

#45

go!

CAMP FOOD 6 GOLDEN DELICIOUS RECIPES WITH HONEY

OCTOBER-NOVEMBER 2021 | ISSUE 45

Drive & Camp

On the road again

Limpopo

Thaw your weary bones

Swartberg

After Die Hel comes De Hoop

FREE OF CHARGE Solar power for your vehicle | **READER STORY** Friends unite to build a trailer | **NEW CARAVANS** Baobab 2 & Enkulu 3 | **CAMP BOFFIN** The caravan trade is picking up | **WE DRIVE** The V6 Amarok | **NEW WHEELS** Toyota's littlest cruiser

WE TEST

Get carried away by the Kombi Transporter 6.1

CARAVANTEST

Budget Compass 4 Sleeper worth every penny



Sandwani 4x4 trails

Lots of quarries, no worries

To the Bushveld!

Kick off your shoes at Buyskop

GEAR BEACH GOODIES FOR HOLIDAYS BY THE SEA-P. 96



THE ALL-NEW **COROLLA CROSS**



**RESERVE
YOURS NOW
LAUNCHING NOV 2021**

Toyota's new SUV, the Corolla Cross, is nearly here and you can reserve yours now.

It's the perfect cross between dreams and reality with class-leading luggage space, state of the art technology, the advanced Toyota Safety Sense package and superior ride comfort. It's the perfect car to cross boundaries. Available in petrol and hybrid this November.

Cross boundaries in the all-new Corolla Cross. Find out more at

TOYOTA.CO.ZA

Toyota SA @ToyotaSA

Three special milestones



“

Cyril has been arguing for the inclusion of some motorcycle content since he started here. So, we finally caved and let him put together an entire magazine...

”



It's been exactly one year since *Drive & Camp*'s frequency changed to appear on shelf every second month. Back then, I explained here (and in a very awkward editorial meeting) it was a far-reaching decision that had been difficult to make.

That is why it's so gratifying to be able to state a year later that this was undoubtedly the right direction to take. My heart overflows with gratitude to you for supporting our magazine, to the advertisers for still being with us, and all my colleagues for taking this strange bull by the horns, and, with positive attitudes and heaps of work ethic, put together these 124 pages time and time again.

We're still here. If you look at what's happening in the magazine industry these days, that is a milestone in itself. I raise my glass for many more of those in our future.

AS FOR THE second milestone, Mic van Zyl delivered his 100th column for us (and our predecessor *Drive Out*) for this issue. If you ask me, his views on the new Cruiser versus the new Defender couldn't be aired in a more appropriate column. Mic's knowledge of the 4x4 industry, vehicles, and engines in general has added so much value to our offering, and, even though there are times when some readers (cough... Ford... cough...) get a little hot under the collar, he always stands by his views and is willing to have discussions to defend them.

It's an absolute pleasure and privilege to have you on our team, Mic. Thank you so much for your authentic contributions. We look forward to the next 100. Congratulations!

I AM EXTREMELY excited about the third milestone we're celebrating this month. The very first issue of *go! Motorcycle* is currently on shelf, and you've probably already seen or bought it.

Cyril has been arguing for the inclusion of some motorcycle content since he started here. So, we finally caved and let him put together an entire magazine chock full of motorcycle content. Allow me to be the first to congratulate you and the team on a great result, Cyril. I've even started to ponder my life decisions and why I don't own a motorcycle.

go! Motorcycle is packed with everything around adventure motorcycling. Equipment, routes, recipes, an overview of a host of motorcycles on the market, and a bully beef test. We even have Deon Meyer (yes, the one and only) on board to rave about the joys of motorcycling.

As I say, the magazine, which is now an annual publication, is currently on sale. Do let us know your thoughts about it.

Stay safe!



Schalk

EDITOR

schalk.jonker@media24.com

Contents

#45 | October-November 2021



WEEKEND BREAK 56

TRAIL GUIDE 60



4x4 DESTINATION 32

EVERY MONTH

3 EDITOR'S LETTER

8 INBOX

14 YOUR PHOTO

18 NEWS

26 NEW CAMPING GEAR

66 MY WHEELS

68 READER STORY

78 DRIVING IMPRESSION

82 TOW TEST

86 CARAVAN TEST

90 CAMP BOFFIN

92 4x4 PROFESSOR

96 GEAR

100 CAMP FOOD

113 CROSSWORD

114 KIDS' CORNER

116 MIC'S MEMOS

118 NEELS' RALLY TENT

120 COLUMN

122 ...AND FINALLY



EDITORIAL TEAM

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

MEDIA24 CORPORATE

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

PUBLISHING TEAM: MEDIA24 LIFESTYLE

GM: MEDIA24 LIFESTYLE NERISA COETZEE
MEDIA24 LIFESTYLE CFO JAMEELAH CONWAY
PRODUCTION MANAGER KERRY NASH
CIRCULATION MANAGER ARMAND KASSELMAN armand.kasselman@onthedot.co.za

SALES & SPONSORSHIPS

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

MEDIA24 DIVERSE REVENUE LISE VAN BREDÁ

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

CREATE STUDIO

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

SHOP QUERIES YUMNA TOFEY yumna.tofey@media24.com

CONTACT US

YUMNA TOFEY 021 406 2205 yumna.tofey@media24.com
CAPE TOWN
POSTAL ADDRESS go! Drive & Camp, PO Box 740, Cape Town 8000
STREET ADDRESS 19th Floor, Media24 Centre,
 40 Heerengracht Street, Cape Town 8001
JOHANNESBURG
POSTAL ADDRESS go! Drive & Camp, PO Box 785266, Sandton 2146
STREET ADDRESS 6 Kikuyu Street, Sunninghill 2191

SUBSCRIPTIONS, RENEWALS & INQUIRIES

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



PRINTING
 CTP Printers
 All rights reserved



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

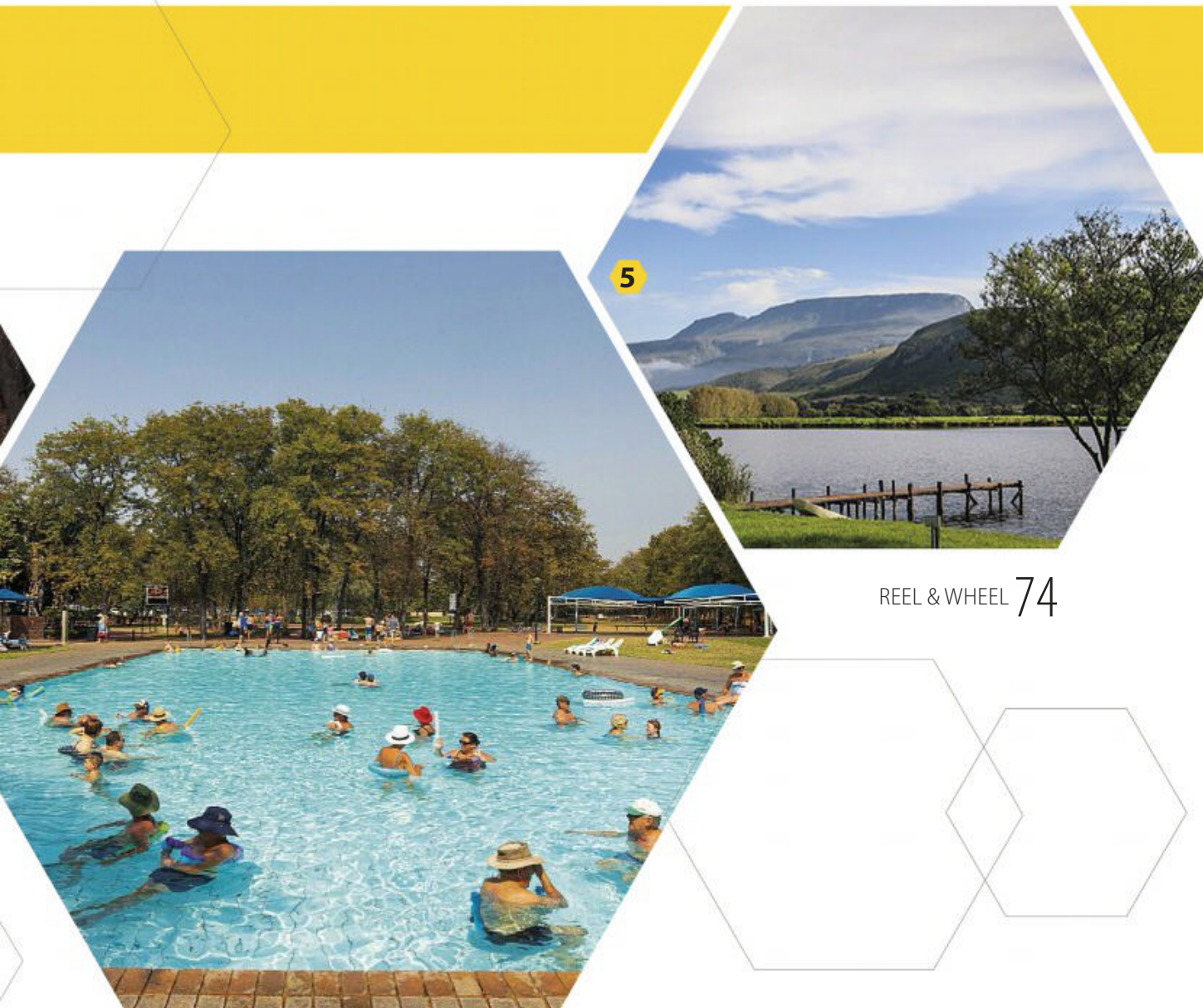
DISTRIBUTION



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

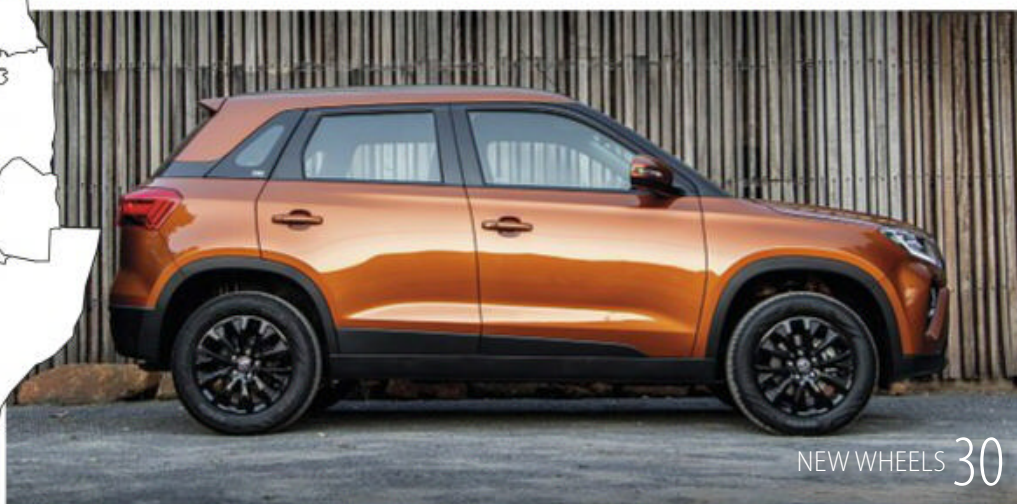
MEDIA24

go! Drive & Camp October-November 2021 | 5



REEL & WHEEL 74

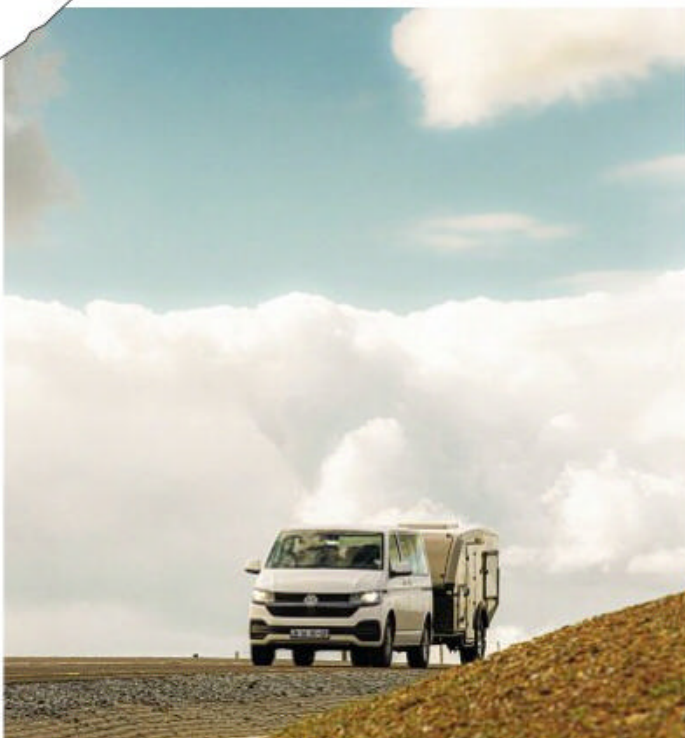
CAMPING DESTINATION 44



NEW WHEELS 30

#45 COVER PHOTO – LEON BOTHA

“Around August the Cape winter is still far from over, and to ‘book’ a clear and sunny day for a tow test isn’t a simple matter. We were lucky, though, because the sun peeked out behind the clouds just as we left Philadelphia. The Kombi also did its part and you can read our impressions on page 82.”



Camera settings Canon EOS 6D Mk. II; f9; 1/4000s;
 269 mm; ISO 1 600



**ALUMINIUM
TELESCOPIC POLES** **BEST
PRICE**
22/25mm EXTENDS TO 2.4m **R85-00**



SENIOR GAZEBO
3.0m x 2.8m x 2.3m
R2 200-00

ADDONS



SIDE WALL SOLID



END WALL SOLID



SIDE WALL WITH
WINDOWS



SHADE NET INNER



END WALL WITH
ZIP



GAZEBO & SNR BOW CONECTOR

FAMILY TRAILER TENT
TO FIT 1.6m HIGH TRAILER
R20 500-00



TRAILER
NOT INCLUDED

DOUBLE BOW EXTENSION
TO FIT TWO 3.0m x 3.0m x 2.2m BOW TENT
R5 450-00



BOW TENTS NOT INCLUDED

SAHARA DELUXE
6.0m x 2.9m x 2.5m
R11 450-00



WANDERER BOW TENTS



JUNIOR WANDERER
2.5m x 2.5m x 1.9m
R3 950-00

SENIOR WANDERER
3.0m x 3.0m x 2.2m
R4 490-00

JUNIOR SAHARA
4.5m x 2.9m x 2.5m
R8 490-00



NOW WITH
STAINLESS STEEL
FRAME

ROOFTOP TENTS

- 1.2m x 2.4m **R11 540-00**
- 1.4m x 2.4m **R12 790-00**
- 1.6m x 2.4m **R13 100-00**
- 2.0m x 2.4m **R15 230-00**



BUNDU CANOPY
2.7m x 3.0m
R1 460-00



DINING SHELTER
3.0m x 3.0m x 2.5m
R5 950-00



NOW WITH
6 LEGGED STEEL
FRAME

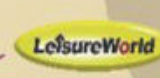
BUNDU BASIN
R230-00



DIRECTORS CHAIR
MAX CARRY WEIGHT: 150KG
R599-00

ALSO AVAILABLE AT:

NB: PRICES WILL VARY BETWEEN STORES.



VIEW OUR LIST OF AGENTS ON OUR WEBSITE

E-MAIL: info@tentco.co.za
TEL: +27 11 397 6451

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

Follow us



270° AWNINGS



1.8m WIDE **R7 750-00**
2.5m WIDE **R9 500-00**



TENTCO AWNINGS
2.0m x 2.0m **R2 750-00**
2.0m x 2.5m **R2 999-00**

1.4 DELUXE ROOFTOP

1.4m x 2.4m

R13 500-00



POP UP GAZEBO

3.0m x 3.0m

R1 900-00



FOLDING TABLES

80cm x 80cm **R710-00**
120cm x 49cm **R710-00**
180cm x 74cm **R855-00**

TABLE & 2 BENCHES

R1 600-00



DISHWASH STAND

COMPLETE WITH BASINS AND DRY RACK

R1 000-00

STAINLESS STEEL BRAAI GRIDS

FROM

R199-00



4 SHELF DELUXE

R999-00



3 SHELF DELUXE

R750-00



KITCHEN CABINET DELUXE

R1 250-00



EXTREME ICE COOLER BOX

FROM

R1 750-00

PORTA POTTI

20L

R1 100-00



CAPRIVI BOW TENTS

CAPRIVI 2

2.1m x 2.1m x 1.3m

R850-00

CAPRIVI 3

3.0m x 3.0m x 1.8m

R1 750-00



SLEEPING BAGS

FROM

R375-00

CLASSIC

MAX WEIGHT: 120kg

R855-00

BIG WHEEL TROLLEY

R1 600-00



SLX - 2

MAX WEIGHT: 150kg

R999-00



SL - 2

MAX WEIGHT: 150kg

R699-00



DC - 3

MAX WEIGHT: 120kg

R520-00



BIG BOY

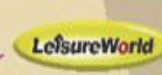
MAX WEIGHT: 150kg

R690-00



ALSO AVAILABLE AT:

NB: PRICES WILL VARY BETWEEN STORES.



VIEW OUR LIST OF AGENTS ON OUR WEBSITE

E-MAIL: info@tentco.co.za

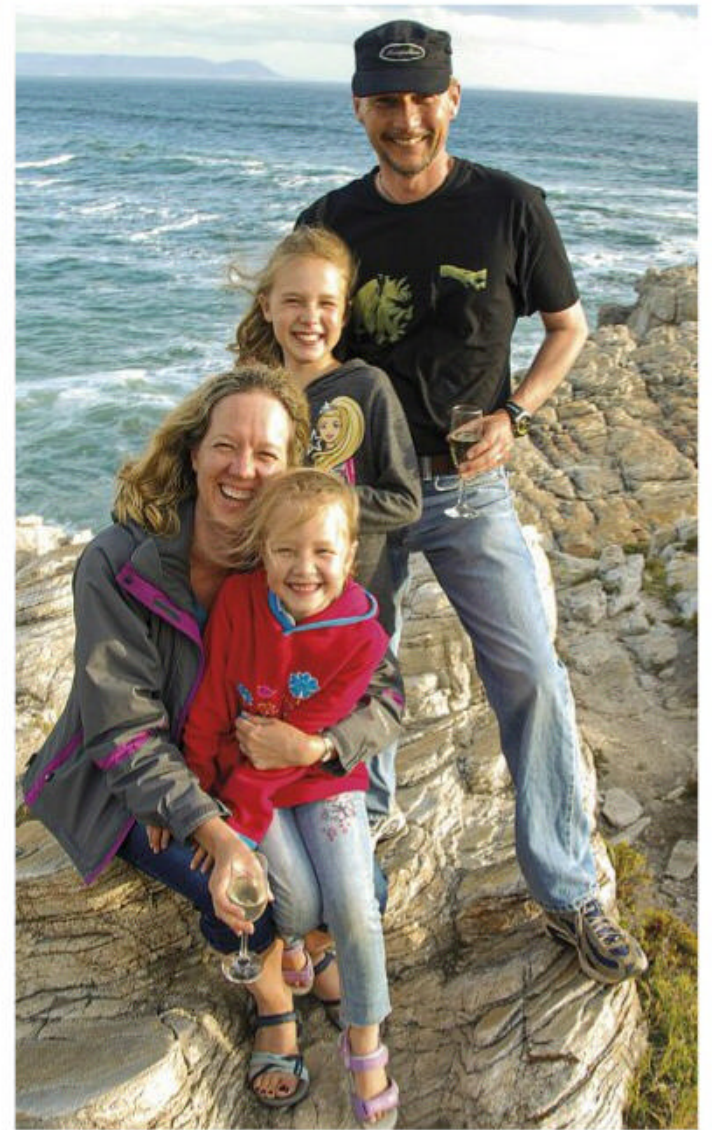
TEL: +27 11 397 6451

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





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.



Travelling at home

We've been confined now for more than a year. Even last year's much-anticipated December holiday turned out a bit woeful. How can you be right by the sea but you may not get onto the beach? My camping trailer is gathering dust – I'm sure that's the same for many. It feels as though it's been years since our last getaway, and then you start wondering whether you should sell the trailer.

That's why I am so grateful to *Drive & Camp*. Of course, it's good to get away for a holiday, but the planning months ahead is almost more fun. Every Sunday,

I sit next to the braai fire and flip through old outdoor magazines and dream how I'll be spending my Lotto millions. I plan everything – from where we'll go and what route we'll take, to what equipment we'll need, and, of course, my favourite bakkie and the best caravan.

Unfortunately, most of these magazines did not survive the onslaught of the Covid-19 pandemic. That is why I'm also grateful to move from paper to the electronic version of *Drive & Camp* and *go!*. Even with the strict lockdown, I was able to escape home with the "magazine" in hand. I have visited both of their archives a number of times.

We look forward to travelling in the Kruger National Park again for a few days one day and have already purchased the *go! Kruger Guide*. We plan and budget and get everything ready, but the most important part of the planning is that the president doesn't close the provincial borders or completely lock us down again. We promise to wear our masks and stay far away from any other people!

Thank you that we can still travel through your pages – please continue with your great magazines.

GIDEON VAN DER WESTHUYSEN
Lone Hill, Johannesburg

WINNING
LETTER



Gideon wins a cooler bag worth R220. Whether you're a camper, fisherman, or sports fan next to a cricket pitch, this cooler bag has room for a lunch box and a 1,5 l cooldrink bottle. The lid also has space for a coffee flask. The interior is lined with PVC, which makes it easy to keep 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





SAFARI OUTDOOR

“Safari Outdoor is my favourite destination when I need accessories for my adventures and travels”

Dave Pepler
Environmentalist



GMA1797-1802

▶ **SAPMOK NIASSA DARK BROWN MEN'S VELLIE**
AVAILABLE IN SIZES 8 TO 13



1440139

▶ **ZEISS TERRA ED 10X42 BINOCULARS**

▶ **LEATHERMAN REBAR WITH LEATHER BOX**



1210059



1440244

▶ **SWAROVSKI EL 10X42 HD SV BINOCULARS**

▶ **RUARK MEN'S LINEN SHIRT**
OLIVE
AVAILABLE IN SIZES S TO 4XL



GMA02233 - .9



GMA02206

▶ **EMTHUNZINI BRAIDED FEDORA UNISEX HAT**
CAMEL



GMA02671 - .6

▶ **JONSSON HEAVYDUTY MULTIPOCKET MEN'S TROUSERS**
CAMEL
AVAILABLE IN SIZES 32 TO 42



NC262A

▶ **NITECORE HC33 HEADLAMP 3500MAH + F1 CHARGER**

▶ **STANLEY CLASSIC 1.0L FLASK**

GK000226



▶ **FENIX LR40R 12000 LUMEN FLASHLIGHT**
(BATTERY AND USB CHARGER INCLUDED)



FENIXLR40R

▶ **ROGUE COOLER 45L GREEN**



1580033

While stocks last. T&C's apply. E&OE.

JOHANNESBURG

Rivonia Crossing II,
3 Achter Road, Sunninghill

Tel: 0861 14 35 45

PRETORIA

Lynnwood Bridge Centre, cnr.
Daventry & Lynnwood Road

Tel: 0861 22 22 69

STELLENBOSCH

Devon Place Centre, cnr. R304 &
Bottelary Road

Tel: 0861 11 43 30

EAST RAND

East Rand Retail Park,
North Rand Road, Boksburg

Tel: 0861 000 071

WEST RAND

Cradlestone Shopping Centre
Hendrik Potgieter Road

Tel: 0861 114 324

follow us on social media



or buy online: www.so.co.za

The other side of the electric coin

Following Mic van Zyl's column "My issue with electric vehicles" in your previous issue, I would like to express my opinion.

I've been following the development of electric vehicles for the past 10 years with great interest, and I've also tested the Jaguar I Pace, BMW i3, and Volkswagen e-Golf.

Electric vehicles may not give you the same driving feel as one with an internal combustion engine, but the astonishing power and acceleration more than compensate.

As I understand it, electric vehicles are "greener" than internal combustion engine vehicles (if you consider how the initial electricity is generated, whether through coal, solar, or wind). That's because the energy transfer from the battery to the eventual movement of the vehicle is highly efficient. According to the Australian Energy Council, you are looking at figures of 85-90%. An internal combustion engine is not even half as efficient.

The Tesla Model S has a 100 kWh battery with a range of just over 500 km. A litre of petrol has the equivalent of 8,9 kWh of energy, and, in comparison, a 3 Series petrol-powered BMW gives you 16 km/ℓ. The BMW, therefore, does

not perform significantly better than the Tesla. This is because the BMW uses 278 kWh of fuel energy to cover the same 500 km.

Furthermore, the lithium used in batteries is readily available as you can extract it from salt water, for example. The mining of cobalt and copper is a different matter, but they're already being mined for other uses, without anyone thinking twice about it. Furthermore, one can only wonder how "green" the mining, refining and transport of oil-related products really is.

Recharging your electric vehicle does not really put too much pressure on the local power grid. You probably recharge it overnight when there is not much pressure on the network. Another advantage: you can also use solar panels at home to recharge your car battery.

Fuel is used only once, it gives off energy, and releases toxic gases, but electric vehicles are different. The battery has a life expectancy of 10 years, and some manufacturers give theirs an eight-year warranty. After this, the battery is not discarded. You can replace the faulty cells or use it for other purposes.



Mic says when the rotor blades of wind turbines fail, it leads to damage to the environment. Yet, these blades are already being recycled and used as insulation in homes.

Electric vehicles certainly have other advantages: the centre of gravity is lower due to the weight of the batteries, they have more interior space, they accelerate better, give a smoother ride, are quieter, and are almost maintenance-free.

And, oh yes, electric vehicles are also cheaper to manufacture.

DEWALD CARSTENS
Table View, Cape Town

Service of the highest order!

We'd like to thank André van Helsdingen of Destination Caravans for exceptional after-sales service. We were on our way to the Lowveld for a break in June, when one of the wheel bearings of our Destination Journey caravan gave up the ghost. Fortunately, we weren't that far from Forever's Swadini resort and were able to make it there.

It was after 16:00 on a Friday afternoon, but we decided to contact Destination anyway. And, indeed, they promised us André and a mechanic, Andries Fourie, will come to help us the next morning. Keep in mind that Destination's offices are 500 km away, in Meyerton, but André arrived in his helicopter to come to our aid.

He and Andries not only replaced the faulty bearing but also the rest of the double axle's bearings. And yes, at no cost. That is after-sales service par excellence. You guys are the best!

PIETER AND RINDIE BARNARD
Modimolle



**For your
“Any Terrain”
holiday!**



*New Swift, OKTO, Stealth caravans. *New Bush Lapa, Nayela off-road caravans.

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

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

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

OKTO
CARAVANS

STEALTH
CARAVANS



SWIFT

Bush Lapa
offroad caravans

NAYELA
CC

LeisureWorld

Available from:

Loftus Caravan City

Tel: 011-792-1456

Cara-Camp Caravans

Tel: 021-852-8215

Jewel on our doorstep

We discovered a lovely waterfall right near our house, and we realised again, you don't always have to travel an eternity to reach a beautiful destination.

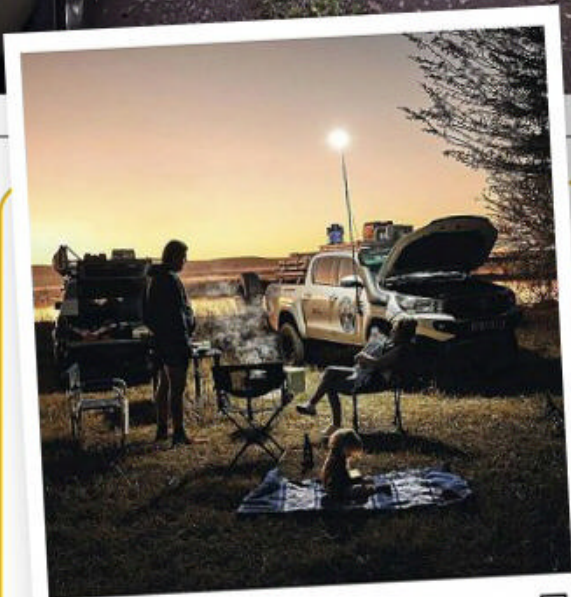
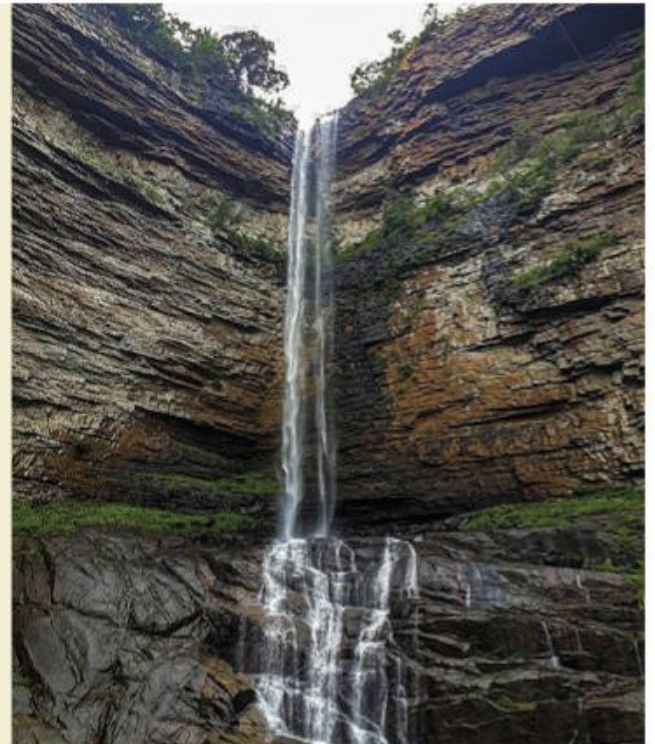
If you take the N3 from Durban and take the Shongweni exit, drive towards the Shongweni Farmers & Craft Market. About 5 km later, there's a faded sign for the Delville Wood train station. Turn in here and stay on the dirt road past the old, abandoned station to a train tunnel. (By the way,

I have a particular interest in tunnels, because I've blasted a few train tunnels myself in the past.)

On the other side of the tunnel, you emerge at Kirk Falls, also known as the Wekeweke Falls. It's the perfect place to have a delicious picnic, and you can also sometimes see people coming here to practise their religious rituals.

It's a true gem!

HENRY TERBLANCHE
Assagay, Durban



195 likes

wegrysleep We hope you're having a good weekend! Stay warm and stay safe... more

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



COMMENT OF THE MONTH!

On Facebook, we shared memories of campers telling us when the camping bug bit them. It sounds like Mark Raulstone has developed severe symptoms.

"The camp bug didn't just bite me, it infected me! That's all I want to do now!" 🐛



INVADER

Off-Road Campers

A light-weight camper with luxury interior finishes, inside a robust, 4x4 capable exterior.



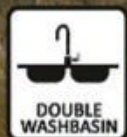
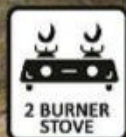
DUO

CAMP AT THE TOUCH OF A BUTTON



Separate Patio comes standard.
Complete sidewall set and quick pitch awnings available.

Equally at home in a caravan park, or travelling through remote Namibia.



GAUTENG

Invader Pretoria 083 700 2552
Kempton Caravans 011 974 5595
Lynnwood Trailers 012 807 5651

KWAZULU-NATAL

Natal Caravans 031 702 7291
MPUMALANGA
Middelburg Caravans 013 243 5060

WESTERN CAPE

Tygerberg Caravans 021 982 4670
NAMIBIA - SWAKOPMUND
HVR AUTO +264 81 477 4644

EMAIL: sales@invader.co.za
WEBSITE: www.invader.co.za

NATIONAL SALES: 0861 INVADER
FIND US ON FACEBOOK & INSTAGRAM

Come a little bit closer...

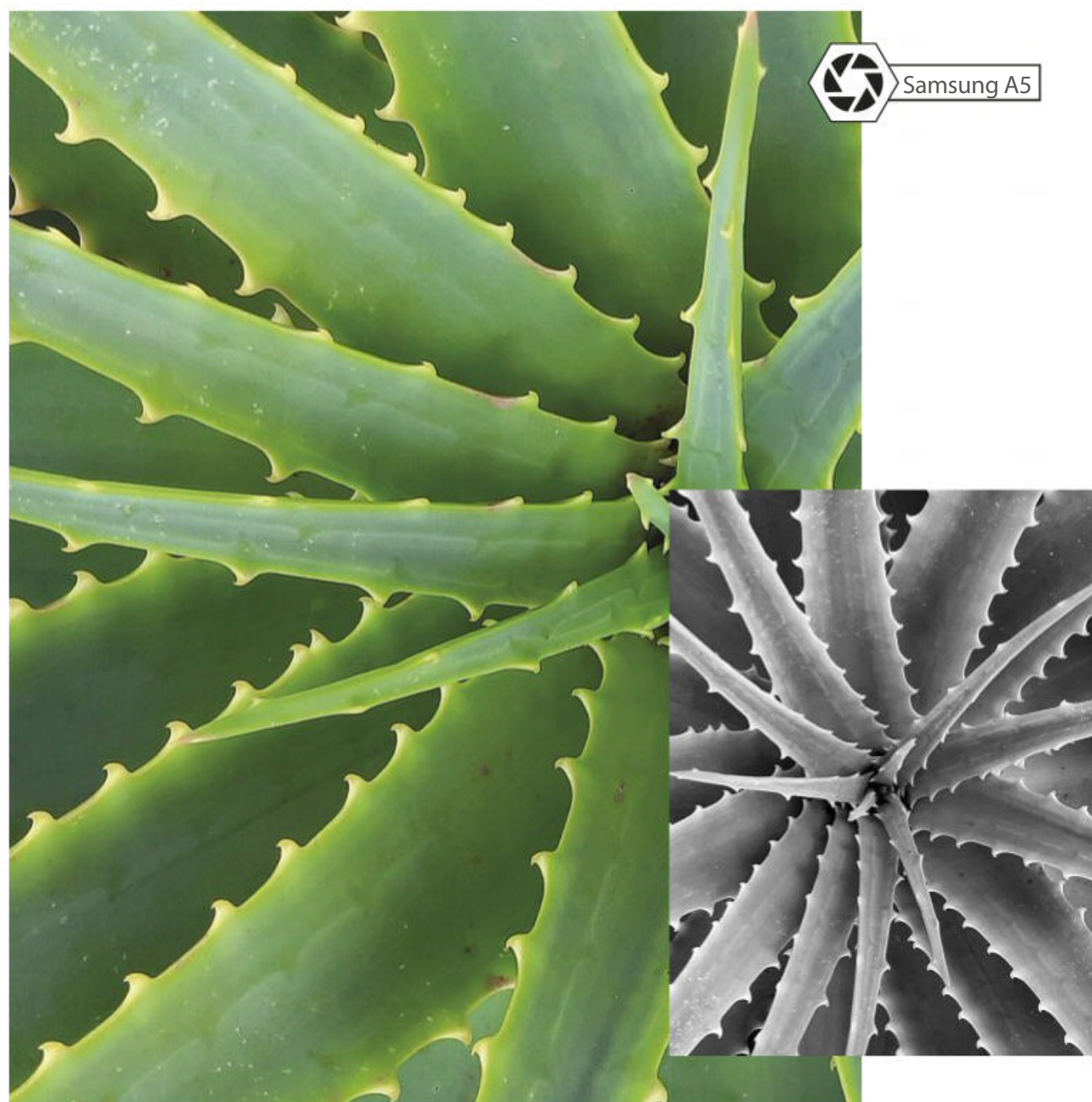
There is something special in absolutely everything around us – you simply have to look a little closer, says **Charmain Gouws** of Fochville, who pictures her world with her Samsung A5 phone.

Words **Leon Botha**

"I do have a camera with lenses, but obviously don't always have it on me. My phone is usually at hand, though, and that's why I use it to take a lot of pictures. My preference is photos of nature, but I also like close-ups. You need to zoom in because there is always something beautiful to see when you look closer. The world is so dark, and we tend to take everyday things for granted. You just must stop for a moment and pay attention. It's important to decide on the subject's placement in the frame. Maybe you should turn the camera on its side or come from another angle? That way you might get an even better photo. Here are some of the 'everyday' from my garden."

Photos offer the opportunity to draw a frame around what's in front of you... giving it new life. You can clearly see this in Charmain's photos. Succulents and dry tree stumps are as commonplace as can be, but when you capture the shapes of a plant, for example, inside a frame, well, then the photo turns into a work of art. The viewer interprets it according to his or her own experiences.

Charmain's portfolio deserves a pat on the back. It's reminiscent of the work of the American photographer Edward Weston, who was known for his prints of fruit and vegetables. His photograph of a green pepper – the so-called Pepper No 30 – was one of his most famous works in the early years of the previous century. His photos were monochromatic, and some of Charmain's photos are just as striking when in black and white.



Centrefold

We've discussed this before: a focal point in the middle of the frame can lead to a boring photo. But this aloe is a good example of an excellent exception. Thanks to the concentric pattern, it rather strengthens the focal point. Then there's a number of other elements that work together just as hard to bring the photo to life.

The leaves that run from the middle in all directions are remarkable – as is the repetition of a strong pattern on all the leaves without the viewer even paying attention to them: the thorns.

Two more aspects are striking: the back leaves of the plant form the negative space in the photo. It works great, because not only does it give the photo "space", it also repeats the most prominent colours in the photo. In the black-and-white version the same applies, but then it's the shades of grey that are repeated.

Finally, at first you look past the detail in the focal point. There you see some young leaves that actually form the anchor point for the concentric patterns. This is where the plant renews itself... the young leaves are alive!

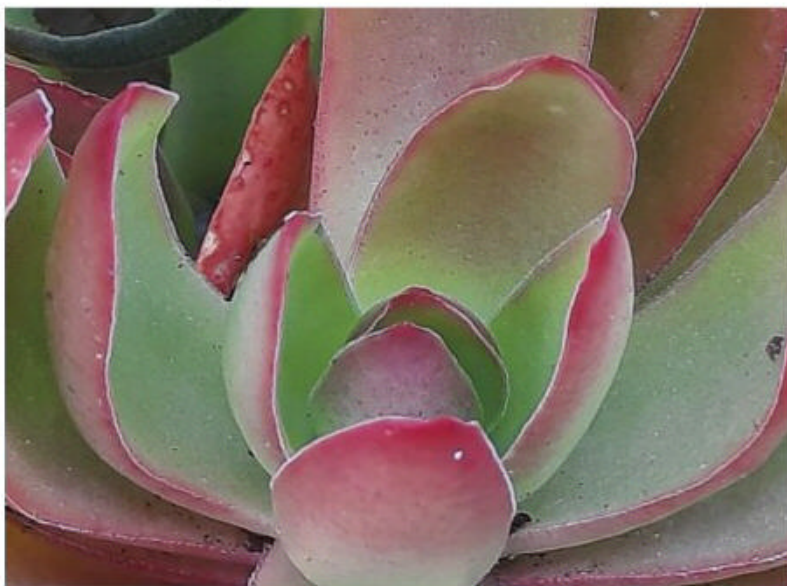
Mobi Lodge



Top-selling luxury adventure-caravan in SA!

Scan to watch the video





Spooning

Compared to the aloe photo, the focus here remains on the vertical centreline, but not on the horizontal one any longer. This counts in the pic's favour as it gives space to the leaves in the frame pointing up like spoons.

The curved shapes of the leaves complement one another as they turn to the inside, which is of course the focal point. But that's only half the story because the colours are the stronger element here. The shades of

green and red are opposite colours, which provides greater contrast in the photo. And this is where the image loses its impact if you change it to black and white – the grey is quite dull in comparison.

The only element that's a bit annoying is the black edge in the left corner at the back. It doesn't fit in with the rest of the elements, nor do you know exactly what you're looking at. But if you cut it off, the focus shifts back to the centre – and that doesn't necessarily make for a better photo.

Curls galore

What immediately attracts your attention are the bright curly shapes of the plant's leaves, even if you're initially not quite sure what it is. You can stand for a while and look at all the leaf shapes in different colours. Then, to the left of the photo is a separate leaf that reveals much more than one might think.

When you first notice the dry leaf, you realize that you're actually looking at a plant. Because it's so small, it doesn't instantly catch your eye. The leaf is therefore an important point of reference in the photograph, even if it doesn't form part of the focal point.

The leaf loses this role when you make the photo black and white. Then the bright curly shapes take over and you simply stand back to enjoy the shapes and forms of the leaves.



SEND YOUR PICTURES

and we might publish them here. We're not looking for traditional "prize winners", just regular pics that you love. Think of the type of pic you'd use as your Facebook cover photo; or something charming, such as kids warming their hands over a campfire. Whether the pic was taken with an expensive DSLR camera or a run-of-the-mill cellphone, if it's good enough for your family photo album it's good enough for us. **CHARMAIN GOUWS** wins a *Drive & Camp* camera bag worth R650 with his photo – congratulations, Louise!

Send your photos and contact details to leon.botha@media24.com



Wrinkled delight

You can't go wrong with simplicity. Charmain's tree stump looks simple, but the knots can distract one from the beautiful patterns in the wood.

If you crop it closer and cut out the knots, you're left with only the flowing patterns in the wood. Then you also don't need a focal point, as you enjoy the photo as a whole. You can focus on the individual detail on your own time and follow the patterns as they cut through the wood.

In all of Charmain's photographs, light plays a significant role that we have not yet discussed. Nowhere do you see direct sunlight shining on the subject. This soft, uniform light is a smart starting point for creating beautiful photos.



CONQUEROR
OFF-ROAD Campers



GO

ANYWHERE...

with Conqueror Off-Road Campers and Caravans

The Urban Escape Vehicle range offers road-ready ruggedness with all the creature comforts of home!

VOTED **BEST CARAVAN OF THE YEAR & BEST TRAILER OF THE YEAR**, 2017, 2018 & 2019

A BRANCH NEAR YOU:

GAUTENG: BOKSBURG - MIDRAND - NORTHGATE - PRETORIA - HEIDELBERG **EASTERN CAPE:** PORT ELIZABETH **WESTERN CAPE:** GOODWOOD **FREE STATE:** BLOEMFONTEIN **LIMPOPO:** POLOKWANE **MPUMALANGA:** MIDDELBURG **NAMIBIA:** WINDHOEK

www.conqueror.co.za



Rover... Land Rover

The quintessential British brand Land Rover pays tribute to the equally quintessential British spy, James Bond, with a special V8 model called the Land Rover Defender Bond Edition. This vehicle – or a Hollywood version thereof – can be seen in the 25th official James Bond movie *No Time To Die*. (There are actually 27 Bond movies, but Peter Sellers' comedy *Casino Royal* (1967) and Sean Connery's *Never Say Never Again* (1983) are not considered part of the canon.)

The Bond Edition is available in the 110 long-body and 90 short-body models and both boast stealth black body paint, gloss black 22" wheel rims, xenon blue brake callipers, and a "Defender 007" emblem on the rear door. There are also Defender 007 emblems on the steps, and the touchscreen has a 007 animation. Oh, and projectors in the side mirrors beam a large "007" onto the ground as you get in and out. It's about as subtle as the 'real' James Bond.

Only 300 Bond Editions will be built, and by the time you read this piece, most



of them will have been snapped up – so you'll have to move quickly to get your name on the list as only five Bond Editions will be set aside for South Africa.

No Time To Die, in which Daniel Craig is expected to perform the role of James Bond for the last time, will be showing in South African cinemas from 1 October.

“ Only 300 Bond Editions will be built ”





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

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



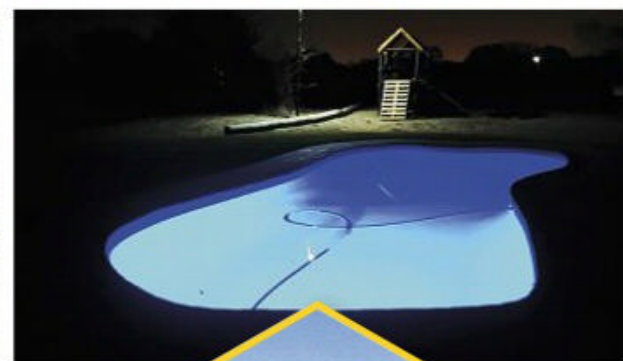
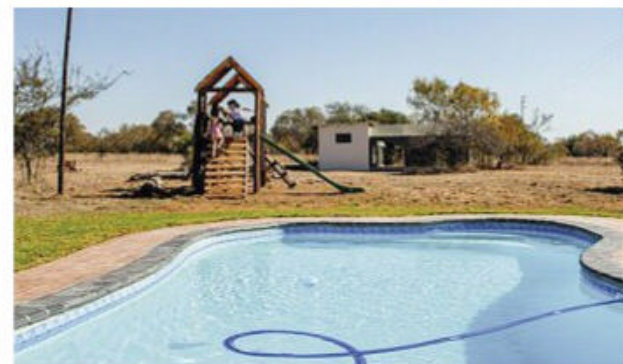
Contact details: 021 945 2142 (Office/Michelle)
admin@tongasa.com

www.tongasa.com

 Tonga Camping Trailer

3 Brug St., Triangle Farm, Bellville 7530

TONGA



Dinokeng's latest offering

In January this year, there was only an expanse of bush here. Seven months later, the Erasmus Bush Camp – Dinokeng's latest – opened its gates.

The 21 ha of land on which the new campsite was developed belongs to Pieter and Desirée Erasmus, and only the 4 ha with the stands are fenced.

After taking the tar road through the Tau gate, turn off onto a 2,7 km dirt road to the right. Pieter and his team maintain this road, and you can even tow your regular road caravan with peace of mind.

The swimming pool next to a jungle gym are the first signs of the campsite. Six stands follow a bit farther to the left with a final one right at the end. Stands 1 and 7 are right next to the fence and, therefore, the closest to the game. (Remember, you can see the Big Five in Dinokeng.)

Fortunately, the rest of the stands are laid out so that you can also see the animals grazing through the fence.

Each of the seven sites is a cleared patch of soil in the forest, and the shade differs from one to the other.

Each also has a power point (the usual household socket) and a tap with fresh borehole water, plus a steel braai with a grid.



Each stand also has its own bathroom. Stand 1 has its own building, but the rest of the facilities are in two buildings (thus three bathrooms per building). Each has a shower, basin, and toilet and you get a key to yours.

The dishwashing sink is next to each of the bathroom buildings.

Price Depending on the season and day of the week R375-R575 pn per stand for up to 6 people.

Contact 082 571 4697

erasmusbushcamp.co.za

erasmusbushcamp@gmail.com



TAKE CARE OF YOUR LEATHERMAN

– SO IT CAN TAKE CARE OF YOU

A dull tool doesn't necessarily mean you have to return your Leatherman. Sharpening its blade or giving it a proper clean might be all it needs. Here are tips from Leatherman SA on how to care and clean your Leatherman so that it never has to leave your side.

THE LEATHERMAN WARRANTY EXPLAINED

Any Leatherman multi-tool has a 25-year limited warranty (for tools purchased for personal use only), and Leatherman SA is more than happy to repair tools that don't qualify for the warranty, but broken parts will be charged for. Every now and then, however, returned "broken" tools don't need to be replaced; they just need some TLC. Leatherman SA will gladly service tools at a minimal cost, but first prize would be to protect and maintain your Leatherman at home to ensure that it's always ready for an adventure.

If you do need a repair or service, always send your tool directly to Leatherman SA instead of via a retailer. Click on the warranty link on our website (leatherman.co.za), complete and submit the warranty form and follow the courier instructions.

Please email trackingnumbers@awesometools.co.za to track your repair in our system.

MAINTAIN YOUR KNIFE/MULTI TOOL AT HOME

- Clean excess grime or dirt using water and a cleaning solvent. Avoid harsh detergents.
- Dry the knife completely with a cotton or chamois cloth to remove water spots, moisture and fingerprints.
- Spray or wipe down each joint of the knife with cleaning oil and spread it thoroughly over the knife's surface (including the handle). Trisol (gun oil) works great.
- Check your knife often for trouble spots. You may not know that you've missed a spot until it shows up as rust oxidation, and tarnishing is common with knives made of carbon steel.
- Remove any sticky residue with nail polish remover on a rag. Clean inside the knife with toothpicks, cotton buds and cotton swabs.
- Search "how to clean a multi-tool" on YouTube.

HOW TO REMOVE RUST

- Cut two slices of potato (skin and all). The slices must be large enough to cover both sides of the knife blade. Rub the potato slices on the blade for a few minutes.
- Pour ½ cup of baking soda into a bowl. Run a soft-bristled toothbrush under water and dunk it into the baking soda, covering the bristles well. Scrub both sides of the blade with the toothbrush for a few minutes.
- Wipe with a paper towel and repeat the cleaning steps until all the rust is removed.
- Add ½ teaspoon of light, general-purpose oil on both side of the blade. Wipe with a microfiber cloth.

CARE AROUND SALTWATER

- Before saltwater exposure, ensure that all the pivot points and the whole tool has been saturated with engine oil.
- After exposure, rinse in fresh water and shake it dry. This should be enough, but you can occasionally wipe the tool down with an oily cloth.
- Rust on stainless steel (normally light staining only) can usually be repaired with steel wool and engine oil.
- Awesome Tools doesn't recommend using spray-penetrating oils or products like "WD40" as they don't leave a protective oil film (a must in highly corrosive environments).
- Use a nylon instead of leather pouch because nylon pouches are machine washable.

BLADE SHARPENING

- Straight-edged blades can be sharpened using any standard equipment, including whetstones, rods, dry stones (diamond embedded) and various kits.
- Leatherman's standard sharpening angle for plain-edge blade sections is 32° (16° per side). Serrated blade sections are sharpened to 20° (one sided).
- Serrated blades need a sharpening system specifically designed to accommodate serrated edges to maintain the curvature of the serrations. Sharpen serrated blades only on the edged side. Sharpening the flat (back) side of the blade will cause the serrations to wear away, reducing the blade's effectiveness.

www.leatherman.co.za



Two special Raptors

Ford South Africa announced on 31 August this year that it will be offering a Ford Ranger Raptor Special Edition. This version will be available in limited numbers to ensure exclusivity, though Ford didn't specify the number.

The Raptor SE gets striking matte black decals with red pin stripes on the bonnet, roof, tailgate, and doors. The two tow loops in the front bumper are now red, while the bumpers, door handles, and wheel arches are matte black. The Raptor SE also gets a sports bar behind the cab courtesy of the Wildtrak, as well as a lockable roller cover that is offered as an optional extra on the Ranger Thunder.

Mechanically speaking, there are no differences between the SE and regular Raptor, and this Raptor retains its unique Fox suspension system, bi-turbo engine, and General Grabber AT3 all-terrain tyres.

Another special version, though not from Ford's plant, is the B4 bullet-resistant Ranger Raptor by security firm Special Vehicle Innovation Engineering (SVI). SVI says its B4 anti-hijack solution can defy a .44 Magnum round. B4 protection consists of reinforced glass for the windows and Kevlar

sheets in the body of the bakkie. Ford South Africa decided not to approve SVI's B6 protection, as this higher level of protection weighs too much.

SVI's B4 conversion costs R454 271 (excluding VAT), and you must provide the bakkie. The conversion takes about 10 weeks, and you get a one-year warranty on the armour.

A standard Raptor costs R920 300, and Ford had not yet announced the price of the Raptor Special Edition at the time of going to print, but if you're looking for an armoured B4 Raptor SE, get ready to spend around 1,5 million randelas!





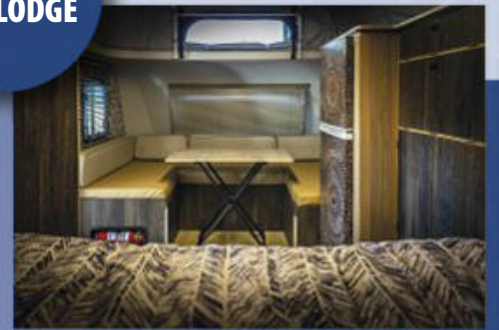
COMFORT
THAT FOLLOWS YOU!

THE STEALTH FAMILY

WHEN THINGS
GET REALLY
TOUGH YOU
NEED THE
XTREME GRAVEL
ROADER



**STEALTH
BUSHLODGE**



**STEALTH X-
COUNTRY WITH
EN-SUITE**

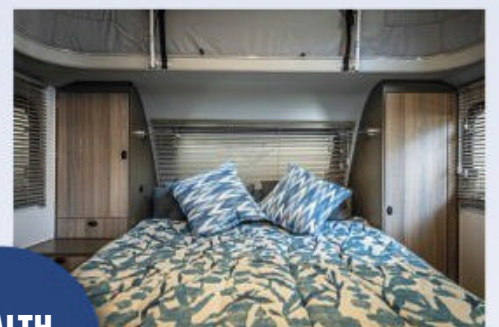


WHEN THE
GOING GETS
TOUGH YOU
NEED THE
GRAVEL
ROADER

WHEN YOUR
LIFE ON THE
ROAD IS
GENERALLY
SMOOTH
SAILING



**STEALTH
SPRINTER**



www.stealthcaravans.co.za

 **StealthCaravans**

VISIT YOUR NEAREST DEALER TO VIEW OUR 2020 RANGE



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

Loftus Caravan City
Middelburg Caravans




Euro Sportage

Korean manufacturer Kia announced on 1 September that a new Sportage had been created specifically for European needs. Developed on a new architecture, the Sportage benefits from a European-focused high-tech engineering program to create an SUV that is a perfect fit for discerning families, underscoring its everyday practicality and usability. In simple terms it means it has gadgets to make people happy.

The practical result is that luggage space, headroom, and legroom is improved compared to the outgoing Sportage. This model apparently offers the best legroom for second-row passengers in its category.

The gadgets with which Kia hopes to lure Europeans include LED daytime running lights; a 12.3" touchscreen, satellite navigation; voice control; and an app for your smartphone that allows you to open and lock the doors, displays your calendar on the touchscreen, and helps you locate your car in a parking lot in case you forget where you left it. There's also a cordless 15 W charger for your phone, a Harman Kardon sound system, ride modes, and electronically controlled all-wheel drive.

The European Kia Sportage will be available in three versions: a standard hybrid vehicle (HEV) where the internal combustion engine is

supported by an electric motor, a mild hybrid version (MHEV) that offers more performance, and a plug-in hybrid vehicle (PHEV) that allows you to drive on battery power alone. This is the first time that Kia has used PHEV technology. The plug-in hybrid version's battery bank is larger than that of many other hybrid vehicles, and Kia says you can drive to and from work without using a drop of diesel, provided of course you don't have to commute too far – and no, we don't know what its range will be.

The internal combustion engine is Kia's well-known 1.6 T-GDI diesel engine that delivers 132 kW. The base model HEV gets a 44,2 kW electric motor and a smallish 1 498 kWh lithium-ion battery that, together with the diesel engine, deliver 169 kW. The flagship PHEV gets a 66,9 kW electric motor powered by a 13,8 kWh lithium-ion battery bank. Together with the internal combustion engine, the PHEV delivers 195 kW of power.

Will this next level Sportage be available locally? Kia South Africa says it is certainly being considered, but they didn't want to elaborate on the specification list and launch date, let alone the price. The European Sportage was unveiled to the public on 7 September at the International Motor Show in Munich, Germany.



70 years of VW and me!

Volkswagen's South African plant was first opened on 31 August 1951 in Uitenhage in the then Cape Province to satisfy the growing local car industry. Over the years, Volkswagen's Uitenhage plant (today Kariega) has built Volkswagen Beetles, the Type 2 Kombi, the Golf (also the Citi Golf), the Polo range, and several Audis. Over the past seven decades, more than four million vehicles were driven off the floor at this plant, giving a 21,7% market share in South Africa. *Drive & Camp* says congratulations, Volkswagen South Africa!

The first self-propelled motorcar in South Africa was a Benz Velo, imported in 1896 by Johannesburg businessman John Percy Hess. The Velo was displayed in Berea Park to President Paul Kruger and the public. South Africa's first mass-production car plant was opened in Port Elizabeth in 1924 by Ford.

An abundance of peace

It's not every day that you can have a campsite all to yourself. But when you book at the brand-new Oorvloed campsite, the owners will only book someone else in after you've already left.

Oorvloed lies, as the crow flies, about 25 km south of Swellendam, just halfway between this town and the Indian Ocean. You camp on a working farm, where Rossouw and Adèle Swart farm with sheep and mixed crops.

The Breede River forms the horseshoe western border of their 500 ha of land, and the campsite is laid out right next to the water at the far end.

So, you camp next to the river on a neat stretch of lawn. The ablution block is as you enter the campsite, and it blends into the environment as it's built using stones from the river. Hot water comes from a donkey next door that you must heat yourself (the wood is provided).

You can pitch anywhere you want on the grass, as there are no power points to consider. Nor water taps – those are by the bathroom. There are freestanding braais with grids you can move to where you want them.

If you're still new to camping and first want to check it out before buying your

own tent, try one of three dome tents on the edge of the lawn. Each is pitched on its own wooden deck and has two camp beds – and using them costs the same as when you camp with your own equipment.

Oorvloed is the perfect place if you want to switch off – there's no cellphone reception here. (Though you can climb a ridge to get a signal if you have a pressing need to make a call.)

In summer, cool off in the river, and there are two kayaks for campers to use. Of course, there are some fish species here, including catfish and black bass.

There isn't a catch-and-release rule here; in fact, some of the fish are invasive. Rossouw says that he has even hooked a cod here – when there's little rain, it's not impossible for a marine fish to swim up stream.

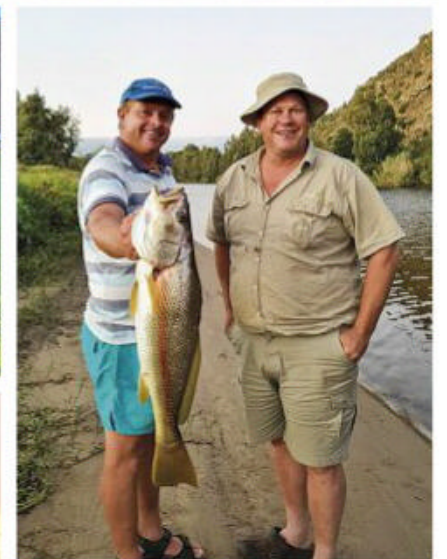
At Buffeljagsrivier, 8 km past Swellendam, the 27 km dirt road turns towards Oorvloed. From there, it's

another 8 km to the campsite. The road is well maintained – even a regular sedan will cope.

Price R100 pppn for up to 10 people. Pets are welcome.

Contact 072 124 3362

adele.swart2@gmail.com





BUSH LAPA BAOBAB 2

2 FOR TWO

A caravan made for two is nothing new for Cape Town manufacturer Bush Lapa. The new Baobab 2 continues this tradition, says **Leon Botha**.

With the Geitjie, Roomier, and Vlooi in their arsenal, Bush Lapa clearly know what they're doing when it comes to caravans that sleep two. And once again, they've got a winner with the Baobab 2.

The Baobab range is already available in two versions: the

Baobab 3 sleeps three people and the Baobab 4 sleeps four.

The Baobab 3 has a double bed that folds out from the right panel and a single bed in the front, while both of the Baobab 4's beds are the size of double beds.

The Baobab 2 is different: because the door is at the back, there's no need for a fold-out bed and the bed is now inside.



Check it out!

With the bed inside and the door at the back, there's a lot more storage space than in the other Baobab models – and that goes for the outside kitchen as well. You have roughly twice as many grocery cupboards and you get an extra worktop.

The sliding frame with the fridge/freezer and gas stove remains unchanged on the left-hand side of the caravan and pulls out from the body on the far left next to the kitchen.

The two nose cone cupboards on the A-frame, with space for

two jerry cans in-between, are also the same.

Things remain largely the same on the inside, too. The small sunken basin is still in the corner at the back right with the power box next to it. But because the door has moved, you get into the caravan right next to the basin.

The queen-sized bed extends wall to wall. Above the bed, a section of the panel opens up – this is for ventilation, but the bugs stay outside thanks to the canvas all the way around the opening.

Unlike its brothers, the Baobab 2 fits in an ordinary garage.



What comes standard?

All Bush Lapa's caravans have a stainless steel chassis and body, and the interior finishes and doors are made of aluminium. Some of the following are standard: a 270° awning with a complete set of sides; two detachable corner steadies; a heavy-duty jockey wheel; two deep-cycle batteries; a smart-load system plus a Brad Harrison connector for the tow vehicle; crockery for six; a cast-iron two-plate gas stove; 150 l stainless steel water tank with automatic pump, and a 14 l Hansen gas electric geysers.

And extras...

Optional extras include a 140-160 W solar panel with MPPT 75/15 A charge controller with an aluminium roof rack (R9 948); 90 l

12/220 V National Luna (R13 053) or 81,5 l 12/220 V SnoMaster fridge/freezer (R14 599); wheel bearing set (R633); additional double sink and drying rack (R1 840); mirror next to the interior basin (R978); and mosquito net in front of the door (R2 415).

“

The Baobab 2 is different: because the door is at the back, there's no need for a fold-out bed and the bed is now inside

”

SPECIFICATIONS

Model	Baobab 2
Sleeps	2
Length	4,57 m
Width	1,97 m
Height	2,04 m
Wheels	15"
Tare weight	1 110 kg
Load capacity	690 kg
GVM	1 800 kg
Standard price	From R416 875

Contact 📞 bushlapa.com

(Bush Lapa have outlets in the Western Cape, Eastern Cape, KwaZulu-Natal and Gauteng.)



R419 875* **Bush Lapa Baobab 2** GVM 1 800 kg

From the competitors

Metal off-road caravans for at least two, without a fold-out bed, and a GVM of 1 800 kg.



R409 000* **Armadillo XTR 302**

Has a galvanised chassis and double-insulated aluminium body.



R350 000* **Bundu X**

Has a galvanised chassis with an aluminium body.



R330 000* **Aha Mobile Cabin**

Has a steel chassis with a steel and aluminium body.

*Standard price



INFANTA ENKULU 3

A versatile version

Infanta's off-road trailers are very at home in the bush. Its latest model, the Enkulu 3, is no exception, says **Leon Botha**.

The Enkulu 3 is longer, taller, and wider than its two brothers, the Enkulu 1 and Enkulu 2, and now finds itself in the company of gravel roaders.

The caravan has so much space inside that it feels almost as though it's a home-on-wheels. There's a double bed, a separate bathroom, and a comfortable lounge. The couches can also be converted into a berth for two.

What's more, the Enkulu 3 has a fixed roof – something more expected in a traditional road caravan. In fact, the Enkulu 3 offers elements of an off-road, a gravel road, and a standard road caravan.

Get comfy

As is the case with Infanta's other caravans, the body is made of aluminium – and the outdoor kitchen is typical of an off-road caravan. It covers the entire left panel: there is a worktop with a gas stove and cupboards in the body, and closer to the nose is the fridge/freezer with two more deep drawers for pots and pans.

The door is on the left, at the back, with a step that swings out from the chassis.

The main focus is the interior as living space. You want to make yourself at home immediately; as you get in, you see a spacious lounge with a couch that runs down the tail end of the caravan and the right panel. There

is more than enough space here for the four people that it is designed for. By the couch corner there is also a loose table for when you invite your camping neighbours for a game of bridge. This is, of course, also where you can sit down for a meal.

Another convenience is the wide worktop that extends from the door all the way up the left panel to the bed in front of the nose. Below this are several cupboards, with a section giving you access to the outdoor kitchen. Above, against the roof, you get more cupboards. You can also access the microwave, which is at the end under the worktop, from the door's side.



SPECIFICATIONS

Model	Enkulu 3
Sleeps	4
Length	6,78 m
Width	2,3 m
Height	2,6 m
Wheels	16"
Tare weight	1 100 kg
Load capacity	800 kg
GVM	1 900 kg
Standard price	R494 500
Contact	028 512 3663 infanta4x4.co.za info@infanta4X4.co.za



The bathroom is directly across from this worktop and is in the middle of the caravan. The flushing cassette toilet is on the left in the corner, and the basin with its shower head extension on the right. (This is a wet room.)

The bed sits crosswise, with the headboard against the left panel. A great innovation is the drawer fridge that pulls out from under the bed, but if you don't need a second fridge, you get a regular drawer instead.

In addition to the bathroom window, the Enkulu has five others that open. Each has a screen and a blind that close separately.

Standard items

The following are included in the standard purchase: the couches that can be converted into beds, plus the loose table; a 120 ℓ water tank with a 12 V pump; a 13,5 ℓ gas-electric

geyser; sink rack with dishes; 105 Ah battery; LEDs inside and out; wiring for the charging system while towing; a two-plate gas stove; and a lockable spare wheel rack.

The extras

Some of the optional items: a 60 ℓ Engel fridge/freezer (R17 249); 30 ℓ Engel drawer fridge (R16 330); 5 kg gas cylinder with container (R1 898); indoor bathroom with basin, shower, window, and ventilation fan (R17 250); Thetford flushing cassette toilet (R10 925); Fiamma awning (R21 275); 100 W solar panel with installation (R8 800); 220 V air conditioner (R14 375); full tent (R36 800); 15 A Victron charger with battery monitor (R17 135); parts and spares, including bearing set, saw, axe, wheel wrench, and fuses (R3 278); and a fire extinguisher (R2 070).



R494 500* **INFANTA ENKULU 3** GVM 1 900 kg

From the competitors
Gravel roaders with a bathroom



R465 900* **Okto Villa En-Suite Gravelor** GVM 1 700 kg

Has a high-grade steel chassis with an aluminium and fibreglass body.



(exterior shower)

R487 215 **Stealth EVO X-Country 592 ES** GVM 1 600 kg

Has a high-grade steel chassis with a body of sandwich panels and fibreglass.

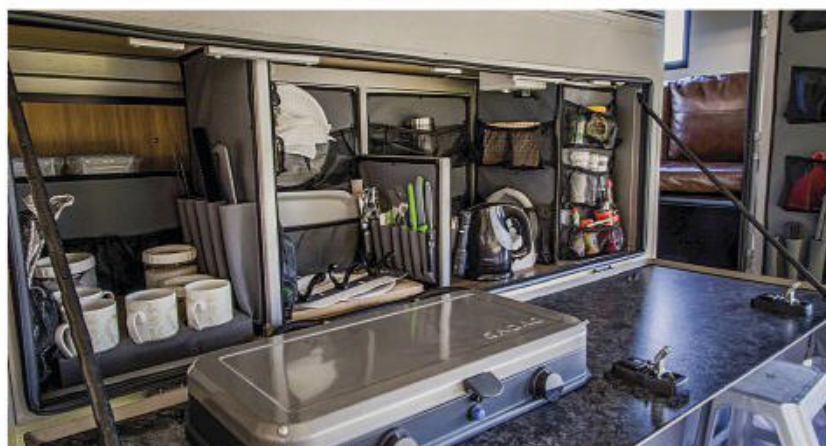


(exterior shower)

R344 652 * **Sprite Tourer SP** GVM 1 370 kg

Has a reinforced steel chassis and a body of sandwich panels and aluminium.

*Standard price





You look familiar...

TOYOTA URBAN CRUISER XS

Toyota's smallest crossover comes from India and is based on the Japanese Suzuki Vitara Brezza. Confusing much? Allow **Cyril Kloppe** to explain.

In March this year, the Toyota Urban Cruiser Xs was launched – and the Suzuki Vitara Brezza one month earlier. (We reported on the Suzuki back in April.) Then, on 18 August, Toyota acknowledged that, while the flagship Xs version was the focus of the local launch, the mid-range model, the Xs, offered an excellent value proposition for customers in this category.

The Vitara Brezza and Urban Cruiser are both built at Maruti Suzuki's plant in Gurgaon in northern India.

What do we have here?

The Urban Cruiser Xs is a sub-compact crossover and is the smallest dirt-road vehicle in the Toyota stable. From small to large, they are the Urban Cruiser, C-HR, Rav4, Fortuner, FJ Cruiser, Prado, and the Land Cruiser Cruiser 300. The Rav4 has all-wheel drive, but

the C-HR and Urban Cruiser are powered by the front wheels only.

The Urban Cruiser is available in three trim levels: the Xi, Xs, and Xs. You can choose between a five-speed manual or four-speed automatic transmission, but there is only one engine choice: a 1,5 l petrol without a turbocharger – the same as in the Suzuki Vitara Brezza... the very same engine.

The cheapest model in the range is the Xi with a manual gearbox at R255 300, and the midway model (as in the accompanying photos) is the Xs automatic at R294 800.

The K15B engine, which is used in several Suzukis, delivers a solid 77 kW of power and 138 Nm of torque, although the power-delivery figures are conservative, compared to modern 1 l turbocharged engines. With its relatively low vehicle mass of 1 140 kg, the Urban Cruiser is

quite nimble, and, although it can only tow 400 kg (1 100 kg when braked), it is, nevertheless, good if you consider its gross weight is only 1 600 kg. The 475 kg load capacity is impressive. This means a family of four can load

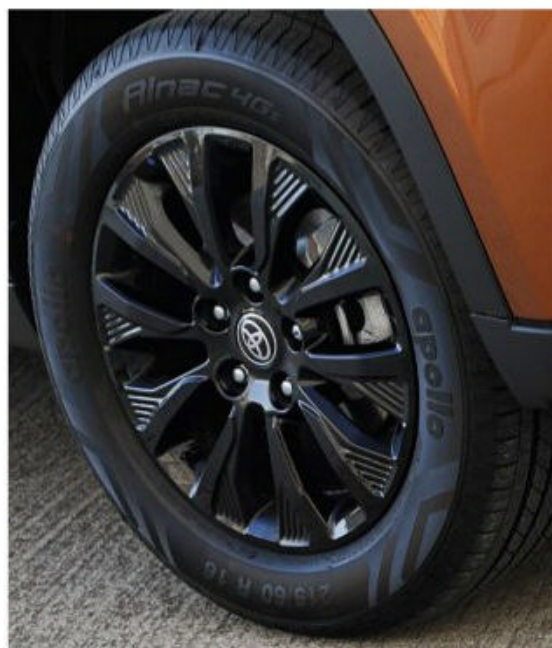
the luggage compartment full of camping gear without having to worry too much about weight.

Inside and out

The cabin is a comfortable size, like that of the Suzuki Vitara

SPECIFICATIONS

Model	Urban Cruiser 1.5 Xs (auto)
Engine	1 462 cc four cylinder
Power	77 kW @ 6 000 rpm
Torque	136 Nm @ 4 400 rpm
Transmission	4-speed automatic
Tank	48 l
Fuel consumption	6,2 l/100 km (according to Toyota)
Tyre size	195/55R16
Load capacity	475 kg
Max towing weight	400 kg
Ground clearance	198 mm
Luggage space	328 l
Safety rating	★★★★ (Vitara Brezza, Global NCAP 2018)
Warranty	3 years/100 000 km
Service plan	3years/45 000 km
PRICE	R294 800



Brezza – it is, after all, the same car, with only one difference: the badge on the steering wheel. Toyota says it uses its own Toyota Connect software, but we could not see any differences between the icons and features on the touchscreens of the Vitara Brezza and that of the Urban Cruiser. Toyota adds that they have a MyToyota app for your phone that gives you access to certain information about the Urban Cruiser.

On the outside, the Toyota obviously looks like the Suzuki, except for the badges and bumpers – front and rear. The Vitara Brezza uses more chrome on the grille, while the Urban Cruiser fancies itself a small Fortuner with its grille.

How does it compare to its competitors?

The Urban Cruiser Xs competes with the Nissan Magnite Acenta CVT, Hyundai Venue DCT, and

the Suzuki Vitara Brezza GL – we're sorely tempted to refer to the Toyota and Suzuki jointly as the Urban Brezza, but we'll restrain ourselves.

The Magnite and Venue both have a 1.0 turbocharged engine. The Magnite has less power (74 kW) but more torque (160 Nm) than the Urban Cruiser, while the Venue is better in both respects (88 kW and 172 Nm), compared to the Urban Cruiser's 77 kW and 136 Nm.

The Urban Cruiser's fuel tank (48 l) holds 3 l more than the Hyundai and 8 l more than the Nissan.

Hyundai gives a seven-year warranty, Nissan gives six, and Suzuki five – compared to Toyota's three-year warranty.

Everyone's service plan is valid for three years, except Suzuki, who will look after your vehicle for four years.

From the competitors

Compact sports utility vehicles with automatic transmission



R264 900 Suzuki Vitara Brezza 1.5 GL (auto)

It's the same thing and it costs cheaper, but Toyota's support network is bigger.



R280 100 Nissan Magnite 1.0T Acenta CVT

The Magnite was originally supposed to be a Datsun, but that's a story for another day.



R347 500 Hyundai Venue 1.0 TGD DCT

The Venue is smarter and more powerful, but it's not a Toyota.

From Die Hel to De Hoop

Mountains draw you in, especially if you love passes, valleys and views. The Swartberg mountain range has no fewer than 17 passes... and before you descend to the ocean, there's a mysterious kloof to visit.

Words and photos **Cyril Kloppe**



Our route starts in Willowmore in the Eastern Cape and ends at the De Hoop Nature Reserve in the Western Cape's Overberg district. If you leave Gauteng before dawn, you should arrive in Willowmore early that same evening – and Capetonians can drive the route the other way around and start at De Hoop – it's only two hours away from Bellville.

Willem Ore, as Willowmore is sometimes jokingly called, lies on a undulating dry plain between the Aasvoëlberg and Slypsteenbergr in the Koupe district. There isn't much to see or do in the town, but if you spend the night at Finchly Farm, you can drive up the Aasvoëlberg the following day to see where the Swartberg mountain range begins. This range consists of the Great Swartberg that starts here in Willowmore, and the Little Swartberg that stretches from

Calitzdorp to Anysberg, 230 km from here as the crow flies.

The twin-track that winds its way up Aasvoëlberg received a concrete slab a few years ago, and you no longer need four-wheel drive to get to the top. Sedans won't make it, however, as here and there the track runs through dry riverbeds – Finchly Farm charges R50 pp to drive the route.

Another point of interest lies 30 km outside Willowmore on the Klaarstroom road: the derelict Vondeling train station, from where you can walk along the track for 9 km through the Great Swartberg to the station at Toorwater. Your driver then drives 80 km around the mountain to pick up the hikers on the other side. Hikers and the motorist will take almost the same amount of time. If you want to do both the train track and Aasvoëlberg, you'll need to spend an extra day in Willowmore.

DAY 1

The road to Die Hel

Try to leave Willowmore no later than 10:00, because the 300 km we're doing today will require seven to eight hours. Drive 24 km on the N9 highway, over the Buyspoort and Ghwarriepoort passes, to the road sign for Warmbad, and turn right here on the P1846 gravel road (S33.41914 E23.30741). Follow the road towards the Great Swartberg, past the farm Warmbad, to the station at Toorwater that we mentioned earlier. The station – actually just a whistle stop – is named after natural gas that occasionally bubbles up from a nearby fountain and spontaneously combusts under very specific conditions. Apparently, many a nocturnal traveller was scared half to death by the flaming apparitions.

The back road joins the R341 regional road 29 km after you leave the N9. Follow this tarred road for 21 km to the road sign for Snyberg and turn right onto another back road (S33.53493 E22.90102).

The reason we take these back roads is so that we can drive close to the Great Swartberg but also because the back roads are much more spectacular than the main routes – especially in July when the aloes are in bloom. The Snyberg road rejoins the R341 regional road 29 km later on, and this is a good opportunity to pull over for lunch at De Rust. Die Rooi Donkie in particular is a fun restaurant, and their Spekbos burger (R85) with onion rings and chips is the bomb!

The village was established in 1900 on a farm of the same name. The farmer, Petrus Meiring, built a road through a nearby gorge – and this, today's Meiringspoort, was the only connection between the Little and the Great Karoo for many years.

Follow the N12 northward from De Rust through Meiringspoort– the first of 17 passes in the Swartberg. The tar road weaves through dozens of turns under sky-high cliffs and crosses the Groot River 26 times (see opposite page).

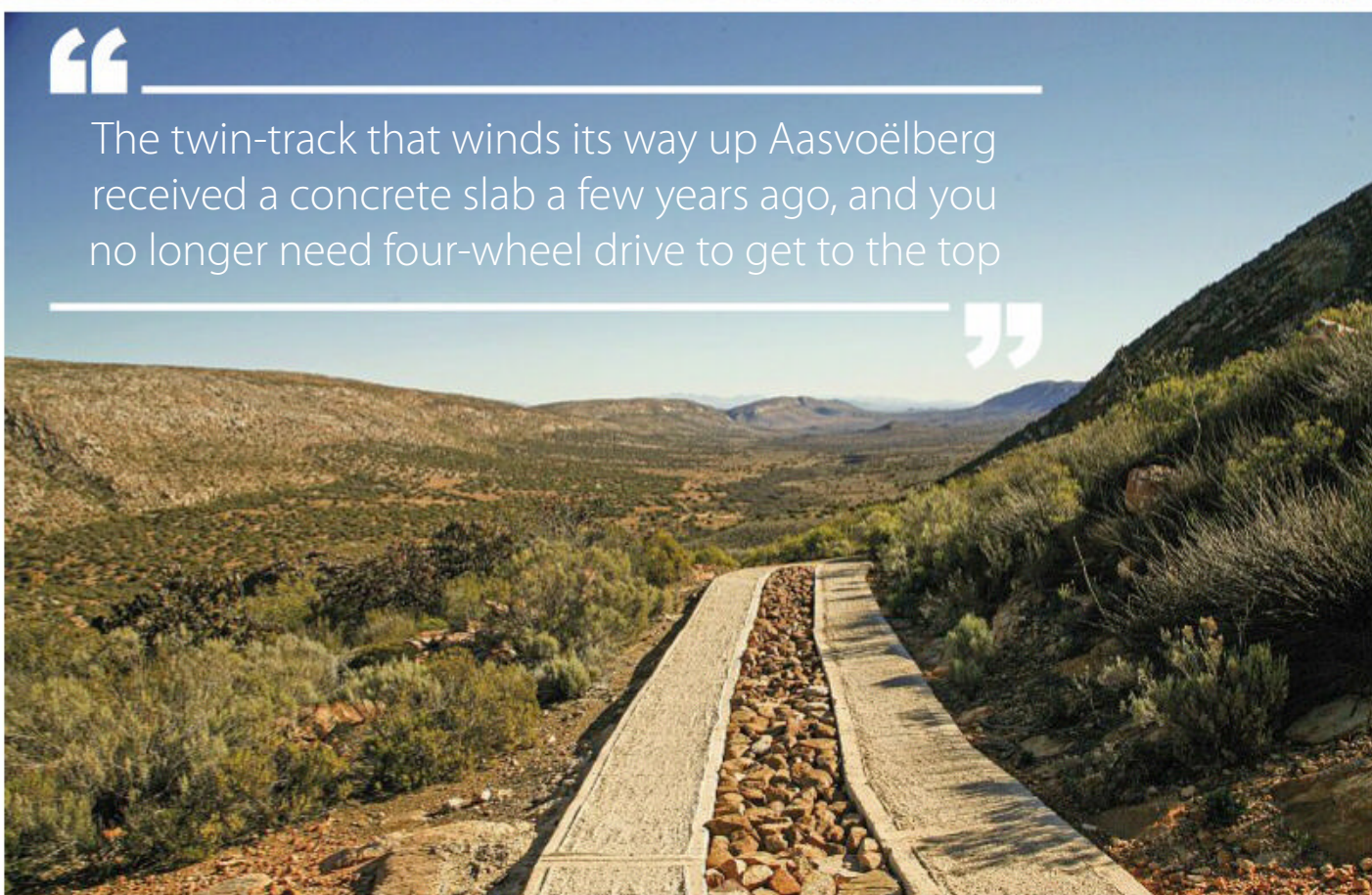
Before you've completed Meiringspoort, barely 1 km after the Pereboom drift, look out for the Middelwater road sign (S33.36121 E22.54236). Turn left off the N9 here and follow a dirt road that hugs the Great Swartberg, this time on the mountain's northern slopes. The dirt road joins the R407 regional road 19 km farther



“

The twin-track that winds its way up Aasvoëlberg received a concrete slab a few years ago, and you no longer need four-wheel drive to get to the top

”





'ALLO 'ALLO!
Aloes bloom
rocket red during
July along the
Warmbad and
Snyberg roads on the south
side of the
Swartberg (far
left). Vondeling
station's (middle)
hiking trail
follows the track,
and Aasvoëlberg
(bottom and
middle left) offers
excellent views.



MEIRINGSPOORT'S DRIFTS

Each of the 26 river crossing along the nearly 20 km long drive has its own signpost, but what's the story behind the names?

1 Spook Drift In the past, a glowing orb had apparently been seen floating here.

2 Skans Drift Road workers built berms along the river to divert flooding.

3 Dam Drift A large waterhole where ox carts – and later motorised vehicles – often got stuck.

4 Boesmans Drift According to tradition, Bushmen lived here in crevices.

5 Skelmkloof Drift According to Petrus Meiring, cattle thieves sometimes hid in a ravine here.

6 Aalwyn Drift Named after the beautiful mountain aloes that grow on the slopes.

7 Nooiensboom Drift Two large kiepersol trees (also known as a nooiensboom in Afrikaans), once stood on either side of the road.

8 Dubbele Drift Two drifts were replaced with one longer raised section during the construction of the new road.

9 Perskeboom Drift There used to be a number of peach trees here, more than likely from discarded kernels that travellers threw away.

10 Sand Drift There were sandbanks that often caused obstructions in the river. The first low-water bridge was built here in 1948.

11 Herrie's Drift Writer CJ Langenhoven carved the name of his imaginary elephant into a rock here in July 1929.

12 Witperde Drift A rabbi was washed away here along with his cart and horses.

13 Ou Tol Drift There used to be a ruin of an old toll house here, but it was paved under by the new road.

14 Wa Drift Ox wagons regularly washed away here.

15 Witfontein Drift A perennial stream originates near this drift.

16 Uitspan Drift There was a spot here where you could unyoke a team of oxen.

17 Waterval Drift There's a waterfall nearby, and Meiringskloof's information centre is also here.

18 Ontploffings Drift A wagon carrying dynamite drove so fast over the bumpy road that the explosives spontaneously ignited. The driver was thrown clear and sustained only minor injuries – the donkeys were not as fortunate.

19 Derde Tol Drift The ruins of a toll house are still visible here. The tolls collected over the years could not cover the road's maintenance.

20 Gerolms Drift The drift was named after Gerolm Marincowitz, who ran an iron smithy here

21 Rooiuitspannings Drift Named after the red colour of the soil, and it was a good place to unyoke a team of oxen.

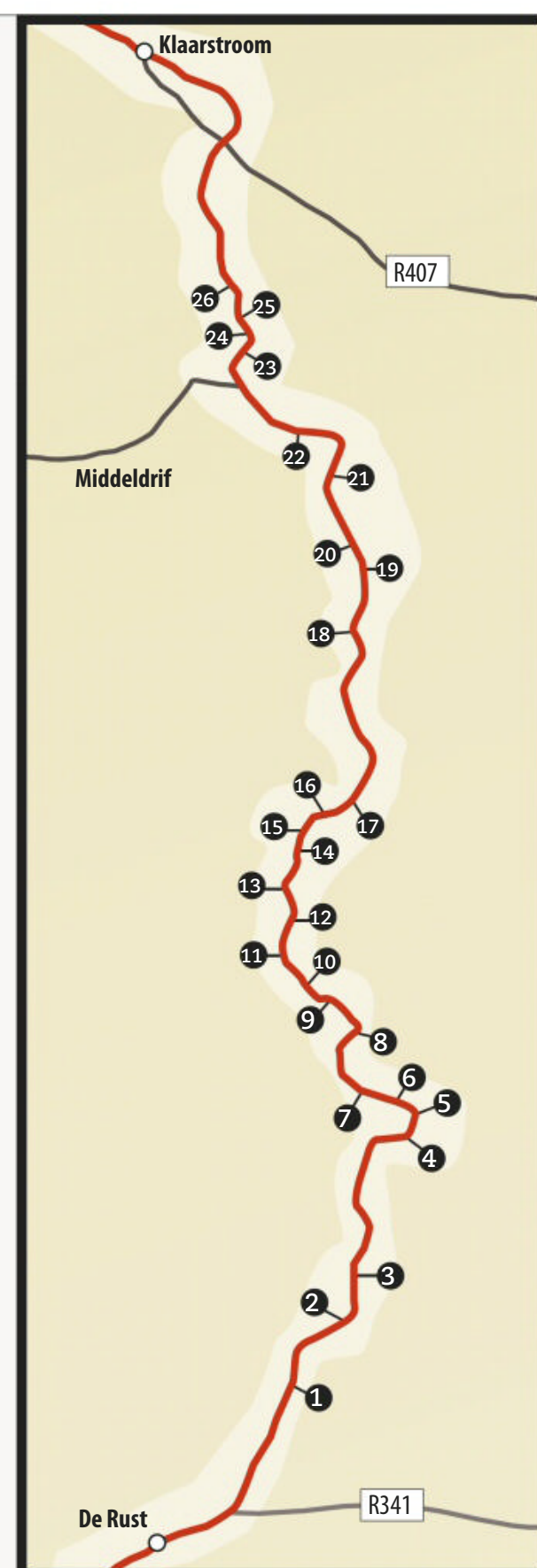
22 Pereboom Drift A huge saffron pear tree used to stand here. Two women lived in a house next to the tree. When one died, the other buried her in the dining room, after which the surviving woman disappeared without a trace.

23 Bloupunt Drift Named after the neighbouring farm Bloupunt – the turn-off is just before the drift.

24 Wasgat Drift Here are pools where migrant farmers could wash off the dust of the Great Karoo.

25 Opmetings Drift In 1912 this narrow part of the kloof was surveyed with the aim to construct a dam wall. Nothing came of it, though.

26 Eerste or Laaste Drift Its name depends on which side you enter the poort from.

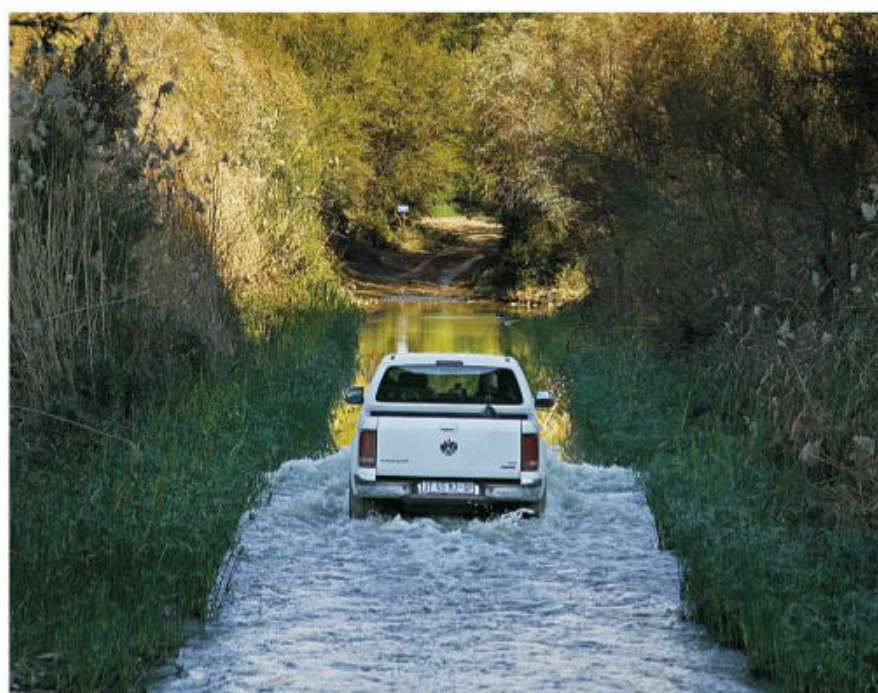
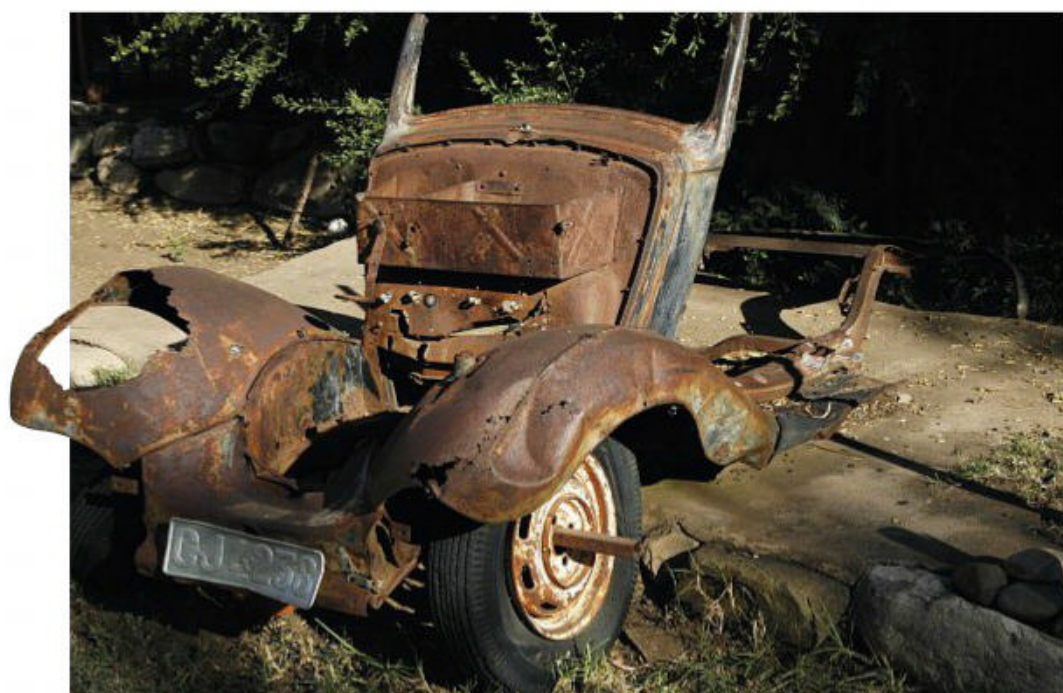




“

The road winds up the Great Swartberg with many hairpin bends, and it's obvious that a caravan would create problems

”



on, and you now drive over the Kredouw Pass and through the Witkranspoort to Prince Albert.

This Karoo village has many art and photo galleries, eateries, weekend markets, and various cultural activities. By rights, you should set aside a few days for Prince Albert, but you're excused this time for only popping into the supermarket to get provisions for tonight's braai.

Drive back through Witkranspoort and follow the road sign for the Swartberg Pass. A large sign warns you that you may

not tow a caravan over the pass... and you'll soon see why. If there's been recent snow, the authorities will put a barrel in the road with a warning sign that the road is closed. Although we can't condone it, people do ignore the sign. You'd do well to obey it if you're not in a 4x4 vehicle or aren't experienced in snow-driving. Remember: the Swartberg Pass can be perilous in these circumstances!

The road winds up the Great Swartberg with many hairpin bends, and it's obvious that a caravan would create problems. And even if you did manage to

get it through the turns, you'll obstruct oncoming traffic.

At the top of the pass, a road sign directs you to the right to the Gamkaskloof, also known as "Die Hel" (S33.33894 E22.03823). The sign warns you it will take two hours to drive the next 50 km, even though it's actually 34 km to Die Hell. If you don't stop for pics, you can race through in about an hour, but why would you want to?

After 30 km, you'll reach the upper rim of this mysterious kloof. All that remains is 4 km down the Eland's Pass to the floor of the Gamkaskloof – by the way, "Gamka"



PASSES AND POORTS. You'll encounter interesting sights like these on the back roads of the Swartberg (top left): hundreds of aloes stacked in a circle around a deep hole. It is presumably done to collect aloe juice. The rusted remains of the Morris 8 (far left) is located on Fonteinplaas; you need to cross the Gamka River to reach Boplaas (left), and Witkranspoort (below) is actually yellow because of the lichen that grow on the rocks.



is the Khoisan word for lion. The Eland's Pass was completed in 1962 and ended 130 years of isolation. The "Klowers" previously had to travel on foot or with donkeys from the Bosluiskloof side (more on this later) via a narrow trail called "the ladder" to get in and out of the kloof, but few Klowers wanted to deal with the evils of the outside world.

In 1958, four students carried a Morris 8, piece by piece, into the kloof to show people what a car looked like. The Klowers were so impressed they finally asked the government to build a proper road to their community. With the opening of the Eland's Pass in 1962, the kloof's young people started leaving in droves – and the older generation eventually followed – until the last farmer relinquished his land to Cape Nature in 1991.

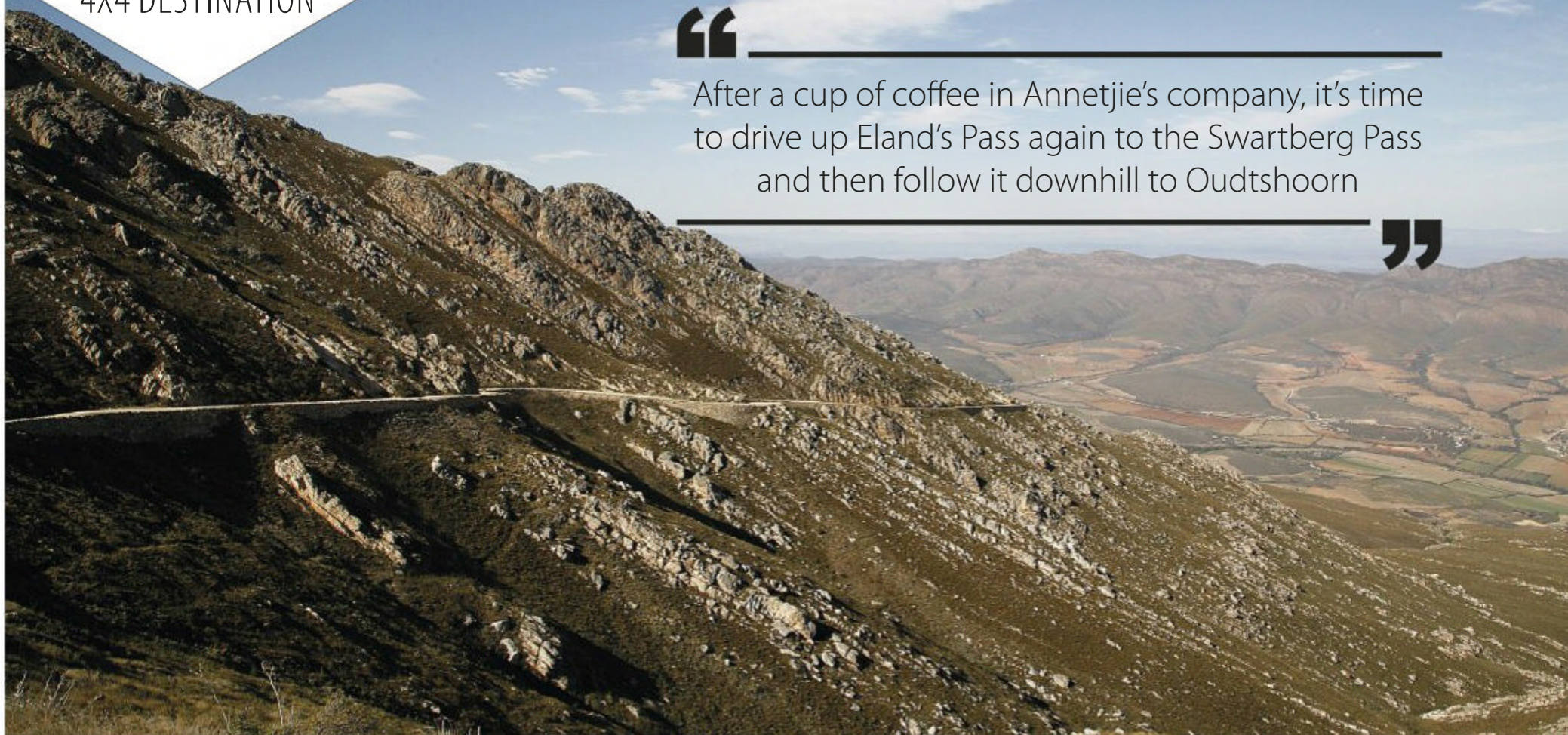
The three accommodation options in Gamkaskloof are in the Swartberg Nature Reserve at the foot of the Eland's Pass; Fontein Guest Farm in the middle of the Gamkaskloof; and Boplaas, at the farthest point where you can walk the original footpath out of the kloof.

And where does the name come from? The story goes that a livestock inspector, a Mr Botha, said it was "hellishly" difficult to enter the kloof...

“

After a cup of coffee in Annetjie's company, it's time to drive up Eland's Pass again to the Swartberg Pass and then follow it downhill to Oudtshoorn

”



DAY 2

A portal through the Swartberg

Today you have to cover only 200 km, but you'll spend the entire day in the mountains, so prepare yourself for eight hours behind the wheel. First stop at Fonteinplaas and chat to Annetjie Joubert (née Mostert), the only original Klower who still lives here. Annetjie left the kloof as a young girl, but in 1998, moved back to her parents' house, from where she manages the guest farm today with the help of her children and grandchildren. The wrecked remains of the Morris 8 that was carried into the kloof 63 years ago stands here.

After a cup of coffee in Annetjie's company, it's time to drive up Eland's Pass again to the Swartberg Pass and then follow it downhill to Oudtshoorn. At the foot of the pass, you'll find a road sign for Matjiesrivier and Calitzdorp; turn right here (S33.39187 E22.10908). The road is tarred for 19 km up to the Vinknes River, after which it becomes a dirt road.

Now drive over the Huis se Hoogte Pass, followed by the Kruisrivierpoort Pass. There are several turn-offs, but you simply follow the road signs for Calitzdorp. Once you get to the town, refuel and get something to eat at one of the many restaurants. There's also a supermarket for supplies.

Calitzdorp is named after the brothers JJ and MC Calitz, who farmed here in the early 19th century. The Dutch Reformed



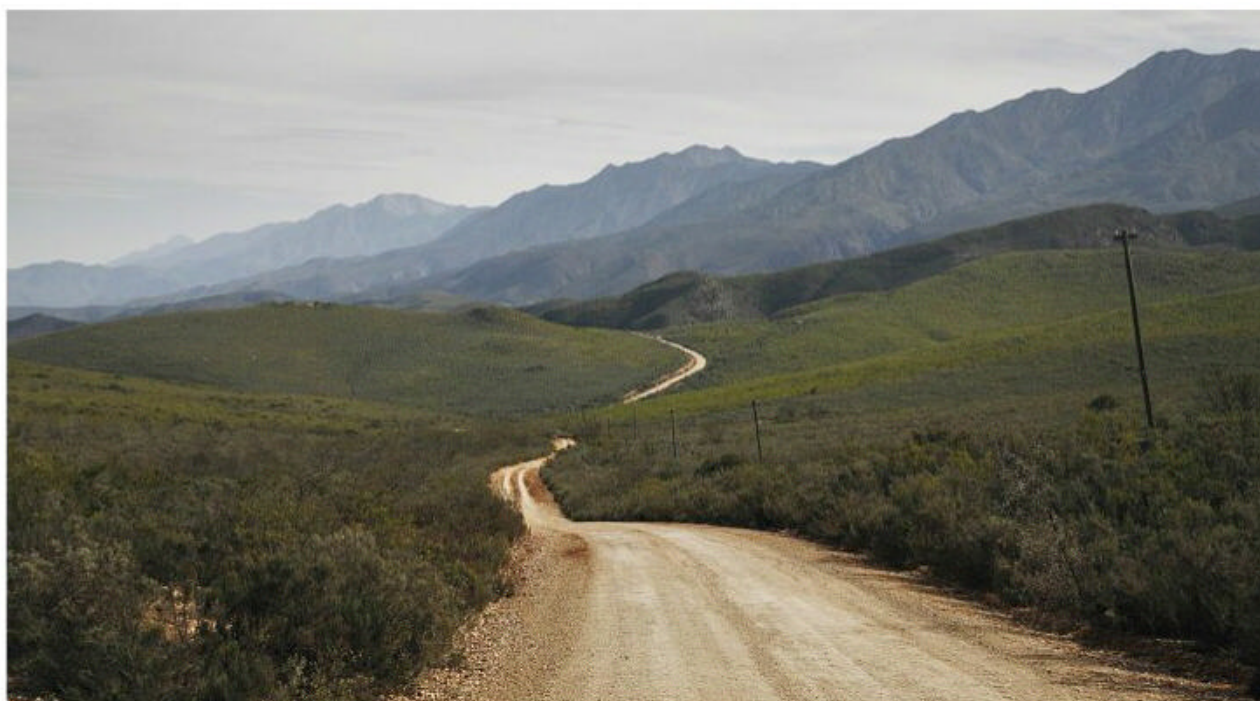
Church was built in 1857, and the town is best known for its vineyards (Calitzdorp's port is lovely), orchards, and the red ridges formed about 125 million years ago when the oceans receded.

Follow the R62 district road over the Gamka River (this is the dividing line between the Great and the Little Swartberg) and over the Huisrivier Pass to the Amalienstein mission, where you turn right onto the R323 regional road. This gravel road takes you through the spectacular Seweweeks Poort. The road was completed in 1862 by AG de Smidt, brother-in-law of renowned road builder Thomas Bain. Seweweeks Poort's original name was Zerwick's Poort, in honour of Reverend Louis Zerwick, one of the founders of the Amalienstein mission.

You are now in the Little Swartberg. At the end of the poort, you'll find a road sign for the Gamkapoort Dam (S33.36194 E21.41087). Look out for a ruin of the original toll house. If you pass by in the dead of night and see a man waving a lantern, keep going – it's said to be the ghost of a toll collector...

You'll find a large sliding gate barely 4 km after turning off at the old toll house. Just push it open by hand and let yourself in, but if it is hooked up to the electric gate motor, you'll have to use the intercom and ask to be allowed in.

The Bosluiskloof Pass starts about 2 km beyond the gate, and this is where the old Klowers led their donkeys laden with bags of dried fruit to the nearest market in the days before the Eland's Pass.



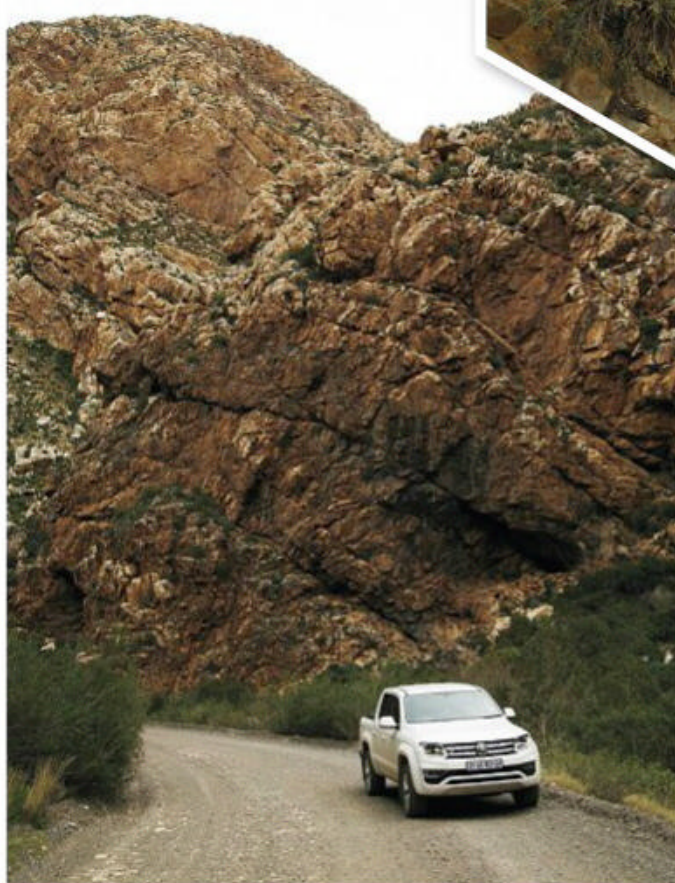
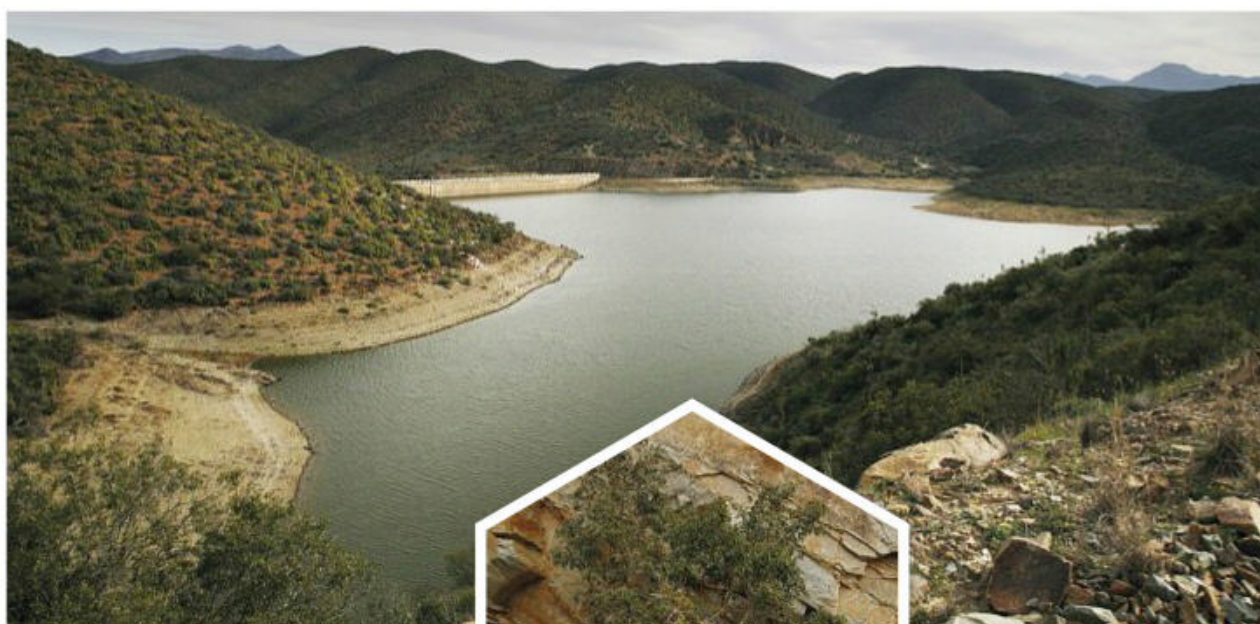
Thomas Bain and his friend Dr William Atherstone passed through here in 1868, and Bain apparently waxed lyrical about the views. There are several challenging 4x4 trails in the area, but you may only tackle them with the permission of the Bosch Luys Kloof Nature Reserve you are currently driving through. Their reception building is on the left side of the road as you drive through the kloof.

The road ends at the Gamkapoort Dam, where Fox Ledebour awaits you. Fox is quite a character with cool stories about the area. He'll also show you which hill to climb for the best cellphone reception.

You may find it hard to believe, but the Gamkapoort Dam used to be a tourist destination back in the day. The campsite, however, has fallen into disrepair and only barren earth remains of the lawns and gardens that were once considered spectacular. So, you'll have to stay in one of five self-catering units. The dam wall was completed in 1969, and the buildings are worn down, but they're clean and serviceable. Although Fox is no spring chicken, he's solely responsible for cleaning and maintaining the self-catering units. The Department of Water Affairs also asked him to act as Gamkapoort Dam's unofficial water bailiff.

The main purpose of the 39 m high concrete wall is not to store water but rather to prevent floods from washing away the farms in the Gamkaskloof and Calitzdorp districts.

SPOT THE DIFFERENCE. In the Little Karoo, south of the Swartberg (left and above), the scenery is greener than in the Great Karoo, north of the mountain range. Gamkaskloof (bottom left) has its own micro-climate with a hotchpotch of plants from the Great and Little Karoo. Calitzdorp's dam (below) is a popular fishing destination, and folks are often more impressed by Seweweekse Poort's rocky folds (bottom) than Meiringspoort. The architect Sophia Grey sketched the striking Bosluiskloof (bottom far right) in 1869 on the strength of Thomas Bain's positive impressions.



WHAT IS AVAXHOME?

AVAXHOME-

the biggest Internet portal,
providing you various content:
brand new books, trending movies,
fresh magazines, hot games,
recent software, latest music releases.

Unlimited satisfaction one low price

Cheap constant access to piping hot media

Protect your downloadings from Big brother

Safer, than torrent-trackers

18 years of seamless operation and our users' satisfaction

All languages

Brand new content

One site



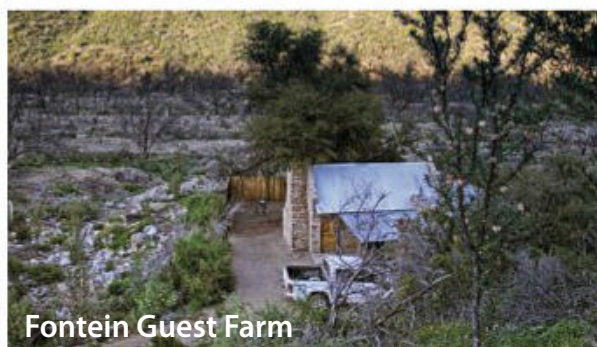
AVXLIVE ICU

AvaxHome - Your End Place

We have everything for all of your needs. Just open <https://avxlive.icu>



Finchley Farm



Fontein Guest Farm



Gamkapoort Dam Cottages



De Hoop Nature Reserve



STAY HERE

FINCHLEY FARM, WILLOWMORE

There is a stand underneath thorn trees with electricity, a braai area, flush toilet, and hot shower. If you don't want to camp, they have three self-catering units.

Price R100 pppn to camp. R350 pppn in the units.

Contact 044 923 1801 (Joanne)

finchleyfarm@baviaans.co.za

finchleyfarm.co.za

FONTEIN GUEST FARM, GAMKASKLOOF

Six stands underneath thorn trees with braai area, three flush toilets and three showers, and four self-catering chalets. The restaurant offers dinner and breakfast.

Price R250 pn per stand. Chalets are R400 pppn.

Contact 087 808 5730 (Marinette)

info@gamkaskloof.co.za

diehel.com

GAMKAPOORT DAM COTTAGES

The campsite is no more, and you have to overnight in one of the five self-catering cottages. The units have no electricity, but do have a bathroom, lounge and kitchen.

Price R250 pppn.

Contact 072 925 8424 (Fox)

gamkapoorddam@gmail.com

gamkapoorddam.co.za

DE HOOP NATURE RESERVE, BREDASDORP

Ten sites with water and electricity and a communal kitchen and ablution block. Also self-catering units and a restaurant with free WiFi.

Price R495 per stand. Units cost between R1 500 and R9 600 pn.

Contact 021 422 4522

info@dehoopcollection.com

dehoopcollection.com



DAY 3

The road to De Hoop

Today we'll drive 320 km to the ocean, but there's no need to get up too early as we'll mostly be on tar or graded gravel roads.

Drive back over the Bosluiskloof Pass, but instead of driving through Seweweekspoort again, continue with the R323 over the Koueveld Pass. Look out for the Vleiland settlement to the right of the road; they have interesting crafts and preserves for sale.

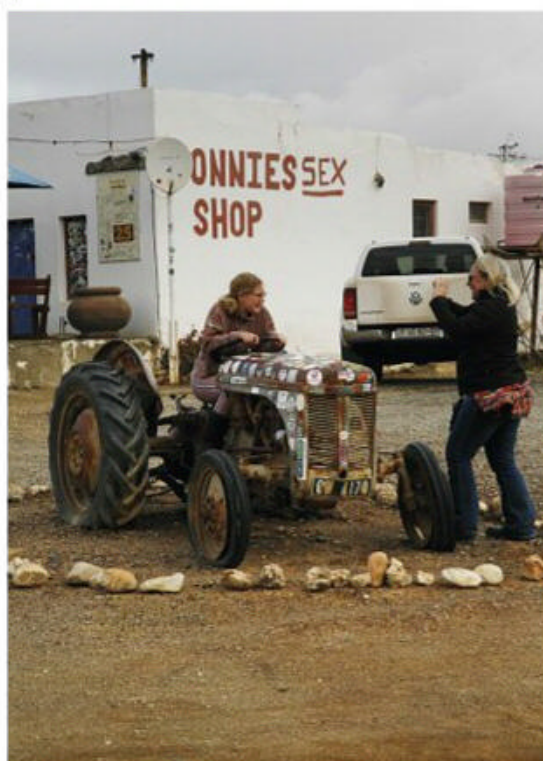
The next mountain pass is Witnekke Pass, after which you turn off onto a dirt road in the direction of Ladismith. If you see the road sign for Rooinek Pass, you've gone too far – turn around and look for the Ladismith sign.

For the next 30 km, you'll drive through the Perdefonteinpoort, followed by the Wasbank, Volsruisnek, Little Swartberg and Outol passes, where the Swartberg range officially ends. By now you know every crease and fold of the Swartberg – both Great and Little – and it's time to head to the coast.

The road takes you through Kruippoort between the Little Swartberg and Anysberg to the R62 regional road. Turn right in the direction of Barrydale – after 38 km, about halfway to Barrydale, is Ronnie's Sex Shop. This whitewashed farmstead with its old-fashioned tractor in the car park was once world-famous – and we're not exaggerating: buses filled with tourists often pulled over here to see what on Earth Ronnie was selling.



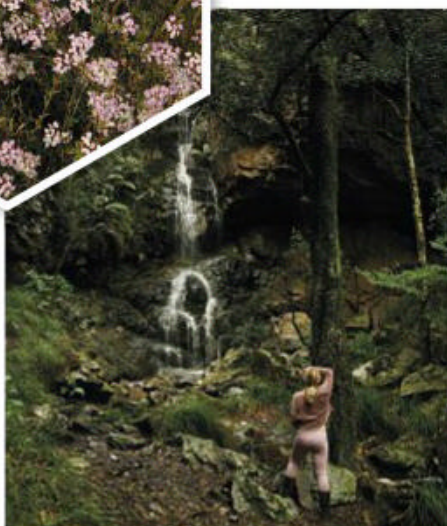
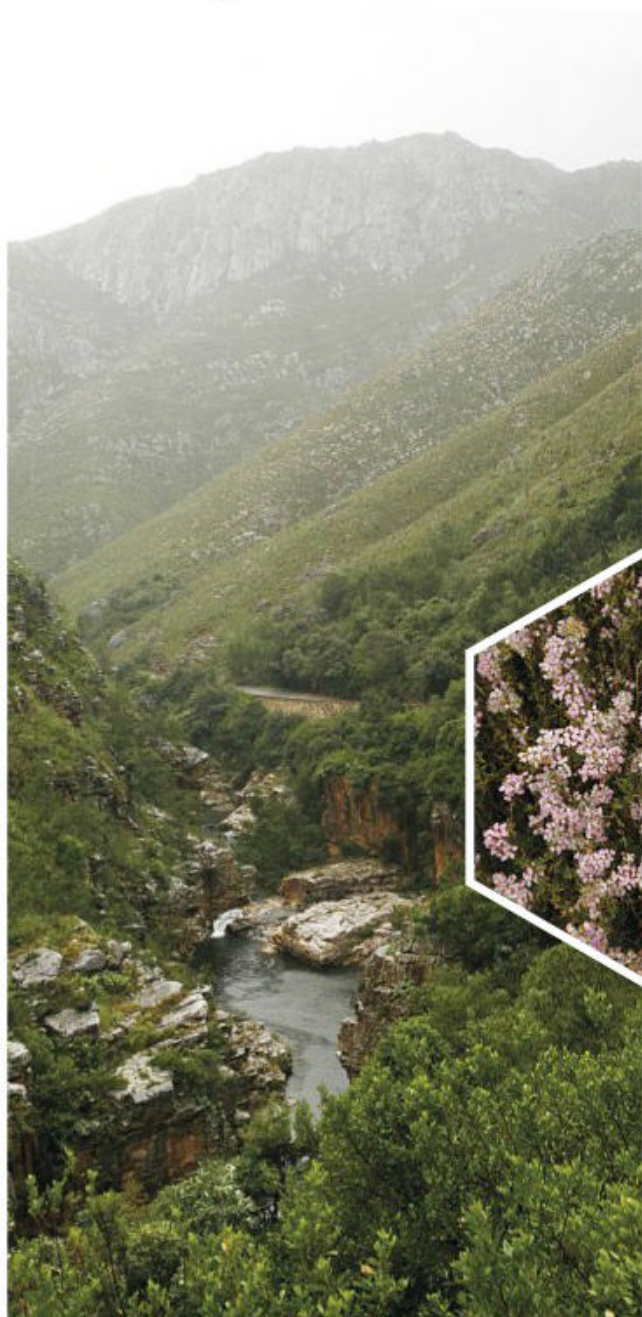
BIG AND SMALL. The Gamkapoort Dam (top left and bottom) lies between the Great and Little Swartberg, and we were fortunate to see water in it. The back roads surrounding the Little Swartberg (this page) ultimately leads to Ronnie's Sex Shop (below), en route to Barrydale.



“

Sit back and watch eland, bontebok, and ostriches graze in front of you. Just keep a beady eye on the baboons that often make a nuisance of themselves

”



Ronnie will tell you that he used to struggle at first, until friends played a prank on him by painting the word “sex” next to his name. After that, inquisitive motorists would stop and pull in to check things out. The farmstall eventually got a liquor licence with an eatery next door (Ronnie owns the bar, not the kitchen). Ronnie will also tell you that the lockdown hit him hard during the pandemic. At times, it was worse than in the days before “sex” was painted on his wall, and he doubts whether he can survive another hard lockdown.

On the other side of Barrydale, we leave the R62 and drive south on the R324 regional road in the direction of Heidelberg and Swellendam. The last mountain pass on this route, the 21st pass since Willowmore – including the 17 passes in the Swartberg – is the Tradouw Pass. The name of the pass is a combination of the Khoi words “tra” and “daos”, meaning women and road respectively. It was completed in 1873 by Thomas Bain and is in our opinion one of the country’s most beautiful passes. Stop

and see one of the many waterfalls that feed the perennial Tradouw River.

The R324 ends in a T-junction on the R322, and here you turn right to Suurbraak and Buffeljagsrivier along the N2 highway. Buffeljags has a BP garage with a large shop where you can buy provisions for your last night on the route – by the way, the Infanta 4x4 Trailers factory is here in Buffeljagsrivier, next to the prison in Sparrebosch Street, and you are more than welcome to ask owner, Jurie Swart, to view the new Enkulu 3. (Read our review on page 28.)

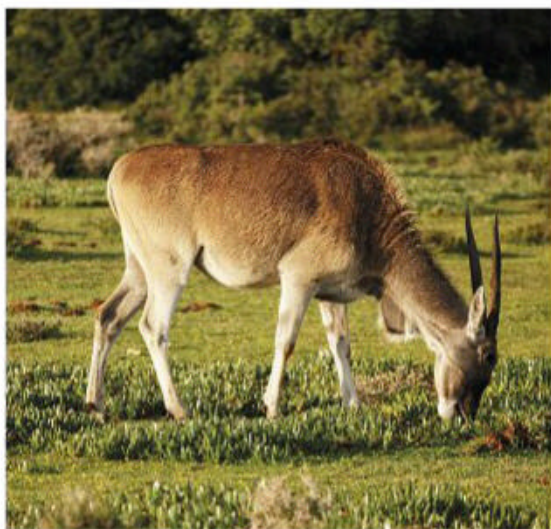
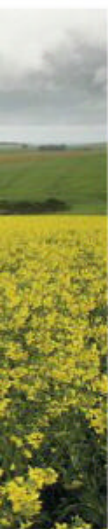
With a bag of firewood in the back of your bakkie and lamb chops and a fresh bag of ice in the cooler box, drive through Buffeljagsrivier (not the N2) in the direction of Malgas. The road is well marked, but if you’re uncertain, ask the petrol attendants which way to go.

The farm roads in the rolling hills of the Overberg are magnificent. Most farmers here don’t care too much if you pose for photos on the edge their canola fields, but never open gates and don’t trample the crop. Some 30 km south of





GREEN. The Overberg district is well known for its rolling green and yellow hills. Tradouw Pass (far left) is often dead quiet with little traffic, and in the first year of its existence, the pont at Malgas (right) struggled with closures because the men who previously pulled a cable had to be trained to crew the vessel.



I also want to go!

Can I drive on my own? Yes, the roads are good and you'll rarely, if ever, need to engage four-wheel drive.

How long? The route is 850 km long and lasts three days.

What should I drive? Your vehicle must have good ground clearance, but four-wheel drive is not necessary – unless you want to tackle the optional 4x4 trails or when it is snowing.

How much fuel do I need? There are several towns along the route. The longest distance between filling stations is a 180 km.

What emergency equipment do I need?

Always a tyre-repair kit – nothing else.

Can I tow? Rather not. An ordinary road caravan is out of the question, and although a smaller off-road trailer could work, you'll have to keep your wits about you on the Swartberg Pass – and especially the Eland's Pass.



Buffeljagsrivier, the road reaches the Breede River. The pont here was until recently the last cable-drawn flat-bottom ferry in South Africa, but it was replaced by a motorised version in December 2020. Crossing the Breede River on the big yellow vessel is free of charge and takes around five minutes.

Follow the dirt road towards the sea and heed the De Hoop road signs that you'll see along the way. You are now nearing the end of the route – all that is left to do is to report to the De Hoop Nature Reserve's reception and then make yourself at home in your self-catering chalet or campsite next to the Salt River.

Sit back and watch eland, bontebok, and ostriches graze in front of you. Just keep a beady eye on the baboons that often make a nuisance of themselves. It will be a tragedy if your journey with its lovely mountain passes, mysterious kloofs, life-giving rivers, and captivating Karoo villages ends with a grunt and a stolen string of wors.





The only good thing about the winter cold is knowing that summer is around the corner. Fortunately, heated pools make the cold more bearable, and if there's a roof over yours, you'll have campers throughout the year.

Several resorts can thank these warm waters for keeping them going. Resorts

like Forever Tshipise are fortunate to have a mineral hot spring with healing waters, while others, such as the ATKV Eiland Spa, constantly heat large volumes of water.

We visit both of these spa resorts in the northeast of Limpopo, which, in any case, are not synonymous with cold. Young and old forget about time here.

FOREVER TSHIPISE Heated delight

Barely 50 km before the N1 ends at the Beit Bridge border post to Zimbabwe, the R525 turns off towards Mozambique. This road runs all the way to Pafuri – the northernmost gate of the Kruger National Park. To the left of the road are some baobab trees where you can stretch your



Chill out as you warm up

At times, you need some pampering, especially in a campsite with only two seasons: summer and high summer.

Words and photos **Leon Botha**



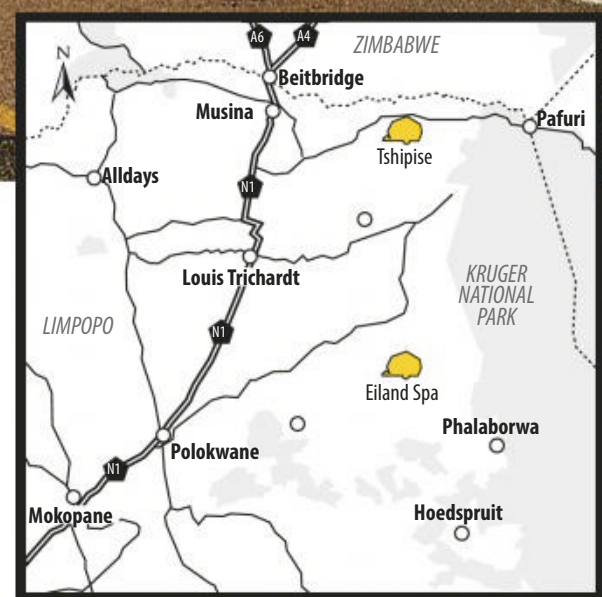
legs, but a mere 30 km after turning off, you can unpack at Tshipise. Up ahead you see a rocky hill – the camping section is laid out at the foot of this.

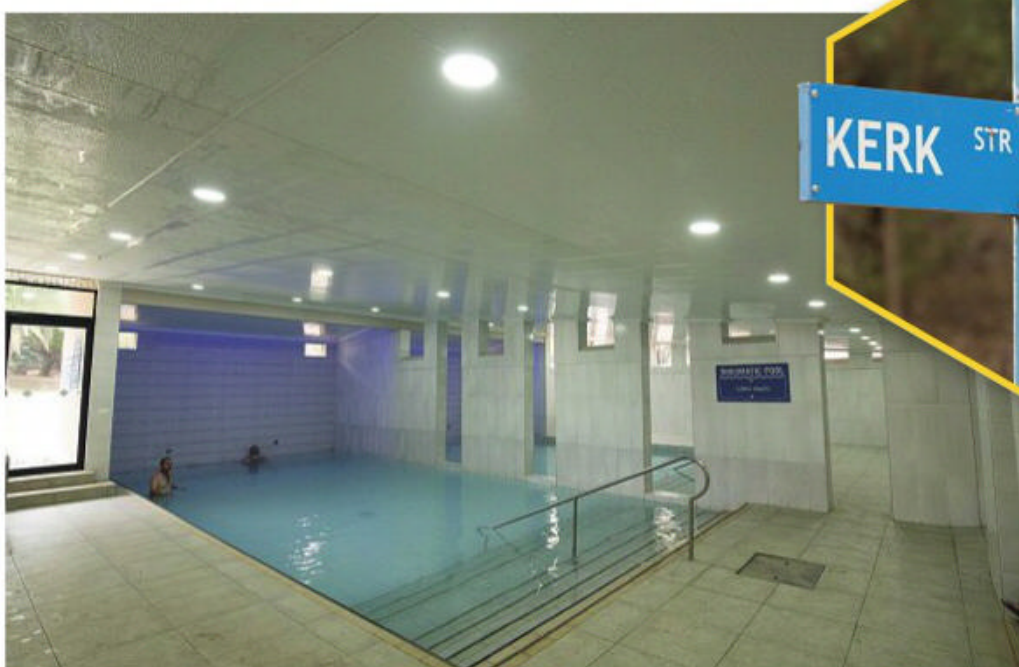
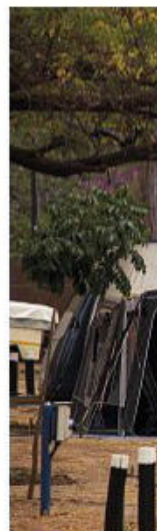
Tshipise is especially popular with the older generation, who make it their home during the winter months. With almost 400 stands, there is room for an army, and you'll probably manage to get a

spot even in peak season.

Stands are not allocated in advance, but that's okay because you're here to relax. And if you end up farther away from all the action in the resort, you'll appreciate the silence all around.

As is typical of this kind of resort, it's kind of a mini-civilisation, so you'll probably be sorted if you didn't pack





something. The shop and laundry room are behind reception, and there is also a restaurant. The store is a mini-supermarket, where you can find just about anything under the sun: from canned food, sweets, cooldrinks, sunglasses, light bulbs, antenna cords, kettles, insect repellents, to newspapers, magazines, Fredlin plugs, kettles, camping chairs, and even garden forks – just mention it and it's there. You can even buy meat: a 500 g braai pack with a piece of sausage, chicken, and pork chop costs R54; 2 kg chicken fillets is R65; and for 200 g of bacon, you pay R44. They also have fresh produce, including grapes, apples, cauliflower, mushrooms, and eggs. And then you can actually buy liquor. Plus there's an ATM.

The laundry room has a number of

washing machines and tumble dryers and even mounted ironing boards against the wall. The machines work with R5 coins and it costs R20 per load to wash or tumble dry.

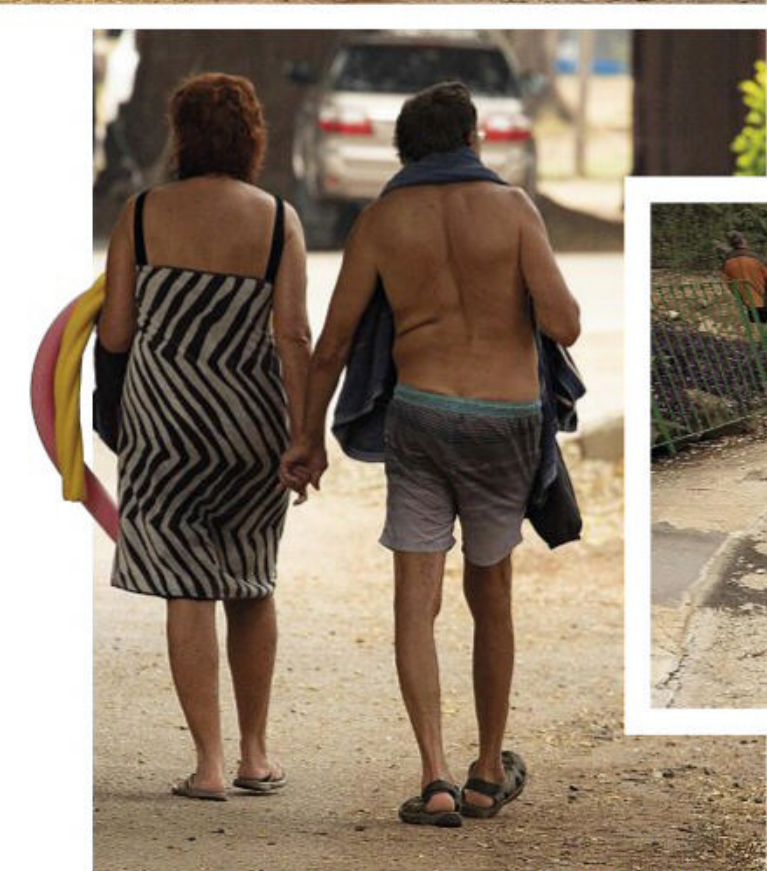
Opposite the laundry room is a putt-putt course with a green that looks brand new. It's free and you get the clubs from the guards at the gate.

This is also where you'll find some of the baobab trees in the resort. Management is serious about preserving these old giants: there is a sign warning if you carve your name on the trees, you may be liable for a fine of R2 500, and you will be barred from the resort. Unfortunately, "J + B" and "Warren" have already left their mark.

TO THE LEFT of the road before the campsite are the swimming pools and

indoor rheumatic pool. Early mornings in the fresh air, the steam rises above a large rectangular pool, and when you get into the warm water, there are already a number of others floating with their pool noodles. It's clear the campers know one another, as people are greeted by name and here and there they chat in groups. Even the workers are greeted by name as they pass.

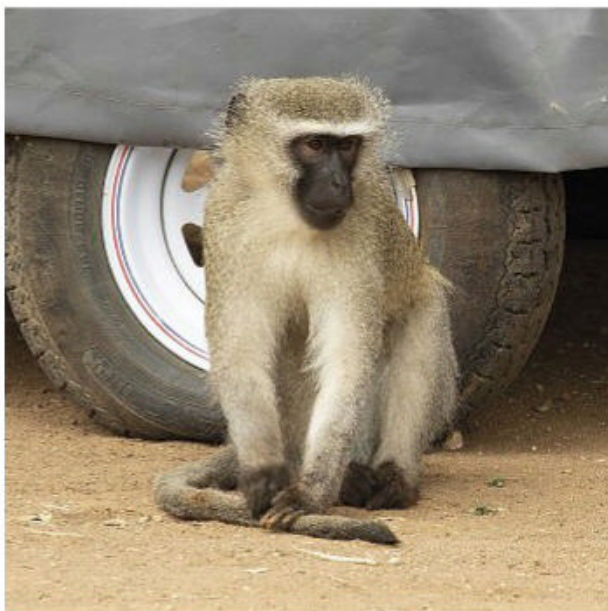
Next to the pool, the dressing rooms are housed in a stately old stone building, and on the other side is a new building with the rheumatic baths. Children under the age of 15 are not allowed here, and a note warns that the high temperature of the water and high humidity lead to rapid dehydration. So, it's just a quick in and out. Resort management further makes it clear that it is a health pool and



not an indoor one – meaning water games are not allowed.

The pools are surrounded by a neat lawn with trees that are already pretty big, including a frangipani and silver oak that boasts quite a few growth rings. Among the native trees are an ana and a marula tree.

The paved road from the entrance runs straight to the stands, and the “streets” even have names: Vlei and Eloff streets are the first to turn right, and another at a circle is signposted Kerk Street – this one feels like the main street. Across from the circle is one of the prime spots when shade is at the top of your priority list.



WALK FOR LIFE You visit Tshipise to help give your tired body some much-needed rest, but without even realising it, you get some exercise before getting into the hot water. The stands closest to the swimming pools are about a 130 m's walk – the perfect distance to get your heart pumping a bit. It's a slightly bigger push from the farthest stands, as they're a good 480 m away.

Quite a few caravans can fit under the nyala tree without a single ray of sunlight reaching you.

One of the campers here stretched a reflective tarpaulin over his caravan – and it soon becomes apparent why it's actually a good idea. Berries dot the ground – and then you see many yellow blotches on the canvas. Bats apparently eat the berries...

There isn't that much grass here and you'll be camping on soil. So, get your woven ground sheet out first and lay it out next to the caravan. The stands are flat and level and are indicated by knee-height poles. There's more than enough shade, and you'd be really unlucky if your stand doesn't have any.

Taps are also plentiful, and your blue power point is close. (The stands next to the main road have ordinary household sockets.) If you haven't brought your own braai, drag one of the freestanding ones closer. They have adjustable grids, and before you've even wiped the sleep from your eyes in the morning, the cleaners have already cleaned them all.

Speaking of cleaning: the “garbage truck” is an old Suzuki Jimny with a kudu horn on the grille that the workers call their “Jeep”. A trailer is hitched for



ABOVE THE REST. A few kilometres before you reach Tshipise, you'll notice a small peak, indicating where you're heading. From the campsite, it's about half an hour's hike to the top, and from there you have a beautiful view of the world around you.

garbage removal, and they also use the Jimny to move caravans for campers.

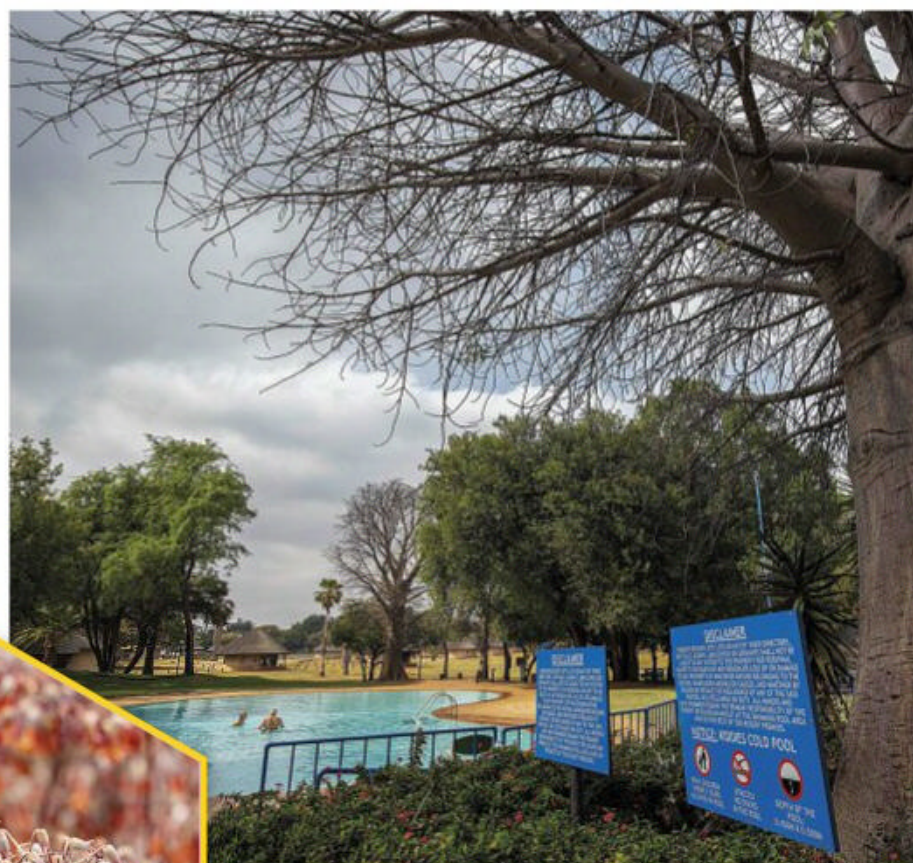
There are no less than seven ablution blocks here, but not all of them are open throughout the year. When you check in, the receptionist shows you which bathrooms are open and where you can camp. At the gate is also a sign with large numbers on it to show which facilities are unlocked, and before you enter the camp area, there is another such sign. So, you know exactly where to look if you want to set up camp near a bathroom.

All bathrooms are neat and tiled and have basins on marble tops. The wet and dry side of the shower cubicle is partitioned off by half a wall, and you have a bench to keep clothes dry. The bathrooms are not the same size. Ablution block 1 is by far the largest, and it's your first choice for less traffic.

“

From above, you can see almost the entire resort – the green strip that runs alongside the road is the Nzhelele River

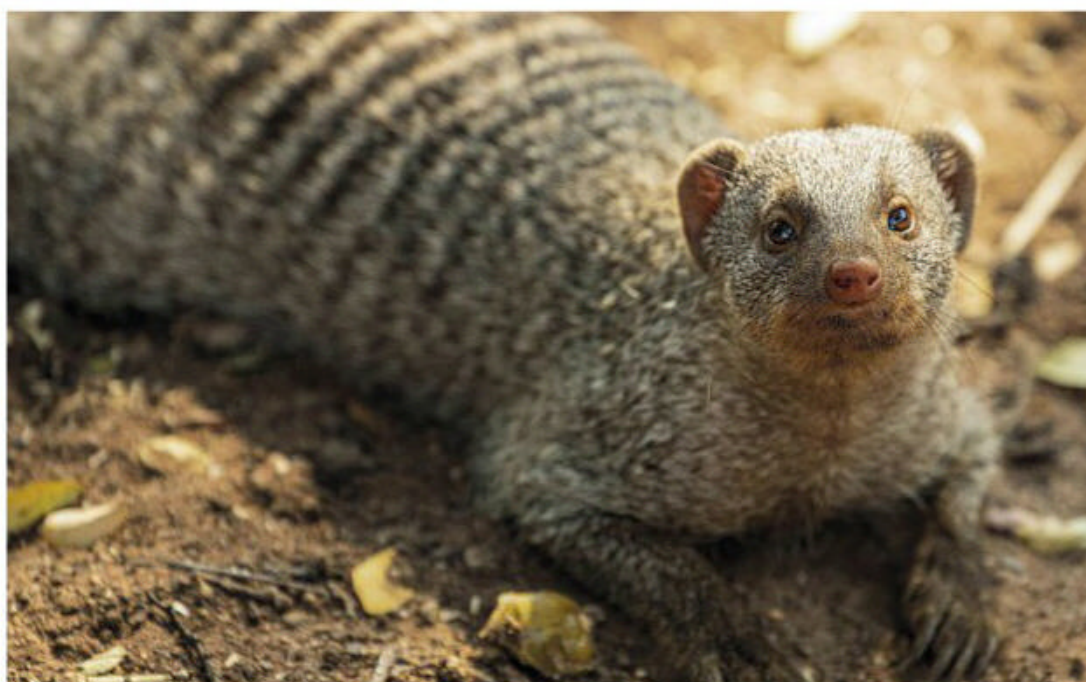
”



Blocks 2 and 5 have facilities for people in wheelchairs, and block 3's shower cubicle is more of an aisle.

THE RESORT OFFERS game drives at R120 per person, but it must be in a group of

four or more. You can also hike up the hill – just remember to fill in the indemnity form at the gate first. Also, check out the eye of the mineral water source – you follow the footpath behind the large hot-water pool up the hill.



Briefly | Forever Tshipise



Campsite 369 demarcated and even stands, mostly on soil between a number of shade trees.

Ablution facilities 7 bathroom buildings scattered throughout the resort. Some of them are closed in quieter times.

Price Depending on the season, R250 pppn per stand up to R1 040 for 8 people.

Arrival and departure 15:00 and 11:00.

Contact 015 539 0634

forevertshipise.co.za

tshipise@foreversa.co.za

Nearest town Musina, 36 km.

Road condition Tar up to Tshipise.

GPS S22.604153 E30.173648

Drive & Camp says Keep everything shut – there are monkeys and baboons about.

The eye, barely 200 m from the pool, is a deep green-blue pool and has a low fence around it with a board that explains the chemical composition of the water. The board further states that the temperature of the water is 56 °C, and water bubbles out at 43 m³ per hour. A George Fogwell discovered it early in the last century. And last but not least, the sign tells you “Tshipise” means “something warm”.

The footpath to the hill starts behind the eye at a gate in the fence. The path immediately shoots straight up the hill, but the route is nicely trodden out, and painted white arrows show you the way. The path takes you halfway up the hill to the shoulder. Here, it flattens out slightly, and you can catch your breath before the last steep shift to the top. From above, you can see almost the entire resort – the green strip that runs alongside the road is the Nzhelele River that later joins the Limpopo River. Zimbabwe lies on the horizon and neat orchards stretch out in front of you.

It only takes about half an hour to climb to the top, and if your joints receive a workout, you can soothe them in the rheumatic pool.

ATKV EILAND SPA Little Letaba

As the crow flies, the ATKV Eiland Spa is 125 km south of Tshipise and slightly closer to major cities in the north. If you're coming from Pretoria and towing a caravan, it'll take you five to six hours. The largest section – a good 260 km – is on the N1 highway, after which you turn off at Polokwane. For the last 35 km or so, you can choose between two roads that run parallel on either side of the Groot Letaba River. The resort people suggest you use the R529 Giyani road, because the other one – the actual Eiland road – is littered with potholes. You'll probably manage to drive at around 80 km/h, but

at one point things get so bad, you have to drive next to the "road" for a couple of hundred metres or so.

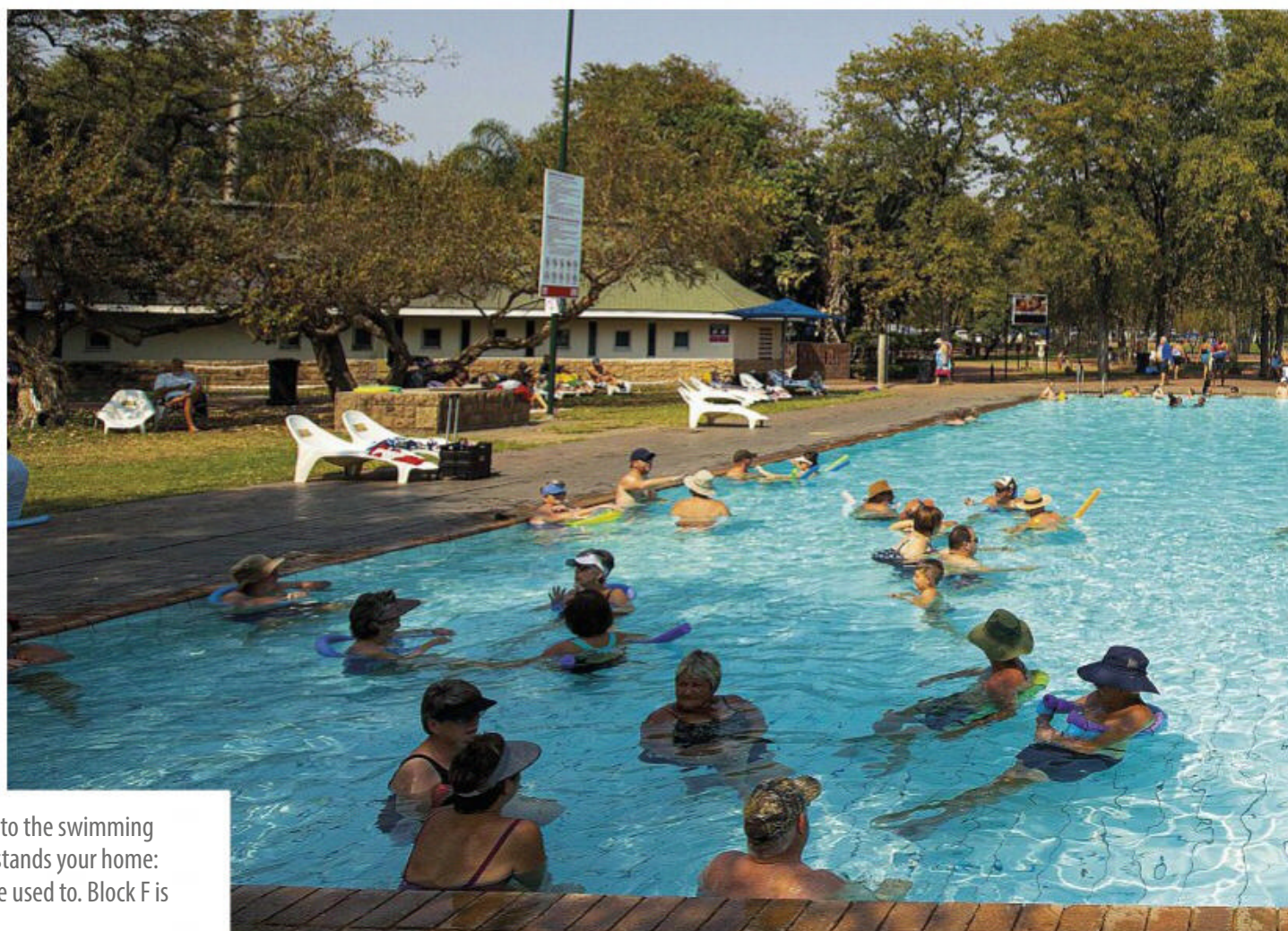
On the other route, there are only a few speed bumps to slow you down. Either way, expect road works ahead. The two roads meet 7 km in front of the resort, but then the road is closed after 2,4 km, where they're busy repairing a bridge over a drift. But you're not left stranded; there's a 250 m dirt road that takes you around the obstacle. Then it's back to the open road to where you enter the Hans Merensky Reserve with the Eiland Spa on the right.

Eiland Spa's own filling station is right at the gate by the entrance road. They are

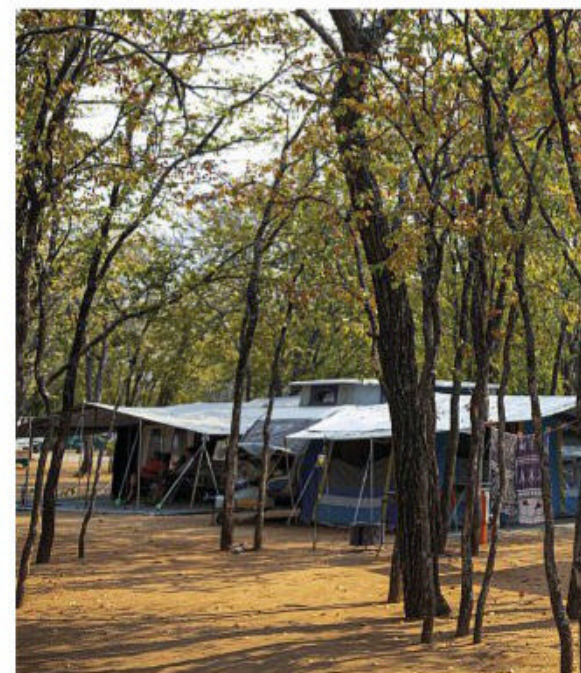
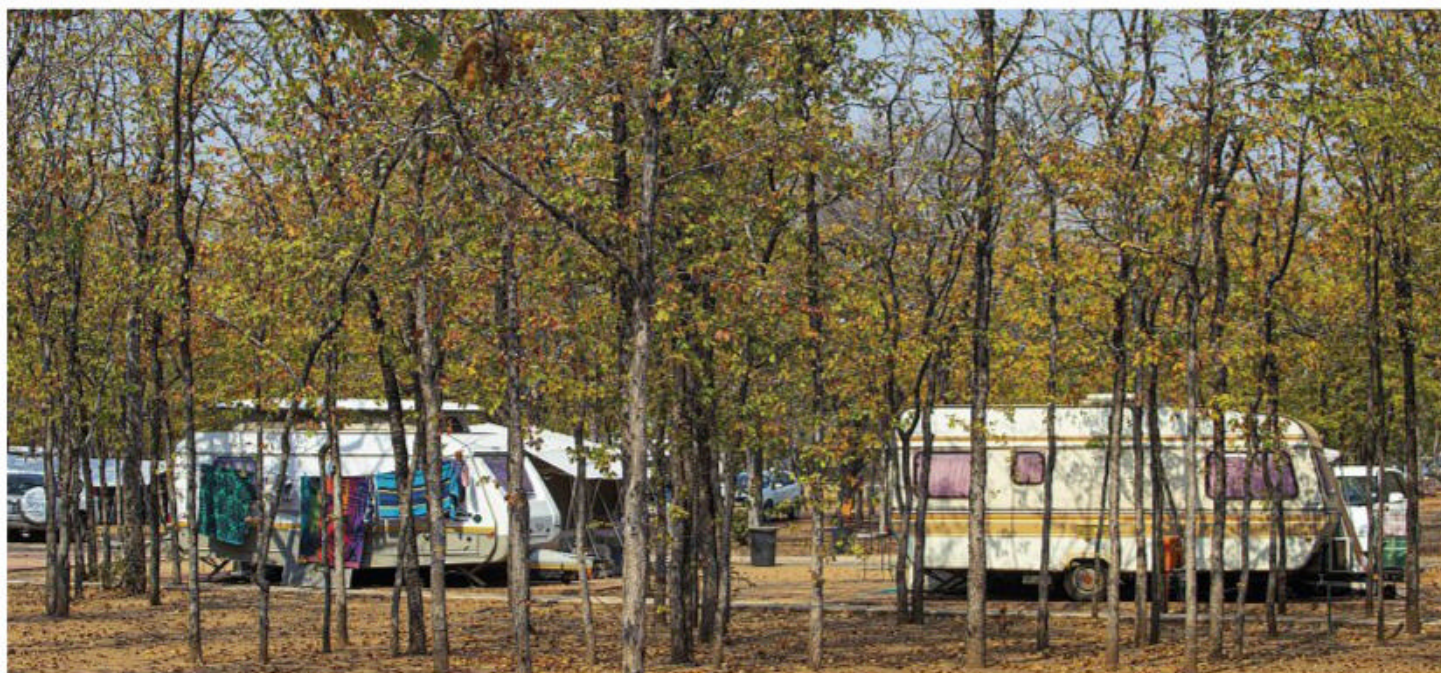
open from 07:00 to 17:00, and the prices are also very reasonable.

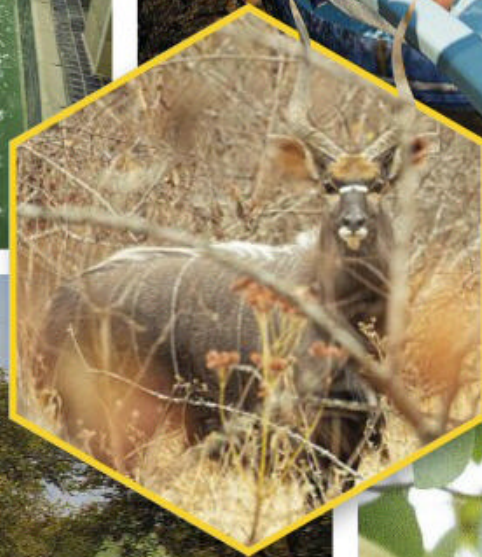
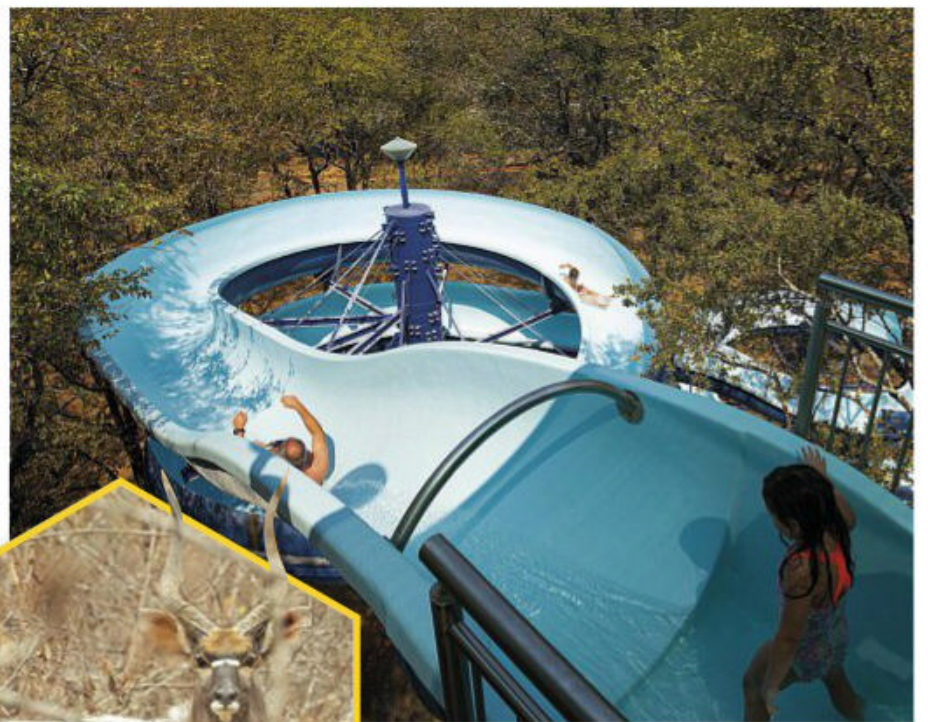
The reception is to the right of the boom gate, with the heartbeat of the resort – the pools and shop – about 300 m ahead. Inside, the road immediately turns away from the hustle and bustle and runs in a wide circle through the bush to the stands. It's almost as if you're on a game drive. In the caravan park, it feels as though you're in the Kruger's Letaba camp. Like Letaba, the campsite is laid out among mopane trees, and even the hard soil where you pitch camp is the same. There are also some paved stands.

The campsite is divided into six blocks (A-F), and a tarred road runs in circles



ONE OR THE OTHER. The one side of the A-block is closest to the swimming pools, but there's a benefit to making one of the farthest stands your home: a family bathroom, which is much bigger than what you're used to. Block F is the only one with this perk.





past the stands. Your stand is allocated, but the receptionists said we should let them know if we'd prefer another one. Each stand's number is painted on the pavement, and next to it is your rubbish bin. Otherwise, though, there isn't much of an indication of where your stand begins and ends. The facilities are similar to those of Tshipise in terms of taps, power points (blue sockets only), and the braais. These are also cleaned early in the morning.

All the blocks except B have their own bathroom building. These buildings have space in the middle for washing dishes, and there are also washing machines and

tumble dryers – both work with R15 tokens you get from the shop. The bathrooms themselves are spacious with neat tiling and basins are on marble tops.

The shower cubicle is similar to the one at Tshipise, but, weirdly enough, the cubical door isn't solid. It's bathroom glass, which feels less private. The facilities for people in wheelchairs are at the E block, and the F block has an extra family bathroom.

This is probably one of the largest family bathrooms in the country – you can get all the kids clean at the same time. These stands are also the farthest away from the pools.

CAMPING DESTINATION



BUTTERFLY TREE. At Eiland Spa, you camp between the mopane trees, similar to Letaba Camp in the Kruger. You'll find the mopane in the north of Limpopo, and, as the *Field Guide to Trees of Southern Africa* aptly describes, its leaves look almost like butterfly wings. We've all heard of mopane worms, which, according to the guide, are the larvae of cabbage tree emperor moths, which feed on the trees' leaves.





ONE OF BLOCK A's sections is closest to the pools, and this is where youngsters frolic. A water slide rises up between the trees and spits out one teenager after another. (The rides are free.) The mini-golf course is behind the slide, and you pay a R100 deposit for your club. Next to the course are a few trampolines.

The cold pool is the hexagonal one, but it's the rectangular one next to it that attracts the most bodies with its soothing warm water. Next to it is a shallower one for kids with a shade net covering it.

The water is circulated between the two baths, which means both are equally warm. Opposite the warm pool is a building with a high chimney – this is where the water is heated. The water is apparently pumped from a borehole, because the resort's eye has not really supplied much water in the last few years.

Next to this is the Hydro with its pitched roof, and this is where you get the hottest pool, although it is fine for swimming and not overly hot at all. The two steam rooms were closed during our visit due to COVID-19 regulations. The restaurant was also closed, but you can order takeaway at the kiosk.

The entrance to the resort shop is at the other end of the building and houses a solid range of goods: everything from paper plates, swimwear, and flashlights, to cooler boxes and stainless-steel cookware. Again, there's fresh produce, and you can find cheese, eggs, carrots, bananas, and mushrooms. They also sell meat and alcohol, and there is an ATM here.

GUINEA FOWL STROLL through the campsite like tame chickens, but keep



your eyes peeled for the African barred owlet. (We saw one in block A.)

If you want to get some exercise, take the footpath that takes you through the thickets around the resort. It's about an hour's comfortable walk, and there's plenty of time to take pictures and watch birds. Many of the trees have nameplates on them – among others, you'll find spike thorn, leadwood, corkwoods, and knob thorn. The boundary fence is always just a short distance to your right, and you see quite a lot of wildlife.

Even the red-billed hornbills are tame – you can walk up to them as they're pecking at insects in a tree. There are also nyalas and impalas that pose nicely, so you can take beautiful photos. By the time you entered a fevertree forest, you've walked all the way around the resort.

If you feel like walking a little farther, stop by reception and ask for the map of the Letaba River hiking trail. For this, you walk out the gate, and then, after about a kilometre, choose between a 3 km and 4 km route next to the Letaba River. Just remember, there are hippos and crocodiles in the water.

Briefly | ATKV Eiland Spa



Campsite 300 unmarked level stands on soil among mopane trees.

Ablution facilities 5 modern bathroom buildings spread throughout the resort.

Price Standard sites cost, depending on the specific day, R180-R835 pn per stand (ATKV members pay R135-R750). The paved stands cost R200-R845 (R155-R770 for members).

Arrival and departure 14:00 and 10:00.

Contact 015 386 8000 eilandspa.co.za eilandspa@atkv.org.za

Nearest town? Tzaneen, 66 km.

Road condition Tar to the resort, but there are road works just in front of the gate with a dirt road of 250 m.

GPS S23.656521 E30.671027

Drive & Camp says There's free WiFi, but only close to the pools.

Our towing vehicle

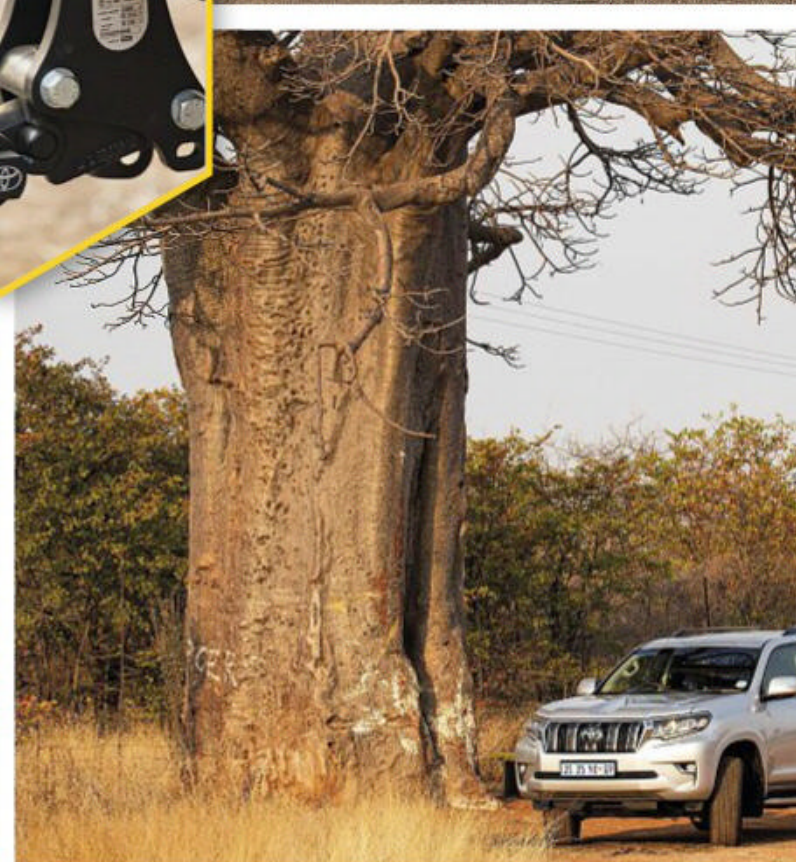
Toyota Land Cruiser Prado 2.8GD VX-L

Even though a towbar is optional, trailer sway control comes standard on the Prado. You can also choose between a permanent towbar or the removable one our towing vehicle had. The towbar is certified for 500 kg more than the Prado's towing capacity of 3 000 kg, meaning, in both cases, weight is not an issue.

When you take the Prado's 500 Nm of torque, it means you can tow some of the heaviest caravans on the market.

We hitched a Mobi Lodge Continental in Middelburg, and, later, in Heidelberg, the UEV25 from Conqueror. The gross vehicle mass of these caravans is 1 950 kg and 2 200 kg respectively; therefore, two of the larger caravans on the market.

We crossed the Soutpansberg mountain range with the Mobi Lodge to get to Tshipise and drove through Magoebaskloof to the ATKV Eiland Spa with the Conqueror. The total towing distance was 2 053 km and the average consumption 15,6 l/100 km (6,4 km/l).



We tried to keep to the speed limit and drove up to 120 km/h on the highway. It was on Normal ride mode, and the Eco light came on from time to time to show everything was going swimmingly. (Without a caravan, the Prado returned 8,9 l/100 km – or 11,2 km/l.)

As soon as the nose weight lands on the towbar, the computer registers it and you hear the suspension adjusting. The Prado obviously has a sophisticated computer system, but it is also more caravan-friendly than many other towing vehicles. The blind-spot sensors are one example: in some vehicles the system is deactivated when you hitch a caravan,



but not with the Prado. It also doesn't mistake the caravan for a passing vehicle.

Unfortunately, the rearview camera is less efficient. Because it's mounted in the spare wheel cover on the back door, you can't see the ball of the towbar. Still, it helps you reverse to the coupler. The back door swings open to the side, and even with the caravan hitched, it can open about halfway.

Because you can tow heavy caravans, it means greater stress on the brakes when you descend a mountain pass. Even if you are in normal Drive mode, you can still downshift gears so the engine helps to slow down the towing combination. 🚗

SPECIFICATIONS

Model	Land Cruiser Prado 2.8GD VX-L
Engine	2.8 turbodiesel
Power	150 kW @ 3 000-3 400 rpm
Torque	500 Nm @ 1 600-2 800 rpm
Transmission	6-speed automatic
Drive	Permanent 4-wheel drive
Tank	2 tanks: 87 ℓ + 63 ℓ
Fuel consumption with caravan	15,6 ℓ/100 km (6,4 km/ℓ), measured over 2 053 km with 2 different caravans
Reach with caravan	960 km
Tare weight	2 420 kg
GVM	2 990 kg
GCM	5 490 kg
Towing capacity	3 000 kg
Towbar's load test index	15,8 kN
Towbar's max vertical weight	120 kg
Is the towbar removable?	Yes, just the arm with the ball
Is there space for a drop plate?	No
PRICE	From R1 175 100



Time to get comfy

There could hardly be a better place than the Bushveld to relax, recharge, and reconnect with Mother Nature.

Words and photos **Schalk Jonker**

A decent weekend camp is exactly what you need this time of year to survive the long haul to the December holidays – a weekend where you can relax in peace and quiet in nature to recharge your batteries.

You don't ask for much. Just spectacular sunsets, silence, a crackling campfire, wildlife nearby, and the people you love most with you.

You'll find the location for just such a weekend at the foot of the Waterberg, just over 100 km outside Pretoria. Not only does Buyskop Lodge, 4 km outside Bela-Bela on the Modimolle road, meet all these requirements, there is also a rich history to discover, and, what's more, there's a spa where you can pamper yourself.

AT FIRST GLANCE, it may not look as though Buyskop and the Union Buildings in Pretoria have much in common. Not that you want to think much about the Union Buildings these days, because that's where our president gets behind the podium to reprimand us for not listening and then closes provincial borders or takes away our booze. Or that's how it sometimes feels. Apologies...

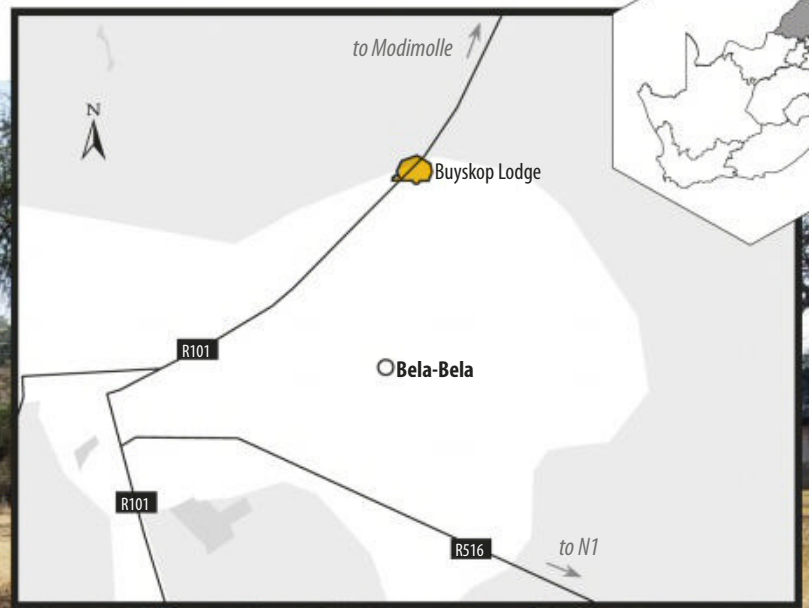
But yes, there is indeed a link between the Union Buildings and this lodge outside Bela-Bela, because it was here that the sandstone was mined for the construction of this imposing landmark more than a century ago. The rock formation here has also long been considered the halfway mark between Pretoria and the then

Pietersburg (Polokwane), and in the area are historical graves dating back to the days of the Great Trek.

So, you are camping in an environment brimming with history, and if you bring your bicycle or hiking boots, you can explore this world and learn a bit more about it.

We're not saying you'll be on an educational tour. Quite the contrary. Rest and peace are two very important words here, and there is more than enough – and little enough – to do to achieve exactly that.

If you want a special treat, make a booking at Buyskop's own pamper spot, the Baobab spa. Here you can have anything from a massage session to



GOOD, BETTER, BUSHVELD. There is peace and quiet in abundance at Buyskop Lodge, just outside Bela-Bela on the Modimolle road. You camp in a private game reserve on large stands on grass and in the shade. The boma is a nice extra. Build a big fire and get comfortable with your friends around you.

a manicure, and there are various beauty products for sale. The spa is open Tuesdays to Saturdays from 08:00 to 17:00.

Buyskop is not a family resort and does not pretend to be one either. There is no stage with entertainment or water slides, playrooms, and trampolines, or even a camp shop. There is, however, lots to do in the area, especially if the kids or grandkids are camping with you.

Forever Warmbaths with its large water park is less than 5 km from here, and you can plan day trips to places where you can see crocodiles, lions and even elephants – all within a 50 km radius. That way, you're back at the campsite to sit next to your fire with a cold refreshment in hand and watch the setting sun paint the sky pink.

THERE IS A LARGE campsite at the foot of the hill among the trees. The 10 stands are not demarcated, but they are numbered. The trees also help to give you a pretty good idea of where your stand ends and your neighbour's starts. You can fit up to 10 people on a stand, so by all means, invite your brother-in-law and his family to join you.

If you've been here before and have a favourite, you may book your specific stand in advance, otherwise just drive





around on arrival before you choose where you want to pitch camp. (That is, of course, when the campsite isn't too full.)

The stands are spacious and flat. When camping with a tent, however, look carefully where you pitch, as the ground doesn't look that even on some of the stands. So, just look for a flat spot where you can set up your camp.

Each stand gets its own tap with borehole water, power point (ordinary socket, bring along an extension cord of at least 10 m), and rubbish bin.

You have two choices when the time comes to braai. At each stand there is a concrete braai pit with a grid, and then you also get a standing steel braai with a grid that's height-adjustable. So, you can braai on the campfire or, if Mom complains that the sausage dripping on the coals is making too much smoke, on the side on the steel braai.

There is grass and heaps of shade, though some of the trees are deciduous. It's nice to know, though, that you mercifully don't have to look too far for shade in the summer months. The grass struggles a bit on the patches that get shade all year round.

Neither you nor the children need to worry about data, because there's free WiFi in the campsite. All the details are shared with you when you check in.

THE POOLS ARE NEXT to the campsite – these you share with the chalet occupants.

There are two pools, both with cold water. The big one is a good 10 x 4 steps,



and even though the smaller one may look like a kiddies' pool, it is definitely too deep for the little ones. Always keep a watchful eye if they can't swim well yet.

Around the pool are wooden benches and tables, and thatched roofs for shade. Nearby is the playground for children – here they can frolic on the swings and just enjoy themselves.

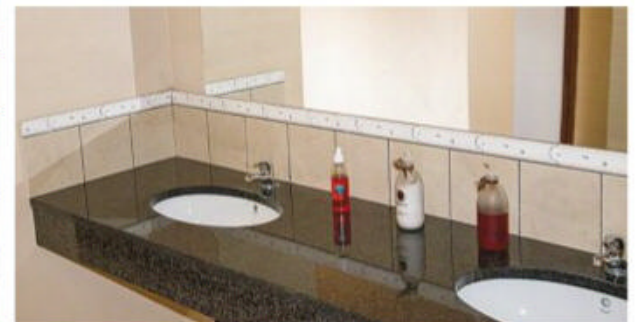
You camp in a private game reserve with water holes near the campsite, which means animals including giraffes, impalas, kudus, zebras, red hartebeest, and impalas regularly wander through the campsite. Keep your camera ready while you relax in your camping chair. Bring your binoculars, too, as there are a lot of birds to see.

THE ABLUTION BLOCK is at the back of the campsite, close to stand 1. It is a beautiful modern thatched-roof building with separate facilities for men and women that are kept neat and clean throughout your stay.

In the men's facilities, plastered and painted from floor to ceiling, two deep basins are mounted in a granite top with a large mirror. The resort also provides hand soap and cream, something we all need these days because we need to sanitise our hands everywhere.

Next to the basin is a table with two chairs where you can put your things or sit and wait for one of the three showers to become available while you stare at the wire art on the wall. The showers are large with a spacious wet corner and dressing area. There is a soap dish, and the large





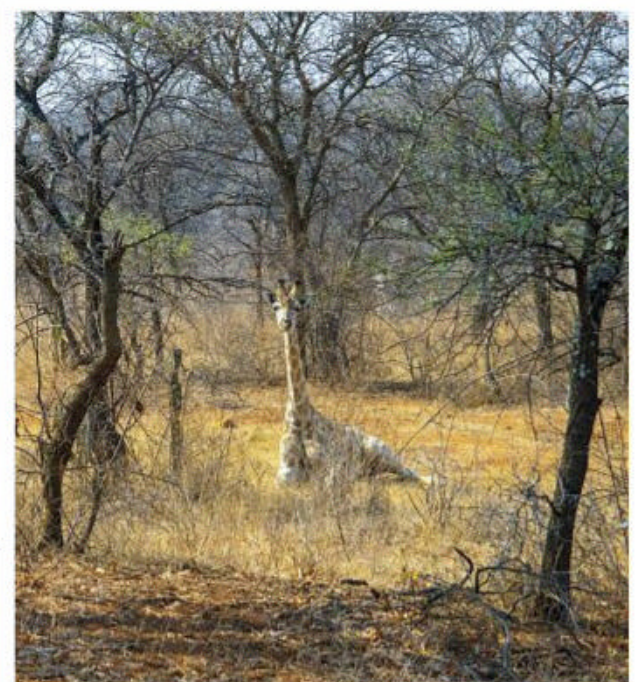
TIME TO SCRUB. There's nothing to complain about when it comes to Buyskop's ablution facilities. They're spacious and neat, and more than sufficient, even when the campsite is full. The two family bathrooms are well equipped and also wheelchair-friendly.

Briefly | Buyskop



Campsite 10 stands, predominantly with grass and under deciduous trees.
Ablution facilities Separate facilities for men and women and 2 family bathrooms that are wheelchair-friendly.
Price R500 per stand for 4 people, children included. Each additional camper (up to 10 per pitch) pays R100 pppn.
Contact 078 817 1624 (preferably WhatsApp) buyskop.co.za
 reservations@buyskop.co.za
Arrival and departure 14:00 and 10:00.
Nearest town Bela-Bela, 4 km
Road condition Tar up to the gate.
GPS S24.863684 E28.327566

Drive & Camp says Although there is no camp shop here, Bela-Bela is no more than a five-minute drive away. So, if you forget something at home, you can rectify it quickly.



shower head ensures you get properly wet. There are hooks for your clothes on the door and a bench for when you put on your socks and shoes. There are also three toilets, each with plenty loo paper, a toilet brush, and a rubbish bin.

The women's facilities are basically a mirror image of the men's, except that the table and chairs are prettier and look more like a dressing table with a mirror.

They use septic tanks here, and you are warned about what not to flush down the toilet. Bags are provided for sanitary items.

In the middle of the ablution block are two identical family bathrooms that also serve as facilities for guests in wheelchairs. They have a basin, wheelchair-friendly shower, bath, plus a toilet and basin with a mirror. There is a need for a bench here, and you will just have to perch on the edge of the bath as you dress the children.

At the back of the block are the two sinks for washing dishes and a table. 🍴

Buck between the berms



Be sure to remove your running boards and towbar before visiting the 4x4 playground at Sandwani Game Lodge.

Words and photos **Kyle Kock**

Former sand quarries have made way for a 4x4 enthusiast's dream playground at Sandwani Game Lodge, and you're bound to enjoy it so much more if you take a couple of mates with you.

You'll have to call ahead so the owners to arrange for someone to open the gate when the facility isn't busy. There's no buzzer or anything of the sort at the gate, but if Johannes Nduli (one of the caretakers) is expecting you, he'll be monitoring the entrance, so you don't wait for too long. He'll direct you to the left after the main gate, to the first 4x4 obstacle course. Many of the obstacles have been fashioned out of concrete, so there's plenty of grip. This is very reassuring for novice off-roaders.

There are a couple of axle twisters and routes that lead you through tall grass, but experienced hands will no doubt relish the opportunity to tackle the side tilt slope and log bridge. The former starts off innocently enough, but that angle gets aggressive quickly, and you'll be sliding out



of your seat and onto the front passenger side if you're not buckled up. The latter is a simple enough affair if you line up your vehicle properly with tyres in the centre of each side of the log bridge.

The inclines and declines are also a treat to crawl on, but we suggest removing your towbar if your ride height is standard or if you're using a drop plate – the departure angle is quite steep. We found out the hard

way, and there's plenty of evidence on the concrete that proves we were not the first to scrape concrete chips off the slopes.

There's also a skidpan here, which must be a hoot when there's been some rain. During our visit, there was only a muddy puddle off to one side, which offered some spectacular splashes nonetheless.

Drive back in the direction you came from and back out of the gate. Cross the



SLOW GOING If your vehicle is still on the same ride height as when you bought it, rather take it easy. There are quite a few places where you can do some serious damage to the undercarriage.

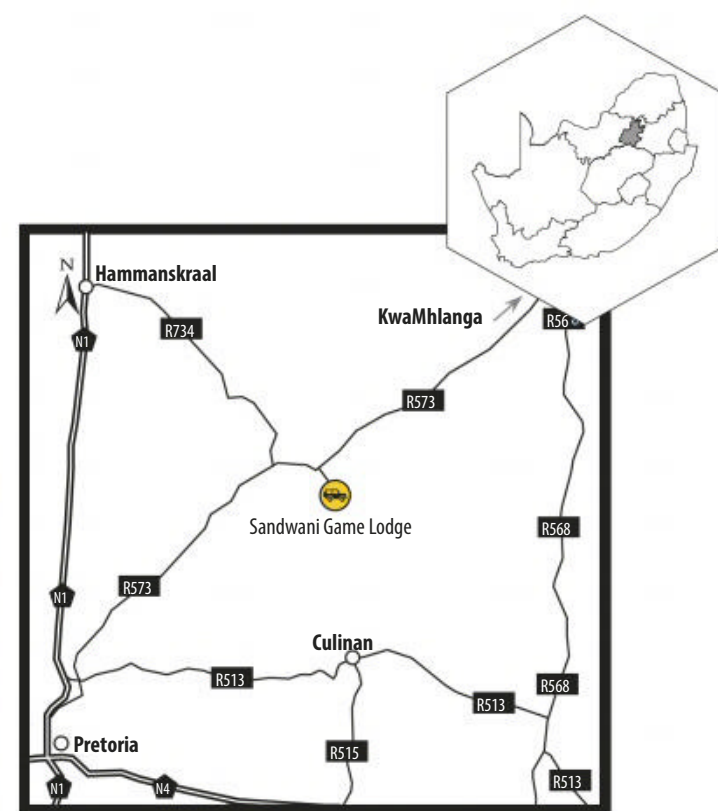
P207 to the gate on the other side of the road. You realise that you could easily have started at this section first, but be grateful for the gentle introduction you had at the concrete obstacles.

ON THE OTHER side, Johannes opens the gate just wide enough for your rig to squeeze through, so it's less of an invitation for the local herbivores to come stampeding if any of them are standing close by. Once through the gate, you're met with three trails: left, straight ahead, and right. From what awaits, it's

clear the owners mean for you to enjoy your vehicle.

The trail left, parallel to the P207, leads to another skidpan and a quarter-mile strip. Here, you're welcome to put foot, but truth be told, we wished we were rather part of a group. There's nothing like a good old drag race between buddies to settle disputes from the previous night's braai.

The entrance to the skidpan, a smaller one than the massive dirt patch on the other side of the P207, is about 50 m before the strip's finish line – which is demarcated by two white poles on either



side of the road. Whoever goes to play in the skidpan will have to be cognisant of a possible race happening when leaving. The strip really does measure 400 m, and while you're not going to see drag race specials driving here because of the imperfect surface, it's actually quite a lot of fun in a bakkie. There's a couple hundred metres of braking room on the other side of the line, so you'll have plenty of time to stop.

At the end, you turn right into the bush, with the fence on your left. On the other side of the fence and across the road, there's a cattle farm with domesticated bovine enjoying green grass. From here, it's back to low-range and bringing the heart rate down. You don't need to continue far before you start to make out blue wildebeest grazing in the distance.

On this twin-track, you can make out the quarry almost in the centre of the facility, with inclines and declines varying in angles of attack. You turn off at the very first set of tracks leading to the right.

While the obstacles themselves are not too difficult to conquer, the rollover angle after some might be too steep for your liking – even if you're a proper off-roader. This is especially true if you've arrived in an SUV or bakkie with standard ride height and factory-fitted running boards – it might be a good idea to remove the latter, particularly if yours is the plastic kind. These are not suited to the kind of driving you're to do here, and they will definitely buckle and bend under the weight of your vehicle on certain sections.

In our case, the belly of our Hilux was resting on dirt, running boards bent, with the front wheels just a few centimetres from the ground. It required some significant pushing up front to get the tyres down for enough traction to reverse

TRAIL GUIDE

down the obstacle. And if you didn't go alone and have a helping hand to pull you out, that's even better. If you can't get out on your own, you'll have to call one of the owners to recover you.

This section has some serious climbs, and there's a boma set out on top of the highest section that overlooks a farm dam. From here, you have a bird's-eye view of all the obstacles in the centre. There's a picnic bench, so a meal can be had while you and your buddies figure out how best to tackle the obstacles. The shade provided by the thatch-roofed boma offers some relief from the blaring sun for spectators.

If you decide to continue along the fence and not turn right towards the tall obstacle quarry, you're aiming for the really wild section of the facility. The trail heads slightly uphill towards a forest of thorn and mopani trees. Here, your vehicle will pick up a few scratches, no matter

how hard you try to avoid them. (Also, no need to engage all four wheels here.)

If you look closely through the dense brush, you can make out older trails. Don't be tempted to swing your steering wheel in that direction, though, as these sections are most likely being rehabilitated. In some places, there are also items, like branches placed across the road for some reason, but there's always a detour so as to make minimal impact on the sensitive ecosystem. Where not so obvious, take a detour that'll cause the least amount of damage to the surroundings.

This plateau also offers a commanding view of the farm and is where the most elusive of the buck species at Sandwani are hiding out. Follow the most obvious trail, which takes you on a wide loop of the terrace, and you'll come nearly full circle again. On your left, there's a clear dirt road that cuts through the longest grass on the facility. Look again and you might make

out the heads of curious springbok peering at their visitor. This path takes you down towards the main obstacle quarry. At the end, there's a T-junction, where you turn right to approach some of the obstacles from the rear. Turning left takes you to yet another quarry – the largest of the three.

This is the most natural of the three quarries at Sandwani in that you tackle obstacles closer to how nature intended; it's full of other geographical features that are irresistible to off-roaders. You can easily spend an hour or two at this section alone, especially if you're inclined to take pictures of completed obstacles.

When you're ready to leave, simply keep following the path that runs parallel to the P207. At the gate, you see yourself out, but be sure to close it again.



ROUTE PROFILE Elevation

1368 m Lodge/start

1360 m

1355 m

1350 m

1347 m



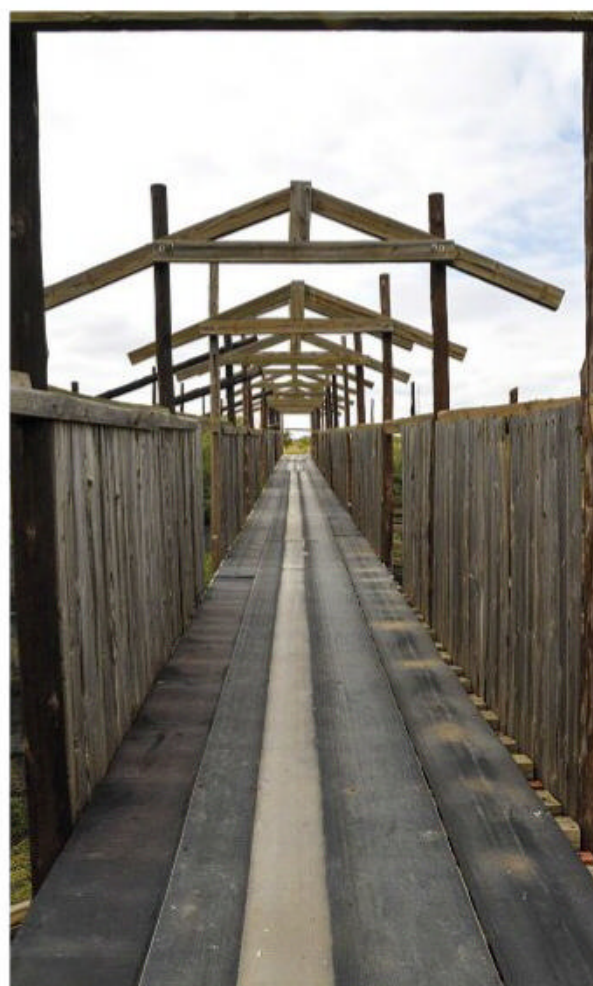
DISTANCE

WANT TO STAY OVER? At the time of our visit, the rondavels at the main entrance of the facility, where you tackle the first obstacle course, were being renovated. They should be open again to the public by the time you're reading this.

There are also a few caravan stands at Sandwani if you follow the driveway to the chapel and turn right halfway. This is ideal for a group wanting to tackle the quarries together with their families in tow. You pitch among some of the tamer buck species that roam around the campsite.

Some of the stands have concrete slabs where you can park your caravan. These are close to an electricity (regular domestic sockets) and a water source. There are also built-up braais and a few loose drums standing around. There's a playground, bar and beach volleyball court for even more entertainment after you've parked.

For more information, visit sandwani.co.za



What you need to know



Maximum number of vehicles? None

Do I get a map? No, but you won't get lost here.

Will I scratch my vehicle? There's a strong possibility, yes.

Do I need to take a compressor? Yes.

Can I braai along the way? No, there are demarcated spots only on one side of the road, at the campsite.

Can I turn around halfway? Yes.

Is there cellphone signal? Yes

Best time to go? Year-round

Can I take my family along? Yes

Just for the day or the weekend? Why not go for a couple of days?

How long does it take? You can get through everything in around four or five hours if you rush. But why would you?

Are there ablution facilities? Not on the game trail

Directions From Pretoria, take the R573 in the direction of Marble Hall. Turn south at the P207 and you'll find the entrance to Sandwani 5 km down on the left.

Office hours 09:00-17:00 on weekdays.

Arrival and departure They're not too fussed and sometimes do night drives.

Price 160 per vehicle and another R60 per person.

GPS S25.562966, E28.520196

JUST RELAX. Besides the variety of obstacle courses, there are also chalets and a campsite where you and your friends can either stay over. There's enough to keep the kids happy while you play.

Lodge/end

1 368 m
1 365 m
1 360 m
1 355 m
1 350 m
1 347 m

8 km 9 km 10 km 11 km 12 km 13 km 14 km 15 km 15,6 km



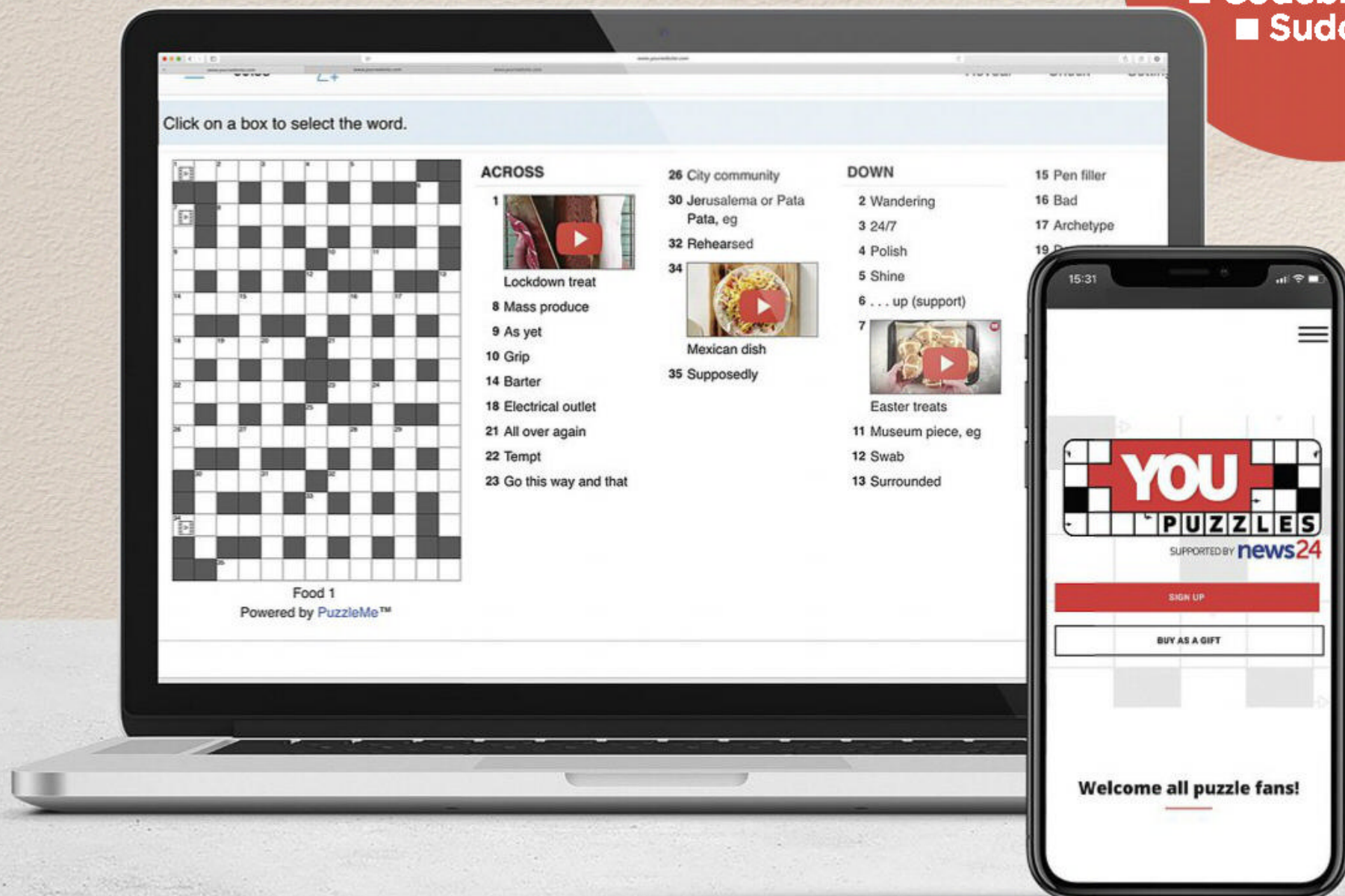
SUPPORTED BY **news24**

Your favourite puzzles are now online for the first time!

It's easy, convenient and so much fun.

Available now:

- Blockbusters
- Wordsearches
- Codebreakers
- Sudokus



Get your fix on your favourite device.

PLAY NOW!

VISIT YOUPUZZLES.CO.ZA



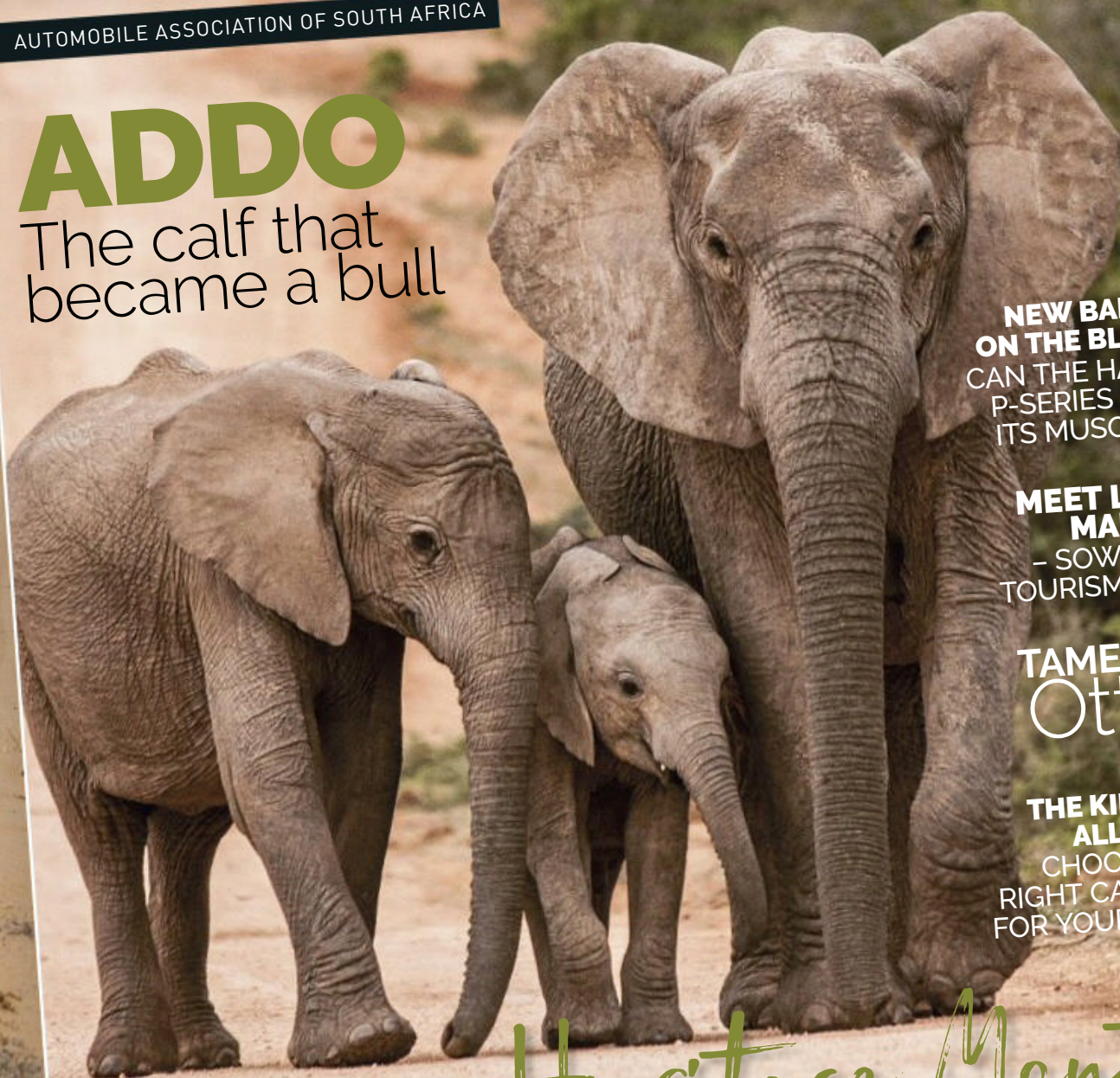
traveller

SPRING 2021 | AA.CO.ZA

AUTOMOBILE ASSOCIATION OF SOUTH AFRICA

ADDO

The calf that became a bull



**NEW BAKKIE
ON THE BLOCK**
CAN THE HAVAL
P-SERIES FLEX
ITS MUSCLES?

**MEET LEBO
MALEPA**
- SOWETO'S
TOURISM KING

**TAME THE
Otter**

**THE KIDS ARE
ALL RIGHT**
CHOOSE THE
RIGHT CAR SEAT
FOR YOUR CHILD

Heritage Month

21033



R69
(incl VAT)
Other countries
N\$69

9 PROUDLY
SA
SPOTS

EXPLORE THE GEOTRAIL
AT **BABERTON** & THE **QUIVER**
TREE ROUTE AT **KAKAMAS**

8 WAYS
WITH
PAP

FINDING
FOSSILS IN THE
EASTERN CAPE

ON SALE NOW!

AVAILABLE AT LEADING RETAILERS.

OOK BESKIKBAAR IN AFRIKAANS.



AUTOMOBILE
ASSOCIATION
OF SOUTH AFRICA



A tale of two rides

Imagine being able to choose from two towing vehicles. **Marius Muller** of Newcastle has his Mazda on duty the one day, and the next he hitches the caravan to his Mahindra.

“I grew up camping, and my wife, Pikkie, and I bought our first caravan 25 years ago: a 1974 Gypsey 2. I towed it with my **1986 Audi 500E** at the time. Next in line was a 1983 Gyspey 4, which I also towed with the Audi. Back then, I also had a 3 l Ford Cortina bakkie, which also served as a towing vehicle.

For the next 11 years, we were the proud owners of a **1984 Jurgens Fleetline 5S**. I towed that caravan with no less than eight different vehicles, ranging from a VW Golf 1.6 to a 3 l V6 Nissan bakkie.

But, I was looking for a caravan with an **island bed**, so we didn't have to climb over each other when getting out of bed. That's how we decided on a 1995 Gypsey 4B.





MORE IS MORE. Why have only towing vehicle when you can have two? Of course, not all of us are that lucky, but Marius can basically decide with the toss of a coin which vehicle he wants to hitch to his caravan. Is it the Mahindra today or the other “M”, the Mazda?

For this caravan, I also have two towing vehicles: a 2012 Mazda BT-50 3.0 CRDi SLE (automatic) and a 2017 Mahindra Scorpio S10 with a five-speed manual transmission. Broadly speaking, I can say **both are great towing vehicles**, although I still have my preferences for specific vacations. For the shorter distances – or even just the shorter breaks – I use the Mahindra. It’s a solid vehicle, and that load bin doesn’t even dip when I hitch the Gypsey. I use the Mazda for the longer trips, when we go to the Kruger National Park, for instance.

The Mahindra, with its smaller 2,2 ℓ turbodiesel engine, gives a decent 11,1 ℓ/100 km when towing, and the Mazda’s **fuel consumption is similar**. The consumption in the game park, for example, was 10,8 ℓ/100 km. Our return trip home delivered 13 ℓ/100 km – but I must add that we had a really strong headwind to contend with. I must also mention that these figures represent a **combined consumption** – hence the average with and without the caravan.

I bought the Mahindra brand new in 2017, but I got the Mazda with 192 000 km on the clock in 2019. The Mazda had only one previous owner, and its odometer currently stands at just over 200 000 km – it’s still in excellent condition.

I use a Yellow Blade stabiliser in both vehicles, and we’ve camped at a large variety of places. But we do have our favourites: The Dolphin Holiday Resort in Ballito and Queensburgh Caravan Park near Durban are at the top of the list. ”



What about your wheels?

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





Right and ready

You only need a plan – and some smart friends – to tailor your trailer to your exact needs, reckon **Paul and Mari Fouche** from Montana Park, Pretoria.

Paul and Mari have always camped when on holiday. Their philosophy is that each camp is a story that is part of their life path.

The story begins with their desire to see the more remote places in our country. This desire grew stronger after they'd been towing a caravan for many years and they realised their Gypsy Romany was not up to the task.

So, they put a rooftop tent on their 4x4 bakkie. That worked well for a while, but then the tent's limitations and their frustrations got too much. They decided to buy an off-road trailer but found the ones on the market too expensive for their budget.

In the end, they bought a used Venter Bushbaby and put their rooftop tent on it. They had the trailer's large

luggage compartment split in two so that they could have a drawer system underneath for ammo boxes with storage on top. Their fridge/freezer was too big for the existing drawer, but there was enough space in the back of the bakkie for it to go there. The existing fridge space in the trailer was, therefore, used for more ammo boxes for their clothes.

The trailer was an absolute pleasure, and the couple travelled all over the country and as well as Namibia and Botswana. They kept the Romany, however, and use it for the somewhat tamer camping experiences.

THE NEXT CHAPTER of their story begins after retirement, when they moved to the city. Here they met Willie and Rhona Brooks – Willie





DIY JOY. The desire to visit some of the more remote places locally and in Namibia and Botswana made Paul and Mari realise their Gypsy Romany wasn't up to the task. But what to do when a decent off-road trailer is a bit out of financial reach? You make a plan, gather your two expert friends, and build one yourself.

is a registered trailer builder, and Rhona an excellent tentmaker. Initially, Paul and Mari were simply customers of the Brooks couple, on whom they relied for the maintenance and repair of their camping equipment, but soon the two couples also became good friends.

It was round about this time that Paul and Mari started thinking about selling the Romany, because they no longer had the parking space and the storage costs were high. At least they would still have the off-road trailer and, therefore, would still be able to camp.

Mari, however, had to undergo a second back operation, and they started thinking about replacing the off-road trailer. They began looking at smaller caravans, as it simply became too risky for



her to climb to the roof tent or balance on the mudguard when they needed to take the roof tent down again.

They weren't, however, happy with the little luggage space of the offerings and also realised they would miss their trailer's comfort too much. With this trailer, everything is always in place. Except for a gazebo and a table, there's very little packing or unpacking to do, and everything is always locked away from four-legged thieves.

They decided to explore the possibility of rebuilding their own trailer to better suit their needs. Paul tells us more...

“On the way back from a month-long camping tour through the Eastern Cape, we started playing around with the idea of rebuilding the trailer so the rooftop tent would no longer be on top. Our chatting eventually turned into plans, but we couldn't find information about what we wanted to do anywhere. We decided to approach Willie with our idea and were convinced he'd think we might have gone crazy. Except not. He was just as excited and immediately accepted the job.

Our plan was to slice open the trailer just above the mudguards and build a kind of drawer deep and high enough for the roof tent to slide in. The drawer needed to open on the side and would slide out so the rooftop tent can be supported on struts that are attached to the drawer. Willie looked at our plans and implemented a number of changes.

Willie first removed the lid with its roof rack, installed a drawer, and then put the lid back on. As part of the process – and to save weight – the tent's wooden floor was replaced with a sheet of aluminium. Rhona also trimmed the tent to make sure it fitted on the drawer.

The end result is a huge success. The tent now fits on the drawer that slides from the trailer. Then the tent folds open and the adjustable struts are inserted. Finally, it's just hammering in the pegs and then the trailer is ready for camp.

THE ADJUSTMENTS, HOWEVER, didn't stop there. After our shakedown camp in the Kruger National Park with the converted trailer, Rhona made a tarp that threads into the bottom of the tent floor. This creates a lovely packing area with



EASY-PEASY! This is what the Venter looks like after the Fouche's modified it to suit the couple's needs. The tent is fitted on sliding rails, which means there's still ample packing space on top of the trailer.

Planning your next adventure?



Don't leave home without your perfect travel companion!



Keep your liquids hot for up to 18 hours with Quench & Atlasware double-wall flasks.



Keep your liquids cold for up to 24 hours with Quench & Atlasware double-wall flasks.



Our double-wall stainless steel flasks are made from 304-stainless steel.



Our flasks are leak proof, rust proof and durable.



Quench flasks have a 10 year warranty on the vacuum of the flask.



Atlasware flasks have a lifetime warranty on the vacuum of the flask.



Visit www.aqlifestyle.co.za to order your Quench & Atlasware products online today!

— AQ —
LIFESTYLE

012 345 3108 | hello@aqlifestyle.co.za

Follow us on social media:  



“

The end result is a huge success. The tent now fits on the drawer that slides from the trailer

”

its own zip-up flap, which helps keep our camp nice and tidy.

Rhona also made a canvas canopy with folding sides for the gazebo. The sides are each divided into two with a zipper, and each section can be rolled up or down.

When you look at the end product, the question arises whether the conversion has led to less luggage space in the trailer. Not at all. Although the tent takes up storage space inside the trailer, more than 80% of the loss is compensated for by the new space created above where the fridge would have been, and the extended part of the tent drawer on the left side of the trailer. Both spaces have their own door. The lid of the extended part also becomes a useful worktop.



In the tent drawer, there is a new floor that has been inserted above the tent, which creates a separate space. Because the tent is no longer on the roof of the trailer, it's really easy to lift the lid to gain access. Once the tent has been moved out, there is also a new space where all the loose items that normally fill your vehicle can be safely stored while you camp.

Although the trailer itself is now higher than before, it is, in fact, the same height as when the roof tent was on top. What is also important is that the trailer tows well. With his years of experience as a trailer builder, Willie made sure the weight distribution – and, of course, balance – of the trailer is excellent.

We couldn't be happier or more proud of the end result. ”



What are drugged employees costing your company?

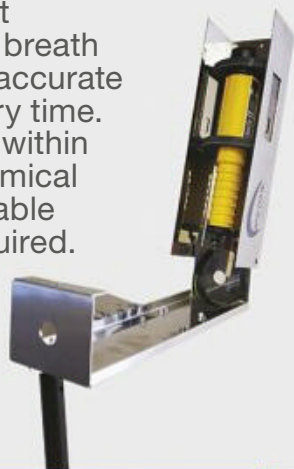


Alcohol and drug testing **specialists**

High speed testers capable of testing high volumes of people at site entrance/exit points and portable instruments with digital readouts for use at remote sites providing immediate printed evidence.

AlcoBlow® Rapid Test

Strongest and fastest breath alcohol tester on the market. AlcoBlow® Rapid Test requires the smallest breath sample and ensures accurate results first time, every time. Results are obtained within seconds. Very economical operation, no disposable mouthpieces are required.



JusCheck

An screen device which is simple to use. For the detection of drug abuse in saliva. Test accurately for 6 drugs in 5 minutes.



NEW!

LionAlcometer® 600

The Lion Alcometer 600 and it's printer have a touch screen display. Allows for entering of the test subject name, surname and ID number. Perfect for CCMA cases.



ALCONTROL

Made to be rugged and simple to use, the ALCONTROL can be used in any environment for operator free breathalyser testing. Ideal for controlling entrance at turnstile gates.



URINE TESTING

Test accurately for up to 10 drug types. Test results are available within 5 minutes.



Find out why over 5000 businesses trust our products and expert levels support in policy development, legal advice and after sales service.

Ensuring safer working environments for over 40 years
Help is one call away **+27 12 343 8114** or visit **www.alcosafe.co.za** for more information

Water, water everywhere

Camping and fishing are high on the agenda at this dairy farm, and you can even choose between different water sources.



HENGELoord

FLECKVIEH

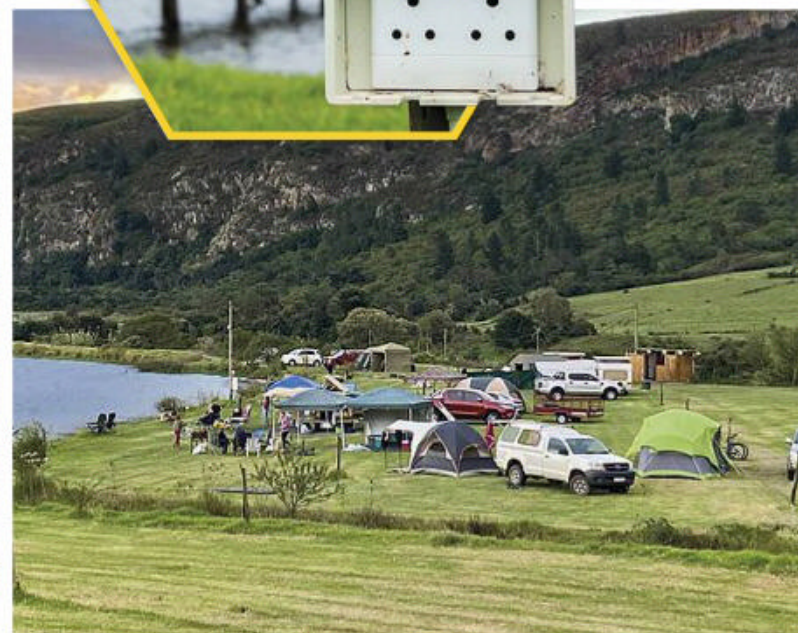
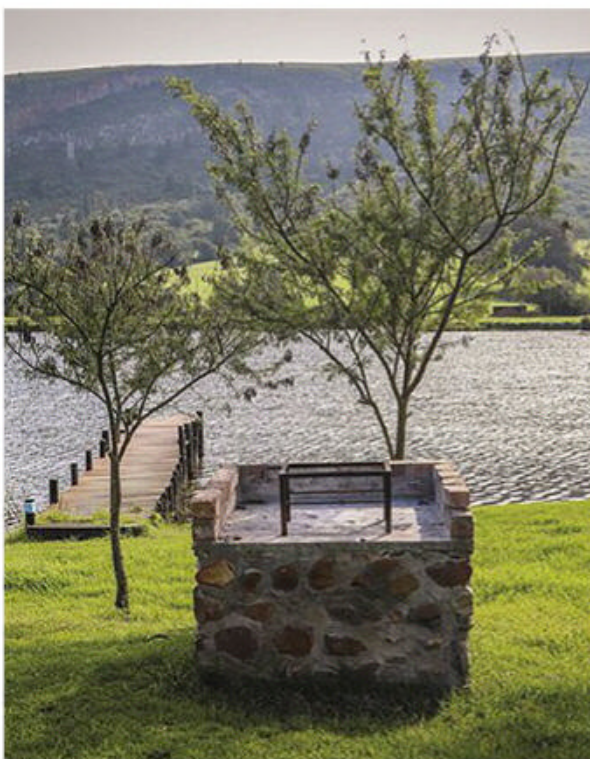
LAND OF MILK AND FISH

At this dairy farm with its Fleckvieh herd, you can buy their own cheese, plus there's a lovely campsite.

Fleckvieh lies on the R322 between Buffeljagsrivier and Heidelberg. If you approach from the Buffeljags side, the road is tarred all the way – go past Suurbraak and the turn-off to Barrydale. If you're coming from Heidelberg, there's a 8 km stretch of dirt road.

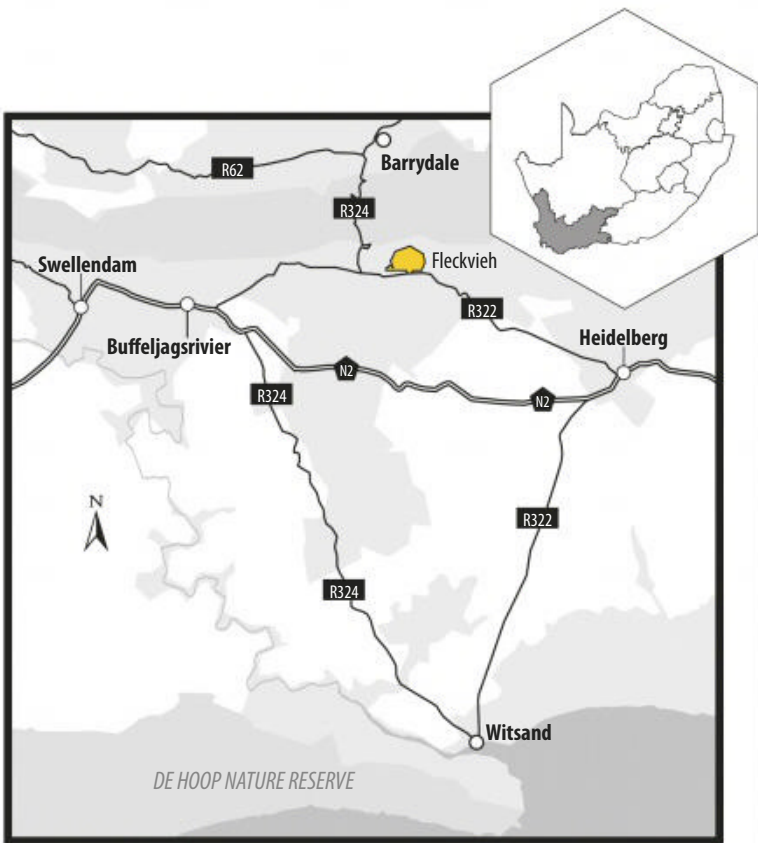
The Grootvadersbos River runs through the 1 030 ha farm, and half of it extends to the Langeberg. But here is also a large dam surrounded by a huge lawn.

The campsites are divided into three sections: two on either side of the dam (five and eight stands respectively) and the third next to the river (four stands). All have power points that work with standard household plugs, and there are also taps and braai spots. If your stand doesn't have a built-up braai, just drag one of the free-standing braais closer to your stand. All the braais have their own grids.



Each of the three groups of stands has its own ablution block with a shower, toilet, and basin. The second group of stands next to the dam – those on the side of the mountain – have double facilities.

If you've come to fish, the stands closest to the dam are the best. It's home to several species – from black bass, catfish, and kurper, to bluegill and eel. There's no specific catch-and-release rule here, and pets are welcome in the campsite.



Briefly | Fleckvieh



Fish Black bass, catfish, kurper, bluegill, and eel.

Campsite 17 stands divided into three groups: two are next to the dam and one group by the river.

Ablution facilities 3 different buildings with showers, toilets, and dish-washing facilities.

Price R450 p/n per stand for 4 adults and 2 children. Maximum 6 per stand.

Arrival and departure No set times.

Contact ☎ 079 314 5853 or 082 200 8594

✉ fleckvieh.co.za

✉ fleckviehboerdery@gmail.com

Nearest town Heidelberg, 21 km.

Road conditions From Suurbraak's side it's tar to Fleckvieh.

GPS S34.007734 E20.752679

Drive & Camp says Fleckvieh is the German name for the cattle breed Simmentaler. The farm, together with the surrounding farms and the Grootvadersbosch reserve, is part of the Grootvadersbosch conservancy.



FISH DISH

TOMATO RICE WITH PRAWNS Rising to the occasion

Braai the shelled prawns over the coals or fry them in a separate pan while the rice simmers.

Ingredients

(serves 4)

- 2 tablespoons olive oil
- 1 small onion, finely chopped
- 1 carrot, finely chopped
- 2 celery stalks, finely chopped
- ½ cup of dry white wine (or use beer)
- 1 cup jasmine rice
- A large lump of garlic butter
- 1 tin (400 g) chopped tomatoes
- 200 g cooked prawns, deshelled

Here's how

1 Heat the oil in a pan and add the onion, carrot, and celery. Pour the wine into the pan and cook it dry until the onion starts to get a bit of colour.

2 Add the rice and butter and stir-fry for



a minute. Add the tomatoes. Rinse the tomato tin with a cup of water and add that to the pan. Season the mixture with salt and pepper, turn the heat to low, and cover with a lid. Simmer the rice until cooked through and nicely swollen – follow the directions on the packet. If the rice seems to be getting dry before the grains are properly cooked, stir in a little warm water or stock and then steam it some more (with the lid on).

3 Arrange the prawns on top of the fragrant cooked rice, drizzle with extra garlic butter, and serve. A sprinkling of parsley and a splash of lemon juice is also delicious.

Drive & Camp says With or without the prawns, this rice is a great accompaniment to fish cooked over the coals.



FISHING GEAR

Lure on a leash

If you want to try out floating artificial bait, have a go with Adrenalin's HB Pencil bait. This type of artificial bait is also known as walking or stick bait.

A well-known technique for reeling in this type of lure is with the so-called walk-the-dog action. You cast the bait to the farthest point away from you, get the line slightly tighter, and give a first pull. Now you start reeling it in evenly, but at regular intervals, you pluck the line again. It makes the bait swim back and forth on the water surface and appears to be a struggling prey to predatory fish. It easily attracts the attention of black bass, but a grunter in salt water can also be fooled, as it looks like a shrimp struggling on the water's surface.

The bait comes in two different sizes and designs, and five colours. The HB80 has a curved abdomen with a round jaw cavity that splashes water as you reel it in. The bait is, therefore, 80 mm long but also has a loose ball inside its hollow body that emits a sound. The



HB100 is slightly longer, has a back that curves downward, and its ball makes an even louder sound. Both have three-dimensional eyes to make it look even more realistic.

The chances of a predatory fish getting away once the bait is in its mouth are slim, as they all boast a set of VMC's triple hooks.

As with other floating lures, early morning and late afternoon are some of the best times to throw this one in. It works even better in clear water on windless days, especially with a few clouds in the sky.

Price From R69 each.

Contact Available in angling stores nationwide, also in Namibia.

✉ catches@4adrenalin.co.za

✉ adrenalinfishing.co.za 🔥



Tough as a Toyota Fortuner!

Family car. Road trip car. Adventure car. Holiday car. The Toyota Fortuner is the multitool of vehicles – loved by South Africans and now refined to be even better.

London in England has its iconic black cabs. New York in America has its yellow taxis. Here in South Africa, the Toyota Quantum is the queen of the city. But there's another Toyota – a firm favourite among parents – that dominates the driveways and garages of the suburbs. Check out the monthly sales reports to see who dominates big SUV sales. Yup, it's the Fortuner.

We spent a week travelling almost 2 000 km through the Karoo in the 2.8 GD-6 VX Fortuner, the flagship in the line-up, and realised again how well it meets your needs and expectations. We did long stretches on tar roads, gravel back roads and even drove down some dry riverbeds.

Four adults on a week-long trip have a lot of luggage – cooler boxes, camera gear, laptops and clothing all had to fit. When it was time to load, we simply folded

and latched the two seats in the third row to the side. Everything fitted: no sweat, no swearing.

The new all-black cabin is comfortable and spacious, even for the two passengers in the second row. The seats are upholstered in leather; there's ample leg- and headroom, and the climate-control system can be adjusted for front and rear passengers. This means everyone can experience an enjoyable trip. The new entertainment system has a bigger 8-inch screen that connects your mobile phone to Apple CarPlay and Android Auto via Bluetooth. There's also a USB socket to charge your phone.

The Fortuner has always devoured the open road, and now that the 2.8-litre GD-6 engine has been upgraded to deliver 150 kW of power and 500 Nm of torque, this is even more apparent. We engaged cruise control (equipped with radar to maintain a safe following

TOYOTA FORTUNER ADVERTORIAL



distance) at 120 km/h on the long, straight stretch between Laingsburg and Beaufort West. The rev counter never ticked above 1 900 rpm. Our fuel consumption in this heavily laden vehicle was less than 10 litres per 100 km. Under normal driving conditions it would be closer to 8 litres per 100 km. The Fortuner's 80-litre fuel tank means you can cover long stretches before you need to refuel.

On gravel roads, in sand, mud and over rocks, the 4x4 Fortuner proved its serious off-road credentials. It's equipped with descent control, and by toggling a switch on the dashboard just in front of the automatic gear lever, it's easy to alternate between 2WD, 4WD and 4WD Lo. The rear differential can be locked by pressing a button.

The 18-inch alloys on the flagship model sport a new turbine design and they're shod with 265-60-R18 tyres. The exterior has been enhanced with new LED headlights that increase the visibility of the car. We travelled in an Oxide Bronze vehicle, but there are seven colours to choose from.

The new Fortuner is stylish enough for a night out on the town, and tough enough for Africa's wide expanses.



TOYOTA FORTUNER 2.8 GD-6 4x4 VX 6AT

Engine	2 799 cc turbo-diesel
Power	150 kW @ 3 000 – 3 400 rpm
Torque	500 Nm @ 1 600 – 2 800 rpm
Transmission	6-speed automatic
Fuel consumption	7.9 l/100 km
Ground clearance	279 mm
Towing capacity (braked)	3 300 kg
Approach angle	29 °
Departure angle	25 °
Warranty	3 years/100 000 km
Service plan	9 services/90 000 km
Service intervals	12 months/10 000 km
Price	R793 700

The last beefcake

Now that the Mercedes-Benz X350d's existence has ended, Volkswagen remains the last diesel V6 standing. We drive the big Amarok before its replacement is (hopefully) released by the end of next year.

Words and photos **Cyril Kloppe**

The Volkswagen Amarok was launched on 6 May 2010 at the Nampo Harvest Day in Bothaville. In terms of sales, it was never a runaway success, but it nevertheless made headlines and changed the bakkie industry irrevocably when the "small" turbocharged 2 l engine landed.

The existing Amarok has been around for quite some time now. In April last year, it was announced that its replacement, the second-generation Amarok, would be built on local soil at Ford's Silverton plant in Pretoria. Ford and Volkswagen will soon share a common platform, and "our" Amarok will be exported to more than a hundred countries.

In anticipation of the new Amarok, we drive

the latest 190 kW model – launched earlier this year – for one last time.

Inside and out

The Volkswagen Amarok reveals its age on the inside with rock-hard yet durable plastic panels – a feature that was quite appropriate 11 years ago. These days, however, bakkie door panels are upholstered for a more luxurious feel.

The Amarok's instrumentation was super modern a decade ago, and although that's no longer true, it still looks classy in an old-school way. The sound system even has a CD player for the die-hards still relying on this all but obsolete music medium.

We like the 12 V power socket at the base of the centre console for a two-way radio, and a second power point near the windshield for a GPS. There are also USB ports for phones, and the pockets in the doors are large enough for 1 l water bottles. There isn't a lot of room in the cubby hole, though – plus the manual takes up half the space.

The front seats are exceedingly comfy – in the seven days and 1 800 km we tested the Amarok, there was not a single day that we felt pins and needles.

It's a different story at the back: only smallish people will find it comfortable; there's limited legroom and you sit up straight. There's also no air conditioning at the



VOLKSWAGEN AMAROK 3.0



MUSCLED GRANDPA. The Volkswagen Amarok received its V6 engine in 2017 to compete with Mercedes' X-Class. There are no frills in terms of its shape, but with the 3 ℓ V6 below the bonnet, the Amarok is the strong, silent type rather than a smack-talking boytjie.



“

In anticipation of the new Amarok, we drive the latest 190 kW model – launched earlier this year – for one last time

”

back, and passengers have to be content with the air eventually arriving from the very front, just like in the olden days. And then, there are no airbags for the rear passengers either – which is unacceptable these days in luxury bakkies. There are, at least, Isofix anchor points for baby seats.

Another oddity about the back seat is that you need two people to flip the backrest – two loops on the farthest corners of the backrest have to be pulled simultaneously. The jack and reflective triangle are stored behind the backrest, and there's little room for anything bigger.

Externally, the Amarok still looks great, especially for a design that's already 11 years old, and we believe the Amarok will still look good in another 11 years. That's, of course, thanks to Walter de Silva's classic approach – he was the head designer at Volkswagen that oversaw the Amarok.

The Amarok's load bin can take a standard pallet (800 x 1 200 mm), thanks to an inner measurement of 1 210 mm between the rear wheel arches. To the best of our knowledge, this is the only bakkie that can accomplish this task – not that your average Amarok owner will be carting pallets around.

How's the drive?

Don't let anyone tell you the Volkswagen Amarok is as comfy as a sedan, because the Amarok definitely has the characteristics of a bakkie. Yes, it's silky smooth on a highway – better than most other bakkies – but on a corrugated gravel road with almost nothing in the load bin, it definitely feels less planted than an SUV. We're not saying it's dangerous, since all bakkies feel a bit "loose" on a dirt road if they're empty. The leaf springs on the rear axle can also cause it to bounce when the road gets bumpy, as we discovered on our way to the Gamkaskloof (read about that trip on page 32), but that is typical of a bakkie.

The Amarok's full-time four-wheel drive – with a 60/40 torque distributor in the middle differential – gives peace of mind. On the muddy back roads of the Western Cape's Overberg district, we never once worried about losing control.

Australia's Amarok, the Core V6, is the only version in the world to get low-range gears. Here in South Africa, we only got Volkswagen's 4Motion system, which requires very little input from the driver when it comes to 4x4 driving. You do have control of a rear diff lock, and there is a button next to the gear lever marked "Off Road". With the

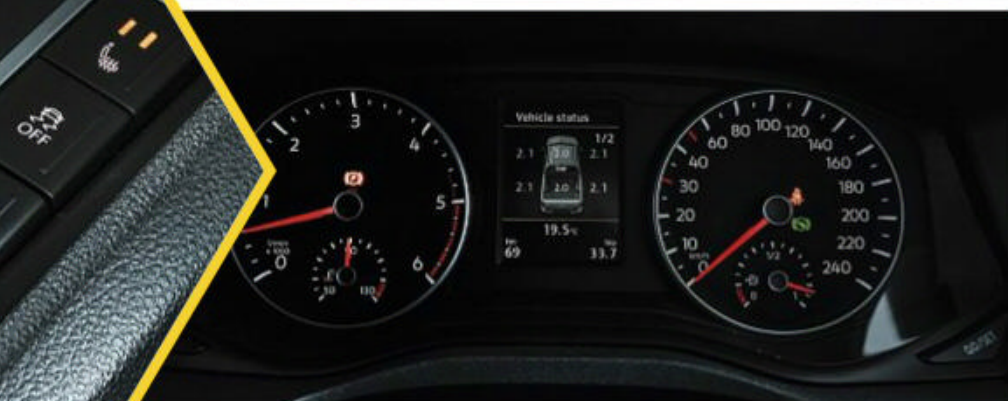


SUNDAY BEST. A suit that's well cared for will last you a lifetime, and the same goes for the Amarok's interior. There have been some changes over the past 11 years – the dashboard look completely different, for example – but in essence it's still the same vehicle.

push of this button, the hill descent control will prevent the Amarok from running away with you, and the ABS will adapt to the loose surface so it can come to a quicker stop than it would otherwise do.

The competitors

V engines with an uneven number of firing pistons on each side (such as the 1 + 2, 2 + 1 of a V6) tend to vibrate more than those with an equal number of sparked pistons (V8) or inline engines, but the vibrations is barely noticeable in the Amarok – and completely absent once you're up to speed.



The V6 Amarok's closest competitors when it comes to engine capacity, four-wheel drive, automatic gears, and trim levels are the Isuzu D-Max 300, Ford Ranger 3.2, and Toyota Hilux 2.8. Toyota also has a V6 model, but it's a 4 l petrol engine, and, therefore, not comparable.

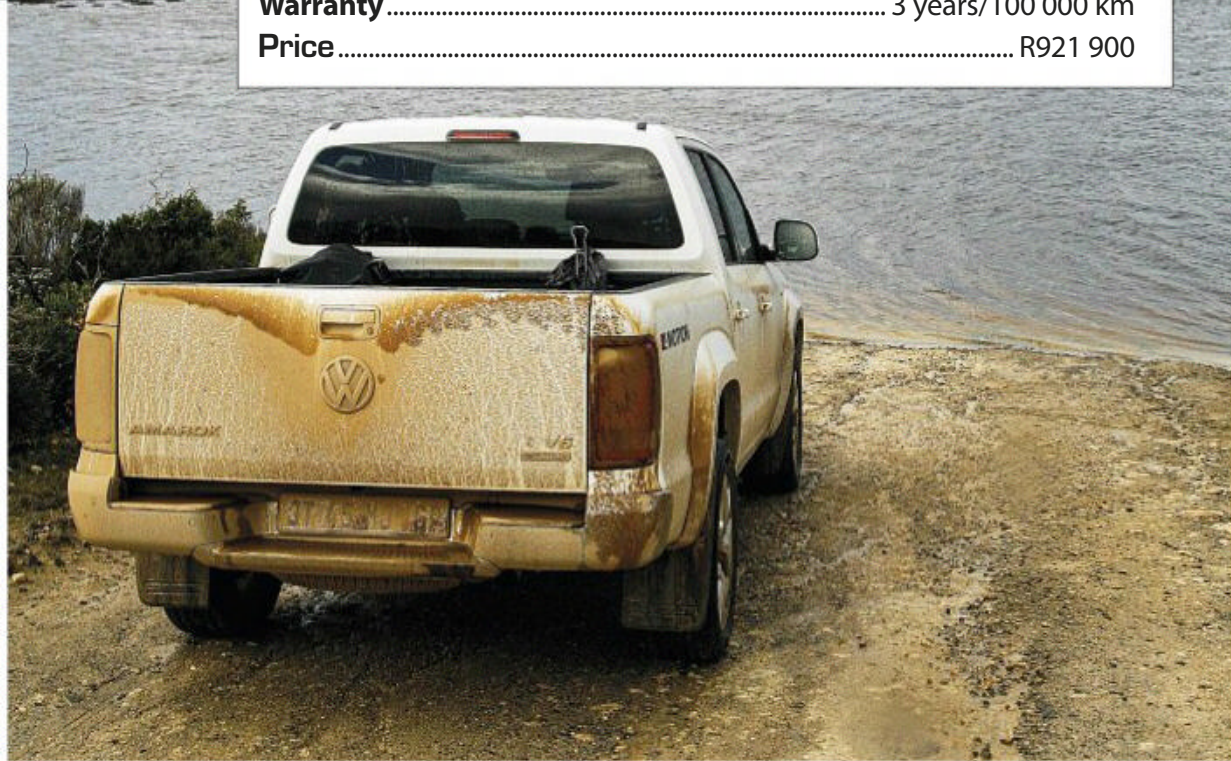
At 3 198 cc, the Ranger has the largest engine capacity, in a straight five engine that lies longitudinally under the bonnet, and the Hilux is the smallest with 2,755 cc in a straight four that lies transversely.

The Amarok kicks out the most power and torque – 190 kW and 580 Nm respectively – compared to the runner-up, the Ranger's



SPECIFICATIONS

Model tested.....	Amarok Highline Plus 3.0 TDI 4Motion
Engine	2 967 cc V6
Power.....	190 kW @ 3 000 rpm
Torque	580 Nm @ 1 400 rpm
Transmission	8-speed automatic
Top speed	207 km/h
Acceleration (0-100 km/h).....	7,6 s
Fuel consumption	9,5 l/100 km
Tank.....	80 l
Load capacity	838 kg
Max tow capacity	3 000 kg
Length	5 254 mm
Ground clearance.....	237 mm
Approach and departure angles	29,5 ° and 23,6 °
Wading depth	500 mm
Wheel size	255/60 R18
Safety rating	★★★★ (EuroNCAP 2010)
Service plan.....	5 years/90 000 km
Warranty	3 years/100 000 km
Price	R921 900



147 kW and 470 Nm. The Amarok also has an “overboost” function that increases the power to 200 kW for 10 seconds.

The competitors all have six-speed auto boxes and the Amarok has eight. The Amarok has the highest top speed (207 km/h), but it’s also the thirstiest, with a fuel consumption of 9,5 l/100 km – we can confirm that figure.

And will it fit in your garage? The Amarok is the shortest amongst its competitors at 5 254 mm. It’s even shorter than the D-Max, and 10 cm shorter than the Ranger. Its ground clearance of 237 mm is equivalent to that of the Ranger and higher than the D-Max’s 220 mm. However, the D-Max can load 945 kg, compared to the Amarok’s load capacity of 838 kg. The Amarok’s wading depth is the weakest amongst its competitors – only 500 mm – while the Ranger boasts 800 mm.

Conclusion

The Amarok was way more posh than its competitors back in the day, but that’s no longer necessarily the case.

Yes, it can take a heavier load than a Hilux and can even gobble up a standard freight pallet, which the others can’t do, but nobody will make the claim that a VW Amarok is a workhorse.

The lack of legroom and the absence of airbags for the rear passengers are concerning, and the lack of low-range gears is unacceptable if you’re an off-road enthusiast. However, it remains a wonderful vehicle for the average South African looking for a comfortable and luxurious holiday bakkie. The purchase price is a bit eye-watering, but that’s just the curse that people with good taste have long ago had to accept. 🍷



FROM THE COMPETITORS

4x4 bakkies with large-capacity diesel engines for the lifestyle market



R728 200

Isuzu D-Max 300 LX 4x4 AT

The D-Max is not built for speed – Isuzu freely admits it – but it’s a great ride, nonetheless.



R737 000

Ford Ranger 3.2 TDCi XLT 4x4 AT

In terms of age, the Ranger and Amarok differ by mere months, and they will be reborn at the same time, too.



R788 700

Toyota Hilux 2.8 4x4 Legend AT

South Africans are dotty about the Hilux, and with good reason. It’s competent and its resale value is excellent.

What a Kombi-nation!

With a Volkswagen Kombi, it's not a question of how and what to tow but rather when and where...

Words and photos **Leon Botha**

Volkswagen makes four minibuses: Caravelle, California, a panel van, and Kombi. Three versions are available in the latter model, all with a 2 ℓ diesel engine, and all have a tow bar – and trailer sway control comes standard.

The Kombi's virtues are, of course, well known. We hitched a caravan to the Transporter 6.1 to see how it fares.



VOLKSWAGEN T6.1 KOMBI 2.0 TDI TRENDLINE



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

“ For this model's price, the interior finish is pretty basic and the pedals are a tad too high – it could get uncomfortable on the long haul. But if you look at driving and towing, you could hardly get more comfortable. You don't even feel the caravan and the Kombi drives as easily as a sedan.

At 120 km/h and on the long road, it tows without difficulty and always keeps its speed. The engine isn't that strong; I attribute its good performance

to the DSG gearbox. You just can't complain about it – if you put your foot down, there's an immediate reaction. Do keep your eye on the speedometer, as it'll be easy to tow too fast.

Unfortunately, the pillar just to the right of my shoulder bothered me, as it creates a blind spot. The exterior mirrors are also relatively small and don't have a wide-angle section for the blind spot.

The instrument panel is simple yet functional. I like the electronic watch on the

touchscreen – it looks like an analogue watch – and, of course, I like seeing the water temperature (thanks to the temperature gauge). Some newer vehicles no longer have such a gauge.

It's easy to make a U-turn while towing the caravan as the Kombi has a small turning circle, but, funnily enough, you feel some body roll as you enter a bend.

My summary is simple: The Kombi tows like a dream!

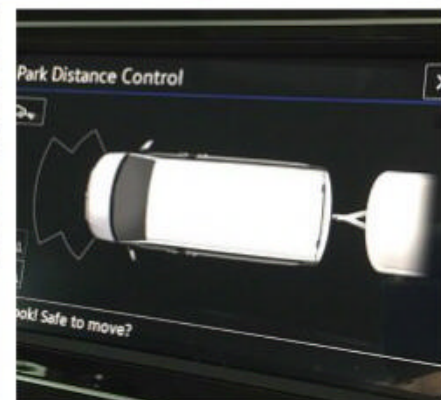
Weighty matters

Volkswagen doesn't joke around when it comes to the Kombi's towing capacity. It ranges from 2 200 kg for the basic Trendline (manual) to 2 500 kg for the other two models, both automatic. But according to South African law, these figures are actually 1 892 kg and 2 043 kg respectively for the automatic models. That's because the towing weight limit is determined according to the vehicle's tare weight.

The gross vehicle mass of a caravan may not exceed the tare weight of the caravan. Most caravans – by far – in South Africa have a gross vehicle mass of 1 800 kg or less, which means you can tow many of the caravans on the market today with the automatic models. Furthermore, the GVM of many caravans is 1 500 kg or less, which leaves you with more than enough choices for the manual model with its tare weight of 1 797 kg.

Not only do all three models come equipped with a towbar as standard, the electronic stabilisation control (ESC) is also standard on all. The trailer sway control is part of the ESC and always keeps a watchful eye. This system only kicks in when you tow at speeds exceeding 60 km/h and applies to caravans with run-in brakes.

There are some differences between the three models when



TOW TEST

it comes to towing. The base model produces only 250 Nm of torque, compared to the next model (our test vehicle), which produces 340 Nm – almost a third more. But the top model, with its 4Motion drive, is far ahead with 450 Nm.

Towing tools

The angle of the lights can be adjusted. This is necessary when loading weight into the Kombi, but even more so when placing vertical weight – such as the nose weight of a caravan – on the ball of the towbar. This switch is located to the right of the steering wheel next to the light switch.

The steering wheel can now be adjusted to be higher or lower, or closer or farther away from you.

The rear-view camera is standard, and the computer knows when you're towing – even if there is something wrong with the caravan's lights.

So, when you reverse, no alarm sounds and a picture of a caravan appears on the rear-view screen. If you want the Trailer Manoeuvring package, it will cost you an extra R10 500. Then you leave matters to the computer to assist with reverse. You select an angle and the computer ensures the caravan reverses in that exact direction.

In the automatic models, you can always see which gear you're in on the instrument panel – a useful function that you don't find in all automatic vehicles – and even the oil temperature is visible. For normal driving, the electronic meter showed 93–101 °C, and



“

The rear-view camera is standard, and the computer knows when you're towing – even if there is something wrong with the caravan's lights

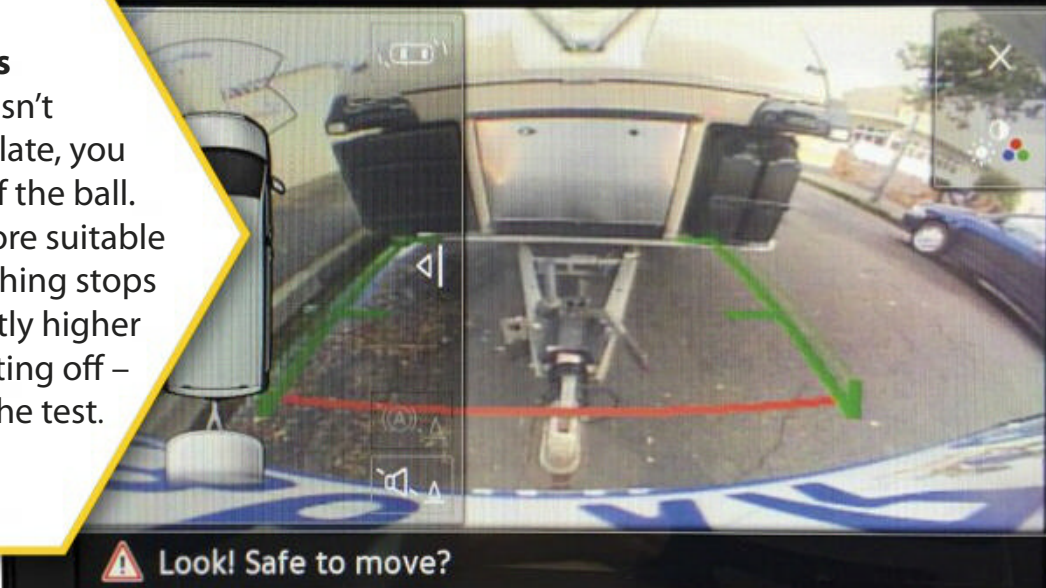
”

“

Drive & Camp says

Because the towbar isn't compatible with a drop plate, you can't change the height of the ball. This means the Kombi is more suitable for road caravans, but nothing stops you from hitching a slightly higher off-road caravan and setting off – that's what we did for the test.

”



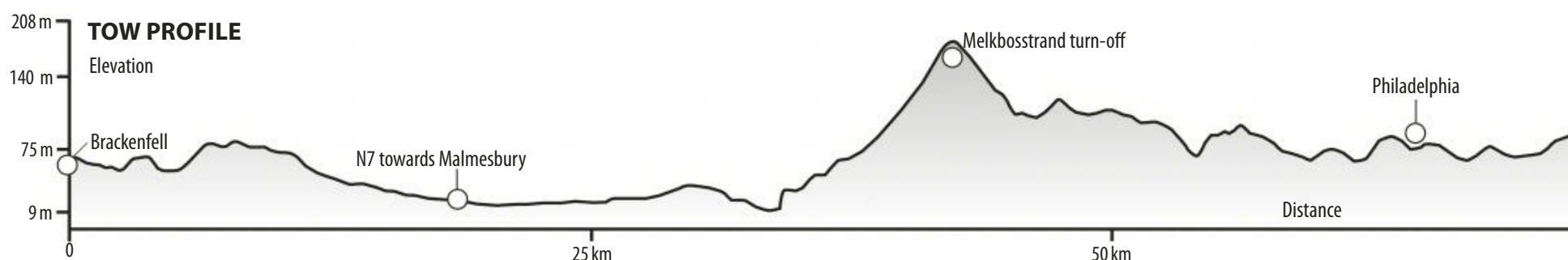
while towing, the highest reading was 111 °C. At the same time, the water temperature is displayed with an analogue meter, and that stayed steady on 90 °C.

It's great that you can open the back door while the caravan is hitched, but Volkswagen has not adjusted the gear mode indicators next to the gear lever for right-hand drive models – so you can't see which gear you're in from the driver's side.



Distance 132,5 km **Roads** Highways, back roads, and built-up areas.

Total towing time 3 hours and 1 minute. **Weather** 13 °C, mostly cloudy with a southeasterly wind of 11 km/h.



SPECIFICATIONS

Model	2.0 TDI 110 kW DSG SWB
Engine	4 cylinder turbodiesel
Power	110 kW @ 3 250-3 750 rpm
Torque	340 Nm @ 1 500-3 000 rpm
Transmission	7-speed automatic (DSG)
Drive	Front wheels
Tank	80 ℓ
Fuel consumption with caravan	11,5 ℓ/100 km (8,7 km/ℓ)
Reach with caravan	696 km
Tare weight	1 892 kg
Weight during test (incl nose weight of caravan)	2 420 kg
GVM	3 080 kg
GCM	5 300 kg
Combination mass during test	3 600 kg
Tow capacity	2 500 kg
Towbar's load test index	Unknown
Towbar's maximum vertical weight	100 kg
Is towbar removable?	No
Is there space for drop plate?	No
PRICE	R758 100



What we towed

Manufacturer Echo

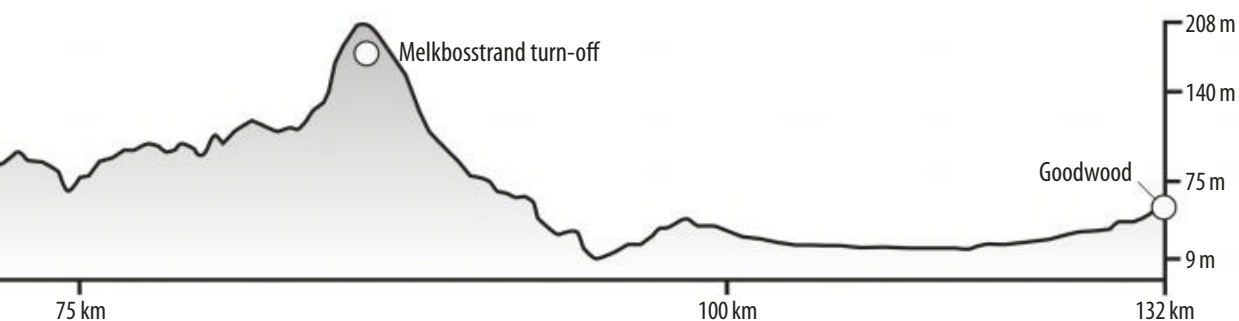
Model Kavango

Year model 2011

GVM 1 500 kg

Load weight on the axle during test
1 180 kg

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



R758 100

**Volkswagen T6.1 Kombi 2.0 TDI
Trendline**

340 Nm

From the competitors

Minibuses with an automatic gearbox with which you can tow



R743 900

Hyundai H-1 Bus 2.5 VGTi AT

441 Nm

With its tare weight of 2 216 kg, it is still only allowed to tow 1 500 kg



R779 500

Ford Torneo Custom 2.0 SWB Limited 6AT

415 Nm

Intended for light towing – may only tow 950 kg.



R1 025 400

Toyota Quantum 2.8 VX Bus 9s

420 Nm

Toyota's most luxurious version may only tow 1 500 kg

On a lighter note

Compass Off Road Trailers now has something suitable for couples and families of four. The good news is, these two different off-road caravans cost the same.

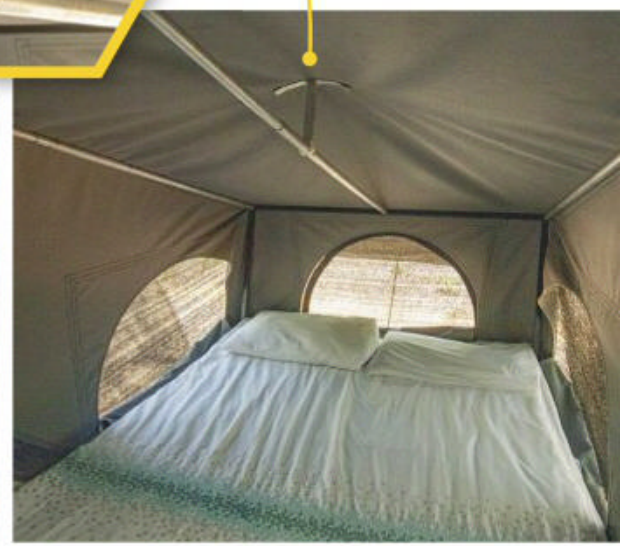
Words and photos **Leon Botha**



COMPASS 4 SLEEPER

Anyone looking for an off-road caravan has their pick of a great variety these days. But when you're also counting your pennies, it's much harder to afford a new caravan. Compass builds one of the most affordable off-road caravans on the market – but that does not mean you get an inferior product.

The Compass is well equipped with facilities that include an outdoor kitchen with a sliding frame for the fridge/freezer and gas stove, fold-out beds, a large nose cone, and even a gas geyser – and it's spacious inside. You can choose from two models: the one sleeps two and the other model is equipped for four. We hitched the 4 Sleeper.



Settle in

The double jockey wheel can be completely removed, which comes in handy when towing on an uneven road. Close to the jockey wheel you'll find a small spirit level on the A-frame.

The Compass has four loose corner steadies instead of the popular type that swings down. It's an upright jack with an arm that protrudes into the chassis – and a built-in crank you use to lower or lift the caravan. You only need to use the front two if you want to have the Compass completely solid.

With the steadies in place, it's now time to lift the roof and ready the beds. First, you fold out the one bed from the right panel and then the one above the A-frame. (The two-person version doesn't have the side bed.)

Before folding out the side bed, first thread the fly sheet into the groove at the top of the roof. This bed's door has the kind of lock you get on cooler trucks, and it's properly dustproof. The door swings flat and the mesh windows that can open are now on your side. This way you access the U-frame that lies flattened inside. It pitches up towards you and stretches the corners of the tent. Now, slot the three spring slats into the edge of the door to tighten the fly sheet.

Because the front bed folds over the nose cone, first remove everything from there you may need – there is a door on both sides in case you want to take out something small or put it away. The one gas cylinder is here, but you can easily reach the valve.

As you swing the bed over the A-frame, lower the Y-support to the coupler and fold the tent open at the same time. This bed's fly sheet also uses three slats. The bottom of the tent at the bed base is loose and you pull it over the edge to fasten it with straps.



Finally, get into the caravan to finish getting the beds ready. Fold open the mattress for the side bed, which is folded up, standing upright. Now you need to stretch the top of the canvas above the front bed. Three adjustable poles fit on the sides and one in the middle between

the U-frame and the pop-up roof. Lastly, use a loose spacer pole to keep the canvas section lifted so that water drains off the roof.

The big plus of the front bed is that you don't have to crawl in – there is an extra-large space between the middle of the caravan and the bed. On the floor

next to the bed is a step with a loose lid that can be used as shoe storage, for example.

The front bed is more or less the size of a double bed, and the side one is as big as a three-quarter bed. The latter is nice and low (40 cm) and, therefore, ideal for children.

What about packing space?

The caravan's entrance is on the right at the back. At the rear are two cupboards with canvas doors that zip up. The one closest to the door is the larger and has four shelves, and next to it is a cupboard with three shelves. At the top of this cupboard is a wash basin.

On the left are two flat cabinets with metal doors that fold open towards you. The two cupboards are the same size, but the one closer to the bed opens into the outside kitchen. Inside is a 220 V socket with two USB ports. Their tops form a handy shelf when the roof is raised – we put a fan there.



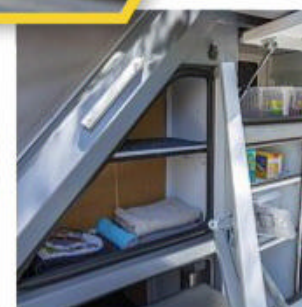
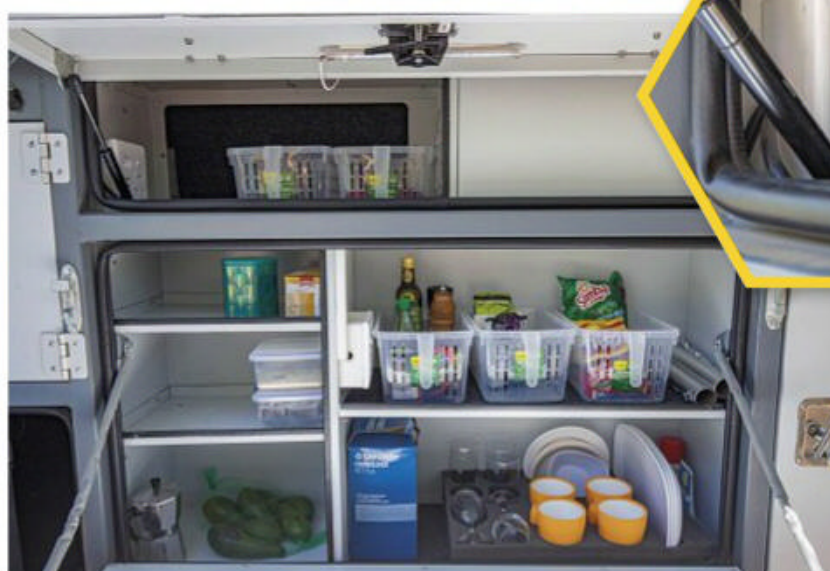
To the kitchen

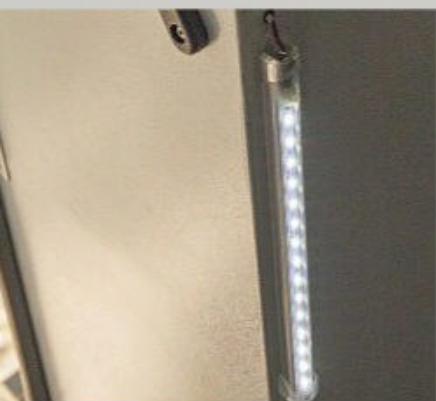
The four hatches to the left of the entrance together form the kitchen. The larger one (113 x 62 cm) sits above the wheel and also has one of those cooling-truck locks. When you open the hatch, thanks to this lock, it turns into a lovely open worktop without any kind of arm sticking through the surface.

Behind this space are various cupboards with cut-out shapes in foam for storing glasses, cups and plates. The double 220 V socket is inside on the top right.

Another door opens above the bottom cupboard – this is the same cupboard you open from the inside to get to the outside kitchen. The right side is closed as it forms the back of the one inner cupboard.

The two-plate gas stove is pulled out near the nose and is mounted on the tip of the sliding frame with the fridge/freezer closest to the body (the space allows a fridge/freezer up to 90 l). The stove itself sits crosswise and is slightly sunken to protect the gas flame against the wind. The back is fastened





SPECIFICATIONS

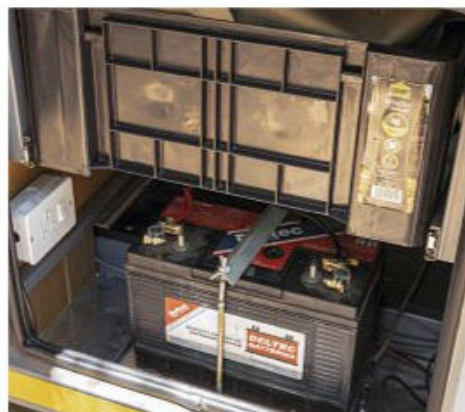
Manufacturer Compass Off Road Trailers
Model Compass 4 Sleeper
Sleeps 4
Size 4,7 x 1,8 x 1,95 m
Wheels 16" (steel rims)
Axle 1,6 t (solid)
Tare weight 860 kg
Load capacity 940 kg
GVM 1 800 kg
Chassis Steel and powder coating
Body Steel, aluminium, and powder coating
Standard price R227 700
Dealer network Factory and office in Rustenburg
Contact ☎ 072 421 6815 or 082 786 5674
 ✉ compassoffroad.co.za ✉ info@compassoffroad.co.za

Standard and extras

Standard equipment includes a 90 ℓ water tank, 270 ° awning, the indoor cupboards and washbasin, 5 ℓ inline gas geyser, two-plate gas stove, a 3 kg and 5 kg gas cylinder, indoor and outdoor lights, mattresses, and the fridge/freezer sliding frame.

The 24 optional extras include

a mesh door (R748), pole bag for the nose cone (R345), dishwashing frame (R863), wine rack (R978), 105 Ah Deltec battery (R2 508), shower-head set (R575) and cubicle (R4 600), 150 W solar panel (R4 370), loose corner steady (R811), and cassette toilet (R2 415).



Drive & Camp says

Each Compass model gets its own number. There's a map of Africa cut from chequered plate sporting your specific caravan number on the kitchen door.



with hinges so you can swing it up and clean underneath. Underneath are two drawers in which pots and pans but also cutlery and braai utensils are kept. In the body above the fridge/freezer is a triangular cupboard door with a flat shelf or two – perfect for dishcloths or firelighters.

The battery sits in the other side of the caravan, across from the fridge/freezer compartment, as well as the circuit breakers and a 220 V socket. Above the battery is an ammo box on a sliding frame – a good storage spot for your camping tools, ropes, and pegs.

The shower is at the back. Between the second gas cylinder and the spare wheel is a cupboard in the back panel with the inline geyser where you can pitch a shower cubicle.



R227 700* COMPASS 4 SLEEPER GVM 1 800 kg

FROM THE COMPETITORS

Off-road caravans for four in the same price range



R245 000* JAGUAR INKWE-4 GVM 1 600 kg

The chassis and body are constructed of stainless steel.



R268 000* IMAGINE TRAILVAN 4 SLEEPER GVM 1 500 kg

The body is made of aluminium and fibreglass, and the chassis is also galvanised.



R323 000* ECHO CHOBE LEGEND GVM 1 500 kg

Has a fibreglass body on a galvanised chassis.

*Standard price



Light in the tunnel

The COVID-19 pandemic has ravaged the economy, but the picture already looks a bit rosier for some caravan dealerships.

Words **Leon Botha** Illustrations **Dominic Wienand**

Most of us were affected by the pandemic in one way or another. Last year, the economy was on its knees, numerous people lost their jobs, and businesses closed down. Caravan manufacturers were also affected after production teams had to be downsized because of lockdown regulations. And importing materials was a huge headache.

Today's restrictions are more lenient than those of the initial Level 5, but astonishingly enough, it appears that the caravan industry is experiencing a period of prosperity.

Back to nature

Woody Loftus of Loftus Caravan City in Randburg – one of the largest dealers in the country who has been doing business for the past 33 years – says they're seeing many new buyers, and this can be attributed to several elements.

"At times it was touch and go, but the boom we're currently seeing is almost unprecedented," says Woody. "Waiting lists are nothing new, but where before we had one for only certain caravans, most of our new caravans now have a waiting list. And then second-hand caravans are as scarce as hen's teeth right now."

"The new buyers are first-time caravan buyers – new or used – which means there are no trade-ins. That also contributes to the shortage of second-hand caravans."

According to Woody, people have been itching to get out since the very first lockdown. Overseas travel is difficult – or downright impossible – which means that groups of travellers are also looking for local outings, especially remote campsites where you can isolate yourself and your companions in nature. The pandemic thus, ironically, brought people back together. It also seems as though tourists

are wary of shared spaces such as hotel rooms – but you're safe in your own caravan.

Woody says they recently spent some time in the Kruger National Park, and while the campsites were filled to the brim, some of the chalets were unoccupied.

This breakaway to nature is one of the reasons why Loftus and his team have seen an increase in sales of their gravel roaders and off-road caravans.

Safe haven

While they are also experiencing a boom in the market, their second-hand caravan stock is more stable, explains Wesley

Dempster of Tygerberg Caravans in Cape Town. Wesley believes they have a different buyer market, but as with new buyers, people are nervous about the virus and are looking for the safety of their own home, or caravan. Some people who would have spent money on an overseas trip now buy a caravan so they can still get away.

This is the biggest boom they've seen in the last 20 years, Bee Wolmarans of Kempton Caravans in Edenvale confirms. She says the outbreak of the pandemic had her quite worried because the business world faced a gloomy picture. But within a few months, new faces started to visit – including young families who could not travel overseas and wanted to buy a caravan instead. The good figures include not only the sales of caravans but also their gear shop and rental department are doing excellently.

Bee believes that a favourable interest rate also plays a role. "We are actively looking for second-hand caravans, and we have a large variety on the floor. When it comes to new caravans, we have a model or two on the floor, and then, like many other dealers, we also have waiting lists."



Although business is currently good, it does not compare to the best times, says Vivian Torlage, owner of the Northgate and Midrand branch of Conqueror. "The pandemic has brought about a new normal, and it is, therefore, difficult to compare it with any other time."

They also have a shortage of second-hand stock – so much so that Vivian specifically devotes energy looking for second-hand caravans. "The demand is now so great because more people can afford second-hand prices. There are always people who will have money, but the man on the street felt the pinch."

How about the newer retailers?

Vivian de Villiers of the Bloemwa outdoor living centre in Bloemfontein, who has been in the caravan industry for three years, says they, too, are experiencing exceptionally good times. Not what you'd expect, he concedes, but three caravan dealers in the area have had to shut their doors as well. He reckons a good 90% of their sales are in the second-hand market.

In Gqeberha, Eben Grobler of Eastern Cape Caravans agrees. He has owned the business for the past four years and describes 2021 as one of their best years. He thinks people are still wary of other holiday accommodation, and caravans with their own bathrooms are especially popular. Since the advent of the pandemic, people have also been more focussed on living a healthy life – and what could be better than the freedom of having a caravan in the campsite?

Some people who wanted to visit their children abroad now buy a caravan and go camping instead. Eben thinks they will probably sell their caravan some day, but it remains a good investment in the meantime.

"Gravel roaders and off-road trailers are very popular, but buyers are picky when it comes to second-hand ones. People are often looking for a specific caravan, for example. We also suffered huge losses due to the pandemic, and that's money that you won't necessarily recover."

Shawn Fermor of the Sonpark Motor Group in Mbombela has been in the motor industry for 30 years, and this year he established a new caravan dealership. Shawn says Sonpark Camping & Leisure's signage had barely been secured before they sold a number of new caravans. "Things look really promising, but when caravan buyers walk in here, they've done their homework because they know exactly what they want." 📢



“Some people who would have spent money on an overseas trip now buy a caravan so they can still get away”

By the power of the sun



Sunlight gives life to both plant and animal, and without it we would definitely spend less time on the beach. But the sun can also drive the electric gadgets in your vehicle – here's how to get your free electricity.

Words **Cyril Kloppe**

It's almost impossible to imagine an overland trip without a fridge/freezer in the back of your rig, but this device requires a dual-battery system – and its charge will run out if you camp for several days without driving anywhere.

You will therefore need to make a plan if you're dug in on a sheltered beach somewhere along the West Coast, or in the Kalahari under a lonely tree where there is no external power source to top up your battery. One solution would be a portable generator, but they're noisy and take up valuable storage space. A better alternative is a solar panel, because the sun is an ideal

source of energy here in the southern parts of our continent.

We chatted to two solar specialists: Battery & Outdoor King in Pretoria, and 4x4Direct in Cape Town. 4x4Direct showed us what the devices look like, while Battery & Outdoor King explained how the technology works.

Don't just jump in your bakkie to go and buy panels. First make a list of all the electrical and electronic devices you want to take with you on your epic journey. Will it only be a fridge/freezer and camp light, or are you taking along the hair dryer, power drill, and satellite TV? Write down the power consumption of each appliance – a 220 V

hair dryer uses up to 2 000 W, for example, and the battery charger of a cordless drill, 60 W. The next step is to convert the Watt to Ampère by dividing the Watt by the Volt. Ampère is the unit used to determine how many batteries and solar panels are needed. The calculations will reveal that a hair dryer draws 9 A and a cordless drill 0,2 A. By the way, a typical fridge/freezer uses between 2 and 6 A, depending on how hard it works.

Take this list of your power requirements as well as your budget to a solar-power specialist like Battery & Outdoor King; they can help you decide on the best solar-panel system for you.



Black or blue?

There are currently three types of solar panels on the market: monocrystalline, polycrystalline, and amorphous panels. The former is usually dark in colour – almost black – while polycrystalline panels usually have a blue sheen. Because amorphous panels are less efficient and their popularity is declining, we're not going to bother discussing them here.

A monocrystalline panel consists of thousands of cells, each containing a single silicon crystal, while a polycrystalline panel's cells consist of crystal shards with different orientations fused together. According to Battery & Outdoor King, monocrystalline panels are more efficient and can convert 20-22% of sunlight into electricity – compared to the 13-16% of polycrystalline panels. Monocrystalline panels are, of course, also more expensive and currently still relatively scarce – it will take some time before they are commonly available. Monocrystalline panels also work in moderate shade – obviously they generate less electricity in such conditions – while polycrystalline panels don't perform nearly as well in low light. 4x4Direct says polycrystalline panels have a small advantage when sunlight falls at an oblique angle on the panel, because then the crystal shards and their different orientations capture a little more light than a single crystal can.

The gate keeper

The next device after the solar panel is the charge controller, and here you have one of two options: a PWM and an MPPT charge controller. These acronyms stand for pulse width modulator and maximum power point tracking, respectively. A PWM controller will cost you significantly less than an MPPT controller, but according to Battery & Outdoor King, it only transfers about 70% of the energy captured by the solar panels to the battery. In contrast, an MPPT controller gives 95-98% of the panel's charge to the battery.

When asked if a controller could overcharge a battery and thus damage it, Battery & Outdoor King's answer was: "Yes, definitely". Make sure you buy the type of controller that cuts off the current as soon as the battery is full – not all charge controllers have this feature. According to 4x4Direct, fuses are extremely important in a solar panel system. They suggest you splice in a fuse near the positive pole of the solar panel, charge regulator, *and* battery. This is apparently particularly important if you also want to wire your vehicle's alternator up to the charge controller.

Battery & Outdoor King agrees, but add that if you use the correct cabling with the appropriate copper core thickness in the first place – and send the direct current through a decent charge controller that can nullify spikes in the current – then putting fuses on the wiring is of lesser importance.

Some charge controllers, known as hybrid controllers, not only accept power from the sun and your bakkie's alternator but also from a portable generator and the national grid.



Floppy or rigid?

Rigid glass panels mounted in aluminium frames are durable and reliable. They are, however, relatively heavy and bulky. Flexible panels, on the other hand, don't weigh nearly as much and are particularly suitable for attaching to a curved surface. Make sure you choose a reputable brand, because many flexible panels are cheap unreliable knockoffs.



Storing power

The third component in a solar-panel system is the battery. There are many types of batteries, including sealed, flooded, valve regulated, traction, and lead crystal batteries. We focus here only on the four most popular: silver-calcium, AGM, gel, and lithium.

- A **silver-calcium battery** is the cheapest and can withstand high temperatures. Its disadvantage is that it needs more Volts to stay healthy, which means you need to fit a special type of charge controller specifically designed for silver-calcium batteries. This battery lasts about six years.

- An **AGM battery** – it stands for absorbed glass mat – has been the most popular deep-cycle battery for many years. Fibreglass mats between the battery cells' respective plates and absorb acids – this prolongs the battery's life and prevents leaks. An AGM battery that's treated properly should last between 7 and 10 years.

- A **gel battery's** performance is only slightly better than that of an AGM battery, but it lasts 10-12 years. As the name suggests, the battery acid in a gel battery is not free-flowing but rather suspended in a gel that prevents the acid and electrolytes from separating and accumulating in layers (called stratification), which in turn weakens the battery's power supply.

- According to Battery & Outdoor King, there is nothing bad to say about a **lithium battery** other than its price. They cost upward of R8 000, but compared to a lead-acid battery, a lithium battery is 50% lighter and holds about 60% more charge.

Does that mean the lithium battery is the best then? It depends on how often you tour. If you only travel to the Bushveld on long weekends, we suggest you save your money and get a silver-calcium battery. A better choice, however, would be the AGM or gel battery, but then you must mount it far away from your vehicle's engine because they don't like the heat.

If you are a full-time adventurer who can barely remember what a mailbox or doormat looks like, we suggest you consider a lithium battery. It weighs the least, takes up the least amount of space, and is particularly suitable for powering energy-intensive devices – plus it charges faster. With enough lithium batteries, you cannot only take a hair dryer along but also an air conditioner and a washing machine. To do that, however, you will have to purchase a fourth component: an inverter to change the 12 V current to 220 V. A fridge/freezer and camp light don't require an inverter, as they get power directly from the battery.

Battery & Outdoor King recommends using the largest possible battery for your solar-panel system. Not only does this extend battery life, but it also provides extra capacity on cloudy days when solar power is low.



Loose or fitted?

Should you bolt solar panels on your rig's roof or leave them loose so you can set them up on the ground? It's a personal choice. Not everyone likes to stack panels every morning only to put them away in the evening, but, bear in mind, the sun shines directly from above only once a day, and that's also only in the summer months. So, if you bolt them to the roof, you will rarely achieve optimal energy – though you can compensate for this by installing more, or larger, panels than you actually need.

Some people like to park their vehicle in the shade and place the panel in the sun with an extension cord leading to the battery system. This setup, however, takes up packing space, and if the extension cord is long,

you will experience voltage drop, which means that you will have to use a thicker (and more expensive) cable that not only weighs more, but takes up even more packing space.

Battery & Outdoor King devised a clever solution by fitting a slide between the vehicle's roof and the roof rack in which you stow the panels.

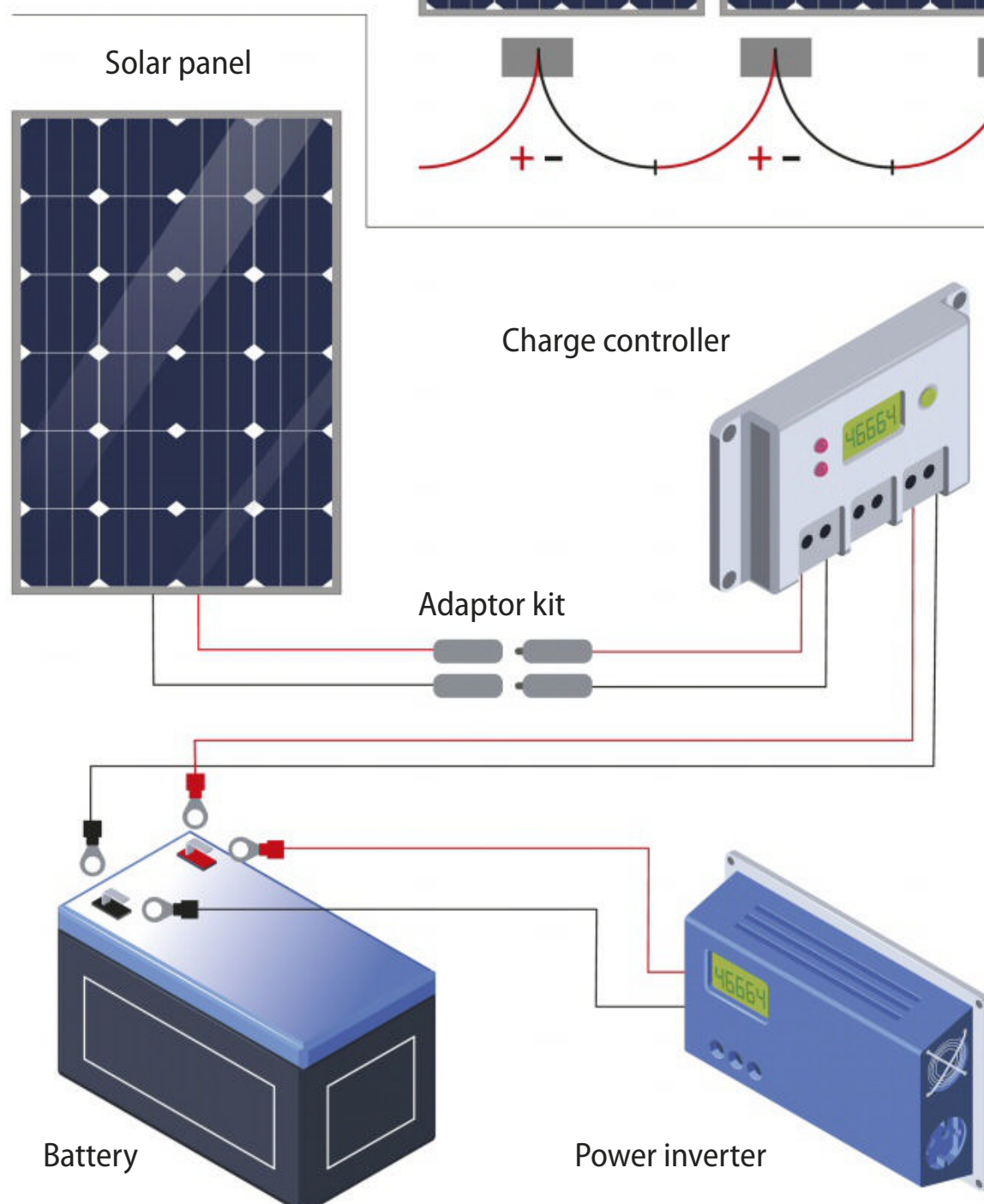
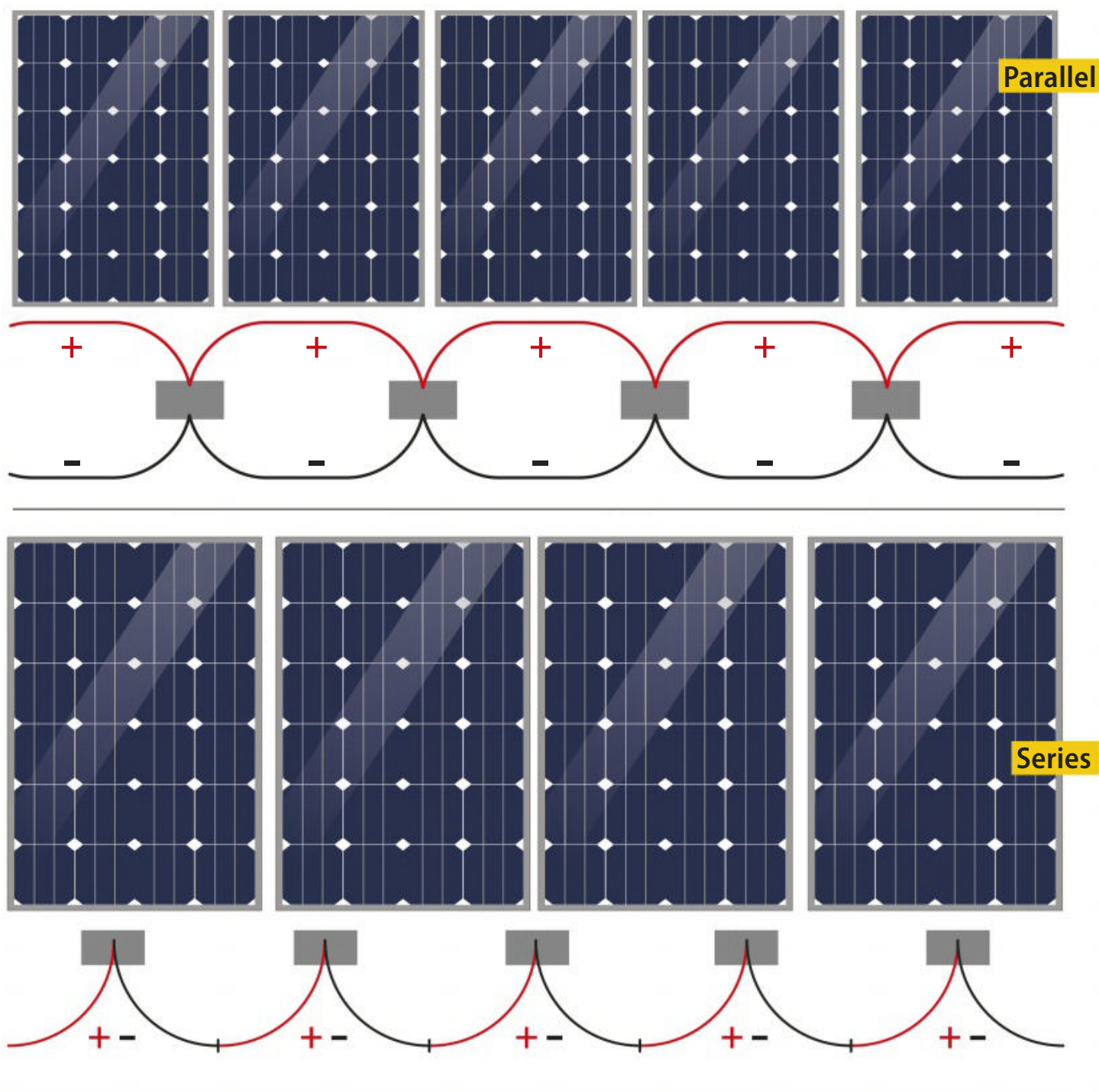
Sun chasers who keep their panels facing the sun all day long, use an empty toilet paper roll, holding one end against the glass while the other open end faces the sun. Once the roll casts a shadow, it's time to reposition the panel.



Series or parallel?

Two or more panels wired in parallel offer the advantage that, should one fail, the other will continue to supply power. The disadvantage is that you must use thicker cables because the Ampère is doubled by a parallel connection, while the Voltage remains unchanged.

You can use thinner wire to connect two panels in series, as the Ampère remains the same, while the Voltage doubles. Unfortunately, you will lose all power if one of the panels fail. Battery & Outdoor King prefers series, because they believe the benefits far outweigh the single downside.



Final question...

How many panels and batteries do I need, and which brand's charge controller should I get?

The answer to the first question is easy: as much as you can fit. Battery & Outdoor King says a Victron 25 Ah super-cycle AGM or 140 Ah Discover dry-cell battery connected via a good quality MPPT charge controller to two 100 W solar panels in series, is a winning recipe for someone who wants to camp for a few weeks with a larger fridge/freezer, even when the sun hides behind the clouds for a few days. Those with two fridge/freezers should look at two 180 W panels with multiple batteries.

We're going to highlight a single brand when it comes to charge controllers, but do buy the best MPPT charge regulator you can afford. The kind that connects with an app on your phone or tablet via Bluetooth works great, as that gives you insight of your solar-panel system, and allows you to control every aspect of it.

If the hair dryer and TV *must* come along, you will need to add more lithium batteries and an inverter, but for that you will need to first talk to a specialist and then your bank manager... 🏦

Totally beachin'

Sure, all you need to sunbathe is a towel and sunscreen, but by taking these items along, you can comfortably spend the whole day – from morning to late afternoon – on the beach.

Words **Cyril Kloppe**

Summer is just around the corner, and it's time to start warming up for a holiday at the coast. Keep away from the big beaches where there are too many people – not with the pandemic

still raging. Instead, head for a quieter beach, the kind where you leave your car somewhere and walk through the dunes to a sheltered bay where only a handful of people hang out.

We're thinking, for example, of those hidden beaches along the West Coast and those of the north coast you only reach with wooden boardwalks winding through dense bush. The problem – and the blessing

– is that you must hike quite a distance to reach these remote beaches.

So, here's a list of beach stuff a family of three can easily carry in one go – no need to make a second trip to the car.



BUY THEM HERE

capeunionmart.co.za
outdoorwarehouse.co.za

sportsmanswarehouse.co.za
tentco.co.za

campcover.co.za
game.co.za

darkstardirect.co.za
takealot.com



TENTCO BIG WHEEL TROLLEY

The wheels on the bus

The products listed here are too much to carry by hand, but Tentco comes to the rescue.

This trolley has wide wheels that will allow you to pull it over sand.

It can carry a load of 70 kg and

the dimensions of the basket are 81 x 45 x 26 cm.

Price R1 600 at Tentco.

Drive & Camp says It folds up and has its own bag for storage.



TENTCO POP-UP GAZEBO

Life is a carnival

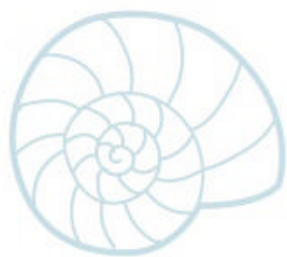
This gazebo weighs just 24 kg, which means you can carry it to the beach on your own. There are lighter brands, sure, but a strong wind makes small change of them.

The Tentco gazebo does not yield as easily. Unlike a Sunbrella

(see p 99), a gazebo is not made for tanning but protection against the midday sun.

Price R1 900 at Tentco.

Drive & Camp says It's 3 m wide and its height can be adjusted.



CAPE UNION BEACH CHAIR

It's so easy

It's great to lie and bake in the sun on a towel, but you also want to be able to sit up a little, especially if you need to keep an eye on the kids in the surf. This fold-up chair is designed so that its legs don't sink into the sand, and it has foam on the

back and armrests for an extra bit of comfort.

Price R499 at Cape Union Mart.

Drive & Camp says It weighs little and a parent can carry two of them under one arm.



CAMP COVER TRAVELLER 48-CAN COOLER BAG

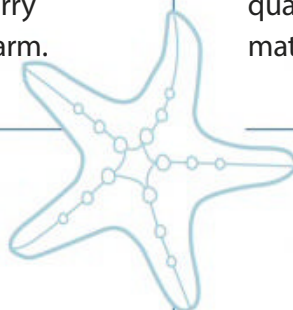
Ice, ice, baby

A cooler bag is easier to carry than a cooler box, and once it's empty, you can throw all the loose beach stuff into it before walking back to the car. Camp Cover's products are excellent quality and the Ripstop canvas material is extremely durable.

It's waterproof, so it can handle melted ice cubes.

Price R767 at Camp Cover.

Drive & Camp says It has straps, but why carry it when you can load it in the trolley.



WIZZA FLYING DISC Yellow UFO

This disc is a proudly South African product that was recently released.

It's made of silicone and is small enough to fit in your pocket. Despite its size, you can throw it as far as 60 m.

Throw it with a flick of a wrist as if you're making a pebble

skip on the surface of a pond.

Price R60 at Sportsmans Warehouse.

Drive & Camp says It weighs very little, so won't hurt anyone if you accidentally hit them on the noggin.



FIRESIDE FOLD-UP CHARCOAL BRAAI

Come on baby light my fire

You're not always allowed to light a fire on the beach – a lifeguard on Durban's golden mile will tell you off if you try to braai on South Beach, but it's okay on the west and north coasts where people aren't closely packed.

This little guy folds up nice

and small (30 x 18 x 5 cm) and weighs only 2 kg.

Price R449 at Outdoor Warehouse.

Drive & Camp says It's big enough for a roll of boerewors or a packet of Viennas.



LEISUREQUIP SILICON GLASSES

Raise your glasses

Alcohol is banned on most beaches, but these wine glasses also work well for juice and soft drinks.

They are BPA-free, won't break if you drop one, and are easy to clean. Silicone is antistatic, which means sand

grains won't easily stick to your glass.

Price R99 at Takealot.

Drive & Camp says They feel soft, but you won't crush them.



NATURAL INSTINCTS BEACH MAT

Magic carpet ride

This mat is 2 m wide and 1,8 m long and folds up to go in its own carrying bag.

It's woven from polyethylene and Teslin, a kind of synthetic paper that is particularly strong. The weaving pattern is such that sand falls through it from

above, but can't push through from underneath. Smart!

Price R699 at Outdoor Warehouse.

Drive & Camp says Sand shakes out easily when you pack up.



DUNLOP SWING BALL

Sultans of swing

What is a summer vacation by the sea without swing ball? This game has been around for a hundred years and does wonders for children's eye-hand co-ordination.

Dunlop's game is not just a learning tool for the young

ones, though, it keeps adults limber too.

Price R229 at Game.

Drive & Camp says You can buy individual balls and rope should it break.



ODYSEA CLASSIC PRO BODY BOARD

Surfin' USA

Odysea asked famous surfers to design the graphics on their body boards – this one is by Blair Conklin from Laguna Beach in America.

The Classic series has no frills and is highly regarded by professional sports people.

And its price matches its reputation.

Price R4 490 at Dark Star Direct.

Drive & Camp says It's expensive but won't snap in half after the second wave.



CAMP COVER KITCHEN CADDY

Papa's got a brand new bag

You do get prettier beach bags, but few of them are as practical as Camp Cover's kitchen bag.

This one has compartments for various utensils (cutlery and crockery excluded when you buy it), and there's space for sunscreen, sunglasses, and for

your favourite magazine... hint, hint.

Price R1 361 at Camp Cover.

Drive & Camp says Its 52 ℓ volume gives you more than enough room for snacks.



NATURAL INSTINCTS SUNBRELLA

Under my umbrella

This next level parasol has air vents through which heat can escape, windows that zip open, and side walls which you can secure by driving tent pegs into the sand.

The inside is lined with silver material to reflect indirect sunlight so you can achieve

an even tan without the harmful UV rays damaging your skin.

Price R999 at Sportsmans Warehouse.

Drive & Camp says It also has a sun protection factor of 50+.



VOLKANO MAMBA SPEAKER

Radio Ga Ga

There's nothing wrong with you and your friends listening to music on the beach, provided it doesn't disturb anyone around you.

This speaker connects via Bluetooth to your smartphone, and the speaker is such that the entire beach won't have to be

subjected to *Now That's What I Call Music*.

Price R669 at Outdoor Warehouse.

Drive & Camp says Feel free to play your music, but play it for yourself.



RED-E POWER BANK

Here comes the sun

We are all addicted to smartphones these days, and that's not always a bad thing.

You can lie on the beach and chat with loved ones at home and take pics for Instagram.

When the battery power starts to drop, simply charge

your phone with this handy power bank.

Price R499 at Outdoor Warehouse.

Drive & Camp says Place it next to you on your towel as it charges with solar power. ☀️

CAMP FOOD

The birds *and the bees*

Spring is in full swing – so make sure there's
some honey on your plate.

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



CHICKEN AND CREAMED CORN IN A PAN

Classic combo

For extra flavour, add a splash of wine to the chicken while cooking. Just make sure the alcohol cooks away completely.

Ingredients

(serves 4)

- 8 chicken drumsticks
- 2 tablespoons of your favourite braai spices (we used NOMU chicken rub)
- 1 tablespoon oil
- A lump of butter
- 4 spring onions, chopped
- 2 cloves garlic, finely crushed
- 1 red chilli, finely chopped
- 1 heaped tablespoon cake flour
- 1 cup cream
- ½ cup chicken stock
- 2 cups frozen corn kernels
- 1 teaspoon dry mixed herbs
- 2 teaspoons honey

Here's how

1 Score three deep notches in each chicken leg and season well with the spices.

2 Heat the oil and fry the chicken until it is half cooked, but nicely golden brown all over. Be patient, because not only does this step give the chicken so much extra flavour, it affects the overall cooking time.

3 Remove the chicken and melt the butter in the same pan. Fry the onion, garlic, and chilli for a minute or two. Stir in the flour and fry for another minute.

4 Gradually add the cream and stock – use a balloon whisk (or fork) to stop the sauce from forming lumps. Stir in the corn, mixed herbs, and salt and pepper to taste. Spoon the chicken back into the sauce and drizzle the honey over. Put the lid on the pan and simmer for 30 minutes, or until the chicken is cooked through. Peek occasionally and stir to make sure the sauce does not catch.

Drive & Camp says The dish is delicious with baked or mashed potatoes.

MOROCCAN CARROT SALAD WITH LEMON AND HONEY

A touch of sweetness

Carrots may be a very humble ingredient, but they truly come into their own in this colourful side dish.

Ingredients

(serves 6)

- 4 medium-sized carrots, peeled and grated
- 4 spring onions, chopped
- A bunch of fresh coriander leaves (or use parsley)
- ¼ cup pomegranate seeds
- ¼ cup currants
- ¼ cup roasted pumpkin seeds
- 1 wheel feta, crumbled

FOR THE SALAD DRESSING

- 2 tablespoons fresh lemon juice
- 2 teaspoons honey
- 4 tablespoons pure olive oil
- A pinch each ground cumin and coriander

Here's how

1 Add all the salad dressing ingredients to a screw-cap jar and shake everything together until well mixed. Stir through the carrots.

2 Now mix the rest of the salad ingredients with the carrot, season to taste with salt and pepper, and serve immediately. It's as easy as that.

Drive & Camp says Mix the carrot salad with steamed couscous if you want to stretch it a bit. If you don't have fresh coriander, add a teaspoon of dried parsley to the salad dressing.





PORK BELLY WITH SIRACHA, HONEY, AND MUSTARD

Sticky on sticks

By doing the meat and vegetables on separate kebabs, it's easier to concentrate on cooking the pork. Because the pork belly cubes are fatty, you have to braai them long and slow – as the fat starts dripping, the flames can flare up. So it's a labour of love keeping eye on them, but when you get it right, you'll be dining like a king!

Ingredients

(serves 4)

- 1 kg boneless pork without skin, sliced into 2 cm cubes
- 1 pineapple, peeled and cubed
- 1 each red and yellow pepper, minus seeds and cut into 2 cm cubes

FOR THE SAUCE

- 1 tablespoon honey, slightly heated till runny
- 1 tablespoon Dijon mustard
- 1 tablespoon sriracha sauce
- 1 tablespoon olive oil

Here's how

1 Season the pork with salt and pepper and thread it onto 4-6 kebab sticks. Remember to soak wooden sticks in water first so they don't catch fire over the coals.

2 Now braai the meat slowly for 20 minutes over medium-high coals. Turn regularly, and regulate the temperature to prevent the pork from catching before enough of the fat has fried out.

3 Whisk together the sauce ingredients and baste it over the pork. Then braai the pork for the last 5 minutes or so until the meat is sticky and lightly caramelised.

4 Thread the pineapple and peppers – onion goes well with this, too – onto more sticks and braai them for the last 5-10 minutes with the meat until juicy. Serve them together.

Drive & Camp says The basting sauce is just as delicious with chicken thigh sosaties.

HOMEMADE HUMMUS

Feel the pulse

This versatile paste tastes great with flatbreads, vegetable kebabs, on a sandwich, or with braai meat. Plus, it's ridiculously easy to make and pack for the camp.

Ingredients

(makes ± 500 ml)

- 2 tins (400 g each) chickpeas
- 2 tablespoons pure olive oil, plus extra to serve
- 1 heaped tablespoon tahini
- 2 tablespoons fresh lemon juice (or to taste)
- 1½ teaspoons honey, plus extra to serve
- 1 small clove garlic, cleaned
- A pinch each cumin and chilli flakes
- 1 teaspoon sesame seeds (optional)

Here's how

1 Drain the chickpeas, but keep a cup of the liquid.

2 Mix three-quarters of the chickpeas with the

olive oil, tahini, lemon juice, honey, and garlic in the bowl of a food processor and pulse everything together until smooth. Slowly add the chickpea liquid and pulse until the mixture is nice and smooth to your taste – you may not need all the liquid. Aim for smooth and creamy but still thick enough so you can scoop it on a carrot stick.

3 Season the hummus with the spices and salt and freshly ground black pepper to taste. You can now also add a little extra bitter (tahini), sweet (honey), or rich (olive oil). Spoon the paste into an airtight container, sprinkle the whole chickpeas and sesame seeds on top, and round it off with an extra layer of olive oil and a little honey. Close the container tightly and keep it in the fridge until your next get-together.

Drive & Camp says Hummus keeps in the fridge for about a week, as long as the container stays closed. Because it is homemade, it is quite normal that it sometimes seems to separate. Simply stir it again with a spoon.





BUTTERNUT FRITTERS WITH HONEY BUTTER Syrupy sweet!

Keep your scoops small when making these fritters so they're cooked inside and out. Otherwise you may wish you'd made pumpkin pie instead!

Ingredients

(makes ± 18 fritters)

- 500 g butternut cubes, cooked and mashed
- 2 cups self-raising flour
- 2 extra-large eggs
- 1 tablespoon oil
- 2 tablespoons honey
- A generous pinch of salt
- Oil for shallow frying
- 2 tablespoons butter
- 1 teaspoon cinnamon

Here's how

1 Mix together the butternut, self-raising flour, eggs, oil, 1 tablespoon

honey, and salt together until a batter forms. The easiest way to do this is to use a hand blender.

2 Now, heat a generous splash of oil in a pan, add spoonfuls of the butternut mixture into the hot oil, and fry it slowly until it is nicely light brown with bubbles on top. Carefully turn them over and fry the fritters until cooked through and browned. Remove them, top up the oil as needed, and repeat the process until all the batter is used. Adjust the heat of the pan so that the fritters don't catch before their hearts are warm.

3 Melt the butter, cinnamon and 1 tablespoon of honey (you can be more generous here and add extra of any of the three ingredients as you like) and drizzle it over the fritters. Restrain yourself from eating half the fritters immediately before the braai is ready...

Drive & Camp says Take a shortcut with store-bought chopped butternut cubes. Then you simply steam it in the bag until cooked.

PEANUT BUTTER AND HONEY BISCUITS Crunchy treat

These giant biscuits are delicious with a cup of coffee in the afternoon.

Ingredients

(makes ± 16 biscuits)

- 1 cup smooth peanut butter
- ½ cup honey
- 1 large egg
- A pinch salt
- 2 cups self-raising flour

Here's how

1 Preheat the oven to 170 °C, and line a baking tray with baking paper.

2 Mix the peanut butter, honey, and egg with a wooden spoon until smooth. Then add the salt and flour to form a nice firm dough. Use your hands to knead it lightly until the dough is just smooth.

3 Divide the dough into 16 pieces

and roll each into a ball. Arrange the balls on a baking sheet, and flatten each one slightly with your fingers or a fork. If you have time, allow the dough to rest in the fridge for 30 minutes – then the biscuits will spread less in the oven.

4 Bake the biscuits for 10 minutes or until lightly browned. Watch your oven closely – remember, honey burns quicker than sugar.

5 Allow the cookies to cool on a wire rack – they firm up as they cool. Store them in an airtight container as soon as they have cooled completely.

Drive & Camp says If you have freezing facilities at your camp, make an ice-cream sandwich with two biscuits and a scoop of ice cream. Dip its side into chopped peanuts for extra crunch – trust us, you won't regret it!



go! Drive & Camp

BUYER'S GUIDE



MACLAREN AIR

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

MacLaren HB9000 Under Bench Caravan/Camper Aircon

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



No interference with any warranty on your caravan/camper if installed according to specifications

MacLaren Rooftop Caravan Aircon HB-RT

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

1 YEAR FULL SUPPLIER GUARANTEE ON EITHER UNITS



QUALITY

LUXURY

SIMPLICITY

extreme adventures in extreme luxury

GECKO XTREME IS A DUST-PROOF, MULTI-TERRAIN CARAVAN SUITABLE FOR TRAVELING AFRICA IN LUXURY. EQUIPPED WITH A FIXED KING SIZE BED, INDOOR SHOWER (WITH 220V/GAS GEYSER) SEPARATE CHEMICAL TOILET, HOT AND COLD WATER RETICULATION, 12V, 220V AND SOLAR CHARGING SYSTEM

VIEW BY APPOINTMENT

Tel: 015 004 1356



www.gecko-offroad.co.za
info@gecko-offroad.co.za

Silverlakes Caravans

You ask and we listened!
We are now a Jurgens Dealer
Sales & Rentals

Tel: 012- 9441919

950 Lynnwood Road * Willow Glen * Pretoria














PRO AUTO RUBBER

We have developed a **Load Bin Sealing kit** for:

- Ford Ranger T6/7 series
- Toyota Hilux: Revo & Vigo
- Volkswagen Amarok
- Mercedes Benz X-reeks
- Nissan Navara / NP-300

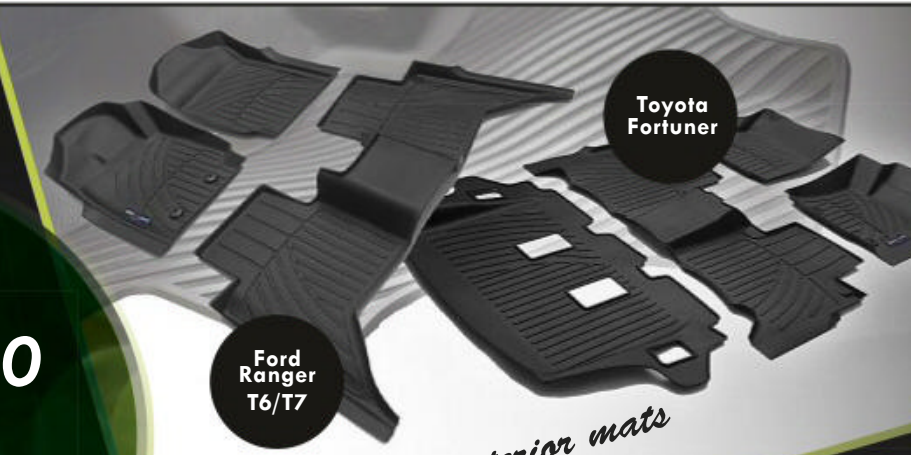
It completely seals the loadbin. The kit is complete and includes easy to follow instructions.

The product is manufactured to the highest standard. If you experience any problems you are welcome to contact Jandre at:

jandre@proautorubber.co.za
or on 011 823 5541

All kits are from
R1 150,00
VAT inclusive.

If customers bring the ad to the store they will receive
10% DISCOUNT



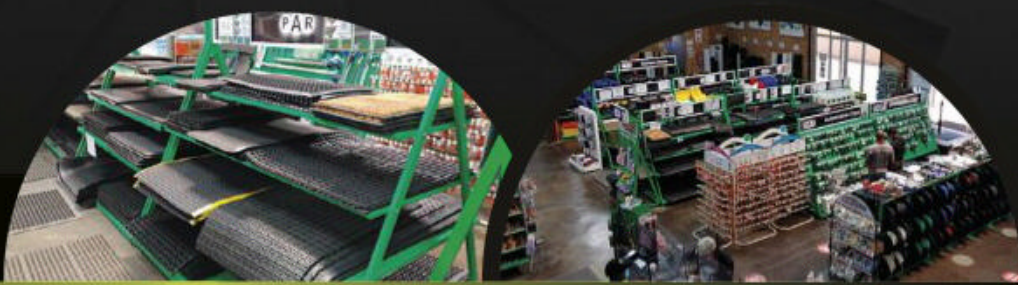
Toyota Fortuner

Ford Ranger T6/T7

Wide range of interior mats
NOW AVAILABLE

www.proautorubber.co.za

Come visit our Megastore at:
8 Oscar St, Hughes X15, Boksburg



We provide total sealing solutions for: • Vintage cars • House and home • Industrial
Contact us for all our other products.



Caravan Fitment Centre

Importers of

EN DURO TECHNOLOGY®

&
MINI MOVERS



EM303A+

Facebook.com/caravanfitmentcentre

info@caravanfitmentcentre.co.za

www.caravanfitmentcentre.co.za

082 575 1924

012 944 2487

We also offer:

Mobile Services
Chassis Service
Insurance Claims
Accident Damage
Fibreglass Repairs
Fridge Replacements
Outside Kitchens
Aircons
Rebuilds
Repairs
Wood Rot Repairs
Hail Damage Repairs



Before

After

**Major
repairs
done at our
premises**



Alpha GTR and CUB GTR



PANTHER

www.pantheraa.co.za

- ▶ Lightweight fibreglass construction
- ▶ Gravel and tar road
- ▶ Good ground clearance
- ▶ Various options available
- ▶ Can be towed with a B-licence



www.pantheraa.co.za | pantheroutdoorsa@gmail.com | Contact Paul: 074 820 6557



EAST RAND CARAVAN WORLD

Cnr. Elizabeth & North Rand Road * Boksburg

Your Infanta Dealer in Gauteng

Take on adventure with the greatest of ease.

Infanta 4X4 luxury & quality guaranteed



Infanta 4x4

011-0257639



BOOXE™

CUSTOMISED VEHICLE ACCESSORIES

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

Keep it Tidy

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



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

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

In the market for a caravan mover?

The entirely new and best in the world caravan mover

powrtouch

EVOLUTION·

auto

automatic caravan mover

With 1-4 gradient operation. Only one set needed for the double-axle caravan. From R24 980,00 installation and VAT included. Battery, battery charger and battery box **NOT INCLUDED** in price.



FREE

5 YEAR

NO QUIBBLE
PARTS AND WORK
GUARANTEE

SOMILL CC,
RIETFontein, R51 DISTRICT
BALFOUR

CO-ORDINATES
S 26.977890 E 28.593968

OFFICE TEL: 058 821 0006
infopowrtouch@somillfs.co.za

GET YOUR FREE CANOPY LED MAGNETIC BATTERY LIGHT WITH THE PURCHASE OF YOUR WILD CANOPY IN OCTOBER 2021 VALUED AT R550

PRESENT THIS ADD TO QUALIFY FOR THIS OCTOBER ONLY PROMOTION

WILD

PREMIUM ALUMINUM CANOPIES



Full Range
WILD Premium
Aluminium Canopies
available on our Website.

WILD

Accessories

FIT FOR ADVENTURE

(012) 771 7940
(060) 963 4251
(082) 459 1896

Info@wildacc.co.za
www.wildacc.co.za

Double Cab

R18900-00

Extra Cab

R20900-00

Single Cab

R23900-00

*Land Cruiser, Land Rover & Mahindra double cab R21500-00 **All prices includes VAT

LOCAL MANUFACTURERS OF **LUXURY CARAVANS**

Quantum



Visit our website for the full range
of models and dealerships
www.quantumleisure.co.za



QUANTUM HITS THE NAIL ON THE HEAD WITH THE **NEW COMFORT DELUXE:**

- ↗ Comfortable bathroom with toilet and shower
- ↗ Spacious dinette (or extra sleeping space)
- ↗ Outside kitchen with wash-up
- ↗ Large double-door fridge/freezer
- ↗ Full size island bed



Quantum Leisure
LUXURY CARAVAN MANUFACTURERS

Kempton Caravans (Edenvale)
011 974 5595

Middelburg Caravans
013 243 5060

GC Caravans (Witbank)
013 697 5121

Quantum Cape Town (Coming soon)

— ALL — FIRED UP!

Take your braai to the next level
with our incredible range
of braai gear and gadgets.

Mystical Fire
Colourful flames for
wood fires



Fireside
Firepit Boma



TechniPunch
Stainless
Braai Dome



Fireside
Stainless Steel
Family Grid



Fireside
No. 3 Cast Iron Pot



LK's
Rotisserie - Large
flat Basket and Spit



TechniPunch
Stainless Steel
Fold-up Braai



Cadac
2-Cook deluxe
Gas Stove



Tonglite
Braai tongs with removable
waterproof torch



**OUTDOOR
WAREHOUSE**

for every adventure

28 stores countrywide

For your nearest store, call toll-free 0800 006 261

Go to outdoorwarehouse.co.za to learn more and shop online



OutdoorW



Outdoorwarehouseza

NO MORE MUDDY SHOWERS

Making camping
MORE FUN!

Get your **PVC SHOWER FLOOR**
with or without a hose outlet

- ▶ Easy fold
- ▶ Includes carry bag

1000 X 1000 X 200mm or
950 x 950 x 200mm **R750**

1100 X 1100 X 200mm or
1200 X 1200 X 200mm **R950**

1400 X 1400 X 200mm **R1 300**

*Also custom-made to
your specifications



+ R150 courier costs



Leisure Campers

1013 Sardine Road, Leisure Bay, KZN

Leisure.CampersKZN@gmail.com

066 258 8282

leisurecamperskzn.wixsite.com./my-site

Leisure-Campers-Accessories-107536418288058

Rhino Bag Mate

ROOF TOP BAG

EXTREMELY DURABLE MILITARY GRADE FABRIC THAT IS RAIN AND DUST PROOF

- ▶ Provides an extra 540L storage space on top of your vehicle roof
- ▶ Can be folded and stored in your boot when not in use
- ▶ Easy installation with special fasteners
- ▶ Also used in the 4x4 market for excess baggage or camping equipment



EASY TO INSTALL
Ready to go in just minutes!

COMPLETELY WATERPROOF

- ▶ Fabric-guards & coated zippers
- ▶ Seamless hot press instead of sewing

FITS PERFECTLY WITH OR WITHOUT RACK

Fits any car that has a roof!

FOR INFO AND PRICING CONTACT | Tel: 011 315 4348 | Email: maclaren@ust.co.za

**Keep your COOL
this SUMMER!**



CJ Aircon's

072 413 3899

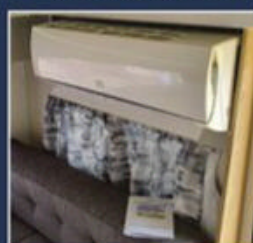
Jacques | Cindy

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

- Caravans
- Comercial
- Residential

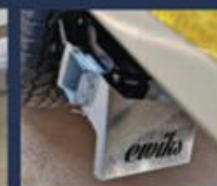
- Installations
- Repairs
- Service

- Ewiks Movers
- Spare Wheel Bracket
- All Related Services



Movers you can trust!

ewiko
caravan mover
www.ewiko.co.za



OKTO

Gypsy

Quantum

SWIFT

STANT

BushLapa

TUFF

SPICE

SPICE

SPICE

SPICE

SPICE

SPICE



go! Drive & Camp ACCOMMODATION

**Best stopover in Askham
in the Kalahari**

Kameelboomkoelte
★★★★



Contact us
Nina 076 991 2561
info@kameelboomkoelte.co.za
www.kameelboomkoelte.co.za

New self-catering units with fantastic facilities.

TO ADVERTISE CONTACT:

DANIE NELL
082 859 0542 | danie.nell@media24.com

SHARLENE SMITH
083 583 1604 | sharlene.smith@media24.com

SCOTTBURGH CARAVAN PARK

THE ONE ON THE BEACH
SCOTTBURGH
DIE EEN OP DIE STRAND

*Top Resorts
2009 -
Present
Caravan and
Outdoor life*

- One kilometre beach frontage
- Rock Pools
- Sheltered Bathing
- Fresh Water Swimming Pools
- All Stands Hard or Grassed
- Beach Cottage Furnished
- T.V / Video & Electricity on all Sites



LIKE US ON facebook

039 976 0291
caravanpark@scottburgh.co.za
www.ScottburghCaravanPark.co.za



**MIDWEEK, SPECIAL OFFER: CAMP FROM SUNDAY TO
FRIDAY 2 PERSONS ONLY R650-00**

**UNITS, SPECIAL OFFER: STAY FROM SUNDAY TO
FRIDAY 2 PERSONS ONLY R2 140-00**

Nature reserve in malaria-free area. : Bushveld atmosphere – less than an hour from Pretoria and Johannesburg – close to Brits. Self-catering houses and caravan park with neat ablutions – wheelchair-friendly bathroom. Hikes – cycle trails – bird-watching – game drives – plenty of game

• Play park • Table tennis • Pool tables • Trampolines • Volley ball court • Putt-putt • Indoor heated pools
• Jacuzzi • Cold water pools • Lazyriver • Water slides • Takeaways

Tel: +27 66 298 5379 / +27 66 298 1664 / +27 73 171 8331 / +27 82 375 6179 • E-mail: info@dubegame.co.za • www.dubegame.co.za
Book online: www.alloutbookings.co.za

NORTH WEST

BRITS

CROSSWORD

Dolf du Pisani from Bellville has won a hamper from **Van Loveren wines** for his crossword entry in our June-July 2021 issue. You can win some wine too. Complete this crossword puzzle and e-mail a picture to drivecamp@gomg.co.za. Or do it at <https://bit.ly/3hcY7OW>. Last month's solution is on p 110.

			Notorious pass in Damara-land	500 (Roman numeral)	Com-positions	Split . . . (quibble)	Nissan bakkie			
			Gift							
			Sun god	Tranquil		Silicon (symbol)	Out-standing payments			
Nostalgic item	Intersection	Ancient						Zero	Early release	
								Ivory source	Identifies	
			Regions			Part of the eye				
						Couple				
Astrology sign			Sob			Arranged in rows and columns				
A tree			Storage buildings							
Paid (abbr)			Go up and down					. . . Eliot (poet)	Modus operandi (abbr)	
Not them			@							
		"I see!"								
		Fall behind		Rubidium (symbol)	Female deer			Borders	Dorado (fabled city)	
					Neon, eg					
Second self								Neglect		
Alias								Fuss		
			Decibel (abbr)		Hand tool	Milligram (abbr)			Town in Northern Cape	
						Fruit drink				
Omelette ingre-dients				A dormant state						
				. . . else!						
			Bovine		Comfort					
					Land measure					
								Los Angeles (abbr)	Aviator	Scrape (riverbed)
									Beside	Besmirch
			Imagined	Sketch	Cobalt (symbol)		Beef or pork, eg	Perjurers		
					Charity			Hassium (symbol)		
4x4 equip-ment (6,5)	Ballet skirt		Gemstone				District of New York			
	Ran into		Stitch				Wear			
									Fashion	
									Panama (abbr)	
Ceylon, eg			Morning (abbr)			First music note		Machete		
Fugitives										
						Threaten				

COMPILED BY GERDA ENGELBRECHT

Win with Van Loveren wines

Tangled Tree recently expanded their eco-friendly range to a three-litre bag-in-box. This lovely range consist of a Chocolate Cabernet Sauvignon, Butterscotch Chardonnay, Spicy Shiraz and Tropical Sauvignon Blanc.

The Tangled Tree range, with its lower carbon footprint, is not merely an embodiment

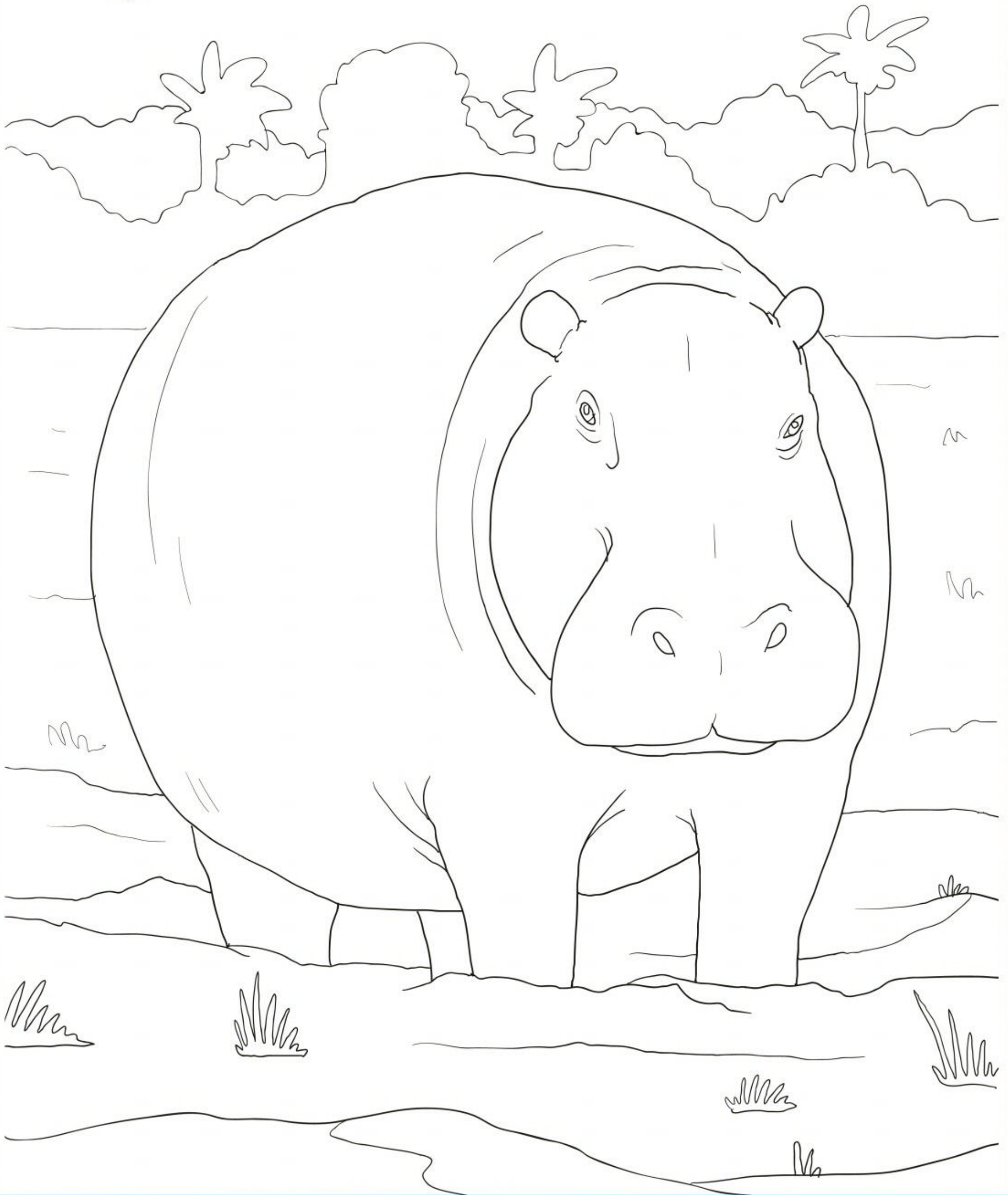
of Van Loveren's commitment to sustainable winemaking but also tells a story of love, find out more at tangledtree.com.

Follow Tangled Tree wines on social media at @tangledtreewines (Facebook & Instagram).

Prize includes a mixed case eight three-litre Tangled Tree wines.



Colour in

**COLOUR IN**

Get your crayons and colouring pencils out and bring life to this line drawing.

WORD SEARCH

Search for the hidden words in the list and tick them off as you find them.

SPOT THE DIFFERENCE

There are at least 10 differences between the two illustrations. See if you can find them all!

MAZE

Show the maze who's boss. Remember to first do it in pencil, just in case you make a mistake.

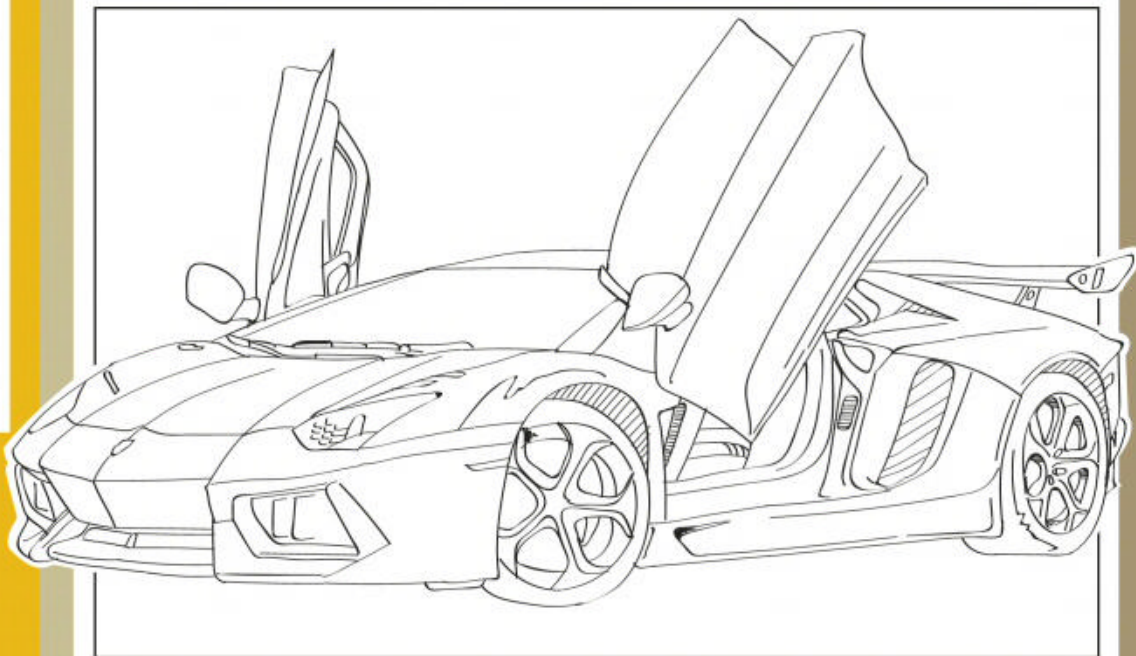
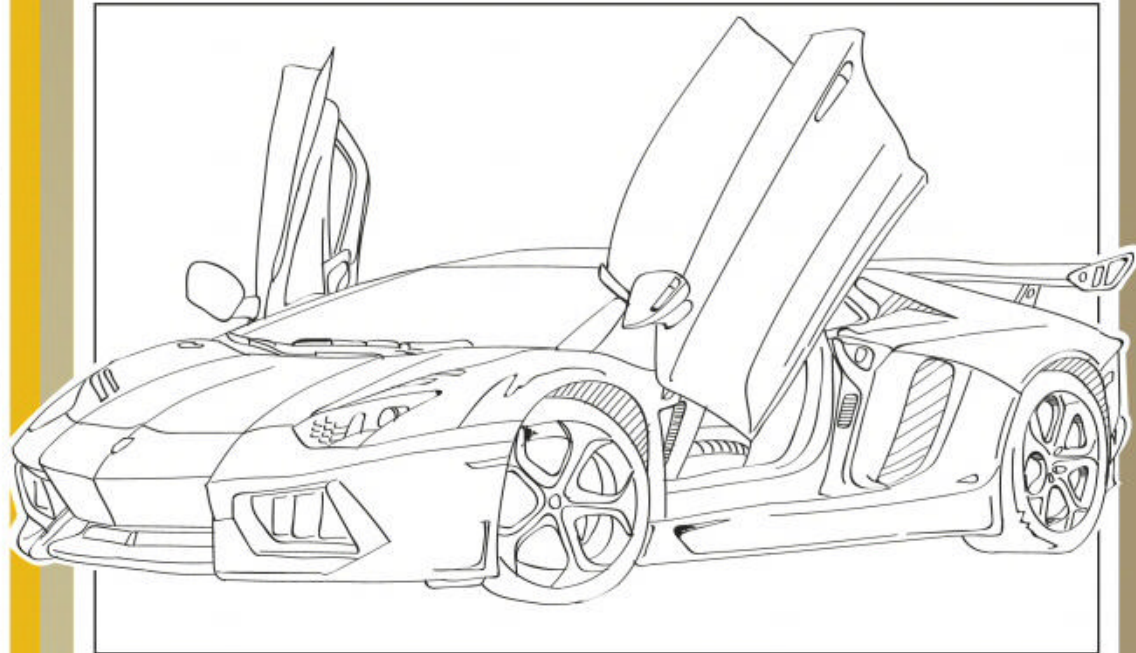
Word search

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

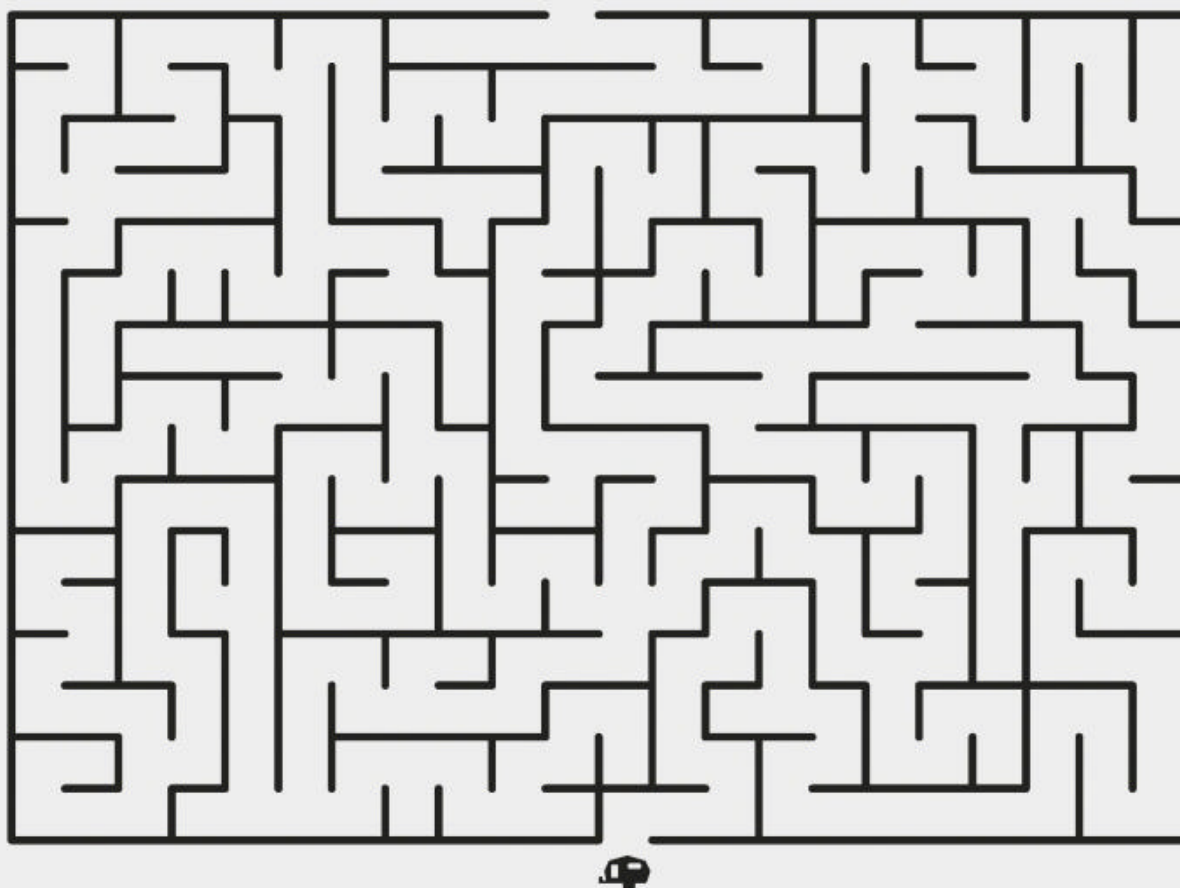
FAMOUS WRESTLERS

Hulk Hogan	Eddie Guerrero	Mick Foley
Rick Flair	Dusty Rhodes	Booker T
Jimmy Snuka	Peter Mavia	Razor Ramon
Kevin Nash	Ted DiBiase	Sting
Harley Race	Shawn Michaels	Kurt Angle
Andre the Giant	Edge	Rowdy Roddy Piper

Spot the differences



Maze



Animal facts



SEALS (PINNIPEDS)

- There are around 33 species of seals and they are believed to have evolved from land-based, bear or otter-like ancestors.
- Seals are found in most oceans of the world, mainly in the Arctic and Antarctic but also in some areas of the tropics.
- Because they can spend months at sea, seals can sleep underwater.
- Some seal species can hold their breath for nearly two hours underwater by slowing their heart beat and conserving oxygen.
- Seals live on average for 25-30 years, females usually living longer than males.

Evolution vs revolution

Cruiser or Defender? **Mic van Zyl** says he has rarely, if ever, come across anybody who has the same affinity for both vehicles.

The new Toyota Land Cruiser 300 series wagon is here. I, for one, have been awaiting its arrival with much anticipation. There are so many iconic vehicles with name plates that hark back decades without interruption in their history.

Most of them tend to be sports cars – like the Porsche 911, Ford Mustang, and the BMW M3 – that remain instantly recognisable, even for non-enthusiasts. Off-roaders also have a couple of names that have a rich history and an almost fanatical following. While vehicles like the Range Rover and Discovery, Jeep Wrangler, and

Mitsubishi Pajero have proven popular for several decades, the two names that are arguably top of the list with off-road enthusiasts are the Toyota Land Cruiser and the Land Rover Defender.

I've been involved in many discussions around these two vehicles, more so than any other models. I have rarely, if ever, come across anybody who has the same affinity for both vehicles. I, too, have always been quite polarised when it comes to Land Rover vs Land Cruiser.

BOTH LAND ROVER and Toyota have expanded the range of vehicles for both name plates over the years, having started out with a single model at the very beginning. For Land Rover, this was in 1948, with their original utilitarian 4x4 off-road vehicle. In 1970, the company introduced the Range Rover and later the Discovery and the Freelander.

While the original Defender stopped being produced in 2017, the name was resurrected in 2020. Currently, the Land Rover company offers seven different model line-ups: Defender, Discovery, Discovery Sport, Range Rover, Range Rover Sport, Range Rover Velar, and Range Rover Evoque.

For Toyota, the Land Cruiser can trace its heritage back to the launch of the Toyota Jeep BJ in 1951. The name Land Cruiser was first introduced in 1954, due to trademark violation claims by the Willys Company that produced the original Jeep. As with the Land Rover, the Land Cruiser remained true to its utilitarian single model routes for some time.

A more “comfort”-orientated model was introduced in 1967, when the 50 series wagon joined the 40 series pick-up and wagon range. The 40 series morphed into the 70 series, which remains in production to this day. The 50 series wagon became the 60, the 80, the 100, the 200, and now the 300, a heritage spanning 54 years.

Along the way, a “light” version of the Land Cruiser Prado started to appear in 1984. Currently, Toyota offers three model line-ups in the Land Cruiser range: Land Cruiser 70 series pickups and wagons, 150 Series Prado, and the 300 series Wagon.

WHILE THESE TWO marques have similar histories, their latest renditions have taken somewhat different routes in their development.

The new Defender has a unibody platform, like some of the other more comfort-orientated Land Rover models, with independent air suspension all round. It's a total departure from the engineering lineage of the previous Defender. The Defender has made a very bold change, and, to my mind, very few Classic Defender owners would consider the new vehicle as a direct replacement.

The Land Cruiser 300 retains its body-on-frame chassis, with solid rear axle and independent suspension in front featuring traditional coil springs. With the Land Cruiser, it's certainly more evolution than revolution. Time will tell how successful these choices are with customers of the respective brands.

I have driven both vehicles briefly, and, while I have never been a huge Land Rover fan, I've been mightily impressed with the new Defender. Is it the best 4x4x4? In a lot of respects, I would say “yes, definitely”. As always, though, I am very mindful of reliability, and I'm afraid Toyota remains a cut above the rest in this regard.

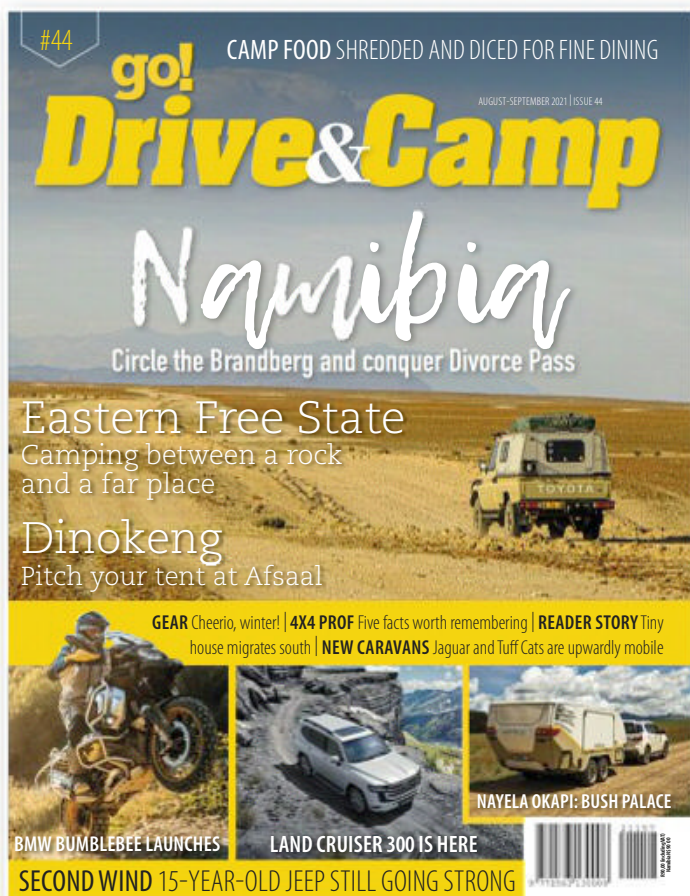
The Land Cruiser 300 series is more comfortable, capable, and fuel-efficient than the mighty 200 series. Most importantly for me, the 300 series will do much better with 4x4 accessories for serious Africa overlanding. So, for me personally, the better vehicle. With that said, I am off to the shop to buy that lotto ticket. Wish me luck.



go! Drive&Camp



PRINTED VERSION

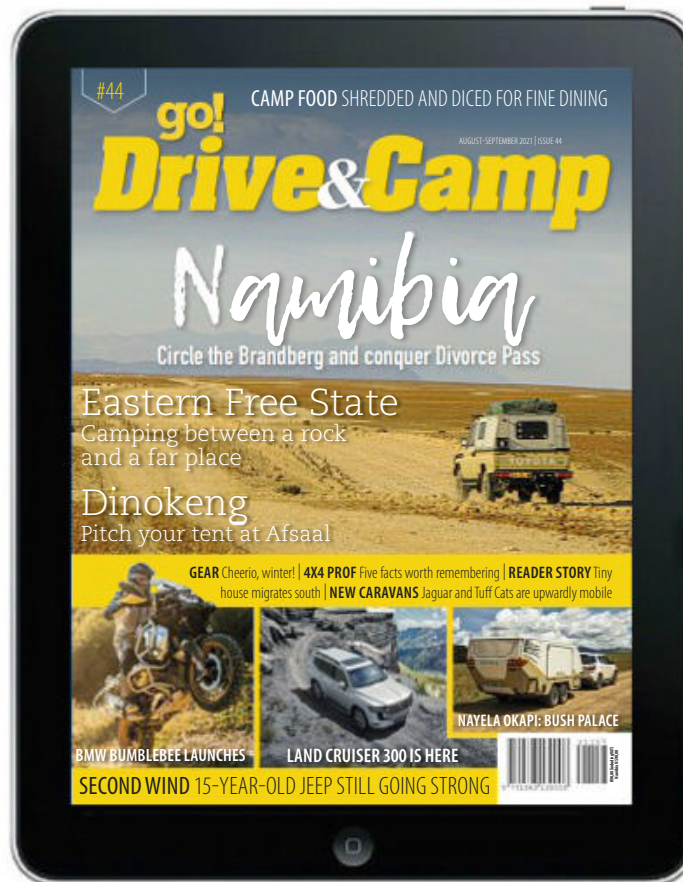


SUBSCRIBE & SAVE 40%

SAVE
R216
PER YEAR

R324.00 for 6 issues

DIGITAL VERSION



SUBSCRIBE & SAVE 40%

SAVE
R216
PER YEAR

R324.00 for 6 issues

**FREE
DELIVERY**



For digital subscriptions, visit Zinio.com or Magster.com

How to subscribe: New print subscriptions, SMS "GoSubs" to 32361 with your details and we will contact you.

SMS costs R1,50. Free minutes do not apply.

Renewal of print subscriptions, call 087 353 1300 OR +27 21

065 0033 for international subscription rates.

Email: subs@media24.com

Subscriptions WhatsApp number: 087 353 1333

FOR PRINT EDITIONS



EMAIL US AT
subs@media24.com



CALL
087 353 1300



SMS the word "gosubs" to 32361 and we will call you back.

FOR DIGITAL

visit Zinio.com or Magzter.com



WHATSAPP
087 353 1333



TERMS & CONDITIONS: Print offers are valid only in RSA. We may amend the fees payable in respect of your subscription from time to time to facilitate cover price increases. We may alter the payment instruction to correspond with any changes in your fees. This offer is valid until 25 November 2021.

Just do it yourself

People who lose the documentation for their vehicles – and corrupt officials who use that as an opportunity to supplement their salary – have created an entire informal economy on its own, says **Neels van Heerden**.

Not too long ago, my friend Vaatjie told me a tale that left me dumbfounded. He managed to lose his caravan's "papers", and before he could sell the caravan privately, he needed to apply for replacement documents.

His first mistake was to queue at a licencing office to get the forms (DRC, an application for a duplicate for a vehicle registration

document, and DCT, a declaration regarding a lost document). He needed to complete these forms and submit them in person with certified copies of his identity document and proof of residence at the licencing office.

Vaatjie didn't know he could download the forms for free on the NATIS website. It took him three hours to get to the front of the queue, and, by then, they'd run out of the forms he needed. A sympathetic individual saw a crestfallen Vaatjie ambling out of the office, and he just so happened to have extra application forms on hand, at a mere R100 each. He also offered to help Vaatjie with the process.

THAT SUITED VAATJIE well, as he wanted to limit his potential exposure to the COVID-19 virus. His contact undertook to meet him the next day, when he would arrange for the duplicate certificate to be printed within half an hour. There was a handling fee of R250 for an official, the duplicate cost R750, and the contact's help would set him back another R500.

The next day, Vaatjie met his contact in the parking lot. After an hour, he returned and sheepishly explained that the system was offline. He would be able to get the duplicate the following day and solemnly promised to call Vaatjie when everything was ready. A few days went by without a word, so Vaatjie went back to the office.

No one knew the whereabouts of his contact, and his phone remained unanswered. But, in the meantime, a new contact introduced himself. He took down the caravan's details, and promised to arrange proof of submission, without pre-payment.

Vaatjie now needed to download the DRC and DCT forms, this time for free, and once again had to get his ID and proof of residence verified. The next day, he met this new contact and gave him the documents. An hour later, he returned with proof of submission.

This proof had an official stamp and a notice that the duplicate could be collected after 10 days. The cost was another R1 500. The contact promised to call Vaatjie, as he would pick it up on his behalf so Vaatjie wouldn't have to queue.

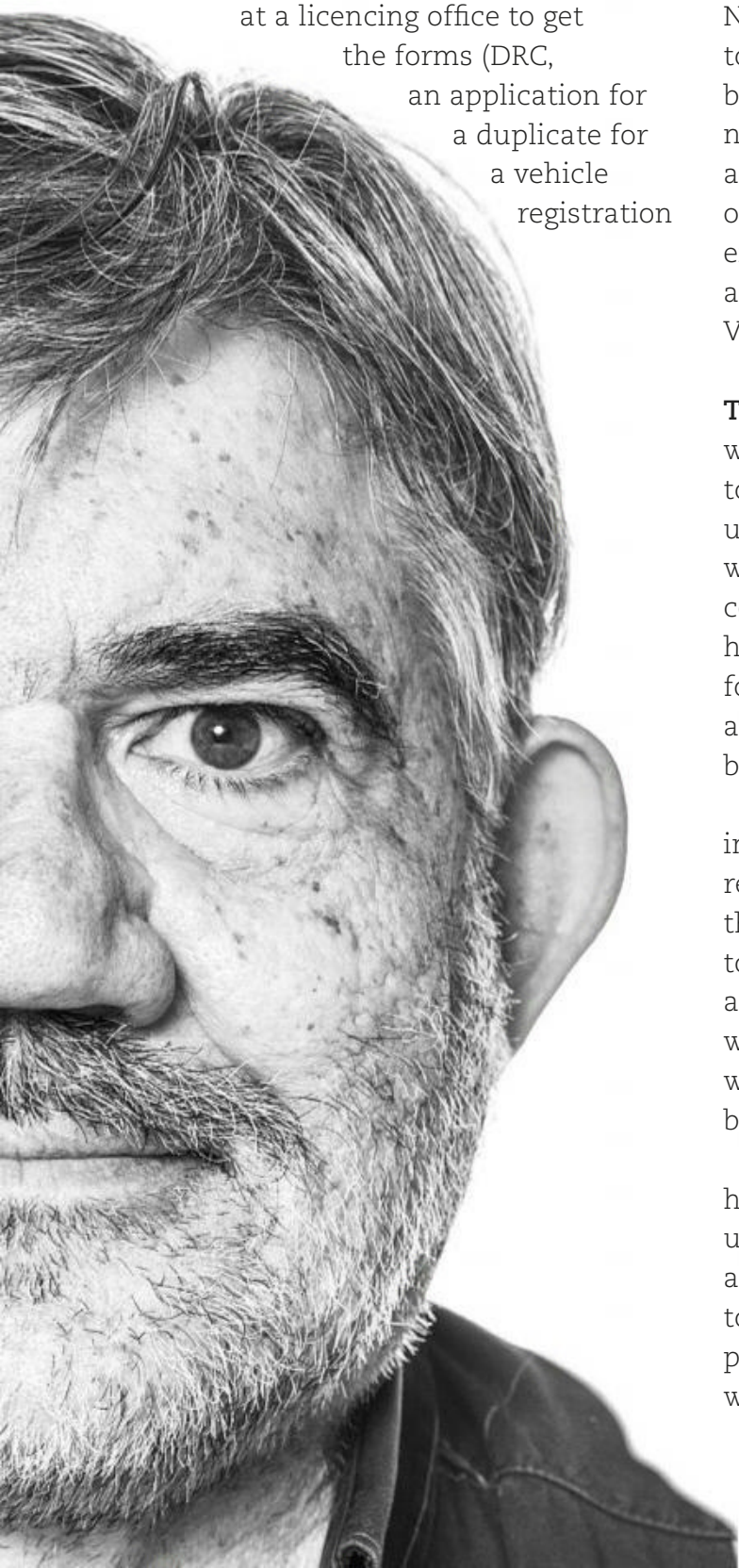
TWO WEEKS IN and Vaatjie started getting worried, as he hadn't yet heard anything. This second contact also disappeared into thin air. But, this time, Vaatjie had the proof of submission. So, he queued... and four hours later, he reached the front of the line.

The official behind the counter gave the "proof" one look and informed Vaatjie it was a forgery. Vaatjie again downloaded the forms, had his evidence certified, and a few days later, went back to that long queue to submit the forms himself.

This time, he also got a stamped proof, but there was a difference: the forged paper indicated the caravan's registration number (as on the number plate). On the legal proof, it was the vehicle's registration number.

Ten days later, he was back in line, and two hours later, he got the duplicate. The cost for this duplicate? R246. What's more, somewhere, during all that queueing, he contracted the coronavirus! – fortunately the symptoms weren't as bad as it could be.

Would the authorities be willing to use the private sector to issue duplicates legally and honestly? Unfortunately, probably not anytime soon. 



TRUST WEG/GO! WITH YOUR HOLIDAY PLANS

Book your next local trip with Weg/go! – the brand you trust and know. Discover South Africa!

For years, you've trusted the brand's information on travel, and now you can also trust Weg/go! with your travel arrangements.

Book:



FLIGHTS



ACCOMMODATION



**SPECIAL TRAVEL
EXPERIENCES**

like hiking trips or tours at
go-holiday.co.za



Bundle & store



Change your plans



Quick & easy
bookings



Unlimited holiday
options



Every dog has its day

A guy should feel chuffed after helping a stranger in need. But pride cometh before a fall, when you realise a villain led you around by the nose, says Piet van Heerde.

My young family and I were on our way home after a wonderful Christmas holiday on the KwaZulu-Natal South Coast. It was December 1990 – times were tough, and we shared a place with my brother and had a relaxing time. But no matter how much we wanted to stay longer, the time had unfortunately come to return home.

Back then, I drove an Opel Kadett T-Car 1.6LS. It was a lovely car that hadn't yet caused any problems. Sure, it wasn't the most enticing colour, but it was the first car that was all mine.

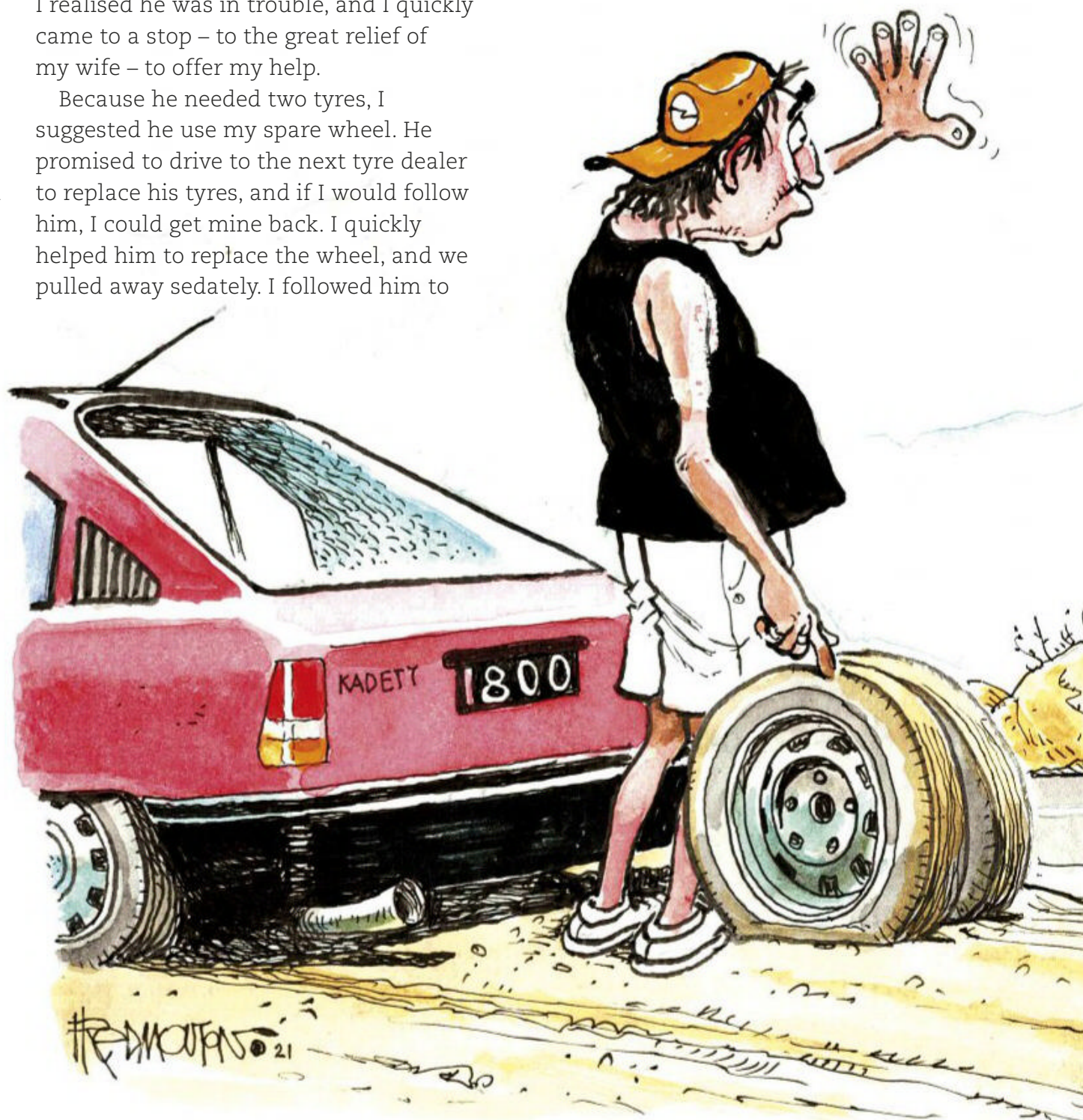
I loved my Kadett and loved driving it. When we got to Van Reenen's Pass, I fancied myself a rally driver like Michael Briggs, the famous racer who competed in the Group N competitions. My flight of fancy wasn't that far-fetched, as Michael participated in a yellow Kadett GTI.

I sped through the bends. Our baby, barely eight months old, was firmly buckled in her booster seat, and my young wife clung white-knuckled to her door handle as I showed off my skills as a potential rally driver.

AS I ROUNDED the one bend, lost in the moment, I suddenly saw an image to my left. There was a guy standing next to a red Opel Kadett with two flat tyres upright in front of him. It looked as

though he was there waiting just for me. I realised he was in trouble, and I quickly came to a stop – to the great relief of my wife – to offer my help.

Because he needed two tyres, I suggested he use my spare wheel. He promised to drive to the next tyre dealer to replace his tyres, and if I would follow him, I could get mine back. I quickly helped him to replace the wheel, and we pulled away sedately. I followed him to



the first place, but we didn't come right. We got back onto the N3... and when I looked up, the guy put foot and left me behind. I had to use all my newly practised skill to keep up.

His GTI's 1800 engine proved superior to my 1600. In the bends, I could still keep up, but down the straights – and especially going uphill – he simply had the edge. I watched through my windshield as he left me in his dust... with my spare wheel.

I GOT A SCOLDING from my wife... about the speed, the stolen wheel, and many other things I hadn't even known I'd done wrong. I gave up the fight, admitted defeat and slowed down. Along the way, I stopped at every shop that repaired tyres to ask whether a red Kadett might have been there. But Lady Luck was not on my side. We'd left Harrismith behind by then, and the tyre thief was long gone.

We were hungry and the baby needed a nappy change, so I stopped at a popular family restaurant. While we waited for our food, we sat and speculated whether the crook had done this before. Back then, you still had a fair amount of confidence in your fellow man, especially when in a pinch. There was mutual respect and understanding amongst one another, but this scumbag had eroded my trust in my fellow man! The sea would not have been able

“

His GTI's 1800 engine proved superior to my 1600. In the bends, I could still keep up, but down the straights – and especially going uphill – he simply had the edge

”

to wash him clean after we were done wishing him everything bad that could befall him.

AFTER SCOFFING OUR burgers, it had already turned dark, and we had to get home, as we had to go back to work the next day. A young working father only had so much leave.

I reassured my sweetheart I'd drive calmly. We couldn't afford to take any chances now that we had no spare. We had only the four wheels on the car to get us home. Mercifully, there wasn't much traffic at all, but I sat and stewed, working up a silent rage about how blatantly the guy tricked me. He abused my kindness and then robbed me. I couldn't let it go. I needed to take many deep breaths and count to 10 several times to calm myself.

About 20 km past Warden, I noticed a line of oil in the road and I followed it for about 100 m. And what do you know? There was the villain's Opel Kadett

next to the road! I immediately stopped, hoping he was there, because someone was about to be taught a lesson. I walked around his car, but there was no one in sight. I spotted my spare wheel on the back seat, but all four doors were locked.

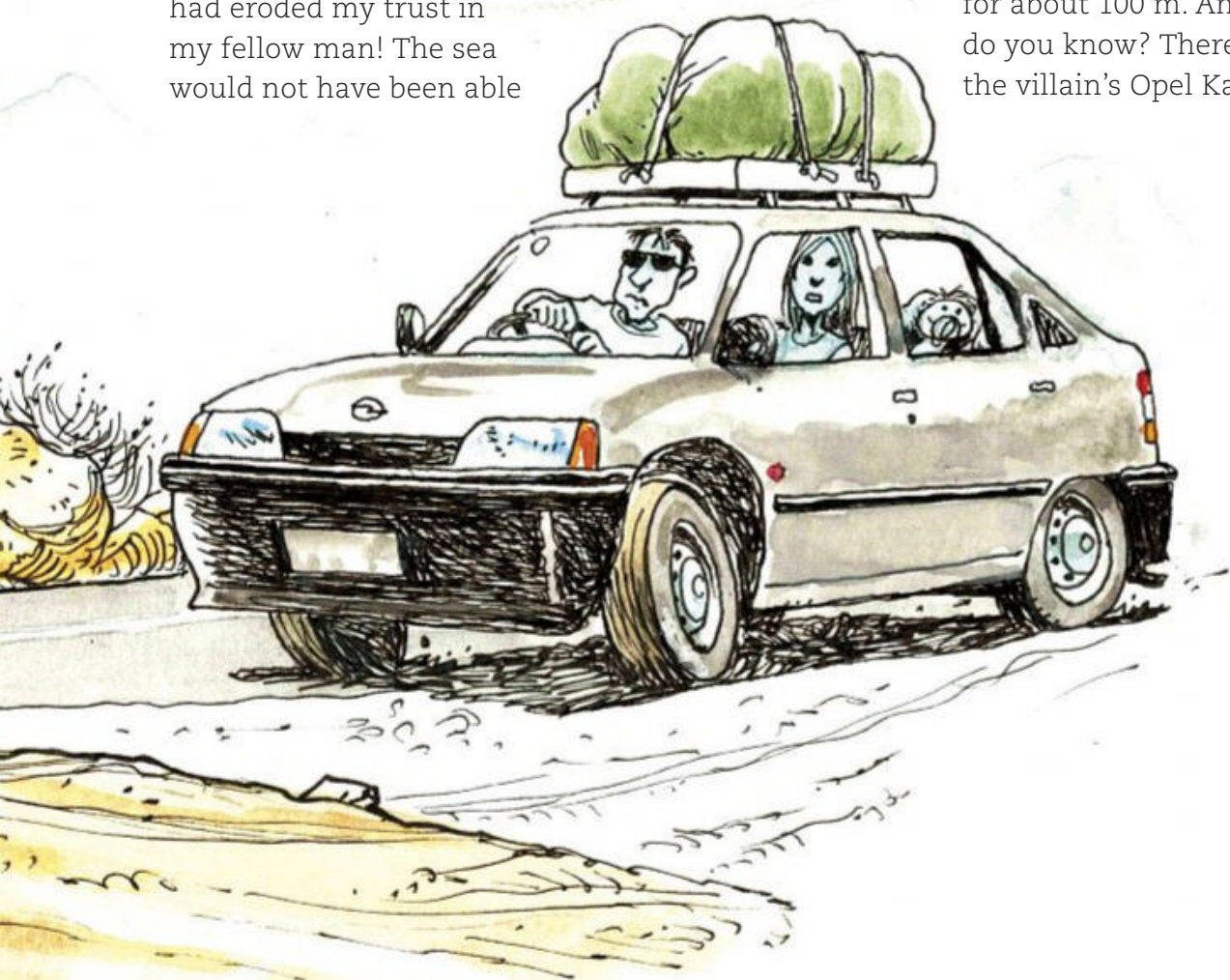
A few weeks earlier in Pretoria, I had watched the traffic police tow away an Opel Kadett that had been illegally parked. And I remember they pushed a flat piece of metal, almost like a steel ruler, in by the window to unlock the car. It seemed easy enough.

I looked around for a flat piece of metal, but couldn't see anything. Then, my eye landed on his license plate. And, because the man had done me wrong, I was not really in the mood to be respectful of his property, so I ripped off the licence plate. I thought it would take a few tries, but the first time I pushed the license plate between the window and the door, the button popped up. Wow! I swear it worked faster than a key. I retrieved my spare wheel, threw his licence plate in its spot, slammed the door as hard as I could, and left. I didn't even bother to lock his old car's doors again. It was clear as day that the dude had driven all hell out of it and the engine was now stuffed.

Later that night, much later, the three of us were home safe – exhausted from the long road and all the drama.

SINCE THAT DAY, I haven't helped anyone next to the road with spare parts, but a good Samaritan did come to my aid with a spare wheel in the Kgalagadi. It was his caravan's spare wheel, and I returned it to him as soon as possible.

The Kgalagadi has lions, and you don't screw over a benefactor here. Because, as the guy in the Kadett discovered, if you abuse someone's kindness, you'll soon see your arse.



Once upon a time

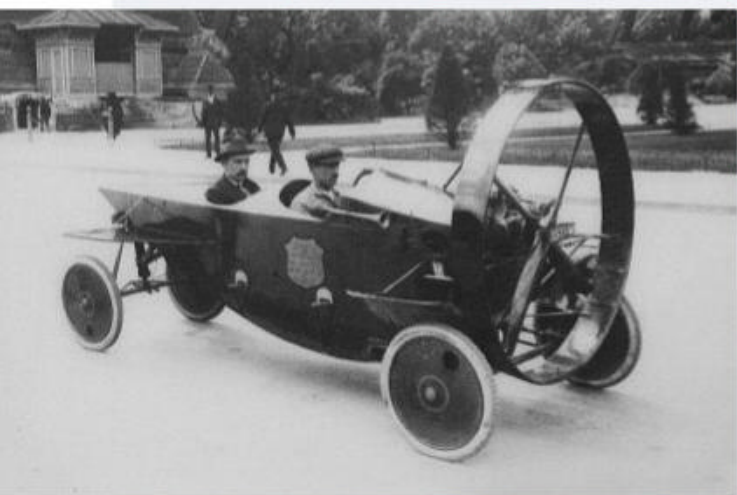
If you feel that modern cars all look alike, it's because manufacturers have found a standard body shape that works. In the days before standardisation, however, there were some delightfully weird designs.

Words **Cyril Kloppe**

1921 HELICRON

At the dawn of the 20th century, there were a surprising number of propeller-driven cars, but Marcel Leyat's Helicron was the most terrifying of them all, because its propeller

– unlike the others – was at the front... Marcel was convinced that his Helicron was the car of the future. The 1913 prototype had no shroud around the propeller, and he only installed it after Parisians complained that the spinning blades of death posed a danger to pedestrians. Later models had a roof and windows, presumably to shield the occupants from debris, and the gory remains of chopped-up pets.



1936 STOUT SCARAB

American aircraft designer William Stout watched the evolution of the car and decided it was heading in the wrong direction. The Scarab's body was based on an aircraft's fuselage, the engine was mounted in the rear, and it had two doors: one on the left for the driver, and another on the right for passengers. The passenger

seats were not secured to the floor (the table was), because William wanted people to be able to move the furniture around as they pleased. William firmly believed the public would embrace his design within a year or two. He, however, was a man ahead of his time, for the VW Microbus with its folding table and sliding seats would only arrive decades later.

1942 OEUF ELECTRIQUE

The basic shape of a typical car was fairly well established by the 1940s and it was largely guided by American sensibilities. But Frenchman Paul Arzens, like many Europeans, wanted small

electric cars to triumph. The Oeuf Electrique (French for "electric egg") was Paul's solution to narrow city streets, inadequate parking, and rising air pollution. His arguments were so compelling that full-scale production was approved in 1942 – in the middle of World War II! – but Germany quickly put paid to Paul's plans. The irony is, of course, the Germans coming up with the electric BMW i3 subcompact hatchback 60 years on. Cheeky Germans.



1939 ANTARCTIC SNOW CRUISER

Prior to the establishment of McMurdo in 1956, America had no permanent base in Antarctica. One solution was to explore the continent by vehicle. South Pole veteran Thomas Poulter was asked to lead the design of a mobile base, resulting in the Snow Cruiser. With a kitchen, workshop, sleeping quarters, radio room, and even an aeroplane on its roof, this behemoth was shipped south. The

king of 4x4 motorhomes unceremoniously sank into the ice due to its stupendous weight. The Snow Cruiser was eventually swallowed up whole by the ice, taking its best-laid plans with it. Nowadays, climatologists can be seen zipping around Antarctica in Hilux bakkies and camping in tents...



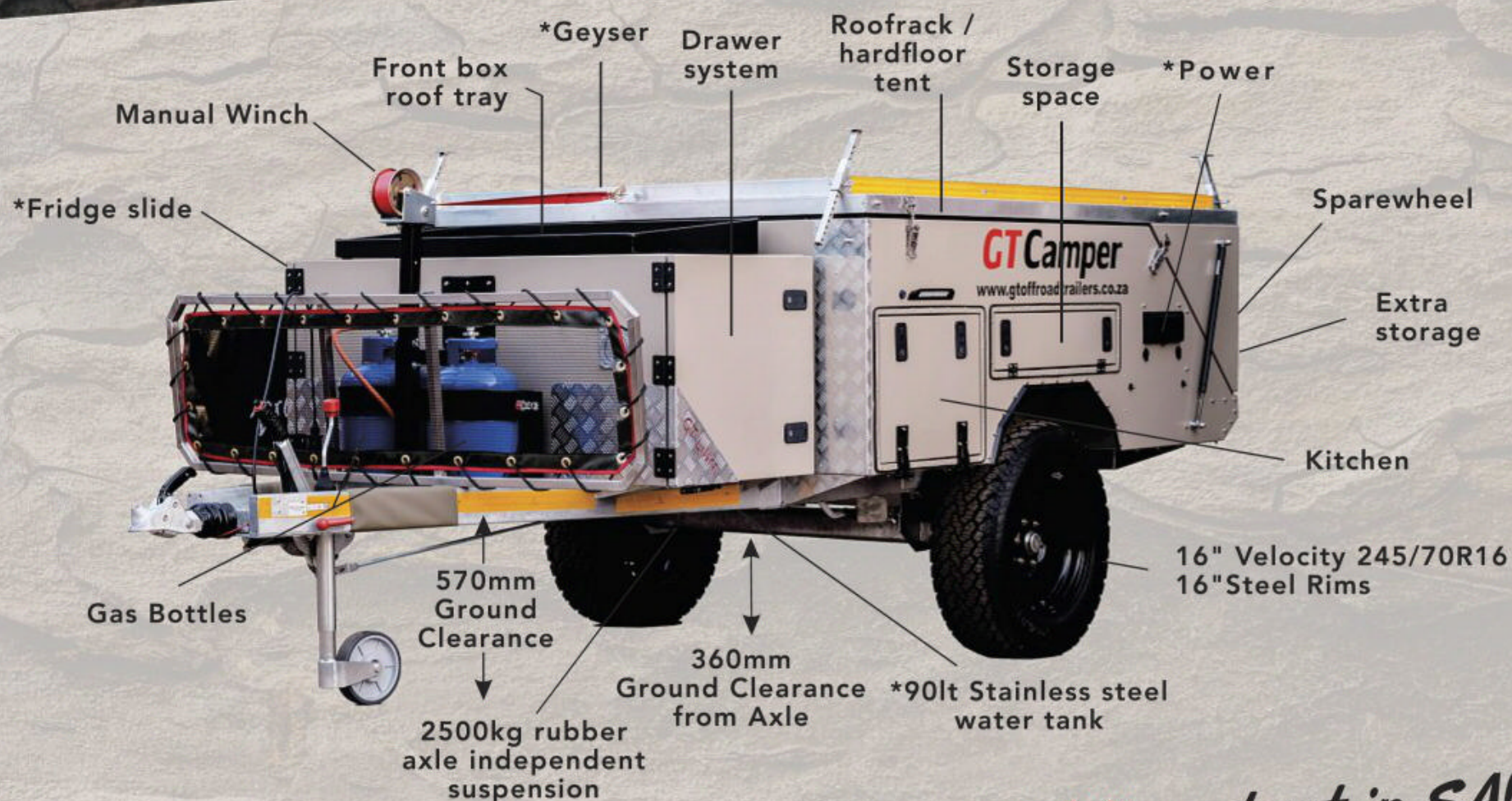
Have you spotted any whacky wheels on your travels? Tell us about it and send a photo to *go! Drive & Camp*, PO Box 740, Cape Town 8000 or drivecamp@gomag.co.za



GT CAMPER

OFF-ROAD TRAILERS

Incredibly versatile camping trailers that are completely customizable to suit your camping style.



*The only off road trailer with a **hard floor** tent in SA!*

Visit our Website



Visit our FB Page



Contact: 012 770 3633

sales@gtoffroadtrailers.co.za

www.gtoffroadtrailers.co.za

**: your adventure
starts here!**



Kunene
Off-Road Caravan



Chobe Legend
Off-Road Caravan



Kavango Legend
Off-Road Caravan



// www.echo4x4.co.za

—please phone for nearest dealership—

HEAD OFFICE CENTURION
+27 12 345 3333
echoacc@echo4x4.co.za

WESTERN CAPE
+27 21 910 3737
echocapetown@echo4x4.co.za