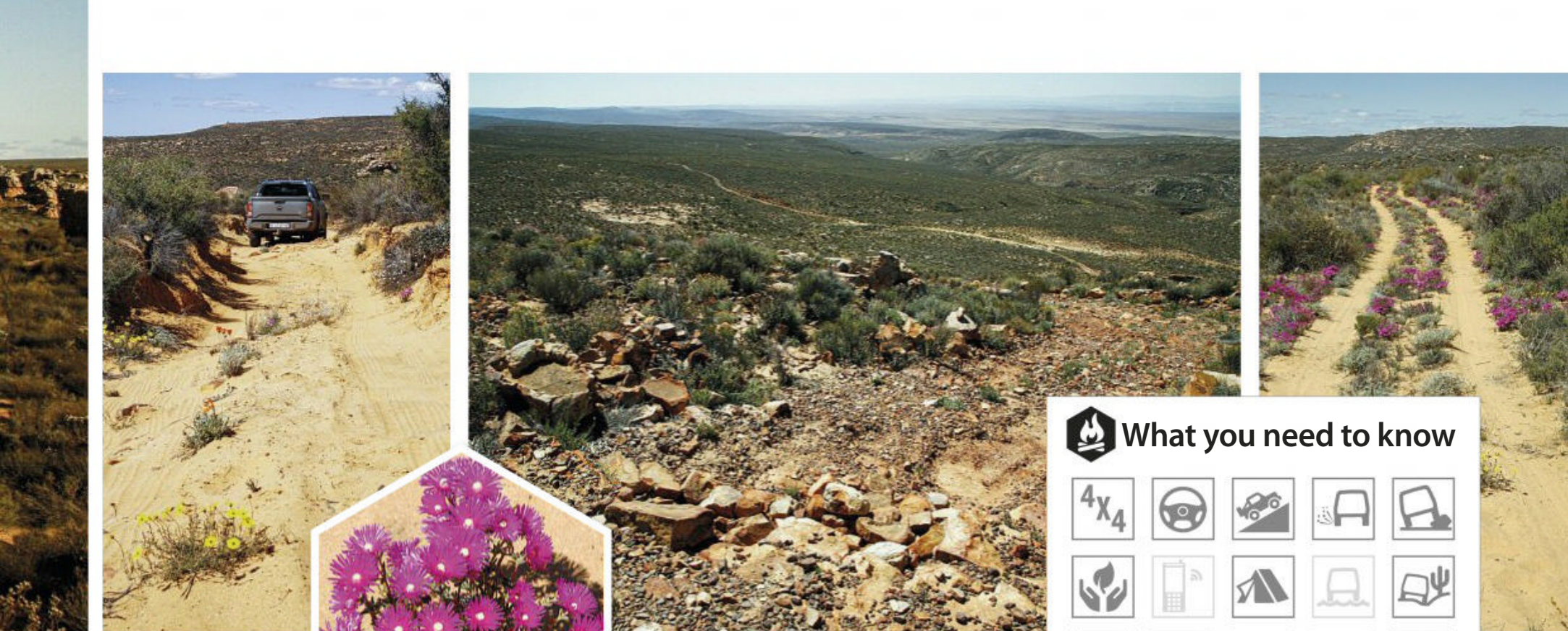
All together, Kagga Kamma’s trails total about 200 km – and we only managed to drive half of them in the two days we were there. The roads in the southern part of the reserve are the easiest – we rate them 2 out of 5 on our difficulty scale. Here, you drive past beacons numbered from 1 to 39 – first over the Wildebeesvlakte, then through Klipbokpoort to the southern tip of the reserve, from where you head north again at Elandsdraai. After Putsie, you’ll see a gravel airstrip for light aircraft, after which you leave the southern part of the reserve via Rooidam and beacon 39.

In the north, beyond beacon 40, things get somewhat tougher. If you booked the campsite at Bobbejaankrans, turn left at beacon 41. It’s a rocky road with ledges and sand pits. Bobbejaankrans is Kagga Kamma’s most popular campsite amongst 4x4 enthusiasts. It lies against a ridge of Cederberg sandstone with its typical knotty rock formations.

If you’ve booked the Tierkloof campsite, keep straight at beacon 41 and drive through the rocky Gifvlakte to beacon 54 – your printed map clearly shows the road. Tierkloof campsite is popular because it has a view over a gorge and a valley in the distance.

The trails around here get a 3 out of 5 on our difficulty scale, as you have to stop every now and then to engage low-range. We booked Joubertswerf, the campsite farthest from the lodge and also the most challenging to get to. By the time we parked, our Nissan Navara’s alloy wheel rims were scratched and the side





BEAUTIFUL BUT TOUGH. Besides all the game you'll see, there are wildflowers aplenty. Some of the trails were too challenging for our Nissan Nivara, unless we didn't mind damaging it or if we were willing to stack rocks for most of the day.

steps were bent out of shape (do read our driving impression on p76).

Joubertswerf is not particularly attractive – it's a simple stone kraal on a sandy plain below a hill. It used to mark the end of the one-way mountain road between Bobbejaankrans and Joubertswerf, but that road was closed because it damaged too many vehicles. Kagga Kamma reckons the mountain route deserves a 5 on our difficulty scale. The last guy who drove it apparently almost destroyed his rig. The vehicle couldn't be recovered and a mechanic had to repair it on the trail. It took days to recover it.

Despite its challenging roads, Kagga Kamma doesn't market itself as an off-road destination – they'd rather have you come here to experience the scenery and the wildlife.

In between all the bumping and swaying, we saw, for example, bontebok, zebra, eland, duiker, gemsbok, and a porcupine. Apparently, there are also leopards and African wildcats, and, if you're lucky, you may see an elephant

shrew or an orange-breasted sunbird.

If you don't want to camp in the veld – shame on you! – book a spot in one of the luxury accommodations near the lodge. Here, you'll also find a restaurant, swimming pool, and shop that sells basic provisions, including milk, bread, ice cream, and firewood.

There's also a spa that offers all kinds of therapeutic services. For R1 400, for example, you get a two-hour full-body massage and skin therapy that concludes with a glass of bubbly. The lodge is also the gathering place for guided walks and trips in a game-viewing vehicle for those who travelled here in sedans.

You can master most of Kagga Kamma's 4x4 routes with a standard four-wheel drive vehicle, but you have to be alert, especially in the northern part of the reserve. Our tip is to book Bobbejaanskran and spend three or four days on the 4x4 trails taking in the scenery, interrupted by one day for pampering: a visit to the spa, pool, and restaurant.



What you need to know



Maximum number of vehicles?

Unlimited.

Do I get a map? Yes.

Will I scratch my vehicle? Minor paintwork scratches, yes.

Do I need to take a compressor? Yes.

Can I braai halfway? No, only at the campsites.

Can I turn around halfway? No, the track is quite narrow and it's forbidden to drive through the veld.

Is there cellphone signal? Spotty at best.

Best time to go? All year round.

Can I take my family with me?

Absolutely!

Just for the day or the weekend?

A long weekend.

How long does it take? The 4x4 trails can keep you busy all day, and it's better to spread the driving over two or three days.

Are there ablution facilities? None on the trail and wild campsites. Only at the reception building, main campsites and formal accommodations.

Directions From Ceres, take the R303 to Op-die-Berg, where you turn right towards the Ceres-Karoo – there's a road sign for Kagga Kamma. Drive up the Katbakkies Pass to the second Kagga Kamma sign on your left.

Times 08:00 and 17:00 (routes).

Price R105 pppn and R209 per vehicle to camp. Guests at the lodge pay R50 to explore the routes themselves or R385 pp in a game-viewer with a guide.

Contact 023 004 0077

lodge@kaggakamma.co.za

kaggakamma.co.za

GPS S32.74607 E19.56277

(reception building)



Give it horns!

We held the 10th Bull Run in October, and there was only one way to celebrate this special milestone... with an almighty party on Vanwyksvlei in the Northern Cape.

Words **Schalk Jonker** Photos **Piet van Wyk** and **Ingrid Swart**

BULL RUN 2021

It all started when a group of friends from Cape Town's northern suburbs got the urge to buy old cars, head to the Northern Cape plains, and fight it out there, in the dust.

The *Drive & Camp* Bull Run was born with those 11 cars that hit the road then, and in October 2021, the 10th – and largest one to date – took place at Vanwyksvlei. This year, nearly 150 teams and 750 souls gathered to show off their vehicles and test their mettle – and metal – on the farm roads and the ever-popular pan. (Vehicles must be older than a 1985 model and cost less than R30 000.)

In between all the driving, there was a lot of socialising too... and even the famous rockers Valiant Swart and Albert Frost joined in the fun. Yes, the 10th Bull Run was certainly one for the books. Especially

for the men of the Geel Apteek (Yellow Pharmacy) in a 1973 Volkswagen Variant, who were crowned the ultimate winners.

As always, it would not have been possible to host such a successful event without help or sponsors. Our sincere thanks to Gerrie van Eeden, Thys de Jager, and the 45 track officials who come to help (largely voluntarily) every year. Also to Rudi Oberholzer and the organising committee on Vanwyksvlei, who host us so hospitably every year. Heartfelt thanks also to Northern Cape Tourism, Isuzu South Africa, Pro Auto Rubber, OzTrail, Signorama Pretoria North, HFR Refrigeration & Transport, and Tiger Wheel & Tire 4x4 Fitment Center.

Same place, same procedure next year!

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BULL RUN 2021 PROGRAM

DONDERDAG, 7 OKTOBER

10:00 – 12:00 Aankoms en Registrasie
12:00 – 20:00 Braai-pakke beskikbaar
19:00 Verwelkoming

VRYDAG, 8 OKTOBER

07:00 Drivers briefing
08:00 Rally start
10:00 Omdraaiers vertrek na pan
16:00 Almal terug by terrein
18:00 – 20:00 Braai-pakke beskikbaar
19:00 Drivers de-briefing

SATERDAG, 9 OKTOBER

07:00 Drivers briefing
08:00 Spanne vertrek na pan
17:00 Almal terug by terrein
18:00 – 20:00 Braai-pakke beskikbaar
20:00 Prysdeling en Afsluiting

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- GEEN drink en bestuur.
- Hou altyd by die spoedperk indien jy op openbare paaie is.
- Kom alle verkeersreëls na.
- Luister na beamptes/marshalls en moenie met hulle stry nie. Die byeenkoms fokus op post, nie op die wensters nie.
- Volg alle COVID-19 regulasies.
- Dra te alle tye maskers en was jou hande.
- Hou te alle tye 'n 2m afstand van ander Bull Runners.

KONTAKPERSONE

Genie van Eden (organiseerder) 082 374 4193
Thys de Jager (Hooftromple) 082 332 1087
Schalk Jonker (Redakteur) 082 463 3002
Francois Malan (Kommersiële hoof) 082 717 4627





“ The Bull Run is a party. It's basically a matric holiday for grownups. – Gerrie van Eeden, organiser ”





WELCOME, WELCOME! Upon arrival, Bull Run participants' cars are inspected. While that's happening, teams have the opportunity to show off their themes, costumes, and that all-important spirit.







FAN OF THE PAN.
It's only here at the Bull Run that you'd be perfectly content with being covered in dust from head to toe. It's the perfect playground for the owners of almost 150 cars that gathered in the Northern Cape for a weekend of fun and games.



“

It's AfrikaBurn for petrolheads. There's nothing like the Bull Run. – Schalk Jonker, editor of Drive & Camp

”







WINNING SMILES. Congratulations to Morné Smuts, Sias Scott, Emile Rossouw, and Kristo Minnaar from the Geel Apteek, who walked away with the laurels this year. By the way, that 1973 model VW Variant of theirs rolled over on the pan last year, but they fixed it up and brought it back for this year's event.



“

It's long been a dream to have Valiant Swart and Albert Frost at the Bull Run. This year, that dream became a reality.

– Francois Malan, organiser

”



All aboard for

Addo



There could hardly be a better place for an amateur game photographer to pursue their hobby than the Addo Elephant National Park, says **Ursula Carroll** from Port Elizabeth

“For many years, my husband Neill and I camped with a big caravan and did our best to do so at Addo at least once every two months. We lost Neill last year to Covid-19, and I then decided to get rid of our big caravan.

I had no intention of not going camping, though, and bought myself a Skipper trailer. My one son helped me to master hitching it and then reversing, and recently I took it on its maiden voyage. There was only one place I wanted to go and that was my beloved Addo. My friend Amanda Baldie also camps with a Skipper, and she joined me. We are, in fact, part of a group of eight women who all mostly camp solo. The group is called “Tannies met ’n trailer” (Aunties with trailers).

WHAT DOES THE CAMPSITE LOOK LIKE?

The stands are divided into two groups: one for 21 caravans, and then there are 10 tent stands. We camped on the former, which are spacious enough for two caravans per stand. Each has its own power point, tap, rubbish bin, and a freestanding braai. The resort’s staff comes to clean the drum and braai every morning. Furthermore, you can’t complain about privacy, as there are lots of spekboom separating the stands, so you’re not constantly aware of what your neighbours are up to. The monkeys can be quite annoying, but if you know not to leave any food like fruit and chips lying around, they won’t bother you too much.



I heard that the tent stands – with the exception of two of them – are quite small; in some cases you might struggle to fit a 3 x 3 m tent on one.

TELL US MORE ABOUT THE ABLUTION FACILITIES?

There is one ablution building with separate facilities for men and women. It’s neat, and the resort staff are in and out all day to keep it clean. The showers are a bit cramped, but you can still manage. Here, too, there have never been any problems

with running out of hot water. There are facilities for people in wheelchairs and also a family bathroom, though I haven’t used it myself.

WHAT DO YOU DO TO KEEP BUSY THERE?

I do wildlife photography as a hobby and am in my element here. There’s a variety of game to see, but, of course, the elephants are the main attraction.

IS THERE A RESORT SHOP?

Yes, and it’s great. They have everything from ice cream, beer, and wine, to meat, cheese, clothes, and souvenirs. But, I have noticed an issue with the store these days. Previously, the store closed half an hour after the gate, which meant people still had time to stop there after their game drives. But now, due to Covid measures, the store closes an hour before the gate does. So, people have to rush back when they need something, and nobody likes to do that. There’s also a Cattle Baron restaurant where you can sit down for dinner or watch the Bok game on big-screen TVs.



Contact

042 233 8600;

addoenquiries@sanparks.org;

addoelephant.com

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If money does not buy happiness, what can you do?

According to those in the know at the University of Berkley in the USA it is better to spend your money on experiences than on things. But even better, is spending your money on experiences that are shared with others.

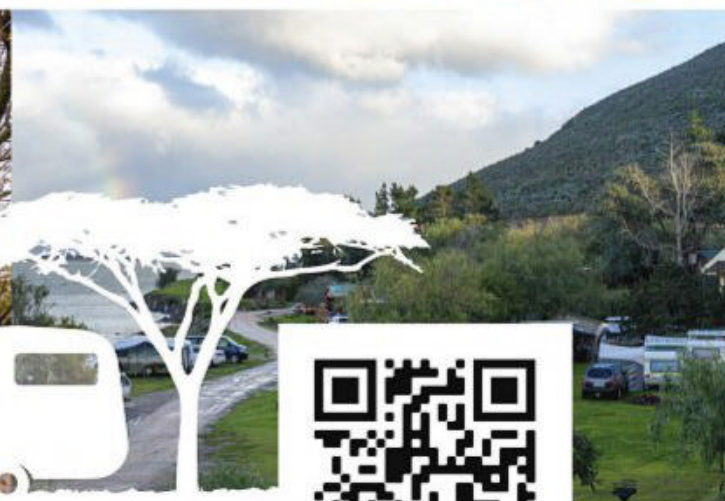
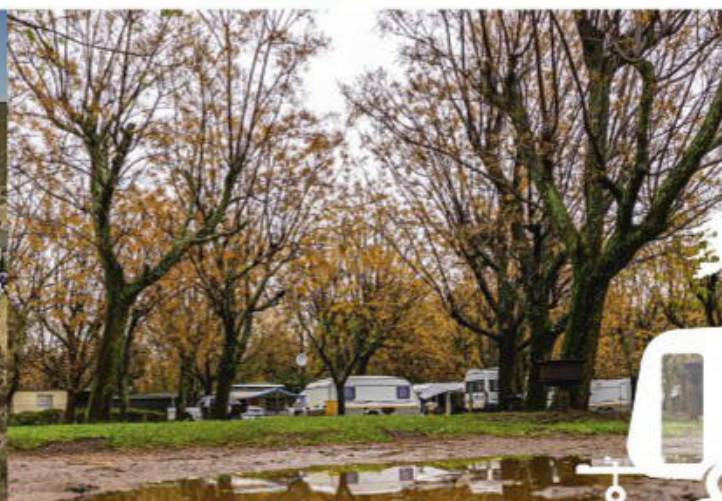
We enjoy camping, but that's not all – we enjoy sharing the experience with others who have similar values and standards. At SACA we do things mainly in Afrikaans, and we apply Christian principles. You don't necessarily need a caravan.

Your tent is adequate for you to be part of an enjoyable

camping experience for young and old. Your caravan or outdoor dealer can sell you the equipment, but regularly camping with family and friends is what contributes to the experience and making good use of your equipment.

SACA is divided into regions in South Africa, and they organize camps for their members in a safe environment and genial atmosphere.

We invite all interested parties to contact us at sawa@absamail.co.za after which we will refer you to your closest region.



Follow the camp program at www.sawa.org.za

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Amarok the road

He's experienced in towing and has used many vehicles to do so, but – for now – **Jannie Bekker** of Albertyn has settled on a Volkswagen Amarok.

“Camping with a caravan is nothing new to me – in fact, I've been doing it ever since the age of 16, when I camped with my parents. My Dad had a 3 l Ford, but there was also the very popular Chev with its 4,1 l engine.

In the eighties, I started towing with a **BMW 535i**, and subsequently with a whole series of towing vehicles – to my current Amarok. After the BMW, there was a Mazda Drifter 2.5, a Ford Ranger 4.0, a Mazda BT-50 3.0, another Ranger (the 3.2 model) and, just before the Amarok, a Mercedes-Benz ML63 AMG.

Look, that's a powerful towing vehicle, but I look after my possessions and always felt sorry for the Merc in the campsite when, for example, I chuck a dirty ground sheet into the boot. It has air suspension and you can feel exactly what the caravan does behind you. To some extent, it's a **tad nerve-wracking** and it actually felt unstable at times, and then its petrol consumption with the caravan was 22-24 l/100 km.

My first caravan was a Sprite Sport, then a Sprite Swift, a Jurgens Penta, followed by a Jurgens Exclusive, and the Jurgens Elegance.

When the time came for a new towing vehicle, my path crossed with that of the





BIG GUNS. Jannie doesn't mind driving slowly behind a truck while towing, but when it comes to overtaking, he wants to know he can. A towing vehicle with proper power is the solution to that.



Amarok. I made an appointment at a car dealership and eventually had to choose between four bakkies. Other than the Amarok, there was a Toyota Hilux, a Ford Ranger 3.2, and a Mercedes Benz X350d. The Amarok's interior space wasn't the best of the four, but **it captured my heart** with its performance.

I've got the V6 model, and the standard engine delivers **190 kW of power and 580 Nm of torque**. I decided to boost the engine's power output and took the Amarok to an expert who adapted the software. This isn't a chip but what they call mapping. This gave the Amarok's power delivery a proper boost to **230 kW and 720 Nm** respectively. Look, a towing vehicle must have power. I really don't mind sitting behind something slow when I tow, but when you have to overtake, you need to be able to do it. The system only gives extra power and doesn't affect the flow of air or fuel. As for fuel consumption? The Amarok delivers a **decent 12,7-14 l/100 km**.

These days, I tow a new **Swift Coastline Deluxe** that, like the Exclusive and the Elegance, has a double axle. Its gross vehicle mass is 1 800 kg.

I'm not saying the Amarok is the best towing vehicle, but it's the combination of German technology and the way it handles that matters to me.

If you were to ask me what I'll be upgrading to next, it's the Mercedes-Benz G-Class: **the Geländewagen**. I can already get my hands on one or two of them, but they're not the right colour; it must be white.

My wife, Loraine, and I try to get away to camp every two months. We've just been to the Lowveld and are on our way to the Karoo National Park next. ”



What about your wheels?

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



Finally... adventure!



They had planned an epic retirement trip, but then COVID-19 put paid to their plans. Even though they had to wait a year, it was ultimately an adventure for the books, say **Hennie and Emmerentia Hugo** from Brackenfell in the Cape.

When Hennie and Emmerentia got married, he warned her that their journey together would be an adventure. He admits now that she may not have been prepared for exactly how adventurous he is. They've been to the Gamkaskloof around 10 times, sometimes with significant objections and excuses from Emmerentia, but Hennie always insisted they experience adventures together.

When Hennie's retirement grew near at the end of 2019, he had already come a long way in planning and booking accommodation for their next big adventure. He "obsessively checked out Google Maps" as he stared at roads and routes, made plans and then changed them again.

By January 2020, everything had been meticulously planned. Every last stay was booked and, in most cases, paid in full. The plan was as follows: spend roughly a month in the Kruger National Park, from there to Tshipise, then to Marakele, followed by Botswana to Senyati, from where they would take a quick trip to Victoria Falls. Next it would be the Caprivi

on their way to Okaukeujo in Etosha, followed by Erindi and then to their beloved Swakopmund. From there, they'd only overnight in places on the way to Augrabies where they would catch their breath for a while before returning home.

What they couldn't have taken into account was the global COVID-19 pandemic. After the president's first family meeting early last year, all their travel plans were derailed. But the Hugos don't know how to give up and quickly jumped in to postpone their plans by a year. Mercifully, all the places they'd already booked cooperated and they could start looking forward to their trip in 2021.

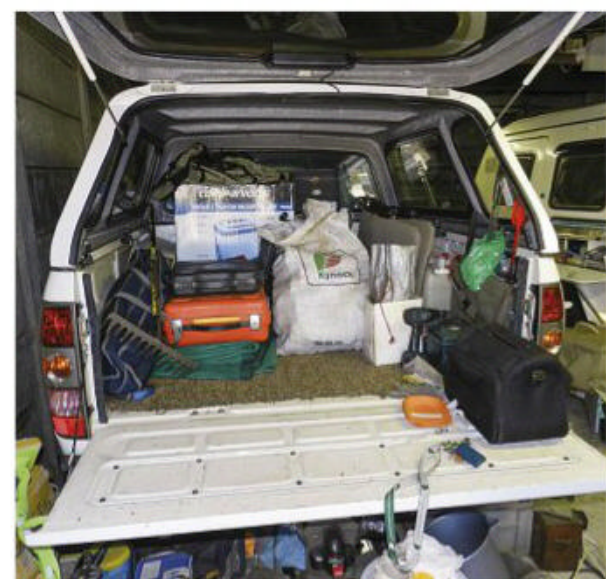
COVID-19, however, weren't quite done with them yet: in February, the virus turned up uninvited at their house – and Hennie and Emmerentia each spent two weeks in the high-care unit in hospital.

They were discharged in early March, and about a month later the lung specialist gave them the thumbs up to hit the road.

Hennie tells us more.



We planned to leave on 30 April 2021, and the spent a fair bit of time



getting everything packed. We take even our camp washing machine with us when we go on holiday as we're meant to relax and not struggle with dirty laundry.

Then the big day dawned. The president had held several family meetings by now, but nothing prevented us from hitting the road as there were no more closed borders or any other obstacles in our way. We hit the road early in the morning and aimed for the Karoo National Park, our first overnight stop.

We travel with a 2007 model Mazda BT50 bakkie and our Alpha Panther



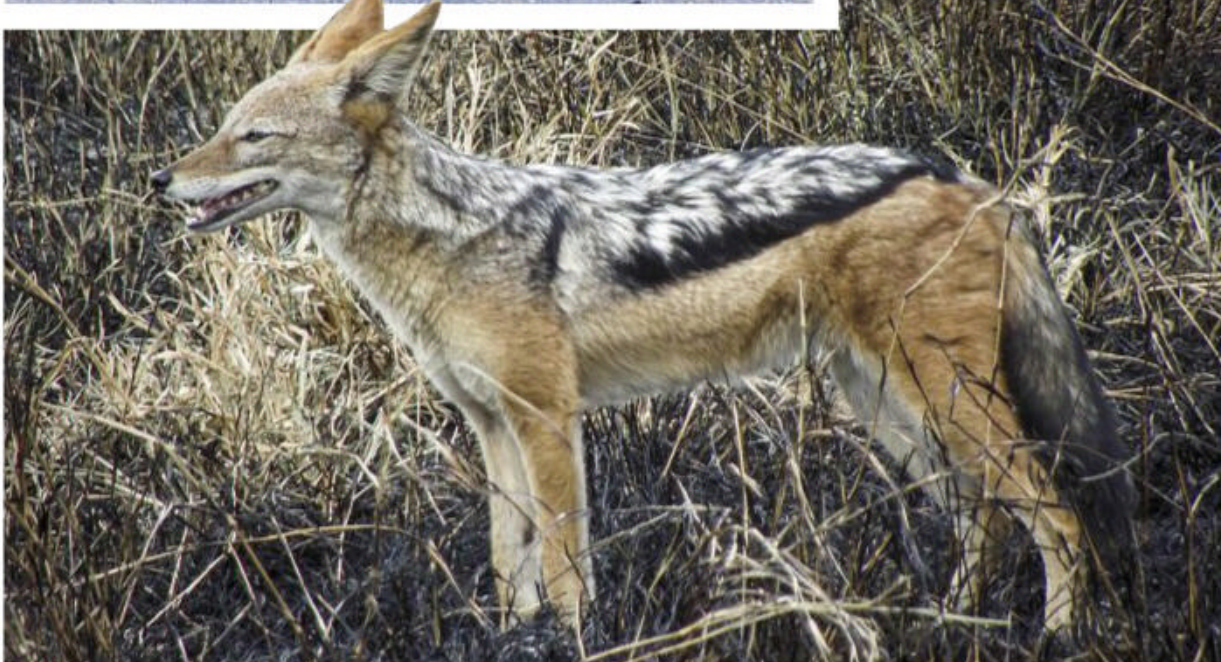
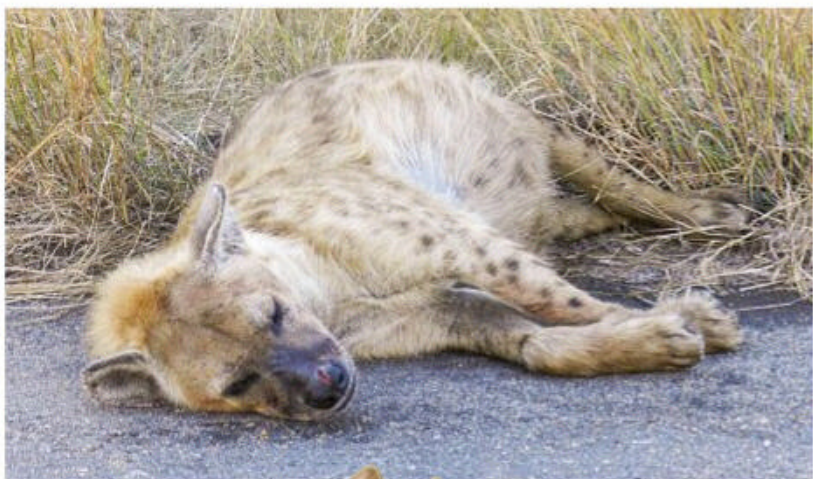
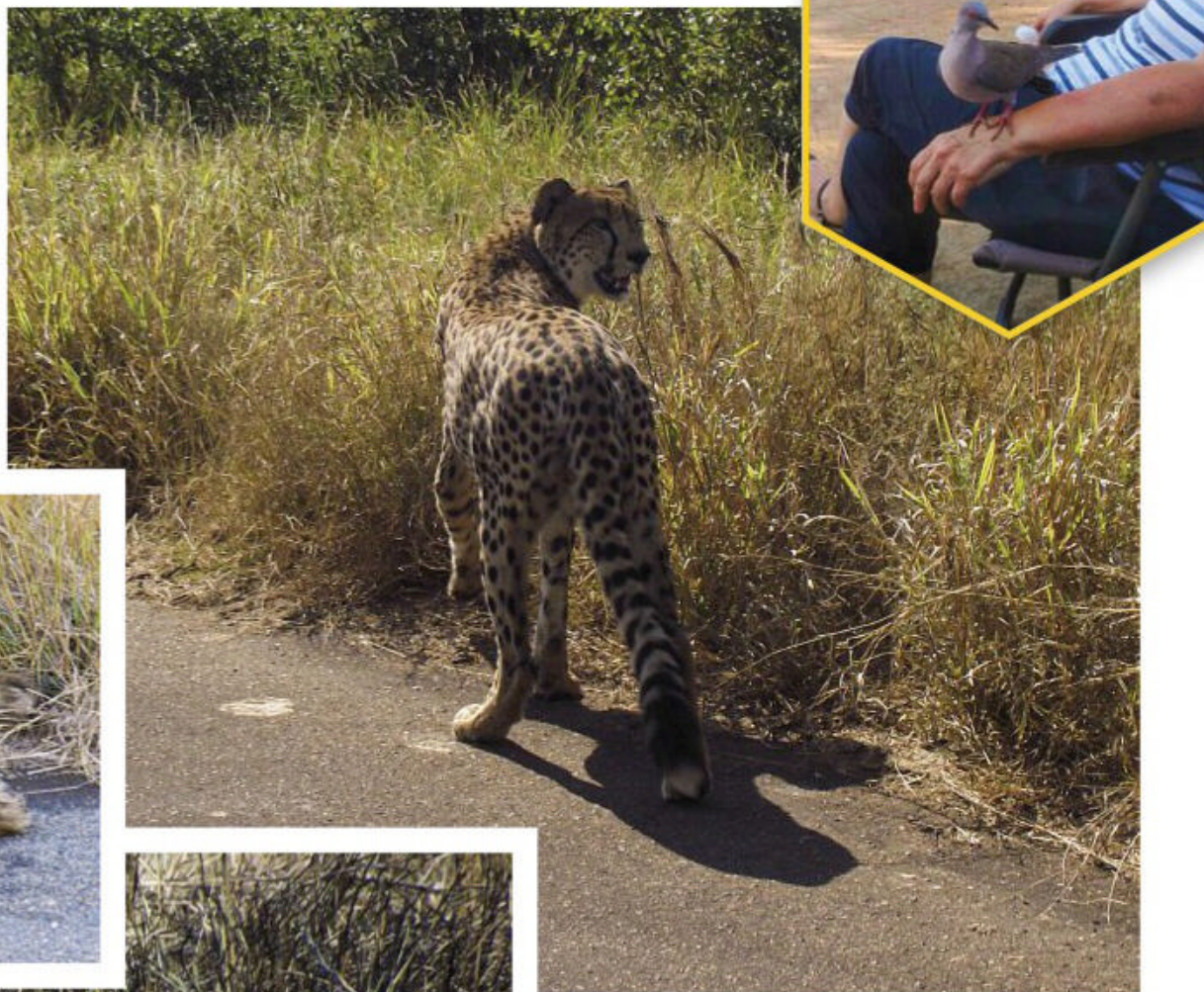
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caravan (a 2017 model) which we named “Alphi”.

We reached the Karoo National Park without incident and were pleasantly surprised with the stands that now boast brick paving. We only spent one night here and were back on the road the next morning. Our destination was River of Joy outside Bloemfontein.

Everything was going well. At Colesberg we stopped for a bite to eat and diesel... and that's where the devil got into my bakkie, because when I turned the key in the ignition, there was nothing. We found a mechanic, who told us it's the battery. He used jumper cables and got my bakkie started and we drove to Bloemfontein where we bought a new battery.

It was cold and rainy when we arrived

at River of Joy, but we settled in and had a braai. The next day was a long trip – all the way to the Lakeview Caravan Park in Mbombela.

We reached Lakeview without any further problems, and our friends Daan and Elize van den Berg from Meyerspark joined us there. They'd join us in the Kruger for a while.

The next day, we made a quick detour to the village of Kaapsche Hoop. It's a lovely spot, but unfortunately the horses were nowhere to be found during our visit.

ON 5 MAY, we departed for the Kruger. There were some road works to content with first, but finally we arrived at the first gate. The staff here were diligent in applying Covid measures, but we like that.

Believe me, we do not want to mess with the virus again.

We know Berg en Dal well and got a stand for both caravans so we could be close neighbours as we'd spend three nights here.

It soon became clear that game viewing in the long grass would be quite challenging. The animals we did see were in excellent condition and we had wonderful game drives.

One morning we had breakfast at Afsaal and basked in the moment with our friends and each other.

Our next camp was Crocodile Bridge, and after a quick discussion, we decided to drive out at the Malelane Gate, follow the N4 to Komatipoort and then re-enter the game reserve at Crocodile Bridge. This route went smoothly.

Crocodile Bridge is a small camp with just a few stands, but it is a lovely place where warthogs and a bushbuck or two often roam through the camp. Here, too, we camped for three nights and drove to Lower Sabie on Mother's Day for some coffee and a sweet treat.

After Crocodile Bridge, we returned to Lower Sabie. We went ahead and Daan and Elize arrived a day later.

We managed to get a lovely stand and it's great that the stands are neatly demarcated so you and your neighbour can't argue about their borders. Here, too,



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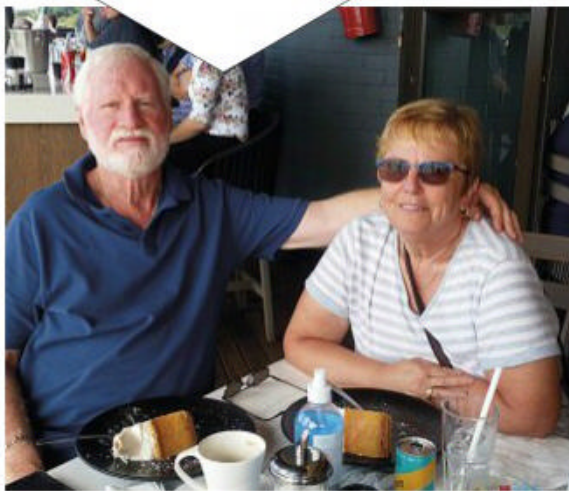
-TIM LEATHERMAN, FOUNDER



WARRANTY

E & OE

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TOP LEFT. Emmerentia and I celebrated Mother's Day in Sabie. TOP MIDDLE. Picnic at Nkuhlu. TOP RIGHT. Emmerentia and I with my best bud, Vic Theunissen. LEFT. Farewell dinner with Daan and Elize. Cheerio!

we spent three nights, making breakfast at Nkuhlu one morning. What a lovely place, beautifully renovated with fantastic picnic facilities and a shop with a variety of supplies.

We had fabulous game drives, and come across a hyena with a very full belly that clearly ran out of steam and settled in right there, next to the road.

After Lower Sabie, it was time for Skukuza. Although it wasn't school holidays, the campsite was packed.

We struggled to find a spot next to each other and finally had to make peace with the fact that wouldn't be close neighbours. The fact that the stands aren't clearly

demarcated also had us doubt where you're allowed to camp and where not.

We finally managed to get two stands fairly close to each other, but ours had quite an incline so we had to get creative to get the caravan level.

The animals remained shy, but as we did many game drives, we still saw many. Everything but wild dogs, of course. They eluded us, but we did see leopards on the side of the road twice – right up close near the bakkie.

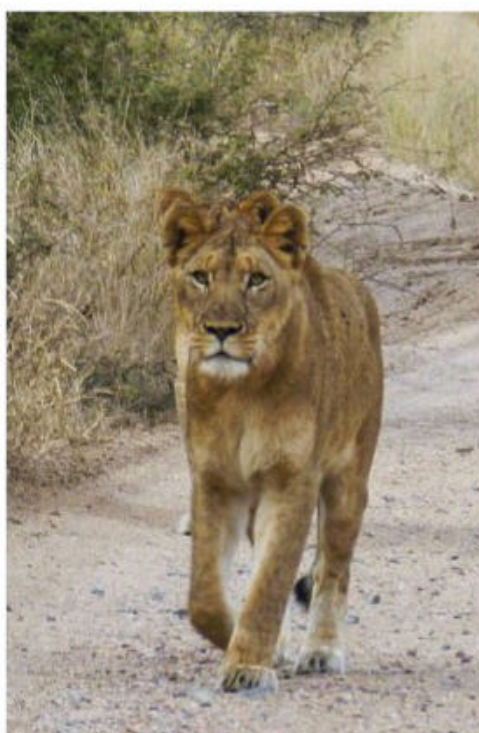
All too soon it was time for Daan and Elize to return home and we enjoyed a farewell dinner at the Skukuza Country Club's restaurant.

OUR NEXT DESTINATION was Satara, where we spent five nights. We departed for Satara on Monday, 17 May. Daan and Elize spent one night there with us before returning home.

On the way to Satara, we stopped at Tshokwane. Here you can pick and choose from a variety of delicious food – from porridge to roosterkoek and game pies.

At Satara, my former colleague Vic Theunissen and his wife, Sylvia, were waiting for us and we camped next to each other. We had great chats about the good old days around the braai fires.

Spotting animals remained a challenge. Management also burned the veld around



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here, and although we didn't doubt the necessity of doing this, it was annoying. It's not pretty and, of course, animals don't want to be there either.

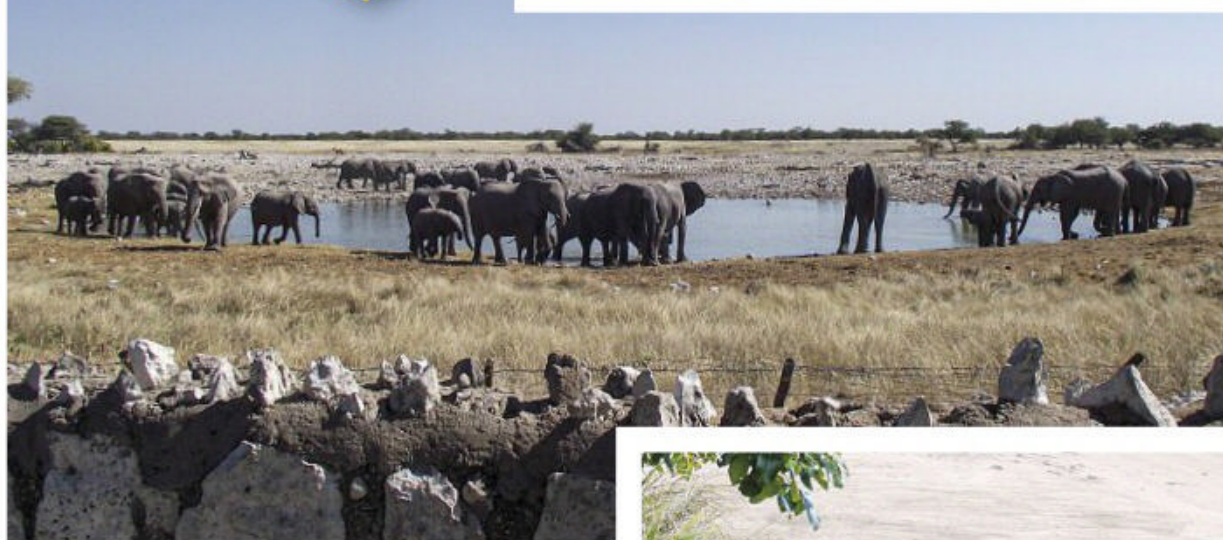
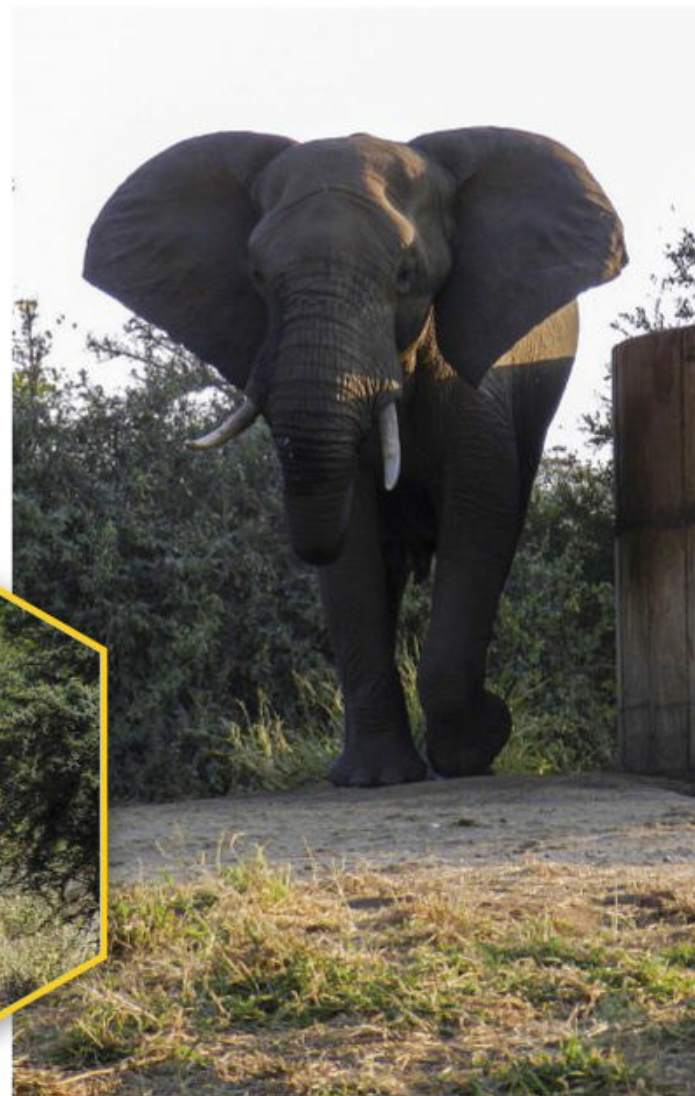
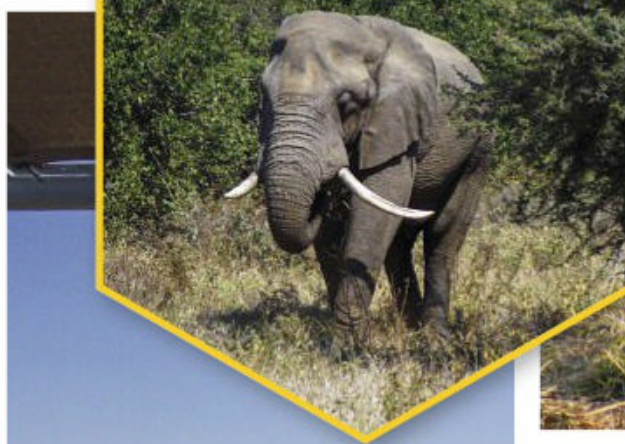
At one point, we ended up on a road where we hadn't planned to be, but luck was on our side and we came across a pride of lions about to hunt down an impala. Needless to say, our camera worked overtime.

This was one of the few highlights when it comes to animal watching, and before long it was time for us to move on to Letaba. The campsite wasn't full and the area was beautiful, but it was a jungle. Other than elephants, it was really hard to see anything.

On 24 May, we headed to the Tsendze bush camp. It has no power sources, you open and close the gate at the camp yourself if you want to drive out, but the other facilities are not different from other camps. The showers had plenty of hot water and there was even a freezer for campers to use. The stands are spacious and there was actually too much shade – campers with solar panels struggled to catch the sun. Because we're not fully equipped to camp without power, we only stayed the one night.

SHINGWEDZI WAS UP NEXT. We had never been there before. Because we usually don't have that much time, we usually only do the so-called triangle route which includes Berg-en-Dal, Satara and Crocodile Bridge.

The camp was a pleasant surprise. It was neat, the stands demarcated and generally made a favourable impression. It's no wonder that this camp is regularly on awards lists. The elephants that regularly graze along the camp's boundary wire helped, of course, but if you want to

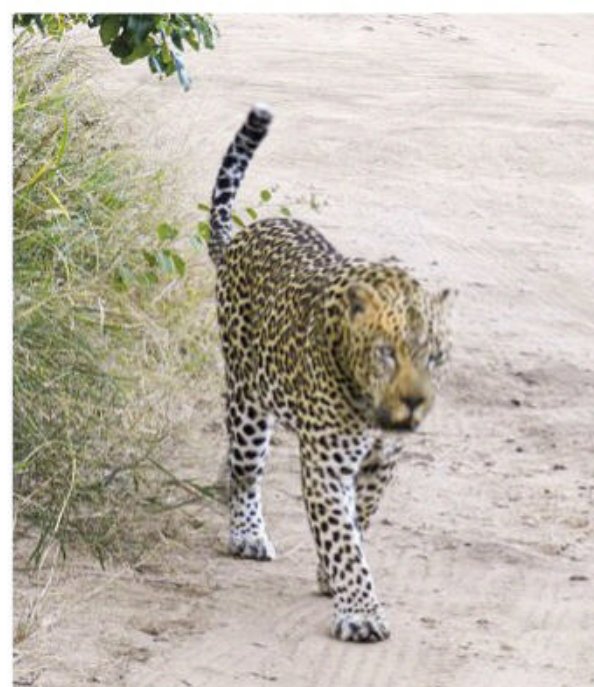


camp here, you have to book early and it costs you a bit extra.

We found a large herd of elephants near the gate while they were quenching their thirst. Then there was also a pleasant experience with a pigeon, of all things. This one particularly liked Emmerentia and showed up two days in a row, kept getting closer and eventually sat on her hand.

On Friday 28 May, we left for Punda Maria. This was to be our last camp in the Kruger and we spent two nights there. I had been there many years ago, but couldn't recall what the camp looked like. Upon our arrival, it was tricky to determine where exactly you to stand, as it seems as if people simply camp in the middle of the few roads.

The time at Punda Maria passes quickly,



and although a thick-tailed bushbaby came to visit us two nights in a row, I simply couldn't manage to take a pic that was clear and in focus. That was a big disappointment. We decided to leave the game park at the Pafuri gate. On the

way there, two cheetahs arrived to see us off.

The exit procedure at the gate was quick and painless. It was an adjustment to find ourselves on a road that had a speed limit of 120 km/h again! And see donkeys and goats instead of wild animals. The roads were generally in a bad state with potholes everywhere.

FORTUNATELY, THE JOURNEY to Tshipise, a Forever resort, didn't take too long. Signing in was quick and we could choose our own stand.

This was where we met a different kind of swallow. These are people who mostly camp in caravans and follow the good weather around. Some of them have been camping for quite a few years and have either sold their home or rented it out long term.

The resort is beautiful with well-kept hot- and cold-water pools. The swallows are a cheerful bunch who regularly play jukskei and bowls. Some of them even have a small garden at their stands.

June was approaching and it was once

again time to hitch Alphi and hit the road.

Because we wanted to enter Botswana on 3 June, we had to have a Covid test done in Polokwane that day in order to get the result on 2 June in Thabazimbi – it's valid for 72 hours.

We spent the rest of the day putting on two new tyres on the caravan and buying a new high-density foam rubber mattress. We got it all done in Polokwane, then headed to Marakele, one of the smaller national parks cozy against Thabazimbi.

After such a busy day, we got to the camp quite late. Once again, COVID measures were strictly enforced. We finally found a stand and could relax. On Wednesday, we set off to collect our COVID results in Thabazimbi and also replenish supplies.

The campsite wasn't fenced and in-between our errands, we had the opportunity to see a few different game species, including a warthog that kept trying to get closer so it could beg for a treat.

Our COVID results were negative – a great relief. The next day, we'd cross the border into Botswana, armed with brand-new passports, enough pula to pay the necessary border fees and, last but not least, our COVID certificates.

We said goodbye to Marakele and set our sights on Francistown. ”

Read the second part of Hennie and Emmerentia's journey through Botswana and Namibia in the February-March 2022 issue. 📖



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



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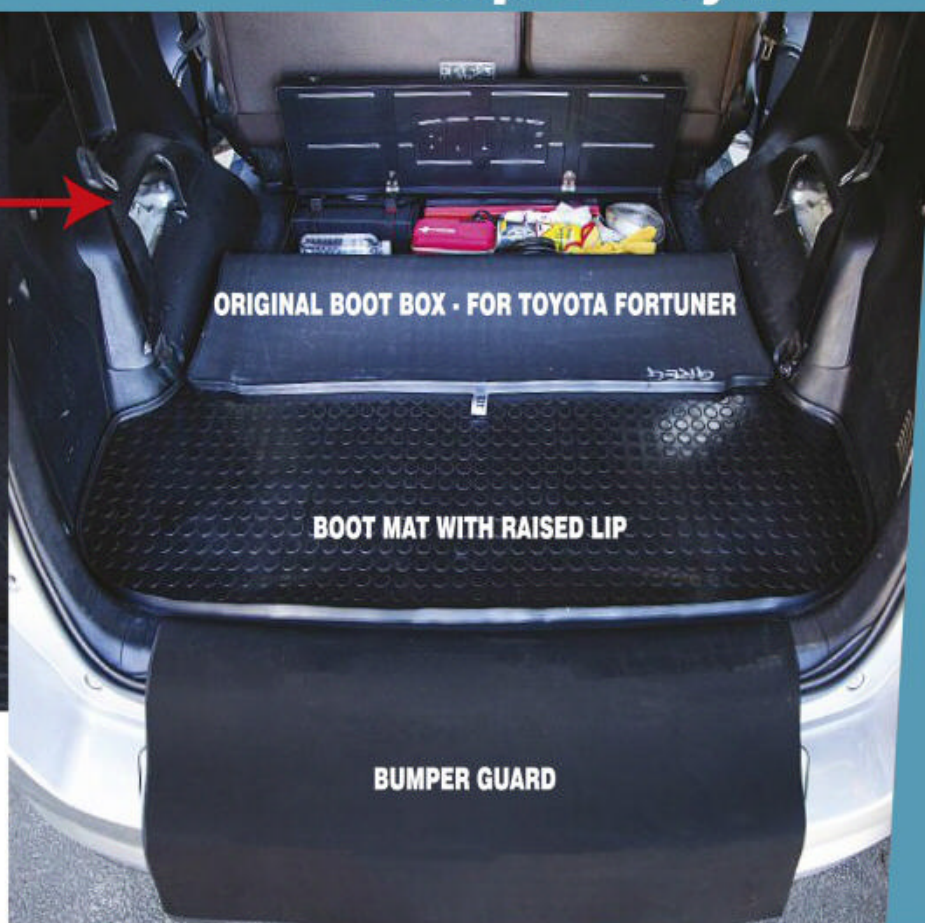
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See you in Sion

Get the whole family together and find out just how relaxing a fishing holiday can be.



SIONBERGH PEACEFUL WATERS

Set aside all your worries at a lovely campsite barely a kilometre south of the Suikerbosrand Nature Reserve near Johannesburg. It's really just a stone's throw from the busy city, so come find yourself again next to the fishing waters and return home with renewed vigour.

The Suikerbosrand actually feeds the Sionbergh campsite, as the water from that dam comes from the fountain in the reserve. From here, it flows into the Blesbokspruit, where you can see if you can catch a fish or two.

Sionbergh is on the farm Rivierdraai with its lucerne fields. Before you can get

to it, though, you need to let resort staff know you're at the gate so they can open it – the phone number is on the gate.

The last few metres of dirt road lies ahead with the first stands on the left on the grass terrace. The reception and shop are across the road – here you can buy basic groceries, including milk and bread. Or maybe jam, cookies, a milk tart...

The heartbeat of the resort – that's if you ignore the fishing for a moment – is in the building behind reception. Inside is a heated pool, with a boiler keeping the water at temperatures between 36 and 38 °C. Next door is the children's playground with, among other things, a jungle gym, several swings, and a slide.

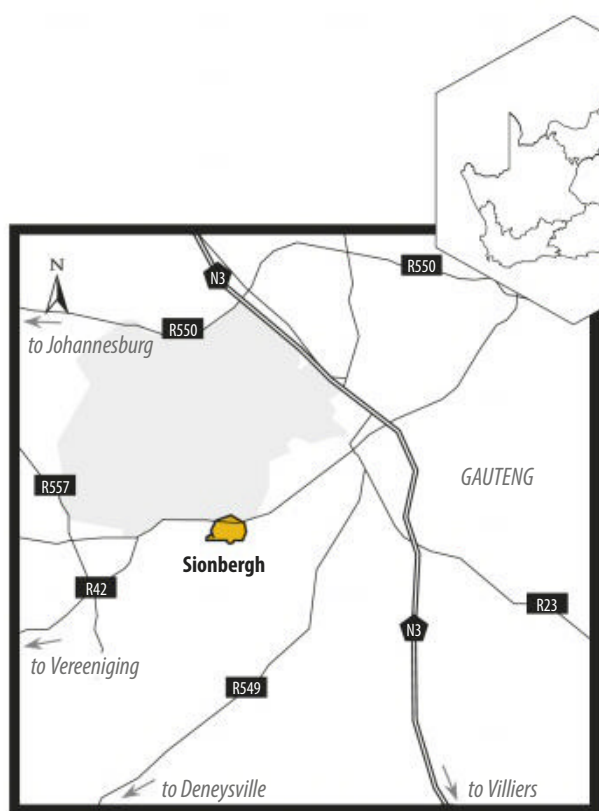
The cold saltwater pool – and a smaller pool for the kids – is next to that.

Across from reception, one camping terrace follows the other until you eventually reach a T-junction. The dam is now right in front of you, with some lodging on the right and the last stands on the left.

The 11 stands at the water's edge are slightly more expensive than the rest, but they're definitely worth it. You can hook carp, bass, and kurper, but they all have to go back into the water after you've reeled it in. There's also barbel – and those you may keep.

There are two ablution blocks – one is close to the lodging and the other at the





sites near the river – and three family bathrooms.

A few of the stands have paving, but you'll be pitching camp on grass on most of them. If you don't share a tap and power point (the blue caravan socket) with your neighbour, you get your own. There aren't any permanent braai places here, but once you've unpacked, the management will arrange delivery of a portable one for you – with a grid.

And, before the kids start asking, you can buy Wi-Fi time at the store – coupons cost between R20 and R80.



Briefly | Sionbergh



Fish Black bass, carp, barbel, and kurper.

Campsite 62 stands, of which 20 have paving and 11 are on the water.

Ablution facilities 2 bathroom buildings and 3 family bathrooms.

Price Depending on the season, R420-R460 pn per stand on the shore (4 people) and R400-R420 for the rest. Then R90 pp. Maximum 6 people per stand.

Arrival and departure 14:00 and 12:00, but if your stand is available, you may arrive earlier.

Contact 079 491 7919 or 062 288 0614

sionbergh.co.za info@sionbergh.co.za

Nearest town Heidelberg, 11 km.

Road conditions The last 1,5 km is a good dirt road.

GPS S26.556431 E28.284471

Drive & Camp says The resort closes every winter for a month to do maintenance work.



FISH DISH

SNOEK ON THE COALS Proudly local

Fried snoek with a hint of sweetness in the sauce is a true South African dish.

Ingredients

(serves 4)

- 1 cup creamy mayonnaise
- 1 tablespoon apricot jam
- 2 tablespoons fresh lemon juice (or to taste)
- a generous pinch dry chilli flakes
- ½ cup melted garlic butter
- 1 tablespoon olive oil
- 1 snoek around 700 g, head removed and cut into portions
- 2 tablespoons chopped spring onions

Here's how

1 Stir the mayonnaise, apricot jam, lemon juice, chilli, and butter together until smooth. Set aside.

2 Place a piece of foil with the dull side up on your grid and baste the foil with olive oil. Pack the portions of snoek, skin side down, and braai them for about 10 minutes until half cooked. (You don't turn them over.)

3 Heat the sauce in a pan or saucepan until hot. Carefully add the fish to the sauce and simmer until just cooked and fragrant. Sprinkle over the spring onions and season to taste with salt and pepper.

Drive & Camp says You can also generously baste the sauce over the fish on the foil.



FISHING GEAR

Feather for a predator

Artificial bait can get pretty high tech these days, and the more the bait looks like the real thing, the better the chances that you'll fool a predatory fish.

One example is the Flutter Sardine from Livetarget, a unique bait that's the only one of its kind in the country. The outside is transparent, with a lifelike imitation of a sardine inside. The predatory fish, therefore, sees the imitation fish but not the true profile of the bait – as any unnatural shape causes the predatory fish to get, well, cold feet.

The shape of the bait in the Flutter Sardine is typical of a fishing spoon. At the tail section, there's a hook attached to a feather. The bait is meant to be used for



sea fish in calmer waters – so an estuary or a lagoon. It casts quite far, and as it hits the water and descends, the feather hook creates drag and holds the hook in the ideal strike position when falling. It gives the impression of a bait fish in distress – a tasty bite for a predatory fish.

It also works excellently to distract an inactive fish in cold or hot water. It might not be in the mood for an aggressive attack but could bite the feather.

The bait is available in six colours, weighs 1,5 ounces, and is 75 mm long.

Price R229 each.

Contact Available in angling stores nationwide – also in Namibia.

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Cruising for a musing



TOYOTA LAND CRUISER 300

It's exactly 70 years since the Toyota BJ appeared, a forerunner of the Land Cruiser. Now, with the latest Land Cruiser 300, has it been drastically changed, or does it pay tribute to its long line of ancestors?

Words and photos **Cyril Kloppe**

Toyota has sold more than 10 million Land Cruisers around the world – most of them probably to United Nations Peacekeeping and Bushveld farmers in the north of our country.

At a recent local launch on the West Coast, Toyota South Africa Motors parked five generations of Land Cruisers side by side: the boxy 60 Series (1981), the short-lived 80 (1991), the rounded 100 (1998), the enduring 200 (2007), and the new 300 series that arrived in late 2021. The similarities between the different vehicles were striking, and you

could clearly see the gradual evolution of the Land Cruiser over time.

This is where we realised that we find the oldest 60 series and the latest 300 series equally attractive – and that speaks volumes of Toyota's successful design philosophy, which is considered by many to be conservative.

Toyota is making its latest Land Cruiser 300 available in three trim levels: the GX-R (diesel only) is the entry-level model that focusses on off-road driving, the ZX model (diesel or petrol) focusses on luxury and comfort on the tar, and, finally, there's the GR-S (diesel or petrol),

which is luxurious and destined for dirt-road adventures. We prefer the latter.

Inside and out

The bodywork is reminiscent of its immediate predecessor, the 200 Series, except for the new grille which is significantly larger. On either side of the grille are two smaller air intakes, behind which are two intercoolers. It looks good, sure, but we worry that a branch could poke a hole in them when you bundu bash. The low placement of these intercoolers – plus the sensors and a camera in the grille – will



GAPING. Behind this air intake (left) is an intercooler that begs to be punctured. It also makes it difficult to fit an aftermarket bumper. Below are five generations of Land Cruiser and every one of them is attractive.



also make it difficult for bullbar manufacturers to build a bumper with a better approach angle – not that the standard bumper's 32° approach angle is proboscis.

Another thing that bothers us is the bonnet: the metal is wafer thin, possibly in order to comply with European legislation that takes the safety of pedestrians into account. The result is a bonnet that wobbles lightly when you *send it* down a highway. The rest of the bodywork and finishing is excellent and leaves nothing else to complain about.

When it comes to the interior, it's clear Toyota had been listening to its customers, as all the

off-road buttons are within reach of the driver. You don't have to search for the diff lock button here and the drive mode button over there.

The centre console doesn't suffer from button pollution, though, and each switch feels sturdy and durable when you push it. Our only criticism regarding the centre console is the chrome detailing that reflects sunlight into your eyes. Don't forget your sunnies.

Your smartphone connects via Bluetooth and Apple CarPlay or AndroidAuto with the Land Cruiser 300's JBL audio system. And to charge your electronic devices, there's an induction charger, USB and a 12 V socket in

the front and four C-type and one 12 V socket at the rear. And then there's a 220 V socket in the boot, to boot.

Speaking of the boot: the third row seats now fold up out of the floor and no longer stow against the sides. The result is a smaller cargo hold in terms of volume (290 ℓ versus the previous 385 ℓ), but it's more practical, as the floor is now 250 mm wider than before.

And, how's the ride?

The Land Cruiser retains its solid rear axle with coil springs and independent front suspension. The GR-S model's front



suspension has a stabiliser bar that can unlock so the suspension can flex freely – but the bar can also lock for a firmer ride on the blacktop. Toyota calls the system E-KDSS (Electronic Kinetic Dynamic Suspension System).

The GR-S and ZX use four cameras around the body to build a 3D image of the terrain around the vehicle and display it on the touchscreen in the centre console. This helps to spot large stones next to you, but it doesn't replace a real person standing in front of you indicating how to turn the steering wheel. By the way, a rear-view camera often gets smeared with mud, but the Land Cruiser 300 has a lens-cleaning mechanism – smart!

The GR-S and ZX have five ride modes: rock, mud, sand, automatic, and deep snow – the latter is only available in high range.

These models have a feature that will brake one of the two rear wheels if you need to turn sharply on technical terrain. The rear wheel that's braked then acts as an anchor and the other three wheels push you through the sharp turn. It's a remarkable sight.

The Land Cruiser 300 also uses Toyota's celebrated crawl function, where the wheels dig little by little in powdery sand if you got stuck – until you're free again.

The entry-level GX-R model doesn't have all these 4x4 gadgets and relies on the driver's skills to get the job done.

As you can probably guess, the ride is particularly comfortable and you're hardly aware of corrugations in a dirt road. It's just as fantastic on tar, like its competitors in this category.

PROTECTION. The forward camera view shows exactly where the front wheels are (top left), but it's still best to have a buddy point out the perfect line. The chrome in the centre console (left) can be blinding at certain times of day. The interior is nevertheless a great place to spend a summer holiday.



The competitors

The Land Cruiser 300 competes with the Nissan Patrol, Land Rover Defender, Jeep Grand Cherokee and, to some extent, the Mercedes-Benz G-Class. All have four-wheel drive with low-range gears so they can tackle formidable obstacles. The Land Cruiser's ground clearance is best at 312 mm, compared to the Patrol's 272 mm, the G-Class' 241 mm, and the Defender's 218 mm. The Grand Cherokee with its 205 mm is comparatively low. The Patrol and Land Cruiser are both top-notch towing vehicles at 3,5 t, but the Patrol has a 140 l fuel tank that will get you much farther than the others.

In terms of dimensions, the Defender (5 018 x 2 008 x 1 967 mm) and the Patrol (5 165 x 1 995 x 1 940 mm) are both larger than the Land Cruiser, but you wouldn't think it if you spotted a Cruiser driving past.

The Jeep and Landie's warranties are valid for five years, compared to the Nissan and Toyota's three years, but the Patrol and Cruiser guys will boast that they don't even need the warranty.

Conclusion

The Land Cruiser 300 certainly does not disappoint. Fans who liked previous Cruisers will also like this one. It's gratifying when companies like Toyota, Nissan and Mercedes-Benz look after their old customers and don't make drastic changes to their stalwarts, seemingly just for the sake of change.

Should you pick a Land Cruiser 300 over its competitors? They're all excellent vehicles, and if you're looking for an SUV in this price range, well, then you're probably the type of person who has already decided.

SPECIFICATIONS

Model tested.....	Land Cruiser 3.3D GR-S
Engine	3 346 cc, V6
Power	225 kW @ 4 000 rpm
Torque	700 Nm @ 1 600 rpm
Transmission	10-speed automatic
Top speed	210 km/h
Fuel consumption	8,9 l/100 km
Tank	80 l
Max towing weight	3 500 kg
Dimensions	4 950 (l) x 1 980 (w) x 1 900 mm (h)
Ground clearance.....	235 mm
Approach and departure angles	32 ° and 26,5 °
Tyre size.....	265/65 R18
Safety rating	Still unknown
Service plan.....	9 services/90 000 km
Warranty	3 years/100 000 km
Price.....	R1 811 900

“

The Land Cruiser 300 certainly does not disappoint. Fans who liked previous Cruisers will also like this one

”



FROM THE COMPETITORS
Large SUVs that stay true to their origins.



R1 029 900 **Jeep Grand Cherokee Overland**

Yes, Jeep swapped the solid axles of the original 1992 model for independent suspension, but it has largely stayed true to its heritage.



R1 618 900 **Nissan Patrol**

Nissan fans embrace every generation of Patrol and never have anything negative to say about their favourite vehicle – from the eldest (1951) to the youngest (2010).



R2 633 000 **Mercedes-Benz G-Class**

It was reborn in 2018, but it looks nearly identical to one from 42 years ago – and buyers today are the same kind of people as the ones back then.

G.I. Joe

The Nissan Navara Pro-4X looks ready for action. We took it on a 4x4 trail to see if its performance lives up to its appearance.

Words and photos **Cyril Kloppe**

The Nissan Navara is available in six single-cab and 11 double-cab models, with the 2.5 DDTi Pro-4X 4x4 the flagship version. The Pro-4X is a bakkie for the lifestyle market – it's aimed at the family man who wants an attractive vehicle for his everyday commute and then takes his family on holiday where he might need four-wheel drive to get them to the destination.

And it is indeed an attractive vehicle, in a macho way, especially with its Warrior Gray colour scheme which is limited to the Pro-4X. The styling comes straight from America, where big grilles, big air intakes, and big decals are important, and anything with the prefix "Pro" sells like donuts.

Inside and out

The Pro-4X and the two-wheel drive Pro-2X distinguish themselves from the other Navaras with their all-black grilles and black emblems, black wheel rims, black wing mirrors, and black running boards – it's the so-called "tactical" look made popular by American SWAT teams which in turn have become popular among average Joes. There's also a big Pro-4X decal on the hind quarter of the load bin that makes a clear statement not to mess with this Navara.

There are more orangy-red details on the front bumper and wheel arches that look like recovery points and reflectors, but no, those are just stickers to make the Pro-4X look even

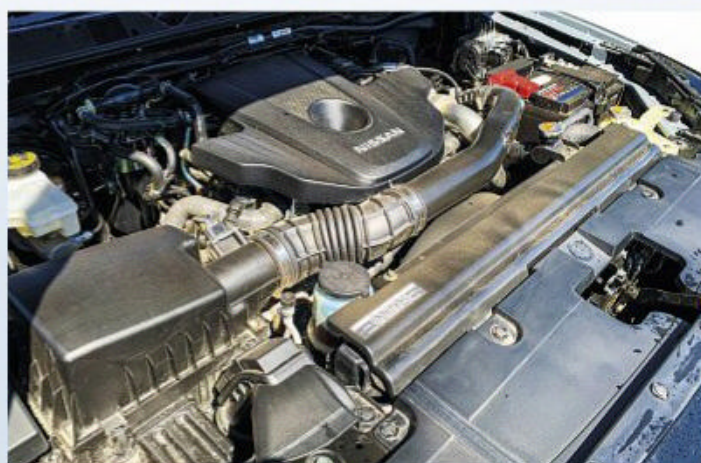
rougher and tougher. The name "Navara" is stamped into the plastic of the grille and in the metal of the tailgate – more elements contributing to that tactical look.

The load bin has a tonneau cover that stretches tightly and it can only be opened after you unlock the tailgate. Although the cover is dustproof, the tailgate most definitely is not. The gaps between the tailgate and the brake lights are wide enough that you can see your camping gear inside the load bin through the cracks. Our camping gear and provisions were covered with a thick layer of dust after only a few kilometres on a dirt road – despite the tight-fitting tonneau cover.

A Bosal towbar comes standard, and the hitch



NISSAN NAVARA PRO-4X



MIND THE GAP. The gap between the tailgate and body (right) allow dust through, even if a canopy is dust-proof. The load bin has adjustable hardpoints with which to secure heavy objects (top)..



is removable. The towbar is rated for 3 500 kg with a vertical load capacity of 140 kg.

The interior's leather seats immediately catch the eye with their embroidered Pro-4X emblems, but for a vehicle that costs three-quarters of a million rand, it's a bit strange that only the driver's seat is electrically adjustable – and that you can't adjust the reach of the steering wheel. The instrumentation on the centre console also looks a bit dated, and there are a number of blank placeholder switches where you'd expect working buttons. We must assume Nissan made provision for you to install your own switches – perhaps for spotlights, or an air-locker. Or maybe a missile launcher?

The touchscreen on the centre console is clear and its information clearly legible. Just like the Toyota Land Cruiser 300 on the previous pages, the Nissan Navara uses four cameras in the bodywork to create a 3D image of the terrain around you. This image helps if you have to tackle obstacles solo, but we nevertheless bent a running board and scratched a wheel rim because we slavishly relied on the image on the touchscreen and underestimated the actual size of some rocks. This was entirely our fault, since a message on the touchscreen clearly warns: "Ensure it is safe before manoeuvring".

The seats are comfortable – even the back bench – and all five occupants have ample head and legroom. Four USB sockets charge cellphones, and the bottle holders in the doors can handle 1,5 l plastic bottles. The troops at the back get an air-con vent they can turn on and off themselves, although they can't control its temperature.

“...it is indeed an attractive vehicle, in a macho way, especially with its Warrior Gray colour scheme which is limited to the Pro-4X”

What about the ride?

The Nissan Navara definitely makes an interesting first impression. As you press the starter button, there's a long pause (while the coil heats up the diesel) before the engine comes to life, and the seven-speed automatic gearbox feels a bit listless compared to that of other bakkies. The transmission, however, works well when you switch to low-range gears and, because the revs in low-range are higher, the turbocharger kicks in early on, quite audibly. The first couple of times the turbo started to whistle, we looked around to see if we could spot the black-backed jackal!

We must praise its suspension, though: the Navara has coil springs at the back, and it definitely delivers a more comfortable ride than bakkies with traditional leaf springs. According to Nissan, the Navara can carry a load of 1 003 kg – not that your typical Navara owner will transport 20 bags of cement.

Surprisingly, the South African Navara gets an older 2,5 l turbodiesel, while countries like Australia have access to the newer 2,3 l twin-turbodiesel.

Nissan developed the 2.5 engine in 2006, specifically for the Navara, while the newer 2.3 version was made by Renault in 2010 for its Master delivery van. By the way, the 2.3 is the same engine that served in the Mercedes-Benz X250d bakkie. Speaking of the X-Class: It's a shame Nissan couldn't inherit the Mercedes-built V6 for its Navara – now that would have been something to experience!

The two engines create identical power and torque – 140 kW and 450 Nm respectively – and, therefore, we're not jealous of the Aussies. The reason for us getting the older 2.5 is apparently because it's easier and cheaper to work on than the 2.3. If that is indeed the case, we're grateful.

The fuel consumption on the open road was 9,5 l/100 km, but it increased sharply to 17,5 l/100 km on the off-road trails.

In short, the Nissan Navara Pro-4x delivers a great ride in terms of comfort, but the gearbox is slightly sluggish and the turbocharger makes a whistling sound that's entertaining at first, but later becomes banal, like an action movie in which the hero's machine gun never runs out of bullets.

The competitors

South Africa is bakkie country, so there's no scarcity of competitors. Its closest rivals in terms of price are the Volkswagen Amarok Highline, the Ford Ranger XLT, and the



STAY FROSTY. The camera system lets you see the terrain around you (above). We wish all bakkie manufacturers would fit a towbar as standard (below).



SPECIFICATIONS

Model tested.....	Navara 2.5 DDTi Pro-4X 4x4
Engine	2 448 cc, six cylinder
Power	140 kW @ 3 600 rpm
Torque	450 Nm @ 2 000 rpm
Transmission	7-speed automatic
Fuel consumption	9,5 ℓ/100 km
Tank	80 ℓ
Load weight	1 003 kg
Max towing weight	3 500 kg
Dimensions	5 260 (l) x 1 875 (w) x 1 845 mm (h)
Ground clearance.....	221 mm
Approach and departure angles	32,6 ° and 26,5 °
Wading depth	600 mm
Tyre size.....	255/65 R17
Safety rating	★★★★★ (Euro NCAP 2015)
Service plan.....	6 years/90 000 km
Warranty	6 years/150 000 km
Price	R749 000



Toyota Hilux GD6 Legend.

The Navara and the Ranger come out with sensible 17-inch wheel rims, which are more suitable for off-road driving than the 18-inch ones of the Amarok and the Hilux. The Ranger and the Hilux are both longer than the Navara (the former by a full 10 cm), which means the Navara fits more easily in a standard garage.

The Ranger is the heaviest at 2 214 kg, with the Navara weighing in at 2 023 kg, but that also means the Ranger may tow almost 200 kg more than the Navara, thanks to South Africa's weird towing regulations.

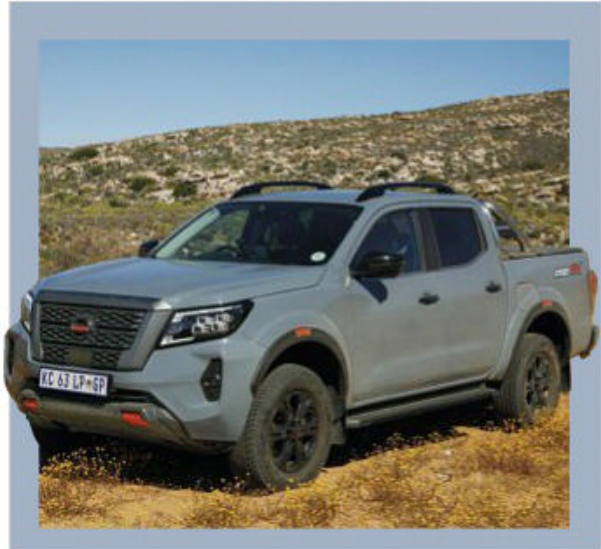
The Navara's ground clearance is comparatively poor at 221 mm, while the Ranger and Amarok both stand 237 mm

tall. However, the Navara's rated payload is an astonishing 1 003 kg, with its closest rival, the Ranger, at 841 kg.

Nissan's warranty is valid for six years – and no competitor matches that. Ford offers four years, but the other two only offer half of Nissan's warranty period.

Conclusion

The Nissan Navara Pro-4X is a good vehicle. We will happily overlook the sluggish gearbox, as the turbocharger (with its happy whistling sound) makes up for it. Its tactical black detailing won't appeal to everyone, but it's a bakkie for the average Joe wanting to express his inner GI Joe.



FROM THE COMPETITORS

Luxury 4x4 vehicles around three-quarter million rand



R731 100 Volkswagen Amarok 2.0 Highline

In terms of comfort, the Amarok is the Navara's equal. This 2 ℓ German is, however, less aggro.



R737 000 Ford Ranger 3.2 XLT

It's bigger, heavier, stronger, and more popular than the Navara – and it also has an American flavour.



R759 500 Toyota Hilux GD6 Legend

The Hilux isn't as comfortable as a Navara, but Hilux owners don't want a bakkie-slash-couch.

More than just mascara

MITSUBISHI PAJERO SPORT 2.4 DI-DC 4X4 (8 SPEED AUTOMATIC)

The new, improved Mitsubishi Pajero Sport not only boasts sleek lines, but its tow muscles also got a dose of steroids.

Words and photos **Leon Botha**

We drove the Pajero Sport a little over three years ago. Now, Mitsubishi

has added a third revamped model. The Exceed model is more luxurious and, among other things, includes a sunroof and an electrically operated tailgate. The newcomer has the same engine as the other two.

The vehicle's nose and tail received lots of attention, and the original analogue clocks are now a digital display. There's a small graphic representation of a Pajero in the rev counter and when you step on the brakes, the brake

lights of the little Pajero graphic glow red as well. Adorable!

Even if your focus isn't entirely on towing, the Pajero Sport still has plenty to offer. One aspect Mitsubishi seems to be modest about, is the new gearbox. The company describes it as the "All-New 8-Speed Automatic Transmission With Intelligent Shift Control". When it comes to towing, surely this had a lot to contribute

to its dramatically improved towing ability.

How about towing?

The previous two models were limited to a towing weight of 1 800 kg, while the 4x4 model had a tare weight of more than 2 tonnes. That was a limitation we highlighted at the time because, legally, the Pajero should be able to tow more than 1 800 kg.

The new Pajero Sport's towing capacity has been increased by a third: the limit is now 2 700 kg for all three models, which means you can tow a larger variety of caravans. Yet, there is slight confusion, because if you look at caravans with run-in brakes, you may not hitch that weight to the Pajero. But the vast majority of caravans are equipped with these brakes. The new figure means that





you can consider caravans that are heavier than 1 800 kg, up to a gross vehicle mass of 2 110 kg (the tare weight of the Pajero). It includes road caravans such as Destination's Magic All Terrain (GVM 2 000 kg), the Octo Chateau (1 890 kg), and the Quantum Pinnacle (1 950 kg).

See the back from the front

The reverse camera display is, of course, a useful tool when you hitch the caravan, but our test vehicle's display didn't have dynamic index lines that adjust as you turn the steering wheel. You can see the towbar's ball on the image, though it's not at the bottom centre, but instead it's on the third line to the right. That's because the lens is mounted 25 cm to the left above the ball – the same as on the previous model. Nevertheless, it still gives you an extra set of eyes behind the vehicle that makes it easier to reverse to the coupler without help.

Also, as with the previous model, the computer doesn't register when you connect the trailer plug to the vehicle socket, which means the parking sensors annoyingly alert you that you're about to reverse into something. Fortunately, there's a button at your right knee to turn off the parking sensors.

A towbar still doesn't come standard, but if we compare the ones on the two test vehicles, the newer one is scaled down and more in line with what the Pajero may actually tow.

Like before, the towbar is from Bosal, but the previous one was certified for 3 tonnes with a maximum downward weight of 140 kg on the ball. On this model, the figures are 2 790 kg and 120 kg respectively.



Here's what Pieter Crous, our towing expert, reckons.

“I prefer slightly tighter steering like this, as you get a better feel.

Pajero is renowned for its

good 4x4 system, and apart from this vehicle not having a mechanical handbrake, you have two options with the electronic brake: the one is simply a button that activates the brake – you can try to accelerate, but the brakes won't budge. Or, next to this button is a second one: the Auto Hold. If you push that one, the emergency brake automatically engages when you stop, and when you step on the accelerator again, the brake disengages, and there you go. It's an excellent system.

As with the previous model, the suspension is soft but not so that it's annoying. You feel a light

sway in the length of the tow combination as the caravan's coupler on the ball of the tow pushes down when you drive through a dip. Because of this, I expected a fair amount of body roll, but I felt little of that.

The new digital instrument panel is also very clear, and you can instantly spot how you're doing with regards to speed, engine revolutions, and fuel consumption.

A Mobi Lodge is a rather heavy caravan, but the combination itself towed great, even at 120 km/h on the highway. The eight-speed gearbox changes as smoothly

as could be, and you don't lose momentum. It's, therefore, no trouble to accelerate to 120 km/h, and also no problem to maintain speed on a highway, even if you hit a slight hill. The Pajero Sport isn't scared of a heavy caravan and handles well. The gearbox is agile and responds immediately when you put foot.

If I must complain about something, it's the small rear window – you struggle to see something in the rearview mirror. Obviously, this point becomes moot when towing, because then you rely on the wing mirrors.”



What about fuel consumption?

We threw the new Pajero in the deep end and hitched a fairly heavy caravan. The Mobi Lodge hits the scale at 1 660 kg, while the Jurgens Safari Explorer with the previous test weighed 1 480 kg – therefore now 180 kg heavier. The Mobi Lodge's body is more streamlined, but it's also larger, so you'd think the 2,4 ℓ engine would be thirstier with the heavier caravan. After our journey between the Cape and George, the odometer showed 1 339 km. The previous test vehicle's engine had been loosened up and had 13 500 km on the clock.

The previous test was also in the Franschhoek area, but this time, we didn't include gravel

roads, although the test drive itself was 13 km longer: 146 km versus 133 km. The consumption was near identical: 13,7 ℓ/100 km (7,2 km/ℓ) versus the previous figure of 13,8 ℓ/100 km (7,2 km/ℓ). Nothing to complain about then. On the open road and with a fully loaded trailer (GVM 750 kg) and four people in the Pajero, the consumption was 10,9 ℓ/100 km (9,2 km/ℓ).

The fuel warning light goes on when there's roughly 9 ℓ fuel left in the tank. So, with the caravan you'll need to refuel within 65 km.

Speaking of enough fuel: Mitsubishi should ideally increase the capacity of the modest 68 ℓ tank to 80 ℓ so the range with the caravan approaches 600 km. 🚗

What we towed

Manufacturer Mobi Lodge

Model Continental

Year model 2020

GVM 1 950 kg

Loaded weight during test

1 660 kg

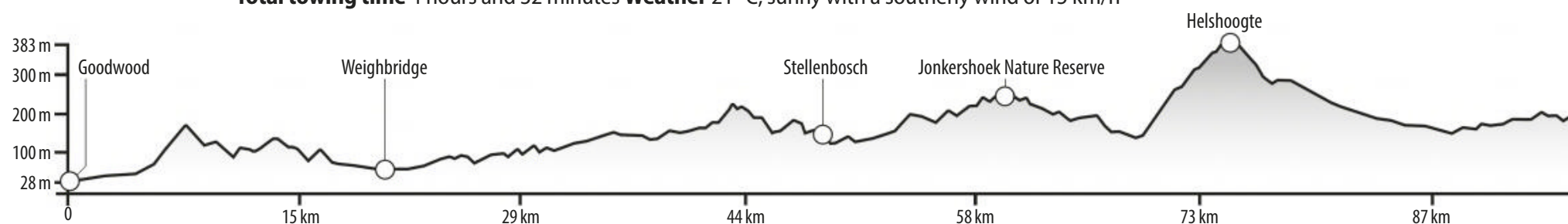
Drive & Camp loaned the Mobi Lodge from Cape Mobi Adventure in Cape Town. Call Reghardt van Vuuren at 082 322 8325 should you want to look at the Mobi Lodge. Mobi Lodge also has offices in Gauteng and Mpumalanga. 📍mobilodge.com

TOWING PROFILE

Elevation

Distance 146 km **Road** Highways, back roads, and built-up areas

Total towing time 4 hours and 32 minutes **Weather** 21 °C, sunny with a southerly wind of 15 km/h

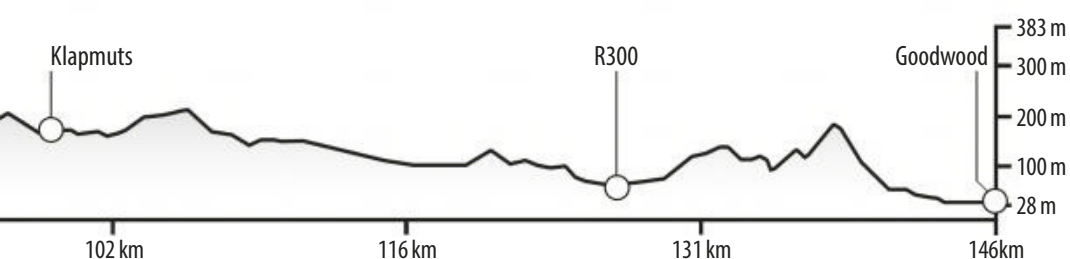




Drive & Camp says The towbar doesn't come standard and, depending on the specific type, it costs R7 032-R8 408 (excluding installation).

SPECIFICATIONS

Model	2.4L DI-DC 8-speed 4x4 auto
Engine	4 cylinder turbodiesel
Power	133 kW @ 3 500 rpm
Torque	430 Nm @ 2 500 rpm
Transmission	8-speed automatic
Drive	Rear-wheel or four-wheel with a centre and rear diff lock
Tank	68 ℓ
Fuel consumption with caravan	13,7 ℓ/100 km (7,3 km/ℓ)
Reach with caravan	496 km
Tare weight	2 060-2 110 kg (depending on optional extras)
Weight during test (including caravan's nose weight)	2 340 kg
GVM	2 775 kg
GCM	5 565 kg
Combination during test	4 000 kg
Towing capacity	2 700 kg
Towbar limit	2 790 kg
Towbar's maximum vertical weight	120 kg
Is the towbar removable?	No, only the ball
Space for a drop plate?	Yes
PRICE	R684 995



R684 995 Mitsubishi Pajero Sport 2.4 DI-DC eight-speed A/T 4X4 **430 Nm**

From the competitors
(Seven seats, 4x4, diesel, and automatic)



R651 400 Toyota Fortuner 2.4 GD8 4x4 AT **400 Nm**
With a six-speed gearbox and it can tow 3 300 kg.



R711 500 Ford Everest 2.0 BiT XLT 10AT 4WD **500 Nm**
With a 10-speed gearbox and it can tow 3 100 kg.



R770 400 Isuzu mu-X 3.0 4x4 AT6 **380 Nm**
With a six-speed gearbox and it can tow 3 000 kg.

Rambo's trailer



Conqueror UEV-14i

With its sturdy construction, the tiny Conqueror is ready for Africa's toughest – and roughest – roads. We take a closer look.

Words and photos **Helenus Kruger**

In terms of building materials and general appearance, Conqueror's UEV range definitely differs from their other off-road trailers. Instead of metal, the panels of the bodywork consist mainly of a synthetic material – one of the reasons why the UEVs are white.

The series consists of four models. We hitched the small UEV-14i to see how it performs.



On the right

A large swing-down door opens to the inner cupboard, another separate cupboard, a 220 V socket for the power supply, a cigarette lighter socket, and the water tank's plug.

Between this swing-down door and the nose cone and beneath the other cupboard with storage space, is a metal box next to the chassis that's a good spot for packing tent pegs or a toolbox. On the other side, there's another box like that.

The front of the nose cone and the sections of the trailer that protrude on the sides are covered by chequered plate that protects your trailer from stones. On the right is the water pump and gas cylinders, plus the gas geyser mounted against the inside of the door. A shovel, axe, and grass slasher are attached to the front of the nose cone.



Settle in

The UEV-14i has four corner steadies that swing down and, with the help of the air suspension's compressor, it's quick to get the trailer nice and level. Next, you lift the roof: there are pneumatic pistons on each of the corners – but remember to pitch the awning before you raise the roof, otherwise you'll need a ladder to get to it later.

To pitch the sleeping area's tent, you have to climb inside the trailer – there's a stair for that. The base of the bed first slides out from the inside over the A-frame – so make sure nothing is packed on top of the nose cone.

Now zip the tent to the bottom of

the bed, because you're pitching the roof next. The easiest is to lie down on the mattress and then swing the U-frame upward. Velcro strips wrap around the U-frame poles, and two loose poles fit in between to hold it all firmly in place.

The last step is to pitch the canopies of the window awning on the outside. By the way, all the windows have zip-up mosquito nets.



TRAILER TEST

At the back

The shower tent extends from the top, next to the spare wheel at the back. Here there's a tap with an extension and a showerhead for the hot and cold water. The tent's zip door is on the same side as the trailer's. Remember, one side of the shower cubicle is next to the spare wheel where the braai grid also goes. So, make sure your grid is clean or you'll have to scrub the tent, too.

Jerry cans find their home on either side of the spare wheel.



What comes standard?

Some of the standard items include the spare wheel with a complete extra stub axle, a raised roof (compressor included), two water tanks (110 l and 83 l), a kitchen on a sliding frame, a water pump with plumbing, a 15 l geyser, LED indoor lights with brightness control, outdoor lights, a shower tent, a 12 V/220 V power system with a 102 Ah battery, and an indoor basin and tap.

The list of optional extras includes: an 82,5 l SnoMaster fridge/freezer made of stainless steel (R16 779), number 10 gas cylinder (R745), cutlery and crockery (R1 746), a braai grid that fits over the spare wheel (R1 449), cassette toilet (R3 432), air suspension (R25 841), and the L-awning (R6 624).



Another interior

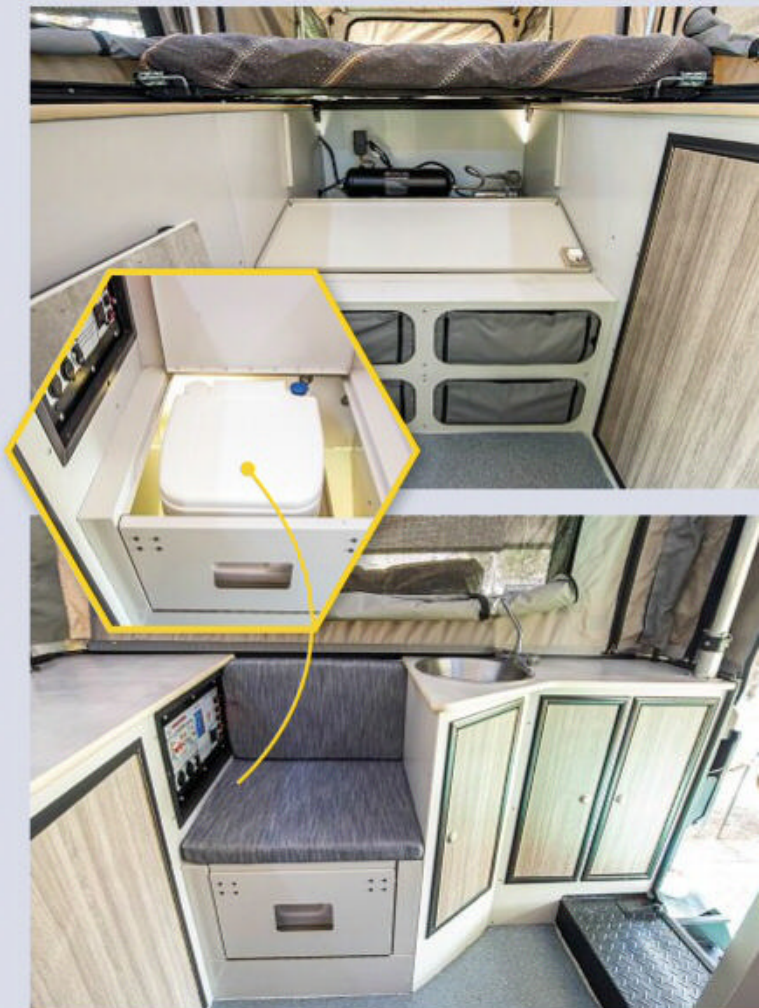
In the open space in front of the bed there's a folding table with benches on either side: one at the foot of the bed and the other against the back of the trailer. The table takes up most of the space, so fold it up again when not using it. The bench on the side of the bed also serves as a step to get onto the bed. Behind the step, the compressor sits in its own cupboard. Between the seat and the floor are four compartments with canvas doors – perfect for a few bottles of wine.

There's plenty of storage space and enough cupboards for two people to go on holiday for half a month at least. The large two-door cupboard is on the right, between the back of the trailer and the bed. It has one long shelf at the top, with the lower part divided in two, lengthways. The cupboard also has a door on the outside that makes packing at home so much easier. On top of the cupboard is more space.

On the other side of the open space is a worktop of almost 1½ m that extends over the tops of the outdoor kitchen cupboards. Both these surfaces run against the side panels right up to the bed – so there's a spot for your water bottle and cellphone when you go to bed.

As you get in, there's a two-door cupboard right by the door – here you can store camping gear such as binoculars and cameras that you may want to get hold of quickly without getting into the trailer. Above that is a small basin with a hot and cold-water tap, and to the right of the basin there's some storage space.

The living area is well lit by a strip of adjustable LEDs right around the roof. The switch is next to the radio at the door, which is practical, as



you can switch on the lights before you get in. (The speakers for the radio are attached to the back of the trailer against the roof.) Under the radio are three 220 V plugs – one is a standard three-point plug and two two-point plugs – as well as two USB sockets.

The cassette toilet's storage space is to the left of the basin, under the bench. To its left is the power box with Hella plug points, USB sockets, switches for the fridge, lights, water pump, and a digital meter that shows the water level, battery charge, power supply of the solar panel, and the outside temperature.

And to the left...

The layout of the outdoor kitchen is typical of an off-road trailer: there's a fridge/freezer on its sliding frame, the stove and sink (also on a sliding frame), the groceries cupboard with a worktop next to it, and a drinks cabinet.

The pull-out drawer above the fridge/freezer is large enough to fit your pots and pans. The shelf to the right of the fridge has the four-burner gas stove and sink. The stove's lid becomes a windscreen when you raise it.

You wash your dishes in a single sink to the right of the stove. Like the stove's lid, the sink and drying rack are made of stainless steel. Under the stove and sink are two drawers: on the left are the cutlery and plates (six of everything) in sturdy storage space with metal slots. Your braai tongs, spatula and the like also go here. The right-hand drawer is smaller and perfect for your spices and the other stuff you want at hand while cooking.

Water comes from two water tanks (193 ℓ in total), and the 15 ℓ geyser in the nose cone provides the hot water. In case the water

pump lets you down – or when you want to drain the tanks – there's a tap at the A-frame.

There's no worktop next to the stove, but to your right is the stainless-steel worktop of the kitchen. Your groceries can be packed in the top half of the cupboard. The coffee mugs, porridge bowls, and glasses are on the bottom shelf, in a sturdy frame. You can pack your coffee, tea, and rusks on both sides of the cups.

Inside the cupboard are the 220 V two- and three-socket power points, plus a 12 V cigarette lighter socket. As is the case with all the other cupboards in the caravan, this one also has an LED inside and is lined with carpet. The kitchen light comes from two LEDs: one above the stove and sink, and the other above the kitchen – they're attached to the trailer's body.

A small drinks cabinet with space for three wine bottles and four glasses is mounted on the inside of the trailer's door. You do the pouring on the little table the swing-down door creates.



SPECIFICATIONS

Manufacturer	Conqueror
Model	UEV 14i
Sleeps	2 adults
Size	4,424 x 2,004 x 1,952 m
Wheels	16"
Axle	2 t
Tare weight	1 180 kg
Loading capacity	620 kg
GVM	1 800 kg
Chassis	Electro galvanised
Body	Aluminium and synthetic materials
Standard price	R373 277
Dealer network	Head office in Heidelberg (Gauteng), nine branches nationwide plus Namibia (Windhoek) and Botswana (Maun)
Contact	016 349 6533 conqueror.co.za info@conqueror.co.za

Drive & Camp says

Conqueror makes it simple when one of the wheel bearings fail, as you can replace it with an already stub axle.



R373 277 CONQUEROR UEV-14i BVM 1 800 kg

2 COMPETITORS

Unique off-road trailers for two with a raised roof



R308 000 INVADER DUO GVM 1 500 kg

With 15" wheels, a 1,8 t axle, and fibreglass body.



R225 000 TUFF CATS NZUDZI GVM 1 800 kg

With 17" wheels, a 1,8 t axle, and aluminium body.



Easier than it looks

It can take years to fully master the art of towing.
But you have to start somewhere...

Words **Leon Botha** Photos **Nicole and John Ostrom**

When you turn 18, it is, of course, time to get your driving licence. For a light vehicle driving licence (code B), you first have to pass the learner's driving licence and then learn to drive – then return to the test facility and do your best to pass again. Some people are lucky and get it right on their first try, but it's quite common to have to try a second or even a third time.

With your licence in your pocket, you can explore the world on your own.

You may not, however, tow most caravans, as your driving licence only allows you to tow a trailer of 750 kg or lighter, which includes smaller trailers such as Gypsy's Lite or the Peri Peri from Aloe Caravans. The rest are too heavy – to tow those, you need a towing licence (code EB).

Getting your towing licence is easier than you think, says Nicole Ostrom from Randburg.

She's in her thirties and has decided to take the bull by the horns so she can go camping with her own caravan.

Nicole has been camping with her parents since she was a teenager. Her dad, John Ostrom, invested in a Camptech camping trailer early on. They later sold that, but the Ostroms continued to camp, in tents. Nicole may have left home, but the tent tradition continued.

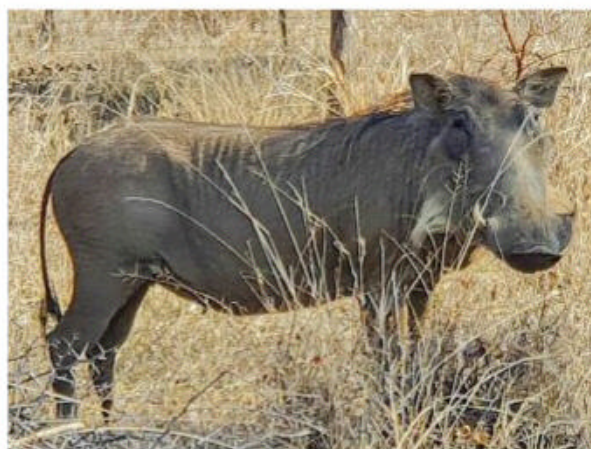
Nicole passed her code B driving licence in early 2003, but it would take 16 years before her lack of a towing driving licence became an issue. It's something that she's always wanted to do, but it just seemed to be too difficult. Then her path crossed with that of a driving licence instructor, and Nicole decided it was time.

First of all, she had to retake a learner test, after which she completed one practical





HELP YOURSELF. Despite camping for years, Nicole had put off getting her towing license until her thirties. It was all plain sailing after she mastered the art of reversing with a trailer or caravan.



lesson with the instructor. The instructor was happy and recommended that Nicole practice on her own for a while. The biggest challenge, of course, was reversing with a trailer. Reversing straight was no problem, but it was that around-the-corner reversing, the alley docking, that aged her instantly. Nicole says it was about learning which way to turn the steering wheel to make the towing combination react in a certain way. She borrowed her father's trailer and slowly but surely began to master it in her Volkswagen Polo. Nicole probably didn't realise it, but a trailer is one of the most difficult ones to reverse with, as the axle is so close to the coupler. But Nicole did so well that the instructor announced it was time for the big day.

For the test, Nicole used the instructor's Polo and hitched a small off-road trailer... and reversed like a pro. In both reversing tasks, Nicole got it right on her first attempt. The off-road trailer gets unhitched for the parallel parking, then hitched again. The road test went pretty smoothly, too. Nicole drove home relieved, the proud owner of a towing licence.

That's all good and well, but what's the point of a licence if you don't have anything to tow?

Nicole actually works at a caravan dealer, and though her job entails administrative work and she doesn't really deal with the caravans herself, her love for camping has not diminished in the slightest. Besides, she's always had it in her head to buy a caravan.

Then, around the middle of 2021, it happened: Nicole became the proud owner of a 2008 Sprite Swing. She wasn't the only one who would benefit, as it also allowed her parents to join her when camping.

The Swing would be Nicole's first full-fledged caravan to take camping on her own. It would also be the first time she hitched and towed something to a campsite. First, of course, the caravan had to make it home from the dealership – mercifully, that was a mere 4 km. By now, she'd replaced her Polo with a newer 4x4 Renault Duster, and the combination worked well: the caravan's gross vehicle mass is 1 160 kg and the tare weight of the Duster is 1 241 kg.

D-day dawned in mid-September: time to go camping with the Swing! Nicole ventured out on the open road with the caravan for the first time and booked a spot at Tshikwalo Game Lodge in the Dinokeng Reserve. It was a 110 km drive, and Nicole took it easy at first

to get used to the new experience. Getting onto the N1 highway immediately wasn't going to work; she would start on the back roads. From Randburg, the R512 crosses the N1, and if you keep straight, you get onto the next highway 20 km later. Nicole was wise to avoid the rush hours – she left on Thursday morning and would only return on Monday morning.

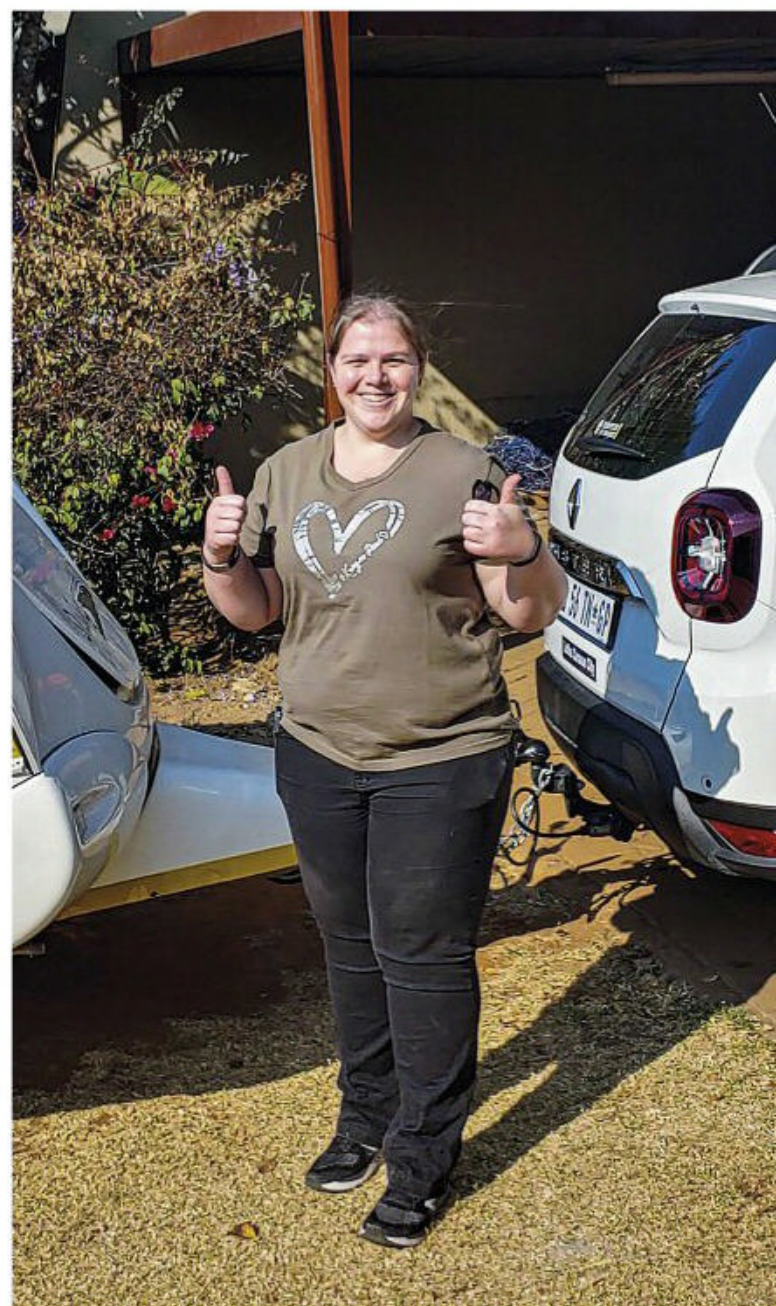
"When I think back on it now, the most difficult part of the initial tow was to keep my wits about me in the city with all the traffic. Because there are more vehicles around you, for example, you have to be more careful when you change lanes."

After 20 km, the big moment arrived in the form of the highway. At least from there, on the N14, there would be no more turn-

offs, as it joins the N1, which then passes by Dinokeng. Nicole didn't hold back and pushed the Renault up to 100 km/h, but kept to the left on the dual carriageway. Before long, she ended up behind a truck and realised she would need to do her first overtaking with the caravan.

"Some people at work advised me to open the curtains in the Swing's front and rear windows so that I could see through the caravan using my rear-view mirror."

The lane behind her was clear, she shifted down to fourth gear, and moved over into the right lane. She decided not to pass too close to the truck, as she knew there was a possibility that the caravan may sway slightly due to the air-pressure difference. So, she kept to the far right but still felt the vacuum between her towing combination and the





“

When I think back on it now, the most difficult part of the initial tow was to keep my wits about me in the city with all the traffic

”



truck. Luckily, the Swing behaved itself and she carried on.

She didn't feel completely alone – her dad would call occasionally to hear how she was progressing. (Obviously, the Renault has a hands-free phone system.) After overtaking the truck, Nicole could start to relax because Tshikwalo was just around the corner.

At Tshikwalo, resort staff helped her set up camp, and some family joined her for the Saturday night.

The drive home was much easier because she now knew what to expect. "I think I'd be able to change the caravan's tyre next to the road if I have to, but I'll definitely also call my insurance people should I ever be stranded on the side of the road!"

Back in Johannesburg, the wind had picked up, and she could feel how it affected the Duster's steering.

And, of course, Nicole easily reversed the Swing. A bigger caravan might be on the cards, but one thing is definite: "Towing is easier than you think," she says. "If I can do it, anyone can do it. It's an achievement, and I'm already looking forward to the next outing."

Camping with a caravan is now part of Nicole's life.



Fire-by-fire

You rely on your rig to take you on holiday and then return you safely home.
Get yourself a fire extinguisher to help make sure that's what happens.

Words **Cyril Kloppe**



When your off-road vehicle goes up in smoke, it's often due to grass that accumulated somewhere in the chassis – often at the exhaust pipe, especially the catalyst – where heat can cause the dry grass to ignite.

Other reasons for a fire include short circuits in the electrical wiring, an engine that dangerously overheats, long-range fuel tanks that leak, and even an ember from a cigarette that flies off to land somewhere in the back of your car.

Second to grass in the chassis, electric fires are the most common. Such a fire usually occurs if a dual-battery system or towbar is incorrectly wired up, resulting in a short-circuit. Your vehicle's standard loom has been tested to avoid any problems – issues usually only occur when you start tinkering with it or connect devices directly to the battery, bypassing your vehicle's fuse box.

Regardless of the source of the fire, the problem with a burning vehicle is that it's made of several materials – and each of these burns differently.

An electric fire, for example, must be extinguished with a different type of fire extinguisher than flames that's fed by the cooking oil in your camp kitchen or the cloth of the seat covers.

Types of fires

The classification of fires differs from country to country, but here in South Africa, we use the European ISO standard: A, B, C, D, and F.

- **Class A** is fed by paper, wood, cardboard, and ordinary plastic. In other words, the dashboard of your vehicle or a braai fire that gets out of control and sets the surrounding veld alight.
- **Class B** is fed by liquid fuels such as paraffin, petrol, or diesel. In other words something like a fallen lantern or your long-range fuel tank that's leaking and now drips flames on the ground.
- **Class C** is electrical in nature and is caused by faulty, or damaged, wiring. It is difficult to extinguish an electric fire, as the flames can erupt anywhere along the length of the loom.
- **Class D** is fed by certain chemicals and metals, including magnesium, titanium, potassium, and sodium. Your rig won't typically contain much, if any, of these materials and so it's not something to concern yourself with.
- **Class F** usually originates in a place like a restaurant, as it's fed by cooking oil, fats, and liquefied gases. Of course, this does pose a danger to anyone who has a fully stocked camp kitchen in the back of their bakkie.

TYPES OF EXTINGUISHERS

There are six main types of fire extinguishers. Each extinguishes at least one of the types of fires we discussed on the previous page.



Wet chemical fire extinguishers are for putting out gas flames, burning cooking oil and fats, by suffocating the fire with a chemical “blanket”. It also works on organic materials such as wood. Use wet chemical fire extinguishers for a class A and F fire.



A carbon dioxide (CO₂) fire extinguisher displaces the oxygen in the air and removes heat from a fire. It's the right type of fire extinguisher against liquid fuels such as petrol and paraffin, and it also works on electric fires – so, class B and C.



Foam fire extinguishers are similar to wet chemical fire extinguishers, but they extinguish class A and B fires, in other words, braai and petrol fires but not flames fuelled by cooking oil and fats. The foam is a messy affair.



Halogenated hydrocarbon fire extinguishers, or simply halon extinguishers, have been banned, as the gas damages the ozone layer. You can, however, still get your hands on one if you search long enough – they're effective on all classes of fire.



High-pressure water-filled fire extinguishers work well for class A fires, but that's it. They're heavy, and it's highly unlikely that you will carry this extinguisher in your rig. Never use water fire extinguishers for class B, C, D, and F fires.



Dry chemical powder fire extinguishers, or ABC extinguishers, are the most popular type. They work on class A, B and C fires, but don't use one on class D. It has a limited efficiency on a camping kitchen's class F flames.



How and where to mount it?

Install a dry chemical powder fire extinguisher below the front passenger seat, at your travel companion's feet. The fire extinguisher must be secured with a sturdy buckle that unclips easily but won't open by itself on a bumpy road.

Because space is limited at your travel companion's feet, you probably won't be able to mount anything larger than a 1 kg fire extinguisher here. These are small and discharge

in 10 seconds or less, which may not be enough time to put out a fire.

Install a second 4 kg fire extinguisher in the boot of your SUV or in your bakkie's canopy, close to the hatch. While tackling the flames with the 1 kg extinguisher, your travel companion can run to the back to get the larger extinguisher. In the case of an SUV, do mount the 4 kg extinguisher close to the floor,

so it can't fly through the air and hit you on the head in the event of a crash.

Install a CO₂ fire extinguisher in your camp kitchen. The stick type – or Fire Stryker – works well, as it doesn't have an expiration date. If your brekkie pan bursts into flames, it's usually enough to simply put a lid on it to suffocate the flames.



DO EXTINGUISHERS DAMAGE AN ENGINE?

Dry chemical fire extinguishers are usually filled with mono-ammonium phosphate. This flame retardant is corrosive and corrodes plastic – and will mess up the appearance your engine if you don't clean it off as soon as possible.

Dissolve a few packets of baking soda in hot water to make a paste. Spread the paste over the affected parts of the engine and wait a few minutes. Now, wash it off with soapy water and

repeat the process, if necessary. If you have access to isopropyl alcohol, make a 50-50 solution with hot water and wash the engine with it.

Also, check the air filter to see if the chemicals found their way inside it.

CO₂ fire extinguishers don't leave residue behind and work well on liquid fuel and electric fires. Remember, never open the bonnet completely when you see flames leaking out. Just open



it slightly – you don't want to feed the flames with too much oxygen – and spray the flame

retardant in the direction of what you suspect may be the source of the fire.



My Jeep's on fire!

Search for "Jeep Wrangler Catches Fire & Burns" on YouTube and you'll come across the Coyote Works channel, in which American Casey Kaiser's Jeep Wrangler is engulfed in flames before your very eyes.

Yes, it has happened to us

South Africans too – we're thinking of the two Toyota Prados that burned out in the Namib desert in July 2012 – but Casey's video is the only video online where you can watch how quickly it happens, from beginning to end.

Some history

The oldest way to put out a fire is, of course, to pour a bucket of water on it, but the first registered patent for a fire extinguisher dates back to 1723, when English chemist Ambrose Godfrey filled a wooden cask with fire-extinguishing liquid. At the bottom of the barrel was gunpowder – the firefighters rolled the cask into a burning building, and the explosives caused the flame retardant to splash everywhere.

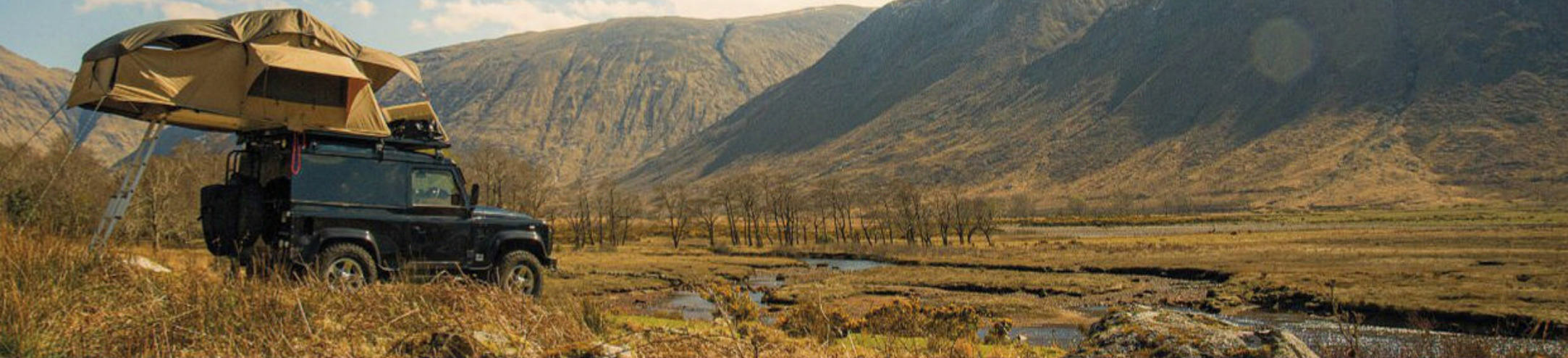
The modern fire extinguisher as we know it today was patented in 1819 by Captain George William Manby. George's device was a brass cylinder filled with three gallons of potassium carbonate and pressurised air.



High and dry

We contacted 19 rooftop tent manufacturers and compiled a list of 21 popular tents from at least 50 models currently available in South Africa.

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



All prices were correct at time of going to print, but manufacturers warn that this could change considerably due to fuel price increases – including the one announced in November 2021 – which affect the cost of metal and canvas.



BUNDUTEC BUNDUTOP

Electric Boogaloo

The shell is made of aluminium, with 300 g Riptech canvas sides, and is raised and lowered by an electric motor. The interior is lined with foam. There's also a 12 V power socket, LED, and wiring for a solar panel.

Measurements 2,1 x 1,35 m

Weight 80 kg

Price R33 270 at BunduTec

Contact 010 055 5839

info@bundutec.co.za bundutec.co.za

Drive & Camp says Also available in extra large 3 x 1,6 m (R39 700).



HOWLING MOON LUNAR

Sleeping Satellite

The fibreglass shell is lifted by four gas struts. The mattress is 10 cm thick, and there are pockets in the ceiling in which you can store all kinds of loose items. Two bars on the roof allow you to install a solar panel.

Measurements 2,15 x 1,45 m

Weight 75 kg

Price R28 242 at Leisureland

Contact 021 003 5790

howlingmoon.co.za

Drive & Camp says Collapse it by pulling on the straps at each corner.



TENTCO HARD SHELL

A Hard Day's Night

The streamlined shell is made of EVA plastic, and the canvas is 280 g Coyote material. The top is lifted by gas struts, and you pull on two straps to bring it down. A telescopic ladder is included in the price.

Measurements 2,1 x 1,2 m

Weight 70 kg

Price R25 500 at Tentco

Contact 011 397 6451

info@tentco.co.za tentco.co.za

Drive & Camp says It has a door on both sides – feel free to buy an extra ladder.



EEZI-AWN SERIES 3

Lean on Me

The canvas is 360 g Ripstop material, and the tent stands on a 9 mm plywood floor reinforced by meranti beams. The mattress is fairly thick (6,5 cm), and there are pockets on the inside of the tent for storing loose items like keys and wallets.

Measurements 2,44 x 1,6 m

Weight 65 kg

Price R18 995 at Safari Centre

Contact ☎ 011 764 6311

✉ info@eezi-awn.com 🌐 eezi-awn.com

Drive & Camp says Eezi-Awn's Series models have been going since 1988.



FRONT RUNNER

He Ain't Heavy...

This roof tent is the lightest of its kind at 43 kg. The canvas is 260 g polycotton material, and the flysheet is 400 d Oxford polyester. The mattress has a thickness of 6 cm, the ladder can handle 180 kg, and the floor is made of aluminium and polystyrene.

Measurements 2,44 x 1,29 m

Weight 43 kg

Price R14 994 at Front Runner

Contact ☎ 011 466 0155

✉ frontrunneroutfitters.com

Drive & Camp says This tent is the answer if weight is an issue.



GRAVITY OUTDOORS 1.4

Pennies From Heaven

Made of 280 g polycotton and rests on an aluminium base with plastic insulation. The flysheet is 450 d Oxford polyester with a 1 500 mm water column rating. The 6 cm mattress has a removable cover.

Measurements 2,4 x 1,4 m

Weight 75 kg

Price R14 495 at Gravity Outdoors

Contact ☎ 087 150 2176

✉ explore@gravityoutdoors.co.za

🌐 gravityoutdoors.co.za

Drive & Camp says The least expensive rooftop tent on this list.



HOWLING MOON DELUXE 1,4 M

Under African Skies

It's quick and easy to set up and take down again for those who are on the move. The floor consists of a mixture of aluminium, pine, and polystyrene. It's available in five sizes for two to four people.

Measurements 2,4 x 1,4 m

Weight 48 kg

Price R20 000 at Leisureland

Contact ☎ 021 003 5790

✉ howlingmoon.co.za

Drive & Camp says Howling Moon is legendary amongst overlanders.



IRONMAN 4X4 ROOF TENT

Iron Lion Zion

The flysheet is elevated above the tent to prevent condensation and maintain a cool climate. The ladder is under-roof, so you'll stay dry as you climb down. An optional "room" can be zipped under the tent.

Measurements 2,4 x 1,44 m

Weight 62 kg

Price R18 260 at Ironman 4x4

Contact ☎ 011 634 7770 ✉ ironman4x4.co.za

✉ info@ironman4x4.co.za

Drive & Camp says You can leave your bedding inside when you fold it up.



TENTCO 2.0 FAMILY

Cats in the Cradle

The canvas is 260 g Ripstop material that's been treated so it's mould and UV-resistant. Because it sleeps four, there are two ladders, and the entrance and windows are big for more than enough fresh air.

Measurements 2,0 x 2,4 m

Weight 86 kg

Price R15 230 at Tentco

Contact ☎ 011 397 6451

✉ info@tentco.co.za 🌐 tentco.co.za

Drive & Camp says Especially suited for young families.



ALU-CAB GEN 3.1 EXPEDITION

Born to Be Wild

Really tough, with luxuries such as an LED roof light, six bags for loose items, plus two USB and two 12 V power sockets. The clamshell is sturdy enough to carry a kayak, solar panel, or bicycles.

Measurements 2,1 x 1,3 m

Weight 78 kg

Price R42 694 at 4x4 Mega World

Contact 📞 021 703 9510

✉ queries@alu-cab.co.za 🌐 alu-cab.com

Drive & Camp says The ladder doesn't fold up, but it does fit inside the tent when you need to hit the road.



BIG COUNTRY PENTHOUSE

Movin' On Up

The streamlined body is higher at the back so your pillows don't get squashed inside – and there's a 7,5 cm mattress. It has Brad Harrison plugs for external power supply, an LED roof light, USB sockets, and pockets in the ceiling.

Measurements 2,3 x 1,47 m

Weight 90 kg

Price R42 799 at Big Country

Contact 📞 011 765 9700

✉ admin@bigcountry.co.za

🌐 bigcountry.co.za

Drive & Camp says You can load up to 80 kg on top of the shell.



BUNDUTEC BUNDUCLAM

Happy As A Clam

The aluminium top pops up easily, and inside you get a thick 10 cm mattress, a 12 V power socket, an LED, two fans, and wiring for a dual-battery system and solar panel. The cloth windows have mosquito nets you can zip open or closed.

Measurements 2 x 1,25 m

Weight 75 kg

Price R33 070

Contact 📞 010 055 5839

✉ info@bundutec.co.za 🌐 bundutec.co.za

Drive & Camp says The fans are definitely a bonus.



EEZI-AWN BLADE

Cuts Like A Knife

The shell is made of aluminium, and the canvas is 280 g Ripstop material with heavy-duty YKK zippers. The mattress is 8 cm thick, and there are 12 V sockets and an LED roof light. The bars on the shell are strong enough for bicycles or a kayak.

Measurements 2 x 1,25 m

Weight 72 kg

Price R37 900 at Safari Centre

Contact 📞 011 794 6311

✉ info@eezi-awn.com 🌐 eezi-awn.com

Drive & Camp says Get it in black or grey.



GOBI-X TANKWA

Desert Rose

The shell is made of UV-resistant fibreglass, and the canvas is 400 g Ripstop material with heavy-duty zippers. The mattress is 7,5 cm thick, and you get 12 V and USB sockets, plus an LED roof light. The bars on the shell are strong enough for two bicycles or a kayak.

Measurements 2,2 x 1,4 m

Weight 72 kg

Price R34 995 at Gobi-X

Contact 📞 021 981 2415 🌐 gobi-x.co.za

Drive & Camp says It's ridiculously easy to bolt this one onto a roof rack.



QUICK PITCH ROOF TENT

Greased Lightnin'

The aluminium clamshell is welded together without any rivets or bolts, which means leaks have been eliminated. Inside, there's one 12 V and two USB sockets, and pockets against the ceiling for loose items.

Measurements 2,15 x 1,28 m

Weight 85 kg

Price R37 375 at Quick Pitch

Contact 📞 082 839 2966

✉ sales@quickpitchsa.co.za

🌐 quickpitchsa.co.za

Drive & Camp says The shell is sturdy enough to carry 40 kg of camping gear.



BUSHWAKKA 360 NEST

This Time for Africa

This tent is similar to the clamshells on the left, but it hinges open in a Z-shape, which creates a larger interior. You have a view in all directions, and you can transport light items on top of the shell.

Measurements 2,1 x 1,4 m

Weight 90 kg

Price R44 500 at Bushwakka

Contact ☎ 023 342 3438

✉ sales@bushwakka.co.za

🌐 bushwakka.co.za

Drive & Camp says It's a bit complicated, but the interior is large.



EEZI-AWN STEALTH

Underneath the Radar

You usually have to sleep with your feet at the lower end in clamshell tents; the Stealth allows you to sleep whichever way you want, because the lower end scissors upwards, thus creating a larger interior. It has a 8,5 cm mattress, LED roof light, and USB ports.

Measurements 2,14 x 1,3 m

Weight 100 kg

Price R47 000 at Safari Centre

Contact ☎ 011 794 6311

✉ info@eezi-awn.com 🌐 eezi-awn.com

Drive & Camp says The ladder stores in a special cavity under the tent.



IKAMPER SKYCAMP 2.0

Gangnam Style

The plastic shell hinges open to the side like a briefcase, and it sleeps three to four people. The sides are made of a 300 g polycotton canvas, and you get a skylight through which you can stargaze. The windows have flaps, mosquito nets, and transparent polyester panels.

Measurements 2,1 x 1,95 m

Weight 72 kg

Price R50 000 at iKamper

Contact ☎ 087 802 2179

✉ info@ikamper.co.za 🌐 ikamper.co.za

Drive & Camp says Expensive but luxurious.



MOREMI SPORT

Just the Two of Us

The aluminium cap swings open sideways, and the tent pitches in about 20 seconds. The tent fits almost any off-road vehicle and is big enough for two. The two windows and two doors all have mosquito nets.

Measurements 2,2 x 1,5 m

Weight 85 kg

Price R25 425 at Custom Canopies

Contact ☎ 083 281 7800

✉ customcanopies@mweb.co.za

🌐 customcanopies4all.co.za

Drive & Camp says It is a well-considered tent that can carry a load.



THULE TEPUI EXPLORER AUTANA 4

High Rise

This rooftop tent sleeps four and it has a ground tent at the bottom. You can set up a kitchen or cassette toilet in the lower tent and visit it at night without having to set a foot outside. The 260 g canvas makes it weigh relatively little, given its size.

Measurements 3,1 x 1,83 m

Weight 81 kg

Price R55 000 at Thule

Contact ✉ support@sportandcargo.co.za

🌐 thule.com/en-za

Drive & Camp says A good choice when you camp in one spot for a long time.



GR TRAVELTOP

Country Roads

This is a canopy and rooftop tent in one. You swing the roof open, so you can stand upright inside the canopy. The double-bed mattress is 10 cm thick, and the canopy has a kitchen and sleeps two small children.

Measurements 2,2 x 1,2 m

Weight 280 kg

Price R140 000 at GR TravelTops

Contact ☎ 083 632 6406

✉ info@grtraveltops.com

🌐 grtraveltops.com

Drive & Camp says Expensive, but remember, you also get a canopy.

Go big!

There's absolutely no reason for you to bother with making individual portions or anything too fussy when it comes to sharing meals with loved ones this summer holidays and festive days.

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

PORK FILLET ROLL WITH BACON AND CHEESE SAUSAGES

Just roll with it

This dish is really fun to make, and presenting it sliced on a platter will give it an even more festive look.

Ingredients

(serves 8-10 as a starter with other snacks)

- 3 pork fillets of about 600 g each
- 400 g streaky bacon
- 2 tablespoons whole-grain mustard
- 6 thin cheese grillers
- 2 tablespoons braai sauce (we used The Cooksister Sweet Paprika marinade)

Here's how

1 Using a sharp knife, carefully slice the pork fillets one by one without cutting them all the way through. Butterfly the meat and use a meat tenderizer to knock the fillet a bit to get the same thickness throughout – it will probably still have a slight triangular shape. Place the three rectangles together so they form one large rectangle.

2 Place the strips of bacon tightly against one another on a clean work surface to form a rectangle the same size as the pork and then place the fillets on top of the bacon. Spread the mustard over the meat and arrange the sausages in a line down the middle.

3 Wrap the bacon and pork around the sausages to form a tight roll and tie it in a few places with twine.

4 Carefully braai the chunky pork roll over medium coals until nicely golden brown and cooked through. Finally, baste it using the braai sauce for a shiny glaze, and give the bacon another go over the coals until it caramelises. Allow the meat to rest for a few minutes before slicing.

Drive & Camp says Serve the pork fillet roll warm or at room temperature on a festive table with your favourite pickles, and a selection of cold meats and cheeses.



LAMB POT ROAST

LAMB POT ROAST Stuffin' lovely

Ask your butcher to remove the hip and leg bones from the leg of lamb, but leave the shank to help the meat retain its shape. Then fill the meat with a fragrant stuffing.

Ingredients

(serves 6-8)

- 1 leg of lamb (±2,5 kg, hip and leg bone removed)
- 2 teaspoons salt (we used maldon sea salt)
- lots of freshly ground black pepper
- 2 onions, quartered
- 4 carrots, peeled and cut into 3 cm slices
- 2 cups meat stock
- 2 bay leaves
- 2 cans (400 g each) whole tomatoes

FOR THE STUFFING

- 1 cup panko bread crumbs
- ½ cup flat-leaf parsley, finely chopped
- 6 anchovies, finely chopped
- 2 tablespoons capers

- 100 g feta, crumbled
- 3 garlic cloves, finely crushed
- 2 tablespoons olive oil

Here's how

1 Mix together all the stuffing ingredients.

2 Season the lamb all over with salt and pepper. Spoon the stuffing mixture into the cavity where the bone has been removed, reshape the meat around the stuffing, and tie it as tightly as possible to retain the shape.

3 Braai the meat in a flat-bottomed potjie over the coals until it's nicely golden brown all over. Add the vegetables and braai them with the meat. Take your time – at least 25 minutes – and make sure the meat has turned a lovely brown colour.

4 Stir in the stock, bay leaves, and tomato, cover with the lid, and pot roast the lamb over medium heat for about 2½ hours, until it melts in your mouth.

Drive & Camp says Don't throw away the bone. Roast it with the lamb for extra flavour in the potjie – Rover will love it!

CAMP FOOD



GIANT ROOSTERKOEK



CAMPFIRE VEGETABLES



CAMEMBERT CAPRESE



BAKED CUSTARD

GIANT ROOSTERKOEK

Breaking bread

Small, medium, or big... bread done on the braai is a favourite at every outdoor feast.

Ingredients

(makes 3 loaves)

- 1 kg store-bought bread dough
- 1 can (400 g) corn kernels, drained
- 1 block (300 g) cheese, grated
- ½ teaspoon cayenne pepper
- butter to serve

Here's how

1 Roll out the bread dough to about 1 cm thick – use a wine bottle as a rolling pin. Use a little oil or a sprinkle of flour to prevent the dough from sticking

to the work surface and tearing when you try to shape it.
2 Sprinkle the corn kernels, cheese, and cayenne pepper over the surface of the dough and roll it up in a tight spiral. Cut this roll into 3 equal parts.
3 Squeeze together the ends of each of the three loaves and flatten them slightly. Allow to rise again for a few minutes.
4 Braai the loaves over low coals until cooked through and crispy on the outside. Knock on the bread – when it sounds hollow, it's ready. Cut it into strips and tuck in – with a generous amount of butter, of course.

Drive & Camp says Cold dough is easy to shape, but make sure the dough is at room temperature and has risen well before it goes onto coals.

CAMPFIRE VEGETABLES

You say potato...

Covered in buttery goodness, these veggies are hard to resist!

Ingredients

(serves 6)

- 1 kg baby potatoes, boiled in salted water for 5-10 minutes
- 3 tablespoons olive oil
- ½ teaspoon dry chilli flakes
- ½ teaspoon dry mixed herbs
- 1 red pepper, sliced into strips
- 500 g butternut, cut into bite-sized cubes
- a large lump of butter
- 3 tablespoons crispy onion flakes

Here's how

1 Mix together the potatoes, oil, chilli, herbs, red pepper,

and butternut in a large foil dish and season well with salt and pepper.

2 Dot the butter over the vegetables and cover properly with foil – ready to braai! Scrape open a space inside the coals and place the foil dish on top with moderate heat around it. Braai it for about 20 minutes; shake the dish several times to make sure everything inside is cooking evenly. Allow to stand for five minutes and test the vegetables – watch out for the steam! Once the vegetables are deliciously soft and cooked, add some more butter, sprinkle over the crispy onion flakes, and serve.

Drive & Camp says The bigger the vegetable pieces, the longer it will take to cook. Use your judgment.

CAMEMBERT CAPRESE

Cheese and tomato with a difference

You'll find this delicious molten flavour bomb very hard to share! You might need to double up the recipe...

Ingredients

(serves 4 as a starter with some bread)

- 125 g Camembert cheese
- 5 marinated sun-dried tomatoes, coarsely chopped
- 2 tablespoons crumbled feta cheese
- 200 g cherry tomatoes
- 2 tablespoons olive oil
- 4 spring onions, chopped
- a large pinch of maldon sea salt
- freshly ground black pepper to taste

Here's how

1 Halve the cheese horizontally, open it and fill it with the sun-dried tomatoes and feta. Place the top half back on the bottom

half and press together lightly.
2 Heat the oil in a pan and fry the cherry tomatoes until their skins start to burst open. Season with salt and pepper.
3 Move the tomatoes to one side and fry the cheese over low heat in the middle of the pan until the bottom gets a nice colour and the inside starts to soften. Carefully turn the cheese over and fry it for another 1-2 minutes. Remove from heat immediately as soon as the cheese begins to melt and then mix with the tomatoes. Sprinkle the spring onions over the cheese, cut a cross on top of it so that the melted filling is easier to get to, and serve immediately with enough bread – fresh or toasted – to dip in the hot cheese and tomato.

Drive & Camp says If you can get your hands on a giant Camembert, so much the better. If preferred, you can also flavour the dish with balsamic vinegar and fresh basil.

BAKED CUSTARD

Keep head above water

Nothing stops you from using your cast-iron potjie to make a creamy crème caramel for dessert.

Ingredients

(serves 6)

- 2/3 cup sugar
- ½ cup boiling water
- 1 can (385 g) condensed milk
- 1 empty condensed milk can, filled to the brim with milk
- 3 extra-large eggs, beaten
- 1 teaspoon vanilla essence (or use whiskey)
- a pinch of maldon sea salt

Here's how

1 Stir together the sugar and boiling water in a saucepan and heat until all the sugar is dissolved. Heat it to boiling point and cook until the caramel turns golden – dark or light, just the way you like it.

2 Immediately pour the caramel into the bottom of a bread pan – even if it's very hot! – and set aside to cool. (No need to grease the pan; that's one of the beauties of this dessert.)

3 Beat together the rest of the ingredients until just smooth. Try not to beat in too many frothy air bubbles as it may show up in the end product. Pour the custard through a sieve, and then pour it over the back of a spoon on top of the caramel in the bread pan.
4 Cover the pan with foil, place the pan in a large flat-bottomed potjie, then pour enough hot water into the pot so that the pan is covered halfway. Place the potjie on a tripod stand over some coals with a few more coals on the lid – like when you make pot bread – and "bake" it for 50-60 minutes, or until the dessert wiggles when you give it a light shake.

5 Remove the pan from the water, allow to cool, and place the pudding in the fridge for at least two hours (preferably overnight) before serving. To turn out, use a knife to carefully loosen the dessert around the edge, place a plate over the top of the bread pan, and turn it over in a quickly. Lift the bread pan and serve.

Drive & Camp says You can also decorate it with crushed meringue and caramel popcorn... Or simply slice and enjoy.

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(The tour starts in Hotazel, NC, and we drive to Vostershoop, Van Zyl's Rus, Askham, daytrip in Kgalagadi NP, Rietfontein, Hakskeen Pan, Loch Maree and back to Upington) @ **R4800pps**

TOUR #3: 26 MAR-3 APR 2022: KALAHARI DUNEVELD VIA THE GREATER KALAHARI – 8 DAYS

(The tour starts in Hotazel, NC, and we drive to Vostershoop, Van Zyl's Rus, Askham, daytrip in Kgalagadi NP, Rietfontein, Hakskeen Pan, Loch Maree and back to Upington) @ **R4800pps**

TOUR #4: 8-28 APR 2022: NAMIBIA KAOKOLAND NORTH WEST - OUTJO RETURN – 20 DAYS

(The tour starts in Outjo, NAM, and we drive to Palmwag where we follow the rivers to find the desert elephants, lions, on our way to Marian Fluss, Opuwo, Epupa Falls) @ **R8500pps**

TOUR #5: 8 MAY- 17+ JUN 2022: SERENGETI MIGRATION TOUR - TANZANIA – 40+ DAYS

(Pretoria return. Visit Zambia, Malawi, *Zanzibar, Kilimanjaro, Tanzania - 6 nights in Serengeti, 1 day in Ngorongoro Crater). The price for self-drive with own vehicle begins at **USD \$3800pps to \$4800pps**, depending on the Tare weight of your vehicle

TOUR #6: 23 MAY-5 JUN 2022: SERENGETI MIGRATION FLY-IN TOUR – 13+ DAYS

(The FLIGHT starts at OR Tambo, Zanzibar, Nairobi, Arusha and drive then to Serengeti) Tour is full board with lodging & camping in Serengeti & Ngorongoro Crater @ **\$5000pps**. This flight is with Air Kenya and no sleepovers but stops in Zanzibar to Nairobi & Arusha

TOUR #7: 1-16 JUL 2022: BOTSWANA CIRCLE ROUTE VIA BOTSWANA – 16 DAYS

(The tour starts in Zeerust, NW, and we drive to Lobatse, Maun, Moremi, Okavango, Elephant sands, Kasane, Vic Falls and back via Kubu Island to Martin's Drift @ **R13500pps**

Which includes an aeroplane flight over the delta and a boat cruise on the Okavango Delta

TOUR #8: 6-21 AUG: NEW! ANGOLA WITH TOWING TO CONGO RIVER – 15+ DAYS

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TOUR #10: 1-8 OCT 2022: KALAHARI Kgalagadi ON THE SOUTH AFRICAN SIDE – 2+6 DAYS (starts in Askham, North of Upington, to Loch Maree. Andriesvale, enter at Two Rivers, Mata Mata 1 night, 3 nights at Nossob Camp & last night in Two Rivers **R6900 pps**)

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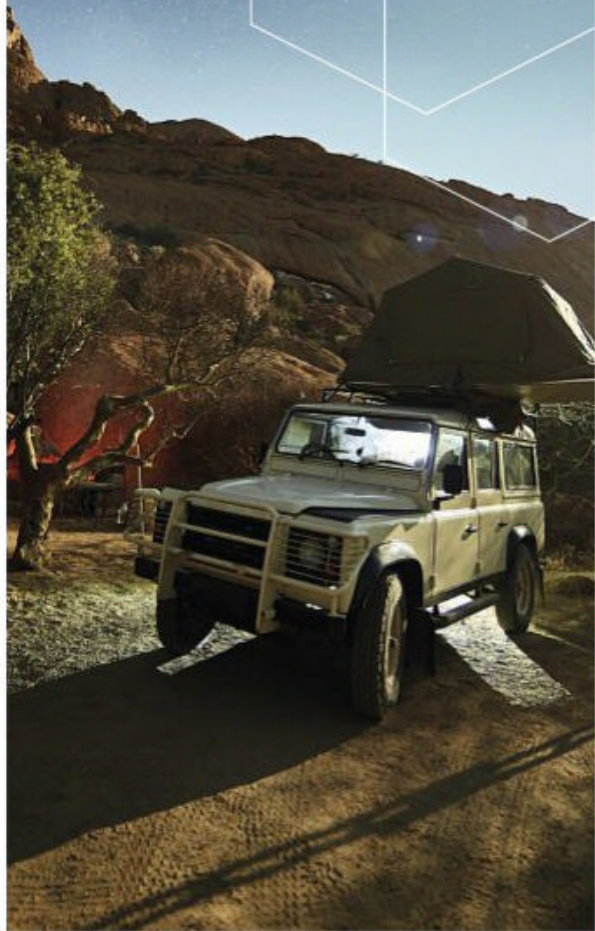
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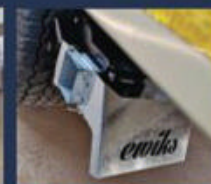
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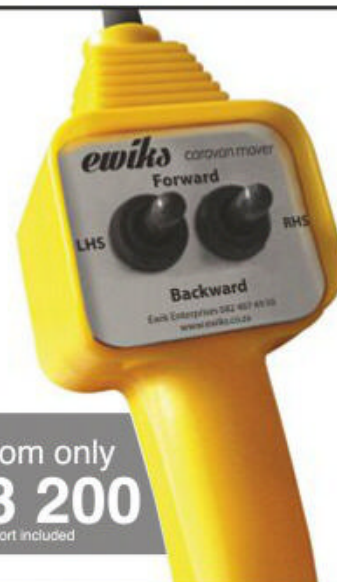
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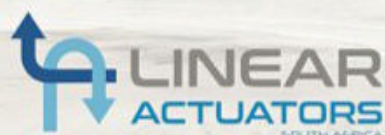
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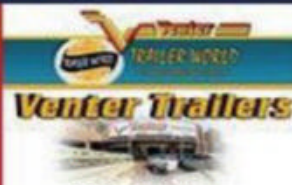
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CROSSWORD

Martha du Plessis from Goodwood has won a **Van Loveren hamper** for her crossword entry in our August-September 2021 issue. You can win too. Complete this crossword puzzle and e-mail a picture to drivecamp@gomag.co.za. Or do it at <https://bit.ly/3CecmuJ>. Last month's solution is on p 120.

				Mountain pass in the Cape	Enemy	Astatine (symbol)	Tremble	Town in the Boland				
								At a higher level				
				Failure				European Union (abbr)				
				Small amount								
Crevices		Expert (short)	Mineral rock			Seaweed			Motto		Edible mollusc	
			Thus			Lessee			Feather		Informed	
				Affection		Notify			Frolic			
						That is (L abbr)			... and behold			
Chocolate treat							Men					
							Attempt					
			Representative					Sprite				
								Chewy candy				
To and ...		22nd Greek letter				A title				Filly's mother		
						Breed of horse						
								Intro				
Escort	Material		Modus operandi (abbr)			... and fro	Repair		High school (abbr)			
						Portions						
A chess piece							Spiked club					
				Abounding				Hawaii (abbr)	A VW van			
										Ovens	Glaze	Single number
						Last Greek letter			15th-century Japanese drama			
				Absorbed (cost)	Type of fish			Mocking				
					Bestseller			Swedish group				
A Forever resort	Take to court	Staple food		Place			Edge of a piece of cloth	Rodents				Feline mammal
								Sick				
							A religious book				16th Greek letter	
							Not off					
Produce		Incise				Evil spirit				Personal assistant (abbr)		
					Trite				Ensemble			

COMPILED BY GERDA ENGELBRECHT

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Prize includes a mixed case eight three-litre Tangled Tree wines.



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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

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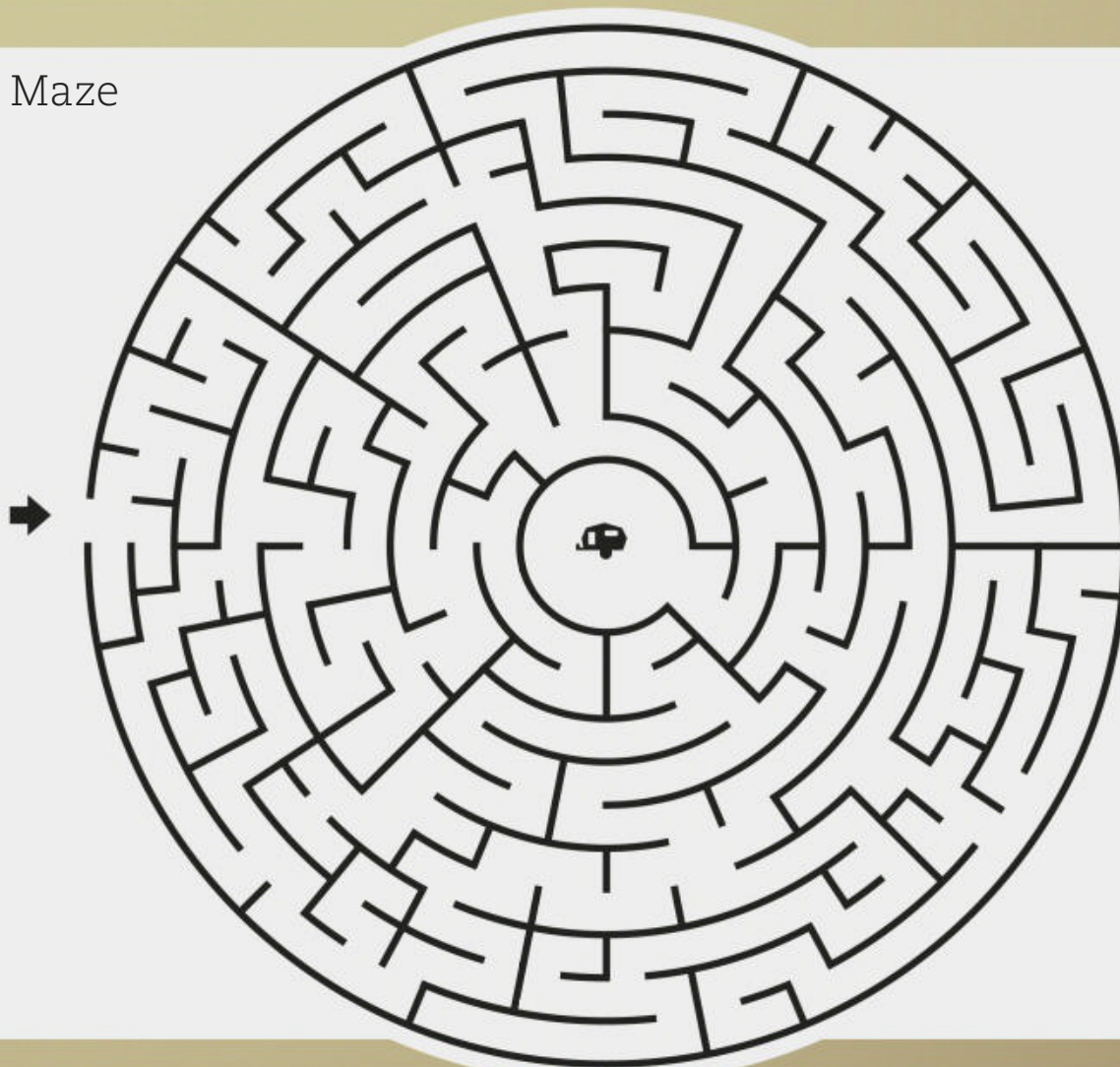
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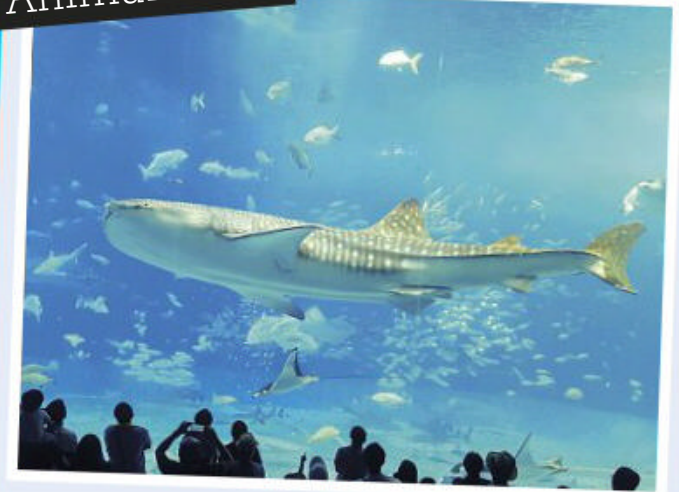
Spot the differences



Maze



Animal facts



WHALE SHARK (RHINCODON TYPUS)

- Whale sharks are found in marine environments worldwide but mainly in tropical oceans.
- The whale shark is enormous and capable of reaching a maximum length of about 18 metres.
- Prey includes zooplankton, shrimp, fish, mollusks, squid, and even small tuna.
- While the whale shark is usually solitary, it is sometimes found in schools of up to hundreds of individuals.
- Scientists estimate that the life span of the whale shark ranges from 60 to 100 years.
- Since 2016, it has been placed on the endangered species list of marine animals.

What to do about the Land Cruiser 70 series?

He would like to suggest a few changes to the legendary Land Cruiser 70 series, says **Mic van Zyl**.

The current Toyota Land Cruiser 70 series has been around for a very long time – 37 years to be exact. And with very good reason: it is truly a no-nonsense off-road work-horse vehicle. Very basic and very tough, it appeals to a broad spectrum of customers.

The roots of the 70 series can be traced right back to the start of the Land Cruiser model from Toyota. It's the longest-running model series for Toyota and has surpassed the 10-million-vehicles-sold mark.

The Land Cruiser has its origins in a military requirement in the early 50s

for the Japanese Police Force. The first series of Land Cruiser was referred to by the name "BJ" and "FJ", and the name "Land Cruiser" was first used in 1954 in response to the "Land Rover" from Britain.

In 1955, the second series was introduced – referred to as the 20 Series and 30 Series. The 20 had a short wheelbase and two doors, while the 30 was a long-wheelbase four-door wagon. In 1960, the next series was launched, and that catapulted the vehicle into global stardom. The 40 Series came in many different shapes and sizes, covering short and long wheelbases, soft top, pick-up, and wagon derivatives. To this day, this now legendary vehicle can still be found on roads the world over.

IN 1967, TOYOTA ELECTED to produce a more comfort-orientated version of the Land Cruiser in wagon form, and the 50 Series was born. Over the years, this vehicle gave way to the 60, 80, 100, 105, 200, and just recently, the 300 Series models, as well as the lighter-duty Land Cruiser Prado range.

The 40 Series soldiered on next to these more luxury models as the hard-core work-horse model for almost a quarter of a century. In 1984, a major upgrade happened with the launch of the 70 Series. Bear in mind that the term "70 Series" refers to many different versions within the range with model numbers from 70 to 79. Another 15 years would pass before the next major upgrade was implemented. The 70 Series name was retained, but the vehicle changed significantly in many ways. The most telling was the change from the tapered nose with round headlights to the square nose with rectangular headlights that we have currently.

In its current guise, the 70 Series consists of the very limited short-wheelbase model 71 in hard and soft top, the 76 model four-door mid-wheelbase wagon, the 78 model two-door long

wheelbase "Troop Carrier", and the 79 model single and double-cab pickups.

Available engines include the 4,2 l straight six non-turbodiesel, 4,5 l V8 turbodiesel, and the 4,0 l V6 petrol. The 4,2 l is the engine of choice for countries and applications where diesel quality and vehicle complexity is an issue. Here in South Africa, we have all three versions. The recently replaced 200 Series Land Cruiser featured a twin turbo version of the 4,5 l V8 diesel. With the new 300 Series, this engine has been discontinued in the big wagon, and rumours abound as to what's going to happen to the single turbo version in the 70 Series.

I OWN a 76 Series wagon with the V8 single turbodiesel engine. It has enough power and torque to make light of any challenge, but it pales in comparison to modern smaller diesel engines in the likes of the current Hilux. The manual-only gearbox is also a challenge around town.

Fuel consumption and emissions are best not discussed but are becoming a real issue. It's clear Toyota have no plans to discontinue the 70 series, but they are going to have to do something about that V8 engine. It's not an option to use the new V6 3,3 l twin turbodiesel engine from the 300 series. It's highly complex and, I suspect, may be quite sensitive to diesel quality.

If I was Toyota, I would use the 2,8 l four-cylinder GD6 engine from the Hilux or Fortuner. It's a far simpler engine than the 300 Series V6. Compared to the current 4,5 l V8, the GD6 has near identical power output (150kW vs 151kW) and a lot more torque (500Nm vs 430Nm). It's also available with a six-speed automatic gearbox, which is my preference.

With emissions and fuel consumption in check, this combination could very well ensure many more years of 70 Series Land Cruiser enjoyment. And while you're at it, Toyota, how about cruise control and steering wheel controls for the radio? 🚗



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ISSUE 2 / 2021

CHRISTMAS

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Christmas-wreath tomato salad p 93



Speculoos city biscuits p 36



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Busting towing myths

There are a number of practical tricks to help you overcome a fear of towing, says **Neels van Heerden**.

Experts agree: If your caravan's aluminium strips give you shocks, you must look for the fault either in your caravan's power cable or in the campsite's electrical installation. The problem would be the cabling and not the caravan's bodywork.

It's nonsensical advice to drive a metre-long rusted iron pole into the ground and then connecting it to the chassis

of your caravan with some spun wire. Your corner steadies with their feet made of plastic are also not the problem. Your caravan's earthing doesn't happen at the corner steadies.

Back when I was involved in grading resorts, I had a simple test kit to determine if the wiring at a power point was done correctly. That same piece of technology has also come in handy to test the safe functioning of power points in and around ablution facilities.

A standard stipulation unequivocally states that there must be at least one metre between a power point and a tap at each stand, precisely to prevent a camper from being electrocuted if the installation is faulty. Purchase your own device to test extension cords and multi-plugs.

JUDGING BY the frequent bickering on various forums, tandem towing has its own set of myths and facts. The regulation in question puts everything into perspective, and it's not just me who brags that I've been towing my Venter behind my caravan for years without any problems.

A caravan's chassis is simply not designed to tow an additional load. People who tow need to study their vehicle insurance carefully, too. Regulation 222 of the National Road Traffic Act places a restriction on the combination of a vehicle and one or more towing vehicles.

Read your owner's manual carefully, as most vehicles have a tow rating.

Also, read the fine print of your insurance contract to check whether tandem towing is covered or approved. I recently read an account of an experienced camper who was stopped between Pretoria and Durban. The traffic

official believed that the length of the train – that consisted of one towing vehicle and a maximum of vehicles being towed – may not exceed 22 m. The trailer behind the caravan must also have run-in brakes.

When this camper consulted his insurance broker, he found, to his shock, that his policy didn't cover tandem towing. It's a good idea to print a set of the regulations and keep them on hand for when a traffic official stops you.

THOSE EXPERIENCED IN towing unequivocally state that, other than cultivating a good towing technique, everyone must know that towing anything causes additional wear and tear on the engine, gearbox, and chassis.

If you tow regularly, change the oil in your vehicle more frequently and invest in high-quality oil and air filters.

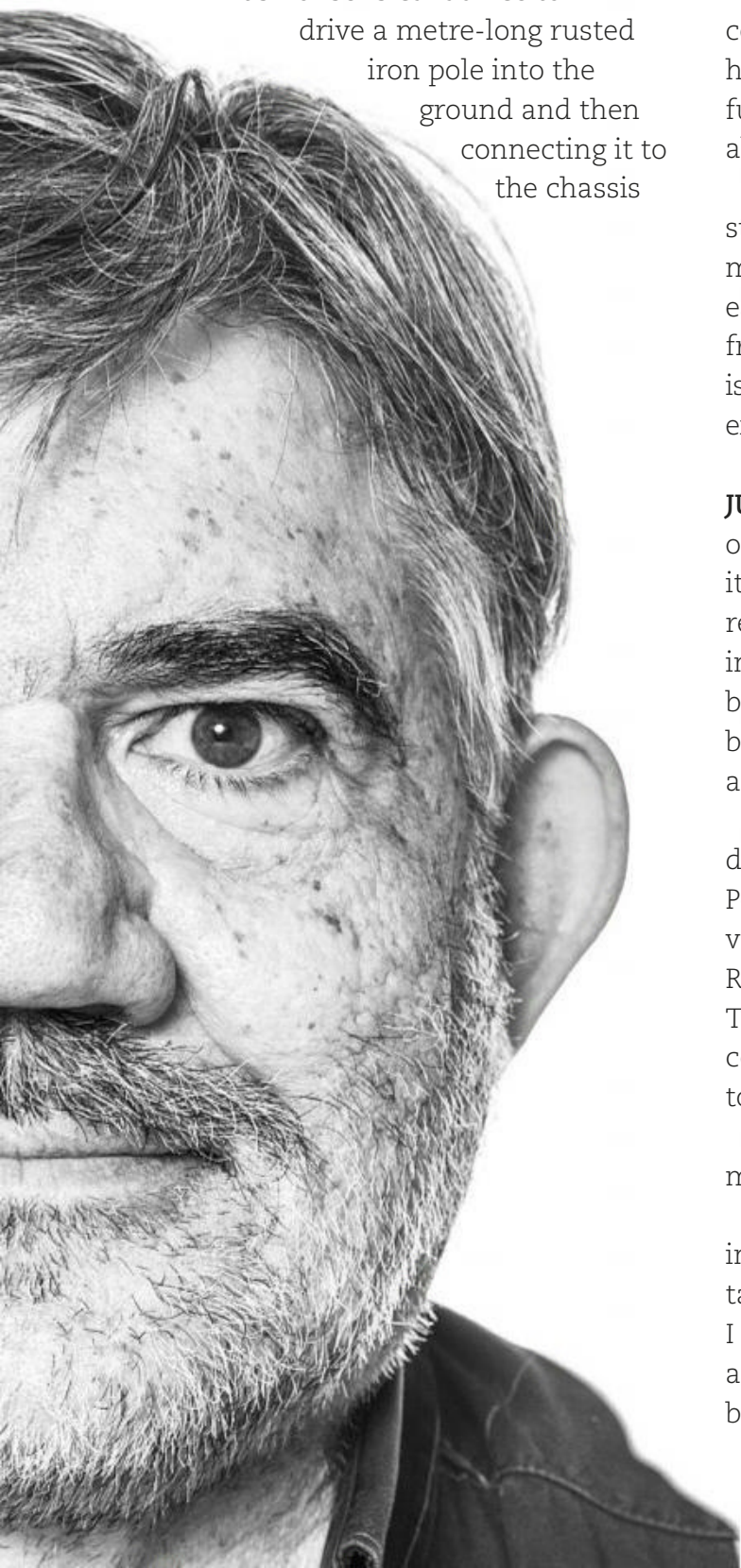
The right towing speed, the right tyres, tyre pressure, and a towbar that's worth its salt are indispensable to give you peace of mind when towing.

First, don't overload your caravan and pack the heavier items above the axle. The caravan should be hitched with its nose slightly down and anchored to a sturdy drop plate.

The drop plate should be attached to the vehicle's towbar with high-quality nuts and bolts.

Stop every 200 km or so to make sure everything is still firmly attached and anchored. Keep the right tools in your vehicle to test the tyre pressure and the tightness of the wheel nuts.

Tow safely, and don't endanger the lives of fellow road users. If regulations are unclear, common sense and an innate and practiced safety awareness will stand you in good stead.





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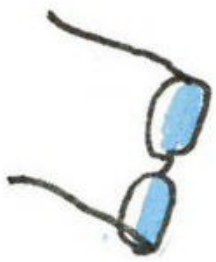
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An unwanted Christmas gift



There's no fun in having your holiday plans threatened by a virus. No, **Cyril Klopper** isn't referring to *that* virus, but a common childhood ailment.

I shoulder the chalet door open and make a beeline over the veranda towards the pool. My feet barely touch the wooden deck, and I hear how the coil spring jerks the door shut behind me. I launch myself off the deck with a giant leap, ignoring the stairs, and land hard on the grass just as the door bursts open again. Petro laughs out loud, and her feet stomp loudly on the planks. From somewhere inside the two-bedroom chalet, I hear my mother call out, "Slow down, you two!"

I'm eight years and seven months old, and my scrawny legs pump furiously up and down as I race across the lawn. Petro is 13, and she's both taller and stronger than me, but I give it everything I've got – the pool is near, and I'm not going to allow her to beat me this time – I *have* to reach the water first. Petro giggles defiantly as the distance between us shrinks rapidly.

Dozens of holidaymakers are swimming and sunbathing at the resort's pool, but Petro and I are barely aware of them, because all that matters is to be the first to get to the water. Had we paid attention at all, we might have seen the expressions on people's faces change... showing first uncertainty, followed by awareness and, finally, sheer panic.

Petro has levelled with me, and our feet slap down on the paving around the pool at the same time. I bend my knees slightly, straighten my thighs... and dive!

It feels as though time stands still as I fly through the air. I'm milliseconds ahead of Petro. I'm going to win!

We're only vaguely aware of mothers grabbing their kids by the arm and plucking them from the water. Teenagers stumble to the side of the pool and roll over the edge to safety.

The only thing that registers with me is that Petro and I break through the surface of the water at exactly the same time. Air bubbles fizz around me as I touch the bottom of the pool with both hands and then swim upwards. I lift my head above water and Petro grins in triumph – she's going to claim she won the race! I hate losing to her and she knows it. She's going to tease me until I start crying from frustration.

It's suddenly very quiet around us. I look around and notice that Petro and I are all alone in the pool. Several people stand some distance away from the edge of the pool – and a boy points a shaky finger at us and asks: "Mommy, why do they look so ugly?"

Petronella is my grandmother's youngest and my mother's baby sister. She's only five years older than me, and because we were raised together in my grandmother's house and my own parents' house, Petro became more of a big sister than an aunt.

In the photos taken at my christening, you see a five-year-old Petro proudly

holding me in her arms, and in a photo of my first day of school, she hides in the background, pulling a mischievous face. We also happen to have a birthday one day apart – I'm on the 22nd and Petro on the 23rd of the same month – so we blew out birthday candles together as kids.

On family holidays, Petro and I would fight all the time on the back seat of the car until my dad got fed up. Then, he'd pull over and order us to get out right there on the side of the road. I would burst into tears as the car drove away, but Petro would comfort me, assuring me that my father just wanted to teach us a lesson – of course she was right, and the car's brake lights soon flashed and then my dad would reverse. A stern admonition would follow that he'd really leave us behind next time.

It was on one of those very family holidays that the pool episode occurred.

In December 1980, I had just finished my Sub B school year (Grade 2), and Petro and I are on our way to the Silverstrand Resort near Robertson in the Breede River Valley with my parents. We'd both contracted measles some time earlier. This virus almost ruined our holiday plans, but thanks to South Africa's vaccination programme, Petro and I didn't turn around at death's door.

I do feel weak, due to a fever that broke a few days previously. Petro claims I infected her, but I'm convinced it's the



other way around. We're unusually quiet on the back seat and aren't doing our usual squabbling.

Our family doctor had reassured my mother that Petro and I are out of danger and no longer highly contagious. On top of that, the red blisters covering both of us from head to toe would stop itching within the next few days and eventually disappear. So, we were able to go on holiday with peace of mind.

A few kilometres outside the holiday resort, my father spots a young pine tree next to the road and it's quickly cut down and tied to the roof of our Chev Nomad. We've forgotten the Christmas decorations at home, but my mom buys rolls of crêpe paper at the resort's camp store, and Petro and I help decorate the tree. On Christmas Eve, we sing Christmas carols, and other holidaymakers appear from their rondavels and step closer to sing along.

They don't venture closer than the porch, because Petro and I still look quite gruesome.

It's Christmas morning, and Petro and I feel absolutely fine. Her skin, however, is still covered in hundreds of blisters, and mine looks even worse with scarlet pimples and blemishes covering my body.

It's time to open our presents, and I notice Petro's gift is bigger and more expensive than mine – she makes no secret of it and sticks out her tongue as she weighs her gift against mine. I pass a snide comment, and soon we're at each other's throats, until my dad tells us to cut it out. My mother checks our temperatures – it's back to normal – and she sees my blisters are popping and forming scabs, a sure sign that the infection had run its course. We finally get permission to go swimming and I'm determined to dive into the water ahead of Petro...

The race is over and here we are – floating in the pool surrounded by shocked holidaymakers. The scabs and blisters on our bodies sparkle like rubies in the sun, and Petro and I grin benevolently at each other while everyone else flees our pestilence. Then, she pushes my head under the water and only lets me go when I start to struggle anxiously. As I cough out the water, I call her the ugliest word I know as an eight-year-old, and she exclaims, "I'm telling your mother!"

It was not a curse word, but it is, nevertheless, the ugliest word in my limited vocabulary, and I plead: "No, Petro, please don't!"

"Yes, I'm going to tell," and she laughs heartily at this scawny little crybaby with his speckled body.

Petro would pester me for the rest of the holiday, but I found comfort in knowing that we'd have the pool to ourselves until the measles was gone. 🗣️

...AND FINALLY

Bastard of the Bushveld

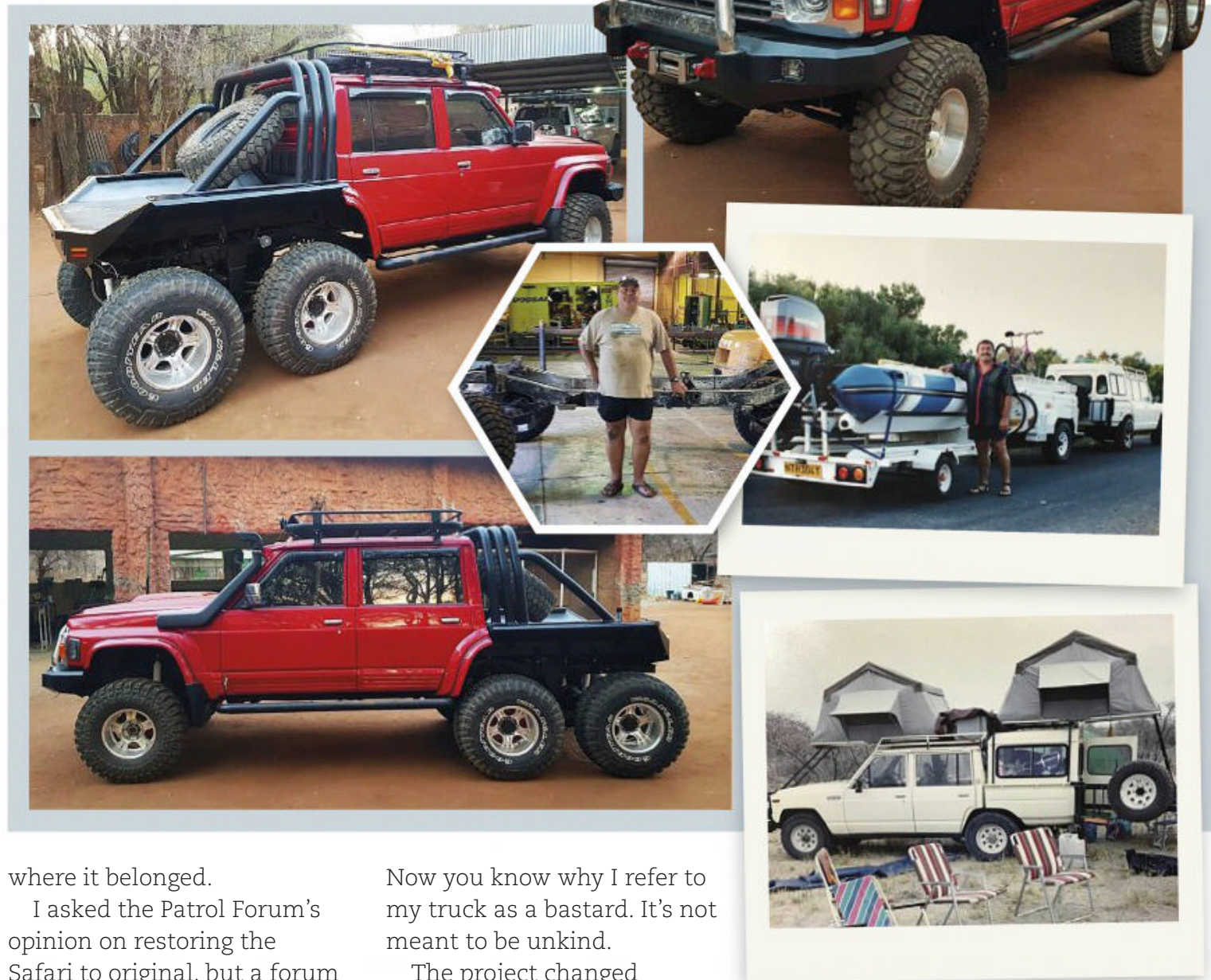
After buying an unusual Nissan Safari with an interesting backstory, **Nico Lintvelt** of Thabazimbi fixed and modified it. Now, the Safari is even more unusual and it acquired the nickname Baster.

“ I live in the Limpopo province, where you see Land Cruisers everywhere you look. When I came across a 1986 Nissan Safari on OLX, I immediately decided to buy it, as they're not easily found, and I wanted to show the Cruiser guys that Nissan also has a bakkie like theirs.

The seller claimed the vehicle had previously belonged to rally driver Hannes Grobler, and that the second owner was apparently Martin van Rensburg, founder of Maus Performance. At first, I thought it was a sales ploy, but I tracked down Hannes and Martin – and they confirmed it was true.

Hannes was racing for Nissan South Africa Motorsport at the time, and he says Nissan commissioned Meano Conversions in Krugersdorp to convert a Safari into a double cab as a holiday rig for him and his family. Hannes even sent me photos of his towing combination (pictured right). He later increased the 2,8 l engine capacity to 3 l – the modification was done by Vanderlinde Developments under the supervision of Hennie van der Linde, another legendary Nissan racing driver.

Unfortunately, the Nissan L28 engine eventually packed up, and the seller replaced it with a Lexus V8 engine. It didn't sit right with me that this stately dame had Toyota parts, and because the seller still had the original L28 engine, I was able to recondition it and put it back



where it belonged.

I asked the Patrol Forum's opinion on restoring the Safari to original, but a forum member pointed out that this Safari had been a conversion from the start and that there would be nothing wrong with putting my own spin on it.

Galaxy Customs in Pretoria removed the rust spots, the website mq-patrol.com indicated which GQ Patrol parts I could use in a K160 Safari, and David Volschenk from Bela-Bela helped me get hold of these parts. I also imported rubber seals from Australia and a visor for the windscreen from Poland. I built the bullbar, rollbar, load bin and rock sliders myself.

Now you know why I refer to my truck as a bastard. It's not meant to be unkind.

The project changed constantly shape as I kept getting new ideas. The 6x6 conversion, for example, was never part of the original plan, but when I saw a photo of one such conversion, I wanted one as well.

The third 'lazy' axle is not currently powered. I'm busy devising a plan to use two transfer cases to get six-wheel drive. I also want to fit coil springs up front, because my Safari has a bumpy ride. The rear-end is in the making, and I'm still deciding whether to mount a fifth wheel – think of a Mac truck with a trailer

– or convert it into a so-called Aussie tray with a rooftop tent that unfolds toward the rear rather than the side.

The 35-inch wheels rob the engine of power – and it's only going to get worse once all six of them are powered – and this is why I'm considering a bigger capacity Nissan engine. At this point, however, I'm satisfied with the build. I just hope my wife doesn't sell it one day for the same amount I told her I spent on Baster – that guy will get a bargain!

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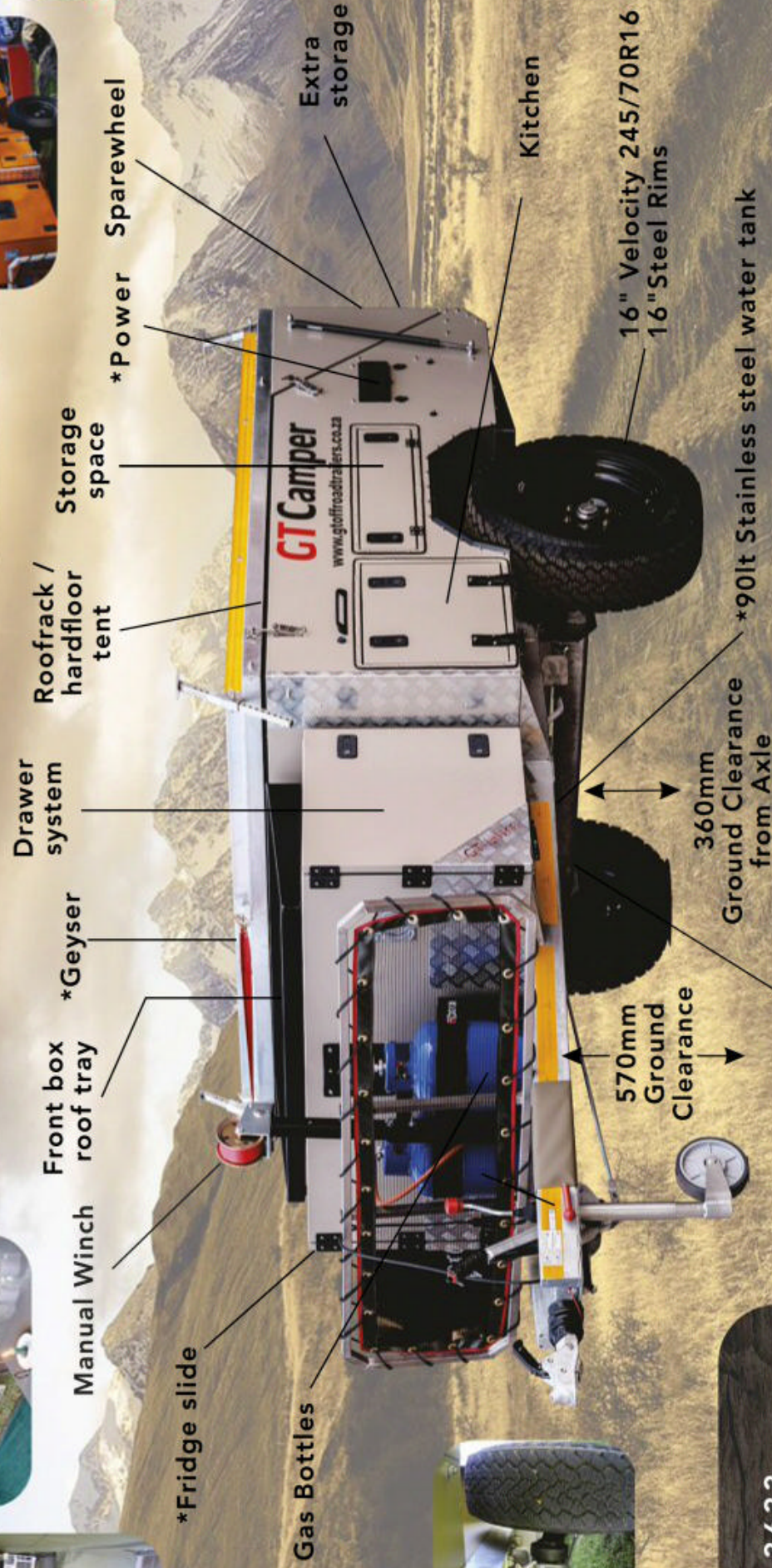
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