

#42

CAMP FOOD BETTER BAKING WITH BEER

APRIL-MAY 2021 | ISSUE 42

go!

Drive & Camp

Bushveld

Luxury wildlife resorts up north

Loskop Dam
Fishing bliss in
Mpumalanga

Great Karoo

A circle route less travelled

TRAIL GUIDE

Roughing it at Bonniedale



NEW CAMPING GEAR Moremi Lite and XLT, and the new Ostro | CAMP BOFFIN 5 tips for a good rest | READER STORY From daily driver to motorhome | SECOND WIND Ugly Triton duckling keeps on trucking | NEW WHEELS Mitsubishi Pajero Sport & Suzuki Vitara Brezza



NEW

2021 FORD RANGER FX4



TESTED

BADGER EXTREME



GEAR

BAKKIE CANOPIES

WATCH WHERE YOU'RE GOING! RESPONSIBLE OFF-ROADING P 88



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URBAN CRUISER

Where to next?



“

After a wonderful weekend in the Cederberg, I realised that we could have 20 similar weekends spread throughout the year for the same price as one overseas holiday

”



As the light shines ever brighter at the end of the pandemic tunnel, I can't help but notice how much more I seem to be planning for trips.

My colleagues at *go!* magazine talk about creating a classic itinerary, and the mere prospect of loading my family into our car and hitting the road with a bunch of friends has me salivating.

I want to sit on my camping chair and watch a bonfire, with a cold beer in my hand, chops and braaibroodjies in the casserole, and the sound of my friend's stories and the laughter of our children in my ears. And that's the image I have in my head when I start looking for possible destinations for the Jonkers.

About three years ago, we took a family trip to Portugal and Spain – we saved a year for the holiday and it was worth every penny. Since then, we've decided as a matter of principle to first explore our own country, and our neighbouring countries, more before we start planning to get back on an aeroplane.

After a wonderful weekend in the Cederberg, I realised that we could have 20 similar weekends spread throughout the year for the same price as one overseas holiday. Hence the decision to embark on a journey of discovery through Southern Africa. Region by region. And so, I happily daydream as I trawl the internet, check Google Earth or sit down with a map book.

My colleagues here at *Drive & Camp* are established travel journalists and I have to admit that every time I edit one of their articles, my list gets a little longer.

I've been wanting to go to the Bushveld, and thanks to Leon, I now have two new campsites to visit. Cyril also has that ability to give people itchy feet, and for the past week all I can talk about is the trip through the Great Karoo I'm now busy planning.

IF, LIKE ME, you enjoy making proper plans, you need to get your hands on a copy of our *Resort Guide 2020*. Inside, we provide comprehensive information on 50 destinations across the country. We're proud of the *Resort Guide* and it is still for sale.

Also, make a note on your calendar for our June-July 2021 issue, which will be available from 28 May.

Till then, stay safe!

Schalk

EDITOR

schalk.jonker@media24.com

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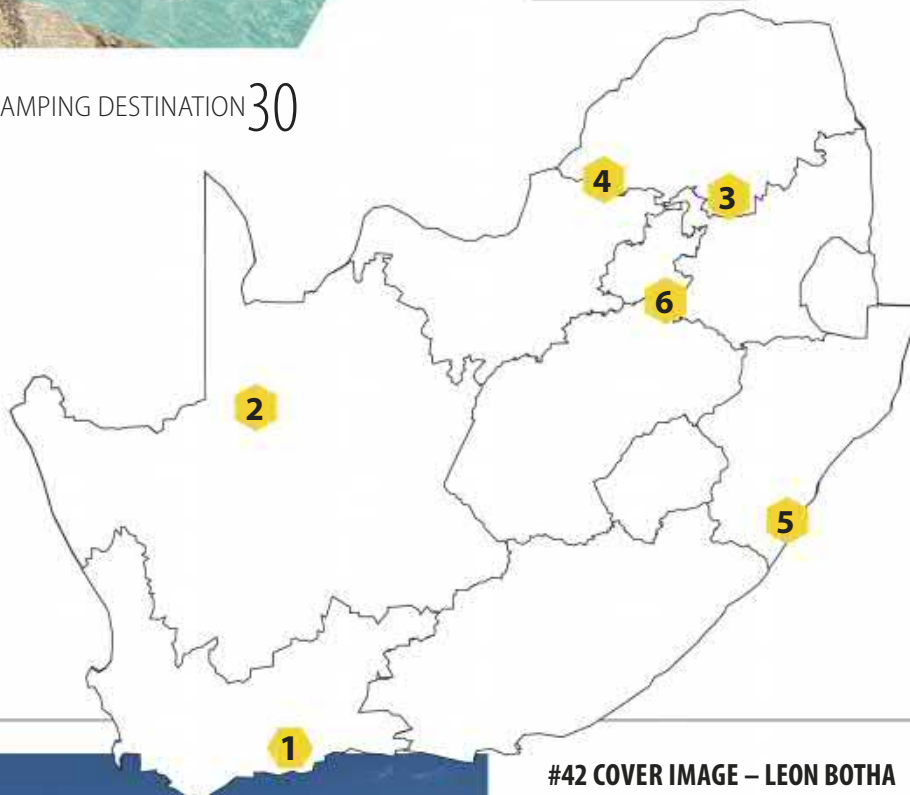
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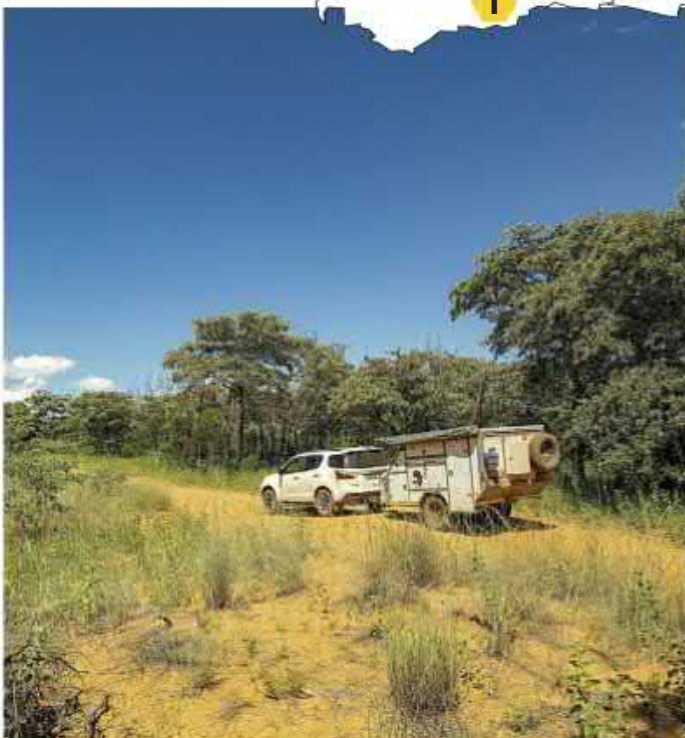
REEL & WHEEL 70

CAMPING DESTINATION 30



#42 COVER IMAGE – LEON BOTHA

“ This image was taken where you enter through the gate at Doorndraai Lodge. Although you are knee-deep in the Bushveld, the roads are such that you can drive them with a regular family sedan. It’s also not necessary to bring along a huge supply of camping gear because you camp right next to your own private amenities. ”



Camera settings Canon EOS 6D Mark II; f11;
 1/400s; 22 mm; ISO 400

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SNR
3 m x 2.8 m x 2.3 m
R2 530
Sidewalls with windows available

DIRECTOR'S CHAIR

R656 each



BUNDU BASIN

R299



SHADENET INNER ONLY

R1 990

To fit Snr Tentco gazebo
Shadedcloth
Built-in groundsheet



NEW

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Available: End walls
Side walls
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GAZEBO TO BOW TENT CONNECTOR



R1 115



HAS STOOD THE TEST OF TIME
Design that never gets old

SNR DELUXE EXT ONLY



R7 215

Side walls and front wall available

WANDERER BOW TENTS



AFRICA NO.1 BEST SELLER

JNR: 2.5 x 2.5 x 1.9 m

R3 630

SNR: 3 x 3 x 2.2 m

R4 120

Ripstop material

SNR DOUBLE BOW EXTENSION ONLY



Extension to fit any Tentco
3m x 3m bow tent

R5 080

JNR SAHARA



4.5m x 2.9m x 2.5m

R7 760

Side walls and front wall available

ROOFTOP TENT RANGE

1.2 m x 2.45 m (OPEN) **R10 140**
1.4 m x 2.45 m (OPEN) **R11 110**
1.6 m x 2.45 m (OPEN) **R12 060**
2 m x 2.45 m (OPEN) **R14 480**



REPLACEMENT COVER FOR YOUR
ROOFTOP FROM **R535**

AFRICA NO.1 BEST SELLER

SAHARA DELUXE

R10 880

6m x 2.9m x 2.5m

Side walls and front wall available

AFRICA NO.1 BEST SELLER



DINING SHELTER



R5 620

3 Sides with mozzi net
+ four solid slides,
3 x 3 x 2.5 m

POP-UP GAZEBO



Replacement cover available
in Safari Ripstop material

3 m x 3 m
R1 800

1.4M ROOFTOP DELUXE

R12 999



Skylight
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BUNDU CANOPY



Side walls available

2.7m x 3m
R1 585

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2,0 x 2,0m **R2 715**
2,5 x 2,0m **R2 950**
280g ripstop canvas

STAINLESS STEEL BRAAI GRIDS



from **R180**

270° AWNING



2,5m **R9 500**
1,8m **R7 500**
280g ripstop canvas

FOLDING TABLE



4ft **R710**
6ft **R855**

DC3 CHAIR



Oxford Nylon
Steel Frame
Compact folding design
Ultra durable & strong
120 kg
R499 each

TABLE AND 2 BENCHES



102cm x 67cm x 74cm
R1 475

DISH WASH STAND



R1 210

TENTCO COOLERBOX

20L - **R1 630**
40L - **R2 380**
60L - **R3 290**
90L - **R4 150**
120L - **R5 020**
140L - **R5 330**



CLASSIC CHAIRS



HIGH BACK R855

600g Heavy duty material
Sponge padding
Steel frame
Max weight: 120kg

SL-2 & SLX-2



Oxford Nylon Cover
Steel Frame
Mesh Backing
150 kg
SL-2 **R665**
SLX-2 **R950**

KITCHEN UNIT



R1 210

BIG BOY CHAIR



SPECIFICATIONS
Nylon Ripstop
Steel frame
Max weight:
150kg
R630

PORTA POTTY



20Lt **R1 100**
10Lt **R800**

CAPRIVI 3 POP UP



2.4m x 1.8m x 1.0m
R1 099

CAPRIVI



Caprivi 2 **R799**
Caprivi 3 **R1 599**

3 & 4 SHELF CUPBOARDS



3 Shelf **R720**
4 Shelf **R999**

TROLLEY BIG WHEEL

R1 600



SLEEPING BAG

Bundu **R599**
Cliff **R450**
Tundra **R355**



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3X5 - **R330** 4X6 - **R480**
3X6 - **R360** 6X6 - **R660**



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SIZE: 2m x 67cm x 10cm **R899**
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We love hearing what's on your mind! Write to us at drivecamp@gomag.co.za and please remember to give your full address and contact details. *Drive & Camp* reserves the right to edit and shorten letters – and publish them in the magazine, on the website and elsewhere.

And oddity at the Union Buildings... and a Merc in Kosi Bay



I took this photo of an unusual Mini in 1978 as it was parked on the top grassy terrace of the Union Buildings in Pretoria. I did not see the 'camper'; maybe he was still asleep inside. At that time I lived near the Union Buildings and remember the grass was pretty lush there. I'm sure he had a great 'camp'.

Speaking of camping gear you don't expect to see: in April 1989, I drove all the way to Kosi Bay in my 1974 automatic Mercedes-Benz 230.4. Remember, this was before the road to get there was tarred and we had to tackle the sandy roads. When we got there, I saw my Merc was the only sedan in Kosi Bay. On our return trip, I struggled to summit a four-metre



sandbank. But made it on the second run – caravan and all, a Jurgens Manjefiek B.

The number plate on the Mercedes read NKK 1. 'NKK' is the registration for Kranskop where I worked as a magistrate, and at that time magistrates did a lot of other work as well, including vehicle registration. Number '1' therefore belonged to the magistrate!

JOHAN VON REICHE
Pietermaritzburg

WINNING
LETTER



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





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Dave Pepler
Environmentalist



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LEATHERMAN REBAR WITH LEATHER BOX



SWAROVSKI EL 10X42 HD SV BINOCULARS

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OLIVE
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EMTHUNZINI BRAIDED FEDORA UNISEX HAT
CAMEL



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CAMEL
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A quiet December holiday



We had planned to go camping in the Garden Route during the December holidays, and our children, Ruan and Nadia Pieterse, with their little one, Ava, would also have joined. They came to visit us in Durbanville all the way from Pretoria, but they also wanted to go to sea.

Unfortunately, the Garden Route was identified as a COVID-19 hotspot at the time. We therefore decided to cancel our arrangements.

But we still wanted to be close to the ocean and decided on the West Coast. We decided on the northern section where you can camp 'wild', far away from others. Of course, we had to take everything with us: water, ice, solar power... and that's okay, our off-road caravan is equipped with a solar panel.

Our plan was to spend Christmas at home and leave early on the morning of the 28th. Coincidentally, all beaches except those in the Northern Cape were closed. Fortunately, you could still fish, so we took our fishing gear and permits with us.



The caravan was packed: tent, gazebo, as much water as possible (plus ice), gas and groceries. We had 600 km to cover to get to Brand se Baai and the last 100 km of dirt road was quite challenging.

We arrived late afternoon and looked for a sheltered stand, because the wind can sometimes get quite hectic along the coast. Our nearest neighbours were 2 km away; so we had an entire stretch of coastline all to ourselves. There was no cellphone reception either. We enjoyed the experience thoroughly, had many conversations, played, rested, read, sunbathed and enjoyed fantastic meals.

We managed seven days on the water we had, but the ice and milk ran out. Therefore, it was time to pack up, though

we were reluctant to return home. As soon as I got cellphone reception along the way, I started searching for another available campsite... and would you believe it, the first seven campsites I called were all full! Eventually, we found a spot at Blinkwater on the other side of Citrusdal.

We first replenished supplies at Vredendal, then spent another three days at Blinkwater, this time on lovely grass. The pool was equally welcome as it felt as though the mercury rose above 40 °C.

We felt privileged to still be able to camp responsibly and safely in these unnatural times, and to enjoy a 'normal' sea holiday. It was good for body and soul.

MARTIN AND NERINA LE ROUX
Durbanville

57 years later...

Thank you so much for your *Drive & Camp* magazine. I love camping because I grew up in this way. My husband, Garth did too.

We used to go camping with our sons, James and Stephen, but these days we've had to get used to camping alone again.

We started out camping in tents, then towed a Zippa caravan, then again in tents, and nowadays we hitch a Sprite Scout, which we really enjoy camping in.

The other day I came across an old

newspaper dating back to 1964.

This is the September 12 issue of the *Evening Post*, and two caravan-related snippets of information in particular caught my eye. One was a competition for the 'ideal family' where the first prize, sponsored by Philips, was a Ford Zephyr Six and a Sprite Alpine caravan or a boat! Then there was a Gypsy ad with detailed sketches of the models of that era.

SUE BENTLEY
East London



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Welcome!

You published our letter in the October-November 2020 issue about our road trip from Scotland to South Africa. (Ken and his wife, Lorraine, were already well on their way by then – at that time they'd been on the road for 445 days and were in Kenya, with 31 041 km behind them. – Ed)

We arrived in Cape Town in December. That was after 18 months (552 days), 32 countries and 48,018 km.

We plan to tour more and have already taken our camping trailer to a workshop

so that they can improve the ground clearance. It will also help with the ball height so that we do not have to use a drop plate – this almost turns into a plow when you are towing on bad roads.

We plan to visit the Cederberg first, but the Kruger National Park is also on our list – and of course places like Kaokoland, the Skeleton Coast, Van Zyl's Pass in Namibia, and Botswana.

KEN MCLUCKIE
Brackenfell

Are we in England now?

This is my wife, Magda, at the grave of the 32-year-old lieutenant Charles James Darter. The grave lies next to the N7 not far from Kamieskroon, on top of an embankment, so it's not easy to see from the road. We had heard of the grave, and while camping in the Cederberg, decided to go and see it for ourselves.

The piece of land apparently belongs to England and is allegedly the smallest proclaimed property in South Africa. This, of course, means Magda is standing in England... without a passport or visa!

ANDREW AND MAGDA HAYNES
Vereeniging

In our September 2020 issue, we published an article by a group of friends who embarked on a tour of the Cape. Darter's name also appeared in their account, as Jurie Blom, a member of the tour, took a picture of the one hoof of Darter's horse in the Springbok Lodge. Darter and his horse were apparently shot dead at the same time. He was part of the English forces during the Second Anglo-Boer War. – Ed



PHOTO JURIE BLOM



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!

We asked our readers a question on Facebook about which braai wood they prefer. It came as no surprise that camelthorn and sicklebush were right at the top of the list, but Leon van Jaarsveld doesn't think everyone has had a proper braai yet...

"If you haven't had a braai using slender three-hook thorn (*Acacia senegal*), you haven't had a braai yet."



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“

Janah gets the focal point spot on, because your eye is immediately drawn to the creature's face, and more specifically, its eye

”

Double vision

“This chameleon was busy crossing the road. We shared a special moment when he stopped for a second and looked at me with that black eye of his. This photo is prettier than the full-body one I also took. Here the focal point is his face. The beautiful patterns and colours contribute to the photo.”

There's just something comical about a chameleon – especially those eyes, because they can look in almost any direction. On top of that, Janah catches the guy where he is slightly exposed in the open. And then Janah gets the focal point spot on, because your eye is immediately drawn to the creature's face, and more specifically, its eye.

Three strong elements work together to place more accent on the focal point. First, his back curves in an arch towards the head, and then his right leg subtly forms a second arch that also extends to his head. Finally, the negative space – in this case the sand – makes the focal point stand out more because it is a monotone colour.

But not all that negative space is necessary, and you can easily crop the section in front of the face without losing anything. The little bit of his back foot at the bottom left also draws your attention away. By cropping that out, the composition is stronger.

The photo has two strong points in particular: first, there is the detail when you look at it up close. And then there's its absolute simplicity.

Bullseye

She sold cupcakes and saved until she had enough to buy a Canon EOS 800D, says 14-year-old Janah Swarts from Reddersburg. And then her family went to the Kruger National Park...

By **Leon Botha**



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What are you looking at?

"I took this pic at the Muzandzeni picnic site near Satara. The lizard scurried around on one of the wooden benches. I startled him as I approached and he disappeared into one of the slits. I squatted down and waited. A few seconds later, his head emerged. I like the different elements in the photo: the rough wood, the lizard's smooth skin and then the finer detail."

Just like the photo of the chameleon, this one's focal point is also the animal's face in the centre of the frame. Your eye

goes to his, but what makes this photo so much more special is that it looks as though the lizard is peering at you.

The details in the photo is interesting, and the important ones are sharp and in focus. The photo also relies heavily on negative space, but the stump on the right almost feels as though it's in the way. You don't lose much by cropping some of the negative space; in fact, again it places greater emphasis on the focal point. Now you have a square



photo, it's a more passive format than the traditional rectangular format, especially in terms of

composition. But if you can get away with a square photo, why not do it?

SEND US YOUR PICTURES

and we might publish them here. We're not looking for traditional 'prize winners', just regular pics. 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 cellphone, if it's good enough for your photo album it's good enough for us. **Janah Swarts** wins a *Drive & Camp* camera bag worth R650 – congratulations! Send your photos and contact details to

leon.botha@media24.com



Say 'Aaah...'

"The lilac-breasted roller was perched on the branch of a dead tree near Lower Sabie. After quite a few shots, I managed to get one where he was calling. Once again, I really like the detail on his feathers and his open beak. The photo is also special because I like the contrast created between the colourful bird and the brown twigs."

Here, the head is once again the focal point, and the same goes for the oversupply of negative space. Some people would prefer to see

the entire bird, and here's another similarity between all Janah's pics: you can't see the entire animal on any of them. But it's not a problem because you subconsciously complete the picture.

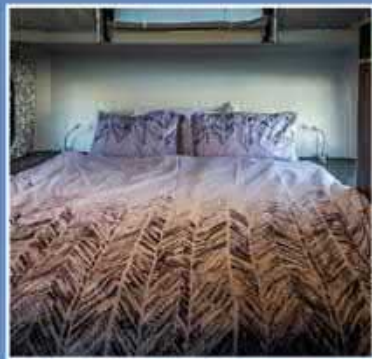
The bird's bright colours contrast with the branches, but there is also a harmony between the bird and its environment. The bird's blues and purples blend in with the blue sky and its pink-brown breast resembles the colour of the branches.

And yes, to give the photo a little more kick, you could crop the frame to form a square. 📷



STEALTH BUSH LODGE

NEW EVOLUTION IN CARAVANNING



KEY FEATURES AND SPECIFICATIONS

- Length 6.1 m
- Width 2.35 m
- TARE 1350 kg est.
- GVM 1800 kg
- Gas electric geyser
- Awning in a bag
- 150 lt water tanks
- 158 lt/12V fridge
- Stainless steel slide-out kitchen with extension worktop
- Stealth's unique cabin pressurisation system
- 15" alloy wheels with Wrangler AT tyres, 2.5 mm galvanised
- Duplex steel chassis with 3 mm A-frame
- 1800 kg rubber torsion axle
- Large pantry hatch with additional hatches for quick access under the main bed and dinette



STEALTH BAKKIE MATE

NEW EVOLUTION IN CARAVANNING

KEY FEATURES AND SPECIFICATIONS

- Beds: 1x Queen-sized – 2 adults
- Water tank: 40 lt + water pump 12 V/5 lt
- Tare mass: 450 kg payload, 250-400 kg depending on vehicle
- Overall length: 3640 mm (excluding rear gas bottle)
- Overall height: 1755 mm (roof closed), 2350 mm (roof open)
- Overall width: 2020 mm
- Optional extras: Porta Potty / 60 lt fridge / awning / shower unit

Features: Interior kitchen cupboard with worktop / wardrobe with hanging space / work surface on pantry drop-down door / cold water mixer tap on 2 m-extension hose

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

Silver Lakes Caravans



Salt of the earth...

Soutpoort is a new campsite on a sheep farm 15 km outside Loxton in the Northern Cape.

Melissa and Hendrik Cloete farm with merinos, but have devoted a section of their land to this campsite.

The farm is on the Carnarvon road (the R63). It's far from Loxton to the turn-off for the farm, and then you take a decent dirt road suitable for an ordinary sedan.

Soutpoort, named after the Soutpoort River that runs through it, has two camps about 200 m apart between the red rock ridges. Each has its own bathroom with a shower, basin and toilet, with the washing-up facilities outside. On one side of the building is a corrugated-iron roof with a slab underneath. Each camp has its own round pool and braai area and can easily accommodate two families, but you can also book it just for yourself.

There is no electricity, but cellphone reception reaches here.

Other than sheep, there aren't any other animals. You can pre-order lamb at R120/kg, and there is ice and wood. You may also bring a pet.

Price R400 p/n per stand for up to four people; thereafter R90 pppn. The price includes one vehicle and one caravan – thereafter it costs R200 for each additional vehicle or caravan.

Contact 072 623 7926

thirionm@gmail.com

facebook.com/soutpoort

GPS S31.350491 E22.292123

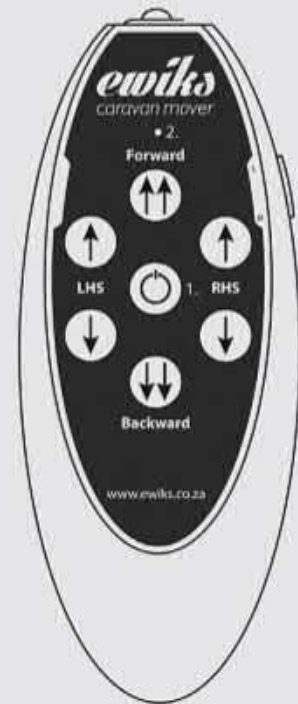


Sorry, our bad

Due to a miscommunication we incorrectly reported on a 4x4 trail between Gans Bay and L'Agulhas ("The littlest Cape kill zone") in the December 2020-January 2021 issue. Do note that entry fees are required for the Uilkraalsmond nature reserve. The reserve only has one manned entrance and exit point.

No beach driving is allowed. No night fishing is allowed. Quoin Point Nature Reserve is closed to the public and Die Dam holiday resort is a municipal resort and not a part of the Agulhas National Park.

Remote control for Ewiks



The caravan-mover manufacturer Ewiks has just introduced a remote control that fits all its pre-fitted units – and it will work whether your mover was installed yesterday or 10 years ago, says Kyle Warburg of Ewik Enterprises.

The device and its receiver, which gets fitted onto the caravan, are sold as a DIY kit.

The conventional mover has a cord of 7 m, while the wireless remote control works up to 60 m. The remote control also has a unique code, so you don't accidentally move your neighbour's caravan.

Kyle says customers can add the new system to their existing one without disconnecting the original cord. So, you then have a choice between the cord and the remote.

If you lose your remote control, it's for sale separately.

Price R1 400 (VAT and delivery included).

Contact 084 330 0606 or 082 487 4950 ewiks.co.za

sales@ewiks.co.za





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



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



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admin@tongasa.com

www.tongasa.com

 Tonga Camping Trailer

3 Uranium street, Unit 2, Bellville Triangle farm 7530

TONGA

Six new rides for a road trip



OPEL CROSSLAND

The **Opel Crossland** has just had a facelift and now boasts a new front end called the Opel Visor. The Opel Visor is an opaque plastic panel that replaces the standard grille. Behind this screen, there's space for sensors and cameras and, in some Opels,

even the headlights.

The Opel Crossland's price ranges from R324 900 for the 1.2 Crossland Edition (60 kW) with a five-speed manual transmission to R399 900 for the 1.2 Crossland Elegance (81 kW) with its six-speed automatic transmission.



AUDI SQ7

The **Audi SQ7** gets the brand's most powerful diesel engine yet: a 4 l V8 TDI that delivers a mighty 310 kW of power and 900 Nm of torque. Audi says it accelerates from 0-100 k/h in 4,8 seconds and on to a top speed of 250 km/h. What's more, the manufacturer says the SQ7's fuel consumption

is around 8,7 l/100 km under normal use.

The SQ7 uses an eight-speed automatic transmission that sends power in a 40:60 ratio to the front and rear wheels (22" alloy wheels). The Audi SQ7 TDI Quattro can be yours for R1 679 500.



PEUGEOT 2008

A new **Peugeot 2008** was recently launched, and according to this manufacturer, the 2008 will "turn a remarkable new leaf in the history of Peugeot sports utility vehicles". The 2008 will get a 1,2 l three-cylinder petrol engine and will be available in three versions: Active, Allure and the flagship model, the GT.

The 2008 Active base model delivers 74 kW, is available with a six-speed manual gearbox and costs R359 900. A 2008 Active with a six-speed automatic gearbox is available at R399 900 – its engine delivers 96 kW. The Allure and GT models – at R429 900 and R479 900 respectively – also in automatic.



TOYOTA COROLLA CROSS

The new **Toyota Corolla Cross** slots in between the smaller CH-R and larger RAV4. It is already on sale in Thailand where there are two versions. A 1,8 l four-cylinder petrol engine delivers 103 kW and 177 Nm, and power is sent to the front axle via a continuously

variable transmission. A hybrid version with the same engine delivers 90 kW. The Corolla Cross is built in Durban, and Toyota SA Motors has confirmed that both versions will be available locally. Prices were not yet available at the time of going to press.



NISSAN QASHQAI

The arrival of a brand new **Nissan Qashqai** has just been announced and it is expected to come to South Africa in the second half of this year. The new Qashqai gets mild hybrid technology that consists of a second lithium-ion battery that boosts torque by 6 Nm

for 20 seconds, though its real purpose is to save fuel. The Qashqai has a 1,3 l petrol engine with a six-speed manual gearbox (102 kW) and a six-speed automatic gearbox (116 l kW).

Gadgets include USB-C sockets, a 9" touchscreen and a 12" digital dash. Prices are not yet known.



MITSUBISHI OUTLANDER

The 2022 **Mitsubishi Outlander** has just landed in America and is the fourth generation of this top seller. It has the same Dynamic Shield front end as its stablemates, including the Pajero Sport (see page 66) and the Triton. The American model gets 20" wheel rims, a large

12,3" digital instrument panel, a cordless cellphone charger, USB-C sockets and Mitsubishi's own Super All-Wheel Control⁵ system that was originally developed for their rally cars. Mitsubishi South Africa had not yet announced an ETA or its price at the time of going to print.

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



Little & Co

The Moremi is aimed at campers with a code B driving license, as well as couples. You basically get a double bed on wheels with amenities including a fridge/freezer and a built-in two-burner gas stove.

Jan Venter, owner of Custom Canopies and Trailers, which also builds the Lion's Den series, kills two birds with one stone: the Lite model is a small off-road caravan, while the XLT model is a Lite that's pretty much sliced in half, but with a roof top tent.

Night, night

The Moremi gets a steel chassis, with the shell made of aluminium. The Lite's door sits at the back and a double step folds up against the hull. You have to lower it before lifting up the door – it works a bit like a wing, almost like a Lamborghini's door.

Next you lift the roof. Here, too, they use the unique swing roofs of the Lion's Den models. The roof lifts until it is almost at a right angle to the body, after which an aluminium frame folds up to the left in the opening to tighten the tent.

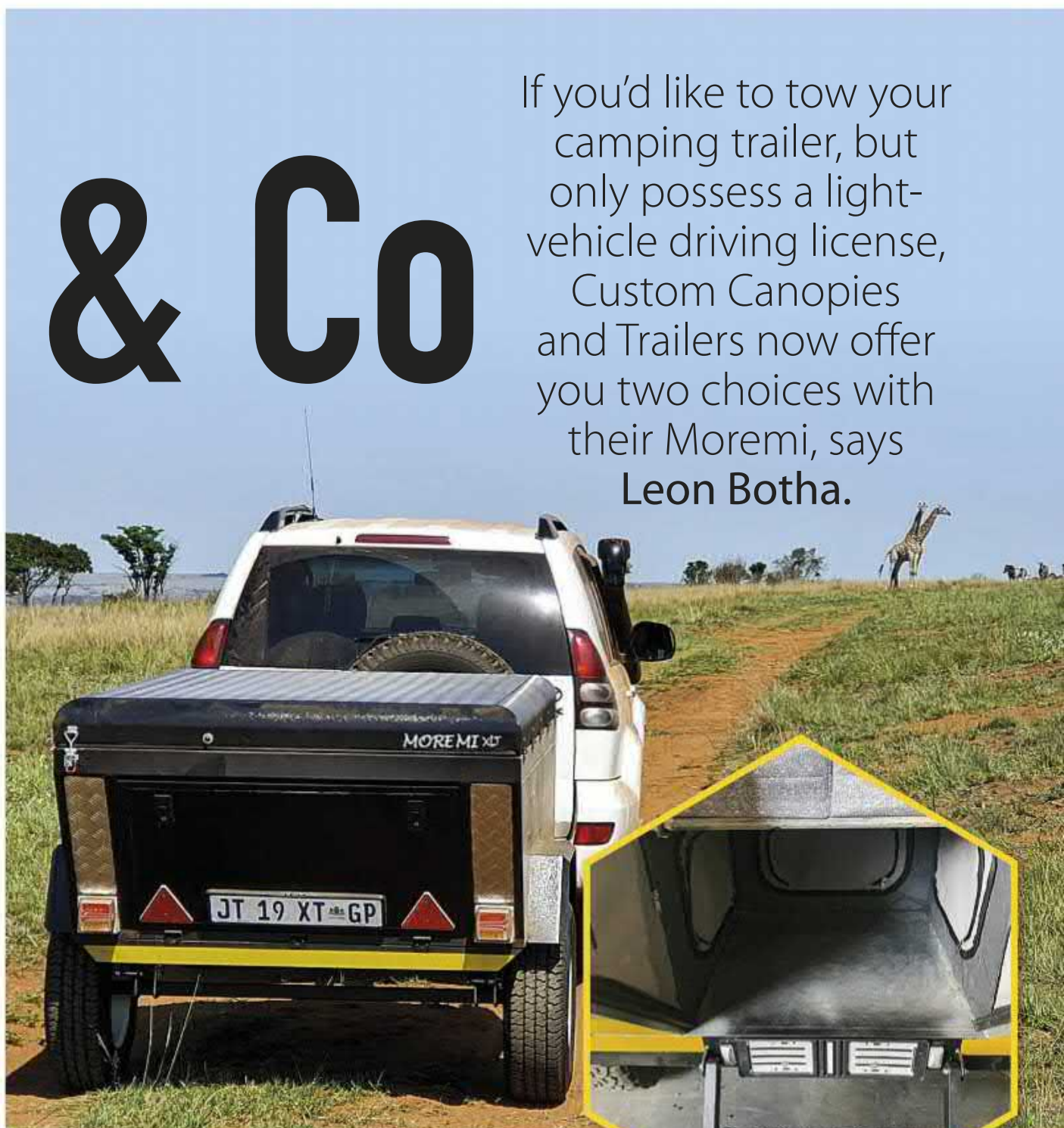
There are three cupboards on either side of the door, and deeper inside lies the mattress, filling the space from side to side. The head of the bed is at the farthest point near the A-frame, and on each side is a narrow 23 x 12 cm sliding window.

The drawer system with the fridge/freezer, two-burner gas stove and drawers for the cutlery slides out by the nose from the left panel. Above the wheel is a narrow shelf that serves as a worktop. There's a second sliding frame in the right panel with space for up to four ammo crates. A frame that swings away from the body at the back forms the shower cubicle.

More down to earth

In terms of shape and layout, the XLT is almost a clone of the Lite's undercarriage, but it is

If you'd like to tow your camping trailer, but only possess a light-vehicle driving license, Custom Canopies and Trailers now offer you two choices with their Moremi, says **Leon Botha**.



SPECIFICATIONS

Model	Lite	XLT
Sleeps	2	2
Length	3,5 m	3,2 m
Width	1,5 m	1,35 m
Height	2 m	0,8 m
Tyres	15"	15"
Tare weight	450 kg	250 kg
Load capacity	300 kg	500 kg
GVM	750 kg	750 kg
Standard price	R109 900	R59 000

Contact ☎ 083 281 7800 📧 customcanopies4all.co.za 📧 customcanopies@mweb.co.za



ON TOP OR INSIDE? The Moremi is available in two models. The Lite is a tiny off-road caravan and you sleep inside it. The XLT is basically a Lite with the top half removed, and you sleep on top of it in a rooftop tent. Both models have a gross vehicle mass (GVM) of 750 kg. This means you can tow the Moremi with a regular B license.



30 cm shorter, 15 cm narrower and 1,2 m lower. In this trailer you sleep on top and not inside. It gets the same roof, but you climb up the left up a ladder onto the bed. Next to it, fits a square tent for an adjacent room.

As with the Lite, the drawer system with the fridge/freezer and stove pulls from the left, with a worktop that also folds out above the wheel arch.

The XLT's second sliding frame is pulled from the back instead of the right panel, and it has space for four ammo crates.

The extras

XLT Full kitchen on a sliding frame R7 500, two-burner gas stove R3 500, drawer for four ammo crates R4 500, battery R3 500, 35 l SnoMaster fridge/freezer R8 500, and tent R8 500.

Lite The same prices for the fridge/freezer and two-burner gas stove, plus induction stove R4 200, gas braai R7 000, 270° rally tent R14 500, shower cubicle R3 500, solar panel R2 800, and battery with charger R5 500.

Over-run brakes on both models cost an additional R10 000.



R109 900

MOREMI LITE

GVM 750 kg

FROM THE COMPETITORS

Small caravans for two with a pop-up roof and a GVM of 750 kg



R172 344

Aloe Peri Peri

GVM 750 kg

Over-run brakes are standard and the kitchen is at the back next to the door.



R185 000

Jaguar Zazu-2

GVM 750 kg

The bed folds out from the right-hand side panel.



R175 213

Gypsy Lite Impi

GVM 750 kg

Over-run brakes are also standard – one of the few road caravans to choose from.



From the south

The outdoor equipment manufacturer All Out Group has just built its first off-road trailer, and judging by the design and standard equipment, it is a great choice for couples who camp, says **Leon Botha**.

In the past decade, there has been a shift from off-road trailers to off-road caravans. Previously, off-road trailers dominated 80% of the market, but over time, off-road caravans enjoyed a period of prosperity, and currently they take up a 60% share of the market.

Brand-new off-road trailers have become more of a rarity.

And this is where All Out Off Road, part of the All Out Group, steps up with its new Ostro. The name refers to the southerly wind in the Mediterranean Sea.

The interior

The layout is still a typical off-road trailer, with a nose cone, the kitchen to the left of the trailer and a tent on top. The Ostro has 15" tyres, with its chassis and body made of steel.

The big difference with traditional designs comes with the tent. One of the main reasons why campers shy away from a rooftop tent is because you have to climb up a ladder – and this becomes more and more difficult as the years go by. In Ostro's case, the tent unfolds to the rear and forms a room at the tailgate. This flap swings down with built-in steps – so you climb up to the bed, which is the size of an long double bed: 2,2 x 1,35 m.

Under the bed, there are two drawers for clothes. (The upper part of the steps swings away for access to the lower drawer.)

The electricity box is to the left of the stairs and the fire extinguisher to the right. The electricity box houses the circuit breakers; switches for 12 V, the lights and the pump; the Volt



reading and two sockets – one for a two-point plug and the other for a three-point one.

The exterior

The sliding frame with the single-burner gas stove and fridge/freezer slides out from the left by the nose. The fridge/freezer sits against the body and the gas

stove on the end of the frame. Under the stove is a drawer with foam cutouts for crockery, and an open drawer underneath that houses some cutlery. The stove has an L-screen to its right and back to protect the gas flame from the wind.

Above and to the right of the wheel, two doors fold flat to form



R182 500 Ostro GVM 1 250 kg

From the competitors In the same price range (standard prices)



R168 000 GT Camper Libra GVM 1 500 kg

The price does not include the gas stove, fridge/freezer, awning or water tank.



R185 635 Echo 4 Legend GVM 1 500 kg

A fridge/freezer is excluded, but the gas stove, awning and water tank are standard.



R195 500 Bush Nest Witkruisarend BVM 2 000 kg

A gas stove and water tank are included, but not the fridge/freezer or awning.

two worktops. The cupboard above the wheel is the largest – the lower part of this is a space for groceries. A narrower section above it also has a foam cutout for glasses and cups, and there is more room for knives, forks and spoons. The right-hand cupboard has two shelves in which you can put food containers.

A loose frame for the sink and drying rack hooks into the cupboard by the nose, where there's a tap in its upper section.

Block the sun by pitching a 2,4 m wide rally tent over the section next to the trailer.

There are also three cupboards in the right-hand panel. The one across from the fridge/freezer gives you access to this space, and the two to the left of this are the same size as the two kitchen ones. That's a good spot for camping gear you need less often.

The nose cone has space for two gas cylinders, plus the frame for the sink.

All in one

The Ostro comes almost fully equipped. You

get the power system with a 105 Ah battery, five 12 V LED lights, 2 Brad Harrison plugs for charging while towing, and a socket in case you want to get solar panels.

Then there is the 2,4 m rally tent, a high-density mattress that is 12 cm thick, a 72 ℓ SnoMaster fridge/freezer, a single-burner gas stove, a drying rack with two dishes and the crockery (plates and glasses).

The 3 kg gas cylinder is standard, as is the 60 ℓ water tank, 12 V water pump, spare wheel with its protection cover and a loose steel table that's 1,2 x 0,78 m.

Options include side panels for the tent, a tarp to protect the nose cone, a 20 m extension cord with a Fredlin plug, gas geyser, shower cubicle with accessories, a portable 180 W solar panel system and cassette toilet.

- A second model, the smaller Greco, has meanwhile also been launched and another model, the Maestro, is in the works.

SPECIFICATIONS

Model	Ostro
Sleeps	2
Length.....	3,6 m
Width	1,8 m
Height.....	1,5 m
Tyres.....	15"
Tare weight.....	760 kg
Load capacity	490 kg
GVM.....	1 250 kg
Standard price	R182 500
Contact	083 456 7923 alloutoffroad.co.za
	info@alloutoffroad.co.za



Better with a Brezza



SUZUKI VITARA BREZZA

Suzuki is India's favourite car brand, and since 2016, the Maruti Suzuki Vitara Brezza has been selling like hot cakes over there. So how does the Brezza perform on local soil? Cyril Kloppe takes a look.

The Vitara Brezza, Suzuki South Africa assures us, isn't replacing the standard Vitara.

The Brezza has the same wheelbase as the Vitara (2 500 mm), but the body is 180 mm shorter and 15 mm wider, and it has better ground clearance (198 mm vs 185 mm) than its regular Vitara stablemate. The Brezza is also reminiscent of the Suzuki SX4, especially its S-Cross version, but Suzuki says the Brezza is unique and does not share its platform with any other car.

What do we have here?

The Vitara Brezza is a subcompact crossover vehicle, not to be confused with a compact SUV, such as the Vitara or an off-roader like the Jimny. It's rather a peer to the SX4 S-Cross, which is not sold in South Africa.

The Brezza is available in two trim levels: the GL and GLX. You can choose between a five-speed manual or four-speed automatic transmission, but there's only one engine choice, a normally aspirated 1,5 l petrol engine. The Brezza is front-wheel drive, and all-wheel drive is not on the cards.

The most affordable in the range is the GL (manual) at R244 900 and the most expensive (the one displayed here) is the automatic GLX at R309 900.



We attended the Brezza launch via the internet – as is the norm these days – and we can currently only comment on the numbers given to us as we haven't yet driven the actual vehicle. The K15B engine, which is used in several Suzukis, delivers a solid 77 kW of power and 138 Nm of torque. Coupled with the relatively low vehicle weight of 1 140 kg, it suggests the Brezza can be quite nimble, but when we asked how much weight the Brezza can tow, we were slightly disappointed with the estimated 500 kg.

However, the load capacity of 460 kg is impressive: a family of four should be able to load the luggage compartment full of camping gear without having to worry much about overloading.

Inside and out

The GL and GLX have parking sensors at the back and a rear-view camera with a touchscreen. The Brezza also has automatic air-conditioning, standard USB sockets (not USB-C), ABS and remote control for the door locks. However, the cheaper GL model has steel rims with hubcaps while the GLX brags with alloy. The GLX also has a 12 V socket in the boot, cruise control, a cooled cubby hole, a rain sensor with automatic windscreen wipers and a host of electronic gadgetry.

How does it compare to its rivals?

The 1,5 l Ford Ecosport delivers 91 kW of power and 150 Nm of torque, the 1 l Hyundai Venue 88 kW and 172 Nm respectively,



SPOT ON. Suzuki has always managed to get the recipe right with compact vehicles, and the Vitara Brezza is a prime example of how a manufacturer can fit lots into a tiny package.

SPECIFICATIONS

Model	1.5 GLX (automatic)
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 manufacturer)
Tyre size	195/55R16
Load weight	485 kg
Maximum towing weight	500 kg (approx.)
Ground clearance	198 mm
Luggage space	328 ℓ
Safety rating	★★★★★ (Global NCAP 2018)
Warranty	5 years / 200 000 km
Service plan	4 years / 60 000 km
Price	R309 900



and the 1,2 ℓ Mahindra XUV300's torque is an impressive 200 Nm, but a modest 81 kW. The Brezza is therefore weaker than its competitors in these respects.

If we trust Suzuki's numbers – and they have always been trustworthy in this regard – the Brezza is lighter on fuel and its 48 ℓ tank is larger than that of the Hyundai and Mahindra, but smaller than the Ecosport's 52 ℓ.

The 5 year/200 000 km warranty is better than those of its competitors, and when it

comes to electronic gadgetry, the GLX is also better equipped than its competitors.

Will the Suzuki Vitara Brezza perform as well in South Africa as in India? In terms of sales, Suzuki ranks sixth among vehicle manufacturers – between Nissan and Renault – which is not bad at all. We don't pretend to be able to predict the future, but the Brezza may be able to boost Suzuki's sales figures. Nissan better watch out, or it will be ceding its spot in the top five to Suzuki. 🚗



FROM THE COMPETITORS
Compact crossovers for just over
R300 000



R316 300

Ford Ecosport 1.5 Ambiente

It may be old, but it remains a charming vehicle. However, the Brezza offers more for less money.



R316 999

Mahindra XUV300 1.2 W8

Will its cool styling and pleasant interior be enough to make the Mahindra more popular?



R332 500

Hyundai Venue 1.0 TGD DCT

Hyundai gets it right when it comes to vehicle choices, and the exciting Venue is definitely a winner.

The Ford effect

FORD RANGER FX4



The new Ford Ranger FX4 has been given a significant revamp since the first model made its appearance in 2017. These days, says **Cyril Klopper**, it's rather fancy.

The Ranger FX4 is based on the 2.0 single-turbo XLT double cab and is available in 4x2 and 4x4 versions. Ford says its special versions of the Ranger XLT offer unmatched fuel economy, a sleek new look and a host of electronic features, including the FordPass Connect making its first appearance in the FX4 (from now, it will come standard in all new Ranger XL, XLS, XLT, Wildtrak and Raptor models).

What do we have here?

"Following the success of the Ford Ranger Thunder, it's clear that there is demand among South African buyers for exclusive, value-added derivatives that offer a premium level of style and features, particularly in the growing leisure-oriented pickup segment," says Neale Hill, MD of Ford SA. "The FX4 broadens our Ranger line-up, which is produced at our Silverton Plant in Pretoria."

In short: Ford has learnt from Simba that the more flavours of the same product you introduce, the more chips you sell.

Inside and out

The interior gets plush upholstery with flashy red stitching on the seams as well as FX4 emblems printed on the backrests of the front seats and embroidered on the floor mats. Even the dash, doors, gear lever and steering wheel boast red thread to confirm you're now inside a special vehicle.

The SYNC3 multimedia system is standard in the FX4 and consists of voice activation, a 8" touchscreen, two USB sockets and Bluetooth. There's also Apple CarPlay and Android Auto, so your FX4 can access apps like Google Maps and Waze from your phone.

Speaking of apps: download FordPass Connect on your smartphone and use this app to lock and unlock your bakkie's doors remotely, turn on the engine, switch on air-conditioning, and check fuel and oil levels – you can even locate your FX4 in a parking lot if you forget where you left it. The only requirement for the system to work is that both your phone and your FX4 have access to the internet.





SPECIFICATIONS

Model	FX4 10AT 4x4
Engine	1 996 cc 4 cylinder
Power	132 kW @ 3 500 rpm
Torque	420 Nm @ 1 750 rpm
Gearbox	10-speed automatic
Tank	80 ℓ
Fuel consumption	7,5 ℓ/100 km (according to manufacturer)
Tyre size	265/60 R18
Load capacity	1 011 kg
Towing capacity	3 500 kg (GVM 3 200 kg)
Ground clearance	237 mm
Approach and departure angles	25,5° and 21,8°
Safety rating	★★★★★ (Euro NCAP 2012)
Warranty	4 years/120 000 km
Maintenance plan	6 years/90 000 km
Price	R687 900



DONE UP. Ford's first FX4 got heads turning, and now those heads will turn even more. The new version has been fitted with the FordPass Connect system.

Externally, the FX4 gets a black grille taken from the Ranger Thunder, LED daytime running lights as well as the standard LED headlights that are already available on the XLT, Wildtrak and Raptor. It also gets black wing mirrors, door trim and alloys. The latter is 18" compared to the regular XLT's 17" rims.

And how does the average Joe know you're driving an FX4? Large red FX4 stickers on the doors and a smaller FX4 emblem on the tailgate should do it.

The load bay is lined with plastic to protect the metal body, and a sports bar curls over the load bed. Inside the load bed are six anchor points to secure your camping gear and mountain bikes as well as a 12 V power socket (20 A) if you want to plug in a fridge/freezer here (note, a dual-battery system is not included).

Ford has kept the same 2 ℓ single-turbo diesel engine of the XLT with its 132 kW of power and 420 Nm of torque as well as the 10-speed automatic gearbox.

Electronic driving aids include stability control, traction control, ABS, brake force distribution and all the other safety devices that make the XLT so popular.



FROM THE COMPETITORS
4x4 pickups jazzed up by Chuck Norris for his youngest's matric farewell.



R639 995

Mitsubishi Triton 2.4 Xtreme

Adventurous wheel-arch protectors and all kinds of 4x4-like gadgets create an intense look.



R710 100

Toyota Hilux 2.8 Legend

This legend is the most expensive among its competitors, and it's not even Toyota's flagship model.



R721 400

Nissan Navara 2.3 Stealth

Nothing stealthy about the abundant stickers and yellow-painted strips that has everyone noticing this one.



Wild west on your doorstep

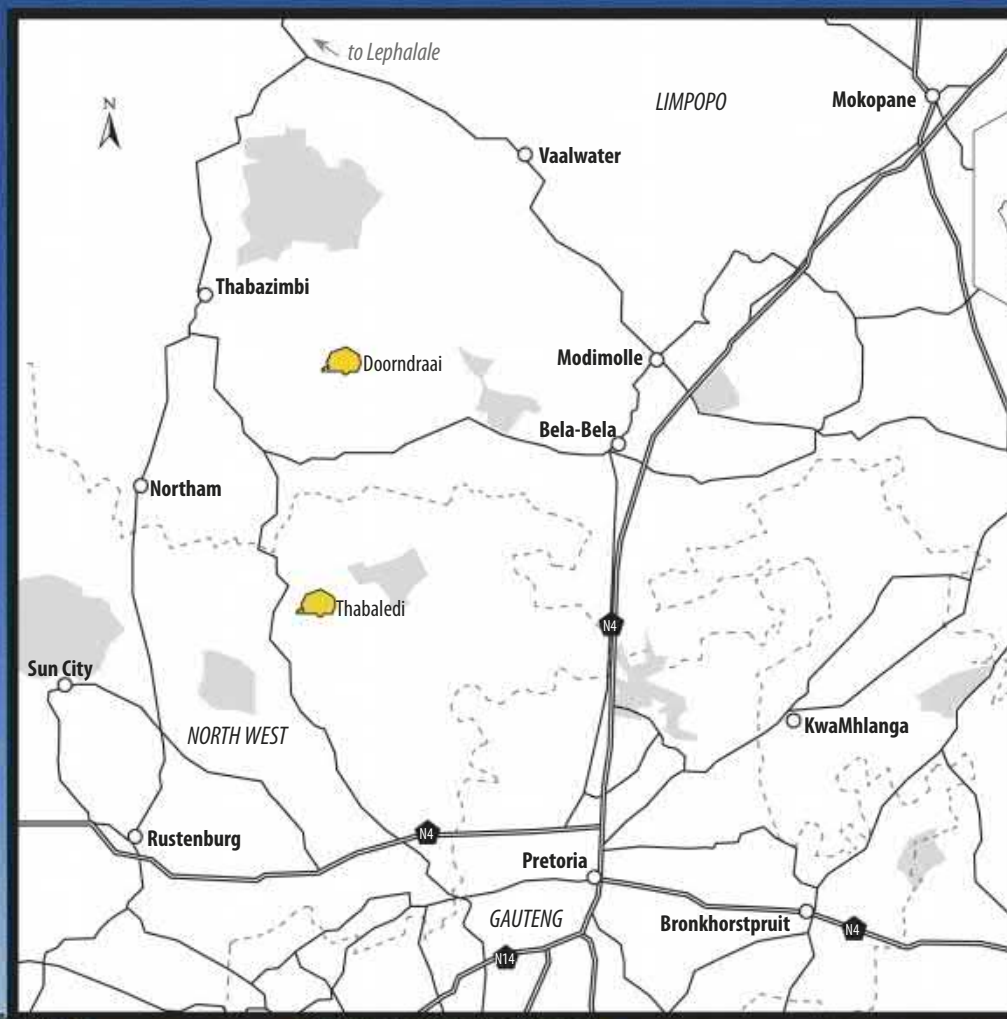
The Bushveld, much of it in the thickets of the North West and Limpopo, is as characteristically African as sunshine and the Big 5. We set up camp in both provinces to get close to Mother Earth.

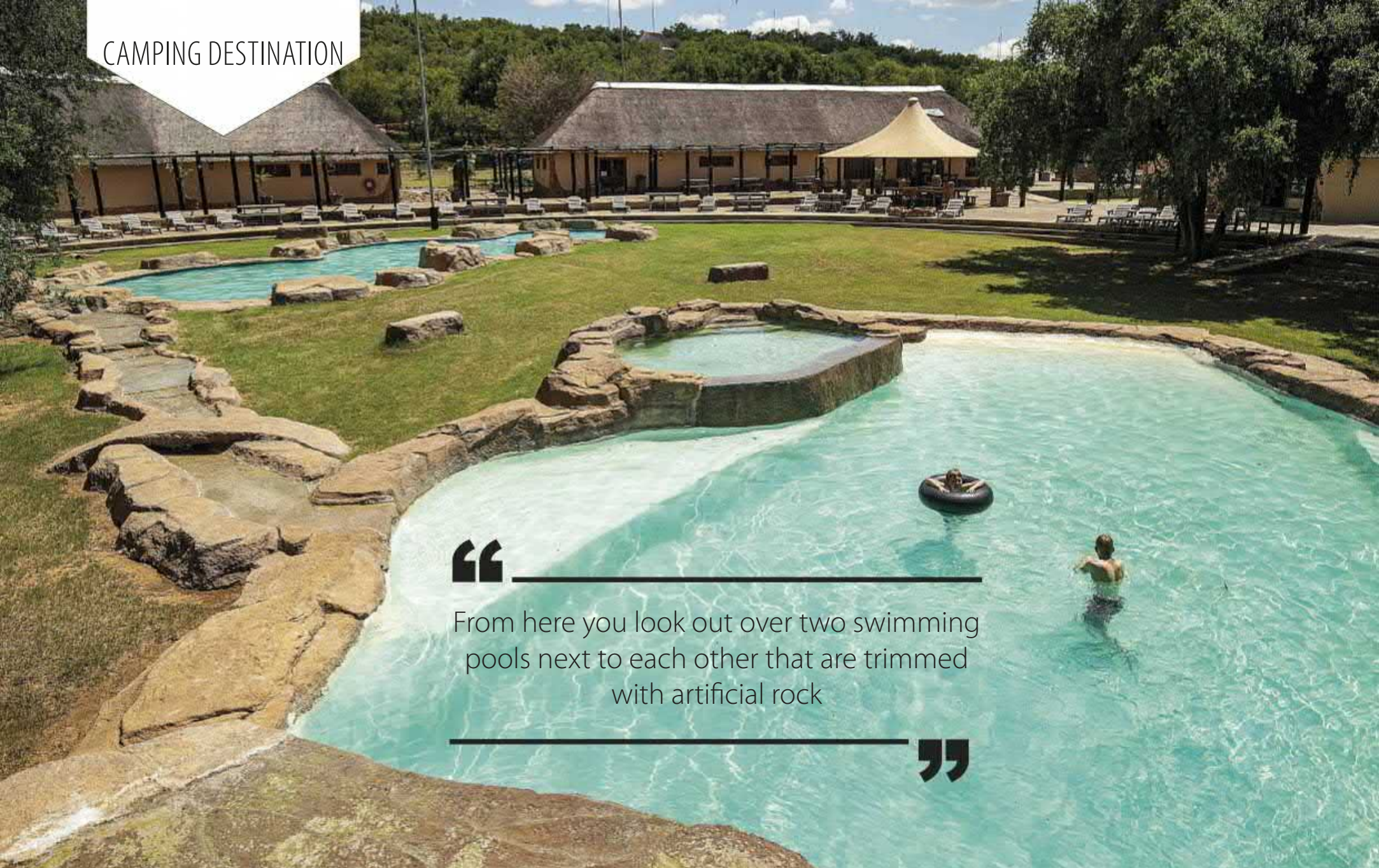
Words and photos **Leon Botha**

It almost feels as if this part of the world stood at the front of the queue when the earth was formed. The Bushveld is endowed with not only beautiful scenery, but it is also one of the most mineral-rich environments in the world, with platinum at the top of the list.

Out here, summer is your friend. In Thabazimbi, for example, you wear T-shirts and shorts for most of the year, because the mercury usually hovers around 30 °C. The winter months are moderate – frost is an unusual sight, and when the rain stays away for a while, the veld turns to gold.

This area is also known for its large wild camps, game reserves and farms, of course. Two of those are Thabaledi and Doorndraai – here you camp among the wildlife, but have the added convenience of a private bathroom near your stand and a swimming pool in the campsite.





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From here you look out over two swimming pools next to each other that are trimmed with artificial rock

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THABALEDI GAME LODGE

Bushveld alarm clock

Keep your eyes and ears open for the woodland kingfisher from early morning. The shrill and persistent chirping of this little blue bird sounds just like an alarm clock ringing somewhere in the distance. Even so, it's not at all jarring, but blends in nicely with the rest of the bird sounds. This little guy visits during summer, which means you'll probably not spot it in the winter months.

Another bird you'll see often is the hornbill. Don't be surprised if you see a Southern red-billed hornbill perched on your vehicle's windscreen wiper early in the morning, busily pecking at squashed insects on the windscreen. They'll go so far as to jump onto the braai grid or the caravan's gas stove in search of something to eat.

The next morning, another feathery crooner gets you out of bed with its characteristic mournful call: the grey-headed bushshrike.

Fortunately, this bush experience is not only for those with an off-road trailer or caravan. Nothing stops you from coming here with an ordinary road caravan, or, of course, a tent in the boot.



THABALEDI LIES ROUGHLY halfway between Brits and Thabazimbi, and you turn off the R511 to reach the resort. At present, there are some roadworks here, and just outside Brits there are quite a few stop-and-go points. But if you come from Thabazimbi's side, there's no hold-up, and you won't have as many gravel roads to contend with either.

After the turn-off, it is another last kilometre of tar to the Assen police station, and from here you have just

under 9 km of gravel road to the resort's gate. At the gate, you're greeted by a statue of a kudu, but when we got there, some actual live giraffes stood right by the fence. On the other side of the gate, the wide gravel road continues, with the stands starting 200 m farther to the left. Make sure you know where you are camping before you arrive, because then you can quickly unhitch at at your stand without having to worry about turning your towing combination around



SING SONG. Birders will be delighted by Thabaledi because you are awoken each morning by an avian chorus. The pool offers a welcome break too.

at the office another 250 m up the road.

While there, it is a good idea to walk past reception to an open veranda shaped like a crescent that's at least 50 m wide. From here you look out over two swimming pools next to each other that are trimmed with artificial rock.

The first pool resembles three circles next to one another, with one side for the kids. From that pool, a "stone" furrow takes the stream to the next pool. Behind the veranda are a number of buildings including a bar and a games room. The games room, where you can play pool and table tennis, is at the far end. It's free and for anyone's use. Behind the games room is a jungle gym and trampoline.

THE 32 STANDS are laid out between three short roads that veer left off the entrance road.

The first road (140 m) is the longest. If you take this one, the first bathroom building is about 35 m from the start and the next one 60 m along. Every four stands share a bathroom building, which has a washing-up area at one end under the roof of the veranda. If you prefer bath tubs over shower stalls, make sure you mention it when booking. Three of the four bathrooms in the buildings have a shower and the fourth a tub.

The bathrooms are spacious and have some rails and hooks on the walls for your towel and clothes – a table or a bench on which to place some items would be welcome. There is also a light that switches on automatically as soon as you enter the room. (You get your own key.) Your stand has a name and number that matches your specific bathroom at the ablution block. Blesbok and Bosvark are the two in the first road.

The next two roads are about 100 m





Briefly | Thabaledi Game Lodge



Campsite 32 level stands, each with a concrete slab for a caravan and fair shade.

Ablution facilities Your own bathroom in a building near your stand. Some have a bathtub and others a shower stall.

Price R500 pn per stand (for up to 4 adults and 2 kids).

Arrival and departure 10:00-20:00 and 10:00.

Contact 084 754 7137 thabaledi.com
info@thabaledi.com

Nearest town Brits, 70 km (past the Assen police station).

Road condition The last 8,7 km is a dirt road that's good enough for towing an ordinary caravan.

GPS S25.230258 E27.647898

Drive & Camp says Make sure you book a stand with its own bath or shower – whatever your preference.

GAME ON. You can drive yourself if you feel like game viewing or you can pay to have someone take you. Expect to see nyala, impalas, giraffes and several other species of wildlife.





long, and each has three ablution blocks: Buffel, Nyala and Bosbok, and Koedoe, Eland and Zebra.

Most stands have a shade tree or two, and if you want to be next to the campsite's pool, aim for the last road. The farther along it you drive, the closer you get to the pool. Next to the pool, there's an open boma with a fire pit and some built-in braai areas.

The stands are laid out on a flat piece of land, between natural Bushveld trees. There's hardly any grass here, and you'll have to clean the kids' feet before

bedtime as the soil is red. A woven groundsheet next to the caravan helps.

Each stand boasts a 7 x 3 m concrete block for your caravan, a Fredlin plug for electricity and a rubbish bin in a small wire cage so wild animals can't get to it. You also have your own tap and light, and you can move the steel braai with its grid around so the smoke doesn't blow into your caravan.

THABALEDI MEANS 'mountain of stars' in Tswana, but there are just as many wild animals to be seen here. The nyala,

impalas and giraffes tend to graze right by you, but do explore the rest of the farm: you may drive yourself provided your vehicle has sufficient ground clearance and the weather conditions allow it. Or sit back and let them take you on a game drive – it costs R350 for any amount of people per trip.

In some places, campsite lights turn on automatically at night and this helps to orient you, but keep your torch handy when walking around after dark. During our visit, a scorpion was waiting for us behind the bathroom door...

DOORNDRAAI LODGE

The long or short of it

As the crow flies, Doorndraai lies barely 50 km north of Thabaledi. It's just beyond Rooiberg, but that's also where the tar road ends and you have to tow on a short stretch of dirt road (5,7 km) to Doorndraai's turn-off.

From the Assen police station – where you get back onto the tar, you can choose one of two routes to Doorndraai – one is longer and the other shorter. For both, you drive over Leeupoort: if you turn left, you drive all the way on tar, but it is 24 km longer. Take the right and you have a gravel road of around 35 km (the D928). Check at the police station about the condition of this road, you don't really want to have to turn around later with your towing combination.

This lovely wide gravel road winds farther north through the hills of the Bushveld and there are only two rocky spots where you have to slow down. Even though you're now on a public road, there's plenty of game to see – during our drive, a troop of monkeys and baboons showed up and a young sounder of warthogs ran out in front of our car.

From the T-junction where you connect to the R516 tar road, Leeupoort lies 1,2 km to the left. After turning left, turn right again almost immediately. You are still on the D928, but from here it is tarred to Rooiberg (if you chose the tar road earlier, you're also here). As you drive past Rooiberg, you may as well refuel and stock up on supplies.

For Rooiberg you turn left, but across from the turn-off is a fuel station with a shop next to it. The Rooiberg One Stop has a neat little supermarket where you can get meat and fresh vegetables – there is even a hardware department with all the necessities, plus a liquor store.

If you look in the direction of the town from here, you will see a large slatey mine heap – a sign that tin used to be unearthed here years ago.

DOORNDRAAI IS EXACTLY 6,6 km away from the One Stop. This last stretch is a gravel road, but it's wide without potholes. The surface is gritty – so tow slowly and your road caravan will get to Doorndraai in one piece. Hopefully, along the way, you will also see some blue wildebeest sheltering under trees from



TAKE IT EASY. A gravel road leads to Doorndraai but it should be okay if you drive slowly when towing a regular road caravan. Call ahead to find out what the condition of the road is if you have any doubts.





the sun... or a stately sable antelope with an impressive set of horns.

After the turn-off, you're still on a dirt road, but now it's compacted sand. Directly in front of the gate, 350 m along, is a narrow concrete bridge with stone walls on either side. It might look as though a wide caravan won't get through, but luckily the narrowest point is 3,16 m wide, which means even a Sensation Dawn (2,48 m) will make it.

Frans Malapile and Beertjie, his sheepdog, await you at the gate. He told us we were allocated the Neushoringvoël stand and we should just keep going straight. The 1 600 ha reserve lies right in front of you with the lodge to the right and the campsites to the left, where the

ground is more level. For the next 2,4 km, the lovely road gradually creeps up a slope – have the kids put their phones down and look out the windows, because you're already in wildlife country. On this very stretch of road, a huge black snake crossed the road in front of us.

At the next crossing you will find a young camelthorn tree. Next to it is a bunch of wooden signs with the names of the stands carved on it – all bird names. The stands start 200 m to the left.

The campsite covers an area of 190 x 130 m with five ablution blocks arranged like five pips on a die. Each building services the two adjoining stands. There's one for Neushoringvoël and Dobbertjie, another shared by

Renostervoël and Arend, and then Aasvoël and Ibis, Ooievaar and Dikkop, and Reier and Ooruil complete the picture. Doorndraai is a shining example of how stylish bathroom facilities can be for campers within the African bush. They are excellent.

The building with its back-to-back facilities is similar to the one at Thabaledi regarding a shower and a bath tub. One side has a closed glass shower cubicle and the other an open shower with a glass panel and a tub. In both cases the door first opens to a kitchen. Two of the walls have a worktop, one of which with a sink. The room's windows cover almost the entire part above the work surface but has mesh instead of



glass panels. This way, you still look out onto your stand but the fresh outdoor air is also part of the room – while the bugs are kept outside. The bathroom is behind the next door.

On the wall outside the building is a wooden sign with your stand's name on it, and a hand-painted version on slate of your specific bird is attached above the door.

A similar painting – also with the

name Lariza van Emmenis as the artist – is also part of the slate tile work inside the bathroom, and then there is an oversized version sandblasted on one young sounder of warthogs of the shower's glass panels. It adds to the stylish finishes in the bathroom. The large shower head sits nice and high and directly above your head – and is really impressive. The same goes for the bath taps and the ceramic basin.

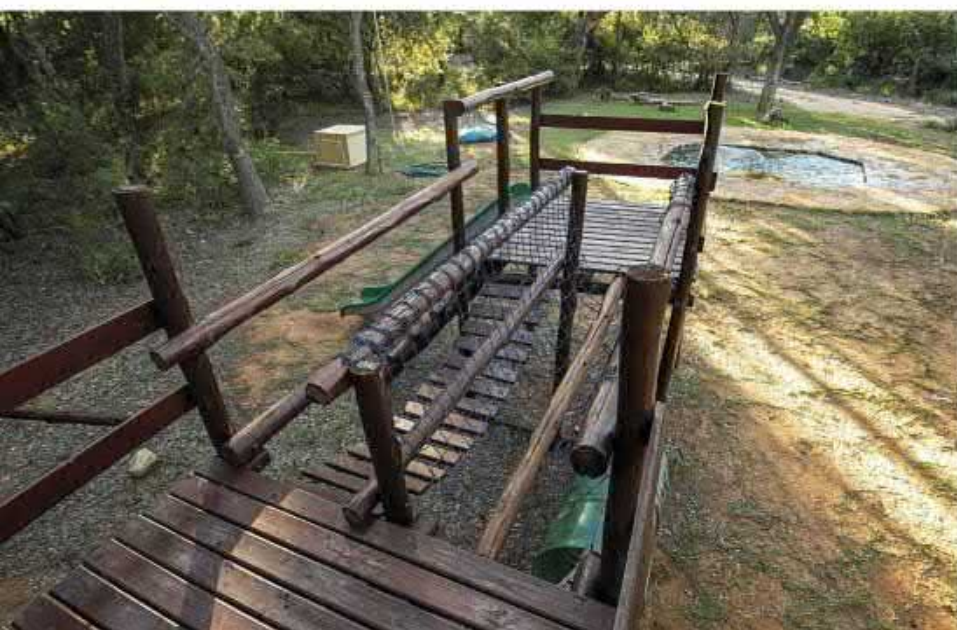
DOORNDRAAI'S STANDS EACH have a 10 x 10 m paved space. The rest of your stand is also level, and the shade trees are huge. At Neushoringvoël we had a big old wild syringa tree that kept the sun's rays away, but all the other stands also have ample shade.

A wooden fence provides privacy on your stand, and from the paved slab, there is a paved path to the bathroom. The layouts of the stands differ in terms





THE WILD WEST. You really get a sense that you're out in the wild at Doorndraai, and yet you have access to all the amenities that you need for a comfortable stay.



www.weg.co.za

of placement, but each has a fire pit for your braai. A bundle of wood is ready for you, but there are no grids here. There is also an outdoor tap and your electricity box stands on its own – it works with an ordinary domestic plug.

Furthermore, there are clean soil patches around the pavement and the rest of the sites. In the middle is a boma – also fenced in – which is a great place to hang out if you want to invite some of your camp neighbours over for a communal shindig. At the entrance of the boma is a plate of the Tourism Rating Board with five stars on it.

THERE AREN'T REALLY entertainment options for kids here, but there's plenty of open space where they can cycle. And a consolation prize: a small splash pool of 3 x 4 m in the bush.

In the afternoons, a wild syringa tree casts welcome shade over the pool.

Briefly | Doorndraai Lodge



Campsite 10 private stands, each on a paved slab with a fair amount of shade.

Ablution facilities Your own private, five-star bathroom at your stand.

Price R445 pnp per stand for up to 4 people, and R80 pppn for the next 2. (Prices may be amended shortly.)

Arrival and departure 14:00 and 10:00.

Contact 071 993 6190

doorndraailodge.co.za

info@doorndraailodge.co.za

Closest town Rooiberg, 6,6 km.

Road condition The last 5,7 km is a rocky dirt road. You can tow your road caravan here, but take it slow. The path to your stand is on compacted sand.

GPS S24.731639 E27.696036

Drive & Camp says The map of the reserve in the kitchen will show you where the roads are to see game.

There are benches in the water that you can down sit on, but beware, the water is too deep for small children. It's a great place to chill out for a family, but if other campers are approaching, it's time to introduce yourself. (*Or excuse yourselves if your neighbour shows up in his Speedo.* – Ed)

Next to the pool is a jungle gym with slides and swings, and a small suspension bridge that you can cross.

You may go game watching in your own vehicle. Management will allow two-wheel drive vehicles but four-wheel drive is preferred. Luckily, there are no hectic obstacles to defeat, but some of the trails are overgrown. Because the animals were culled the year prior to our visit, the surviving animals are quite jumpy, but we spotted blue wildebeest, ostriches, kudu and impalas, among others. And, as a special bonus, the red- and yellow-billed hornbill's nephew: the African grey hornbill.

The greatness of the Great Karoo

Your trip starts in the village of Hopetown in the Upper Karoo, about 600 km southwest of Johannesburg if you took the N12 highway here.

Hopetown was originally one of the northern frontier towns of the Cape Colony, where things weren't going well during the middle of the nineteenth century. Around 14 000 Afrikaner farmers

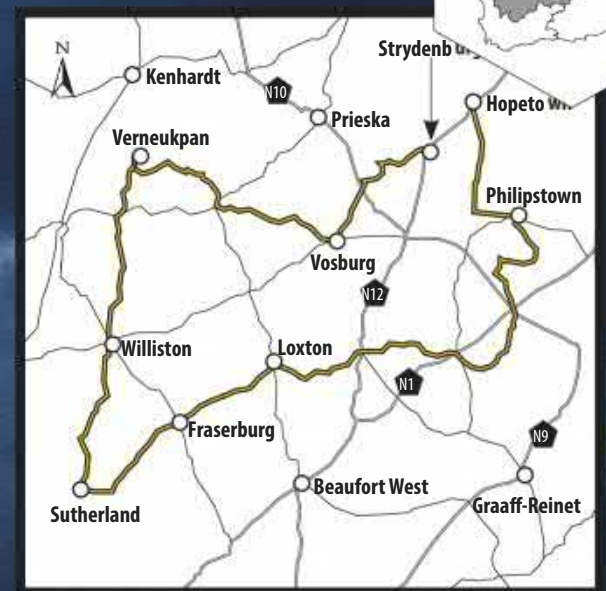
left the colony during the Great Trek, the decline of British Empire began with the loss of the North American colonies and to top it all the Suez Canal was completed, which meant far fewer ships visited the Cape of Good Hope. Just when the colony seemed doomed to failure, Africa's first diamond, the 21-carat "Eureka", was discovered in 1866 by one Fanie Jacobs right here in Hopetown. For the next

century, Africa, but particularly Southern Africa, would produce 98% of the world's diamonds. These tiny treasures would save the Cape Colony for the settlers and eventually lead to first the Union and later the Republic of South Africa.

The newfound wealth paid for the very first bridge across the Orange River in 1871 – it is on the Douglas road about 10 km outside Hopetown. The steel bridge was

Nothing much happens in the morning... and then it carries on all day long. So goes a quip about the Great Karoo. There is actually a lot to see here, though: like South Africa's last volcano, a huge pan where an English gentleman tried to set a landspeed record, and a town that had to change its name after a pastor dynamited an almond tree to smithereens.

Words and photos **Cyril Kloppe**



built in Scotland, then shipped in pieces to the Cape Colony and brought to Hopetown by rail. In 1901, skittish British troops destroyed part of the bridge when they mistook a herd of cattle for Boer rebels, but the damage was later repaired.

This advice may sound strange, but sometimes you may need four-wheel drive to drive over Hopetown's old wagon bridge, because its gravel surface turns

a bit muddy after heavy rains. During our visit, there were signs that someone had recently gotten stuck on the bridge and had to dig out their vehicle. It's not often a car gets stuck on a steel bridge...

Leave Hopetown on Wiid Street and drive south on the N12 in the direction of Strydenburg. After 2 km, turn left onto the R387 regional road to the Kraankuil railway stop. This gravel road is in good

condition and for 90 km you drive next to a railway track, past stops with colourful names such as Poupan, Potfontein and Baartman. It's a busy line with regular sidings where iron ore, manganite and passenger trains shoot past one another. You part ways with the railroad at the Houtkraal stop (S30.39087 E24.09544), and turn left towards Philipstown.

Philipstown, which forms part of the



A BRIDGE TO CAR. It's hard to believe that the old wagon bridge (above) was built in Scotland and shipped to Hopetown. Take note that the surface is gravel (right) and it can become a little muddy after rains. Philipstown's Dutch Reformed Church (below) is on the far edge of town while the Reformed Church is prominent in the centre of town.

Renosterberg Municipality, was founded by the Reformed Church in 1863 and named after Sir Philip Edmund Wodehouse, governor of the Cape Colony in the 1960s. The town doesn't have much to offer for travellers, but a curious sight is Pramberg, about 4 km outside the town on the Colesberg Road. This hill resembles two female breasts and, in earlier years, was depicted on Philipstown's town emblem. Quite, surprising, really because the village was initially labelled a "Dopperdorp". (The term refers to a Christian denomination with strict adherence to early Protestant church doctrine.)

Take the R389 south out of Philipstown – after 6 km, take the turn-off on your left to Fonteintjie. This gravel road is in fair condition and the landscape is beautiful with wildlife grazing right up to the road. Eventually you'll get to a large gate with security cameras and warning signs – you've reached a rural security point. Alight your vehicle and use an intercom to introduce yourself to a security guard. Out of respect for the community and their safety, we won't elaborate on the nature of their safety measures, but we can reveal that it's a public road that takes you through a striking landscape with a menagerie of healthy-looking game and livestock.

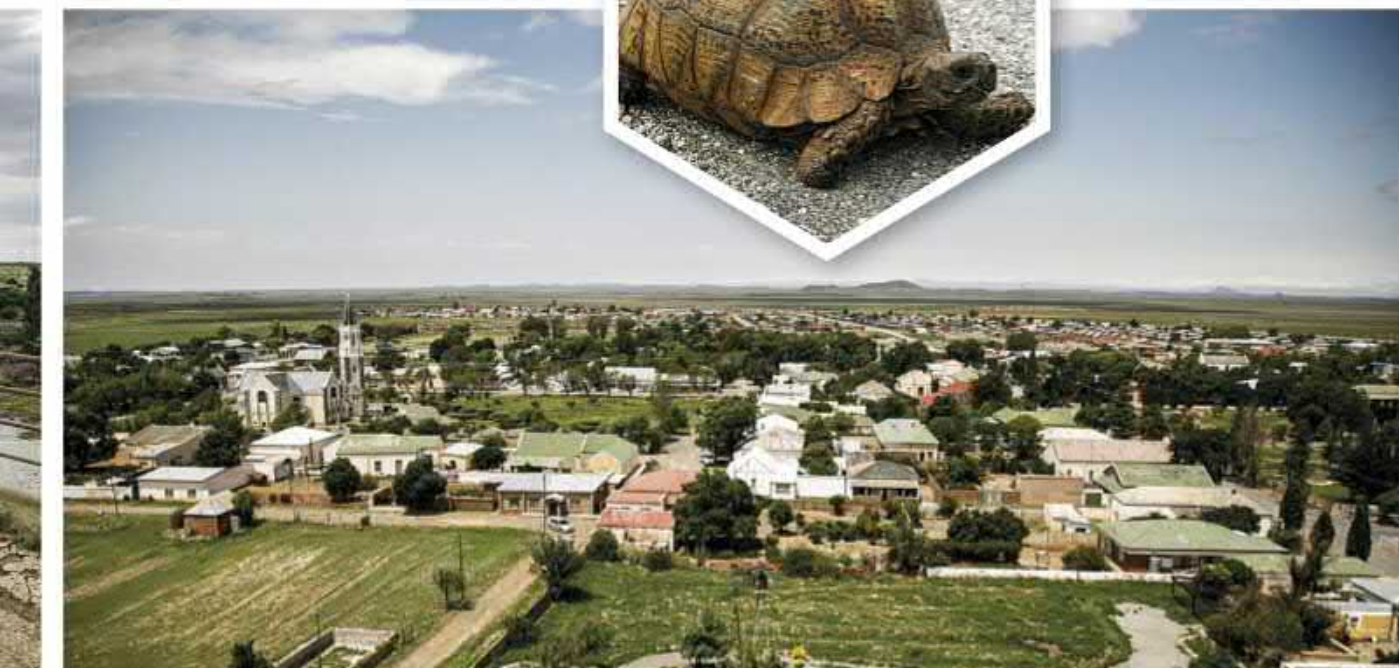
Roughly 7 km after the gate, you turn

right at the road sign for In De Midde and follow a muddy twin-track for 14 km until you reach the R389 regional road. Turn left here and after a mere 500 m, turn right again onto the road to Hydra. Follow this road for 16 km to a four-way stop (S30.72649 E24.33568) where you turn left. There's no road sign and you'll need to rely on our GPS coordinates above. Now, drive 12 km until the dirt road ends at a railroad track. Turn left and drive along the line to Taaibos Station. Cross the train tracks and follow the gravel road to Hanover.

Hanover was named after a city in Germany because one Gert Gous, the farmer who sold the land to the church in 1854, was originally from there and he wanted to honour his birthplace. There's plenty to see in Hanover, including one of the many homes where writer and activist Olive Schreiner lived during her wanderings. The house is on the corner of Grace and Darling streets, and this is where she completed her 1910 manifesto for women's rights, *Women and Labour*.

ANOTHER ATTRACTION IS the Trappieskop that towers over Hanover. Find the entrance gate to Trappieskop at the top of Market Street, from where you, sure enough, climb stairs up the hill. From up there, you have a beautiful view of the town and surrounding landscape. There





FAST AND SLOW. The luxury Rovos Rail (top) sped past us while we waited for a leopard tortoise to cross the road (insert). The monitored road to Fonteintjie features healthy sheep and happy wildlife (left) and the views from Trappieskop (above) is quite something.



used to be an observatory at the top of Trappieskop, but the telescope was sent to Sutherland when the new observatory opened there. Today, the hill hosts a cellphone tower and a stone pyramid, erected in 1945 in honour of Charles Richard Beere, the town's first magistrate.

Depart Hanover on Queen Street, cross the the N1 highway on the gravel-road bridge and continue until you reach another security gate (S31.09070 E24.45866). Here you simply push a button and look at the camera while the automated gate slides open. Drive through and stay on the dirt road. Keep right at the fork (after 7 km). The dirt road now takes you on a 40 km drive through a flat landscape with large prickly pear plantations until it comes to an end at the R398 regional road. Turn right, stay on the tar for 400 m before turning left (S31.44995 E24.31109) onto a dirt road leading to the town of Richmond.

UNTIL RECENTLY, RICHMOND was South Africa's largest book town. In 2008, half a dozen bookshops were opened in Loop Street, and a literary festival was held every October. Authors including James Brent-Styan, Deon Meyer and Athol Fugard were invited. At the time of our visit, though, the bookstores were shut. Hopefully the festival will be revived once the coronavirus has run its course.

Refuel at the 24-hour service station along the N1 and then take the highway toward the Cape. Two kilometres later, there's a sign for De Aar and Merriman. Turn right here onto a dirt road. Keep left at the fork in the road (after 700 m).



This back road first takes you through the Ongers River and then the Bulberspruit before you cross the flattish Brakpoort Pass. On the other side of the pass is an old block house guarding a train bridge.

The next town you enter is Victoria West, the second most populous town on your route after Hopetown. It was founded in 1844, and as you can probably guess, named after Queen Victoria.

Victoria West has produced three well-known rugby players: Charlie and Tiger Devenish, who excelled towards the end of the nineteenth century, and the legendary Mannetjies Roux, who played for the Boks from 1960 to 1970.

Drive west along the tarred R63 regional road from Victoria West in the direction of Loxton, but turn left after 1,5 km (after a large dam wall outside the town) onto a road that still takes you to Loxton, but by way of a dirt road.

This hamlet lies at the foot of the Uitspanberg and was founded in 1899 on the farm Phezantefontein. The Dutch Reformed Church offered £7 500 for the farm, but when it came to payment, only £6 000 was available. As a show of gratitude for the reprieve, the town was named after the farmer AE Loxton.

Loxton, the hometown of Afrikaans author Ena Murray, is a prime example of a Karoo 'dorp' that is properly managed and hasn't succumbed to poverty. It has several restaurants and an excellent campsite, the Pear Tree. It's a good town in which to set up camp for a day or two if you'd like a break from all the driving...

Take the R356 regional road out of Loxton and drive 100 km to Fraserburg. This gravel road through an arid landscape has been in excellent condition every time we've driven it. All along the road, you'll spot grand farmsteads surrounded by unlikely forests of willow and oak trees.

Fraserburg was founded in 1851 and named after Reverend Colin Fraser, one of the driving forces behind the founding of the town. There are a number historical sights, including a well-preserved corbelled house, the Old Vicarage Museum with its fossil collection and the Pepperpot on market square – a hexagonal structure built in 1861 by Baster mason Adam Jacobs

OLD TOWN ROAD. Victoria West's dam (top) seemed at half capacity during our visit. Fraserburg (left) has an original corbelled house in pristine condition. Salpeterkop (insert right) lords over Sutherland.

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Avoid the temptation to speed, this road has a bad reputation for devouring tyres

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as the market master's office.

Continue on the R356 regional road, over the Droogvoetspoort and Rooipoort passes, until you arrive at the large gate of Sutherland's observatory 90 km later. Pull over here and direct your gaze to the south (in the opposite direction of the gate). On the horizon, a pointed mound protrudes 1 767 m above the surrounding ridges. That's Salpeterkop, a volcano that went extinct 66 million years ago. Salpeterkop is 177 m taller than Brukkaros in Namibia, and also younger by 16 million years. Like all volcanos, Salpeterkop also once had a caldera, but the edges collapsed in the great earthquake of '69. Other than its volcano, Sutherland is known for having recorded the lowest temperature in South Africa (-16,4 ° C) and it boasts the largest telescope in the southern hemisphere, the South African Large Telescope (SALT).

Set up camp at the Sterland Caravan Park (read our review in the August 2019 issue) on the edge of town and visit the Planetarium in the town centre during the late afternoon. A 45-minute show costs R80 per person.

YOU ARE NOW in the Lower Karoo, and today you'll be making your way back to the Upper Karoo where your journey began. Follow the Dorps River 10 km north until you get to the R354 regional road forks to the left (S32.30871 E20.66367) to Middelpoort – you keep to the right here toward Williston.

The dirt road winds through ridges and hills and repeatedly crosses the Renoster River. About 50 km north of Sutherland, cross the Snyderpoort Pass and 30 km after that there's a long single-lane bridge over the Riet River. The next mountain pass is the Quaggasfontein Poort... and then you'll see Williston in the distance. Avoid the temptation to speed, this road has a bad reputation for devouring tyres.

During our visit we happened upon a family in a VW Amarok who were

changing a tyre in 45 °C heat.

The veld in the Williston area used to be sought-after pasture for white migrant farmers. On 10 July 1768, one such migrant farmer, Johan Abraham Nel from the Stellenbosch district, planted an almond next to a spring when his son was born on that day.

This oasis with its resulting almond tree at the foot of the Rooiklip Mountain became a favourite rest camp for colonial farmers for nearly a hundred years. In 1845 the Swiss missionary Johann Heinrich Lutz established a Rhenish mission station

here at the request of a community of 700 Basters. According to legend, two Baster craftsmen known only as Sjieling and Gedaan, taught the white farmers how to build corbelled houses.

Amandelboom (almond tree), as the mission station was now called, slowly began to expand and the Basters moved away when Europeans began to dominate the settlement.

In 1881, the Reverend SH Khün moved to Amandelboom and, shortly thereafter thought to enlarge the spring by using a few sticks of dynamite.





The good reverend, however, made an error in his calculations and blew the ancient almond tree to kingdom come.

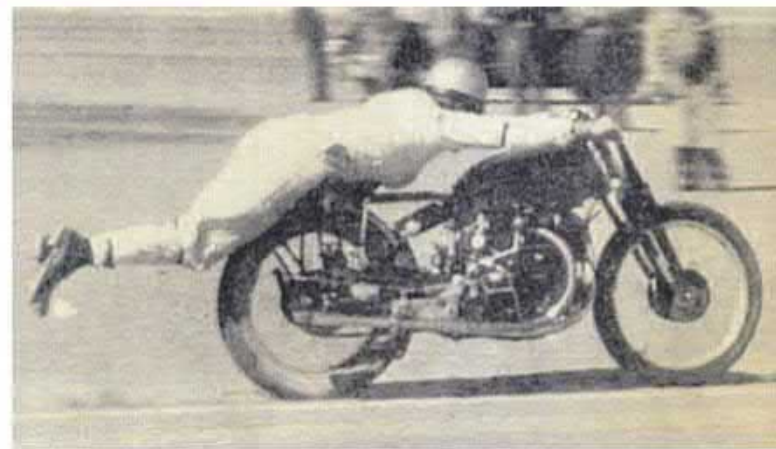
Amandelboom, now without its distinctive tree, was renamed Williston in 1883, in honour of Colonial Secretary Colonel Hampden Willis. A neighbourhood of Williston is still called Amandelboom.

Follow the R353 regional road for 8 km north of the town in the direction of Brandvlei. Look out for the Brospan road sign and follow this road. After the third

Brospan road sign, you enter a hamlet called Zwartkop. In 1876, 100 plots of 300 morgen each (approximately 75 ha) were measured out and sold on the promise that a dam would be built here. Nothing came of that promise, and today there are only a few houses, a farm school and a shop with a post-office counter.

Enquire in Zwartkop about the road to Verneukpan or simply keep north and follow a dirt road, which make a few S-bends, to bypass the few homes and sheep kraals, until you get to the farm Nuwerus (S30. 08228 E21.11790), 9 km and three farm gates later. Check in at the farmhouse where you will receive a key and then drive to the 'vloer', as salt pans are called in this part of the world. A road sign shows which gate to drive through to get to a campsite on the edge of the pan.

Verneukpan is about 57 km in length, 11 km wide and has been used several

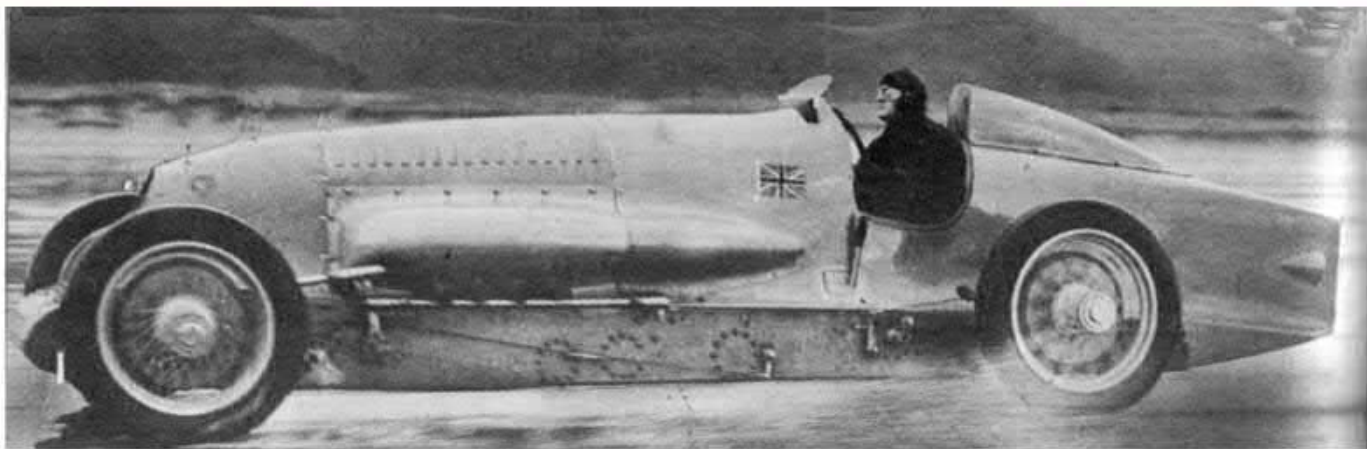


times to attempt landspeed records. The first of these records was attempted in 1927 by Sir Malcolm Campbell in his Napier-Campbell Bluebird II landspeed record car. Sir Malcolm set his first world record with the original Bluebird on Pendine Sands but the English weather and troublesome tides were not conducive to landspeed records. When the Bluebird II arrived at Verneukpan a year later, it started raining for the first time in five





LAND OF THE SPEED DEMONS. Verneukpan (or Cheater's pan) has cheated many a racer out of a landspeed record. Sir Malcolm (below) couldn't set a good time, Vic Procter (below left) also failed to do so and Johan Jacobs tragically lost his life. When Andy Green of team Bloodhound SSC visited Verneukpan to consider it as a track on which to improve his supersonic landspeed record, he decided to choose Hakskeenpan near Upington instead – perhaps for the better.



years, and torrential rain at that, and Sir Malcolm had to wait patiently for the pan to dry out. Meanwhile, fellow countryman Major Henry Seagrave set a new record on Daytona Beach in the USA and Sir Malcolm soon began working on Bluebird III to break new records on the famous Bonneville Salt Flats.

The next speed demon to visit the pan was Capetonian Vic Procter, who tried to set a new landspeed record for

motorcycles in 1949 with his Vincent Black Lightning. Vic couldn't achieve an outright speed record but he did set a quarter-mile record of 214,6 km/h on Verneukpan and eventually reached 241,3 km/h on a tar road outside Beaufort West – with the cooperation of the traffic department. That quarter-mile record held until 1997.

In 2006, an attempt at a standing mile record ended in tragedy when fighter pilot Johan Jacobs crashed his Edge jet-engined dragster during a practice run. Johan's vehicle drifted sideways and rolled at a speed of around 500 km/h. He was all set to break the record since at the time of going to print the record is 473,1 km/h.

Despite the salt pan's tumultuous past, it's silent tonight. The campsite has flush toilets, showers, braai facilities and a fridge – but by far the best spot to lay down your head is in the centre of the pan, no amenities nor tent, so that the stars are etched in your memory forever.

TODAY YOU CAN take it easy, because you don't have very far to go. Head back to the

Fast facts

The route, as we explain it here, is 1 500 km long of which only 30 km – thus 2% – is tarred.

Although the first African diamond was found at Hopetown – previously they came mainly from India – countries such as Namibia, Angola, Botswana, Ghana and the DRC soon joined South Africa as diamond-producing countries.

The name Karoo is thought to come from the Khoi word *!Aukarob* which means "hard earth". Everyone knows the Little and the Great Karoo, but there is also the Central, Tankwa, Murderer's, Upper, Middle and Lower Karoo.

The Karoo's human population is dwarfed by at least seven million dorper and merino sheep.

The Karoo is home to almost 6 000 succulent species.





farmhouse to drop off the key, then drive between the house and the farm dam to Vanwyksvlei. The road runs through several dry riverbeds. After it's rained, they turn muddy as we discovered when we visited here.

Join the R361 regional road about 80 km east of Verneukpan and turn right. The broad gravel road is reminiscent of the gravel highways of Namibia and takes you all the way to Vanwyksvlei.

This whistle-stop was established in 1882 and named after the Van Wyks Vley farm, which was leased to the Van Wyk Basters at least 20 years prior. Vanwyksvlei struggled to get going right from the start, but a breakthrough was made in 1902 when an American geologist decided that the plains around Vanwyksvlei

resembled those of Texas and Mexico's oil fields and concluded that Vanwyksvlei would have oil. Since diamonds were found in the Cape Colony and gold in the Transvaal Republic, it stood to reason that Vanwyksvlei would have oil...

A private company was established and a gigantic Sullivan drilling machine with a 27,5 m tower and a huge coal-fired steam boiler was dragged across the Karoo plains to where it could deliver Vanwyksvlei's riches. Drilling began in 1907, but was stopped in 1914 when, after 1 331 m, there was still no sign of precious black gold. It appears today that Vanwyksvlei still mourns the fame it never achieved. (*The town has gained some fame at least as the home of our annual Bull Run. – Ed*)

Leave the town the way you entered

it, but head farther east to Vosburg.

After 60 km, the sandy dirt road ends on the R386 regional road – turn left at the T-junction and follow the regional road for 3,5 km before turning right to Vosburg.

Vosburg was established on the farm Processfontein in 1894 and named after J de Vos, the farmer. Vosburg was in the news in 1985 when a house in town was advertised in the magazine *Huisgenoot* for R50. People jumped in their cars and rushed out of cities to see if they could pick up a bargain in the countryside. The local manual telephone exchange was inundated with calls and Vosburg's city clerk, Mr Jan de Vos, complained that people called him a quarter past one in the middle of a Sunday night about the house that cost R50.

Our overnight spots

Big Tree Guest House, Hopetown

Hopetown doesn't have a campsite, so you will have to stay at a guest house. The people that own Big Tree are hospitable and they have a swimming pool.

Price From R350 pppn.

Contact 📞 084 247 5393 (Madeleine)

✉️ roeloffsem@gmail.com

Ka-Ma Lodge and Restaurant, Richmond

Richmond has a campsite, but it was closed during the level 3 lockdown when we visited. The Ka-Ma Lodge was satisfactory and they have a swimming pool.

Price From R300 pppn.

Contact 📞 053 693 0138

✉️ info@kamalodge.com 🌐 kamalodge.com

Sterland Caravan Park, Sutherland

Sheltered stands between lanes of trees on level ground. Each stand has its own braai and the ablution facilities are clean.

Price R150 pppn.

Contact 📞 023 571 1481

✉️ info@sutherlandinfo.co.za

🌐 sutherlandinfo.co.za

Verneukpan Camp, Zwartkop

The campsite on the edge of the pan has an ablution block and braai facilities, but it was neglected during our visit due to a lack of guests during the lockdown.

Price R120 pppn.

Contact 📞 082 921 6714 (Elize)

✉️ verneukpan.co.za

"And the worst part is they don't even know where Vosburg is!" he said.

And no, Vosburg never had a house for sale for R50.

Leave Vosburg on the road to Victoria West, but turn left onto the road to Sodium at the outer edge of Vosburg. After 47 km, cross the N10 highway and stay on the dirt road until you reach the Sodium train station where you cross the railway line. The road had been badly damaged during our visit and we had to engage 4x4

to get through a rocky patch that had been washed out. About 12 km after Sodium, you'll come across a trigonometrical beacon on the right-hand side of the road (S30.14152 E23.24214). You usually find trig beacons on hills and ridges, but this area is so flat that it just awkwardly stands there.

A mere 7,5 km along the road, you'll come to a four-way junction without a single road sign. Turn left here – cross the Brak River on a low-water bridge next a large concrete dam wall about

9 km thereafter. After two farm gates – remember to shut them behind you – you'll arrive at Strydenburg.

This town didn't get its name from of some kind of battle that took place nearby (a "stryd" in Afrikaans is a battle or strife), but rather because of the dispute among church leaders over which farm would be chosen as the site for the church and resulting town. The farm Roodepan of the brothers Badenhorst was picked in 1893. The name of the town was based on the utterance of Mr Carl Pretorius of Cloetspan: "Fight the good fight of faith."

Your circular route comes to an end here. All that is left now is the final 50 km highway to Hopetown, and from there 600 km to Johannesburg.

While hosing the dust and mud of the Great Karoo off your off-road rig, your neighbour might peek over the wall and jeer that nothing ever happens in the Karoo. You can set him straight with tales of diamonds and mountains that look like breasts, of reverends dinamiting almond trees, of Springbok players who learned to tackle on bare soil as kids, and what it must have looked like when Sutherland's volcano spewed fire and brimstone.

And, as your neighbour's head disappears behind the Vibracrete, you quietly reflect on that night by a fire on Verneukpan under an endless starry sky. 🌌

TOUGH LIFE. The Northern Cape was beset by ravenous locusts during our visit (top left). Huge swathes of them crossed the roads and those that crushed under wheel were devoured by the living. When the Brak River (left) is in flood it sometimes leaves devastation in its wake. Sodium (below) is a whistle-stop with a few abandoned houses under an ominous sky.

I also want to go!

Can I drive it on my own? Yes, you'll even run into other travellers who want to get to know the Karoo better, just like you.

How long is it? The route is 1 500 km long, with barely 30 km of tarred road. It takes four to five days to drive, depending on your haste.

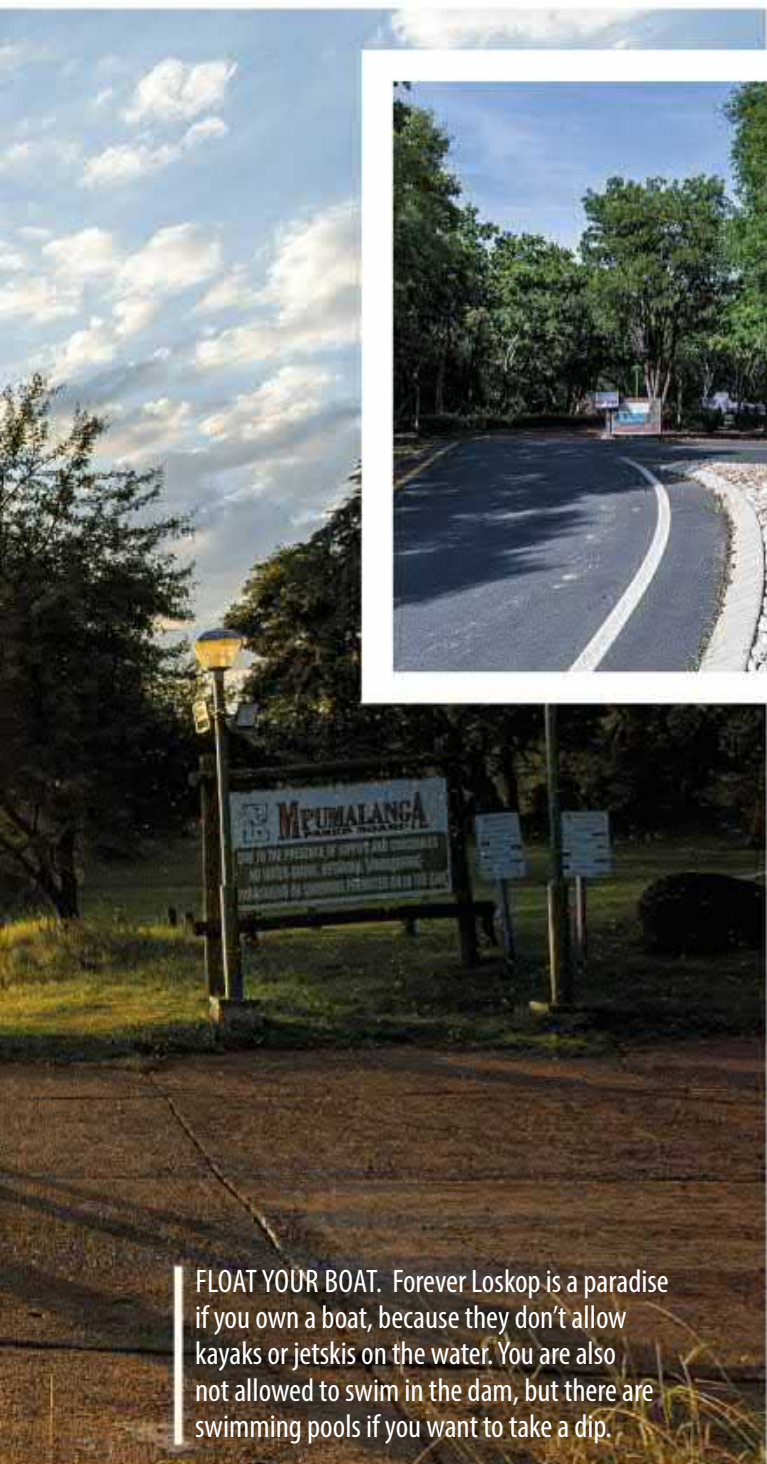
What should I drive? A softroader will do fine in the dry months, but in the rainy season, we suggest you drive a proper four-wheel drive with all-terrain tyres.

How much fuel do I need? You need to be able to drive 300 km with a tank. Jerry cans are therefore not required.

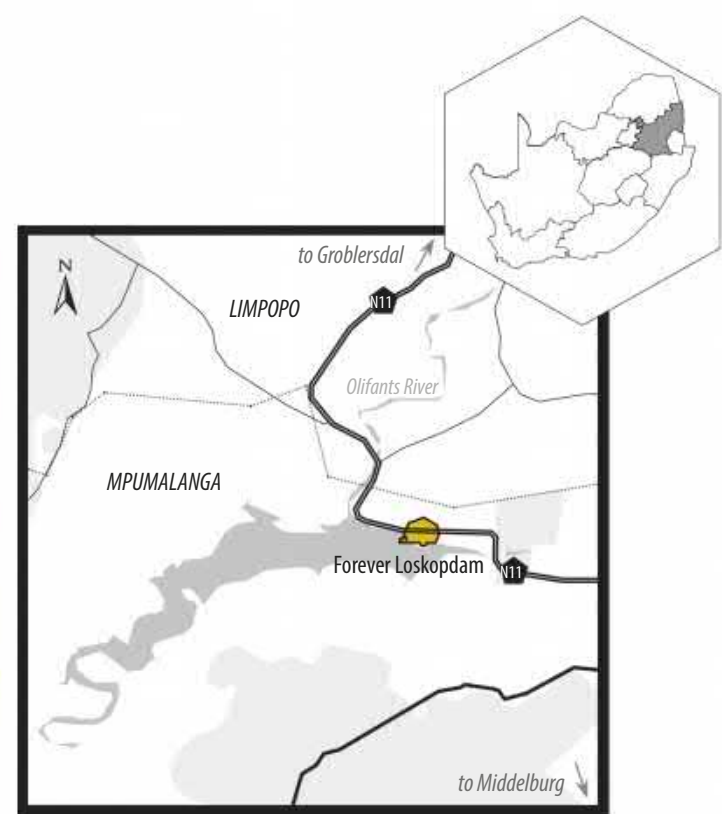
What about emergency equipment? You need to be able to fix a leak in a tyre, and you must take fluids with you in case something overheats. Fortunately, there is a mechanic and tyre agent in most Karoo towns.

Can I tow? Yes, provided it's a trailer or caravan designed for corrugated gravel roads or off-roading.





FLOAT YOUR BOAT. Forever Loskop is a paradise if you own a boat, because they don't allow kayaks or jetskis on the water. You are also not allowed to swim in the dam, but there are swimming pools if you want to take a dip.



Loskopdam for the win

Forever Loskopdam is barely a two-hour drive from Gauteng. It is a popular destination for anglers and water sports enthusiasts, but you don't need a boat or fishing rod to enjoy it.

Words and photos **Helenus Kruger**

The Loskop Dam wall, which was built by hand between 1934 and 1938, then raised another 9 m to 54 m between 1974 and 1980, holds an impressive 348 million cubic litres of water. The resort, under the Forever banner, lies on the dam wall's eastern side.

It is a large resort, rich in indigenous varieties of trees: red ivory, common hook-thorn, rooibos, buffalo thorn, coral and splendid acacia, to name but a few. The trees are marked with name plates. Set a challenge for the young ones to see who can find the most tree species.

LOSKOP'S 252 STANDS are spread over almost 50 000 m² – close to five rugby fields – and you will cover about 400 m if you walk the length of the campsite. Once you have turned in at the campsite, just past the Bundu Box kiosk and the fuel station, the tent stands are on

your right, with the caravan ones next to them. Keep left at the fork and you end up at a bunch of camping spots on a terrace – most of the stands on the right are on the side of the dam. These stands are the most popular and extend in rows down to the dam. Only those at the bottom end are close to the water. A road separates the stands from the dam's embankment, so you can't fish from your rally tent. Stands aren't allocated in advance and if you want to camp here, you must arrive early.

Although the campsite is tree-rich, there are quite a few spots with little to no shade. The stands on the terrace aren't as popular as those near the water, but on quieter weekends you can

escape here if you don't want to feel as if you're a sardine stuffed in a tin in the bottom rows. There are spots where you get only scrappy grass, especially where you're in the shade of large trees.

The stands vary between being level and having a slight slope, but there are some that are on such a slope that you can only use about half of your stand.

The caravan sites are on average 15 x 15 paces big, with 30 of them sporting a paved surface of 8 x 8 steps. Concrete strips on the ground serve as boundary lines; so you know exactly where to place your caravan. Each stand has a power point (the blue plugs) and a braai area (with a grid) firmly grounded. Every two stands share a tap and a rubbish bin.

WEEKEND BREAK

The stands designed for tents are smaller and don't have power points. A number of braais, taps and rubbish bins are distributed throughout the site. Most of the roads in the camp are paved, with a light every few metres.

IN SUCH A LARGE CAMP, bathrooms can get busy during peak season. With an estimated average of three people per stand, more than 700 people could easily camp here at any one time. Loskop makes provision for this with seven ablution blocks distributed throughout the camp. At each block, they have separate facilities for men and women.

Blocks C, D, E and F lie in a row along the road that separates the terrace stands from the dam stands. The blocks have been recently refurbished and look very flashy with fashionable tiles in different shades of grey, marble countertops and ceramic washbasins.

The men's facilities have seven basins with a mirror each, hand-washing soap, four showers, one bathroom and three toilets. The shower room (1,3 x 1,8 m) is divided into a shower and dressing area separated by a wall. It has a bench, soap dish and hooks on the wall.

On the women's side, the finishes are the same, but there are two bathrooms, three showers, a make-up table with a mirror and plug, and a kiddies' bath.

Between the men's and women's sides sits a large family bathroom (4 x 5 m). There's a large mirror above the two basins and the open shower forms part of the room. There's also a toilet. The space inside is large enough for a wheelchair to move around freely.

Your clothing and dishes get washed on the side of the building, on either side of the family bathroom.



Blocks D, E and F have sinks for clothing and dishes. There is also a washing machine and tumble dryer. Block C only has a dishwashing sink. Each block has washing lines. There's a place for flushing your cassette toilet at the back of the building.

Blocks A, B and G are much older and smaller than the others. Block A is the farthest away from the dam, at the top of the tent stands, and was shut during our visit. Block B is located on the dam side of the tent stands and block G at the terrace stands.

Blocks B and G have the same layout, with the men's and women's facilities mirroring each other. Two shower rooms with three showers, three basins with mirrors, soap dispensers and two toilets.

The layout of the one shower room is a bit strange: there are two shower cubicles with shower doors, but only one small dressing area. It might be awkward if you and your neighbour emerge from the shower at the same time.



They say

Fred and Jeanette Nel from Pretoria camp with a Jurgens Fleetline I, towed by a Ford Mondeo.

"This is our first time camping here and we're thoroughly enjoying it. Fred loves fishing and we were lucky to get one of the few stands near the water. We feel safe here, and the bathrooms are nice, neat and clean. The camp shop is well equipped – they even stock fishing gear."





SUITABLY APPOINTED. There's enough room for the kids to frolic and for the adults to sit in peace. The stands closer to the dam are generally more busy, so you can move farther onto the terrace if you prefer quiet. There are seven well-kept ablution blocks that service the campsite.

To wash dirty dishes or clothes, you need to walk down to one of the new ablution blocks.

THE SUN IS NOWHERE near rising yet, when the skippers, armed with fishing rods and cooler boxes, start queuing up to get their boats on the water. It's heaven on earth for any boat enthusiast to stand here and watch the variety of boats: big, small, fast, slow, new, old... there's something here of everything. In peak season and during angling competitions, the resort is a hive of boating activities. The dam has 28 fish species, of which 23 are indigenous – and the fish are plentiful. According to some fishermen, the rednosed labeo is the one to hook.

Loskop has two launch sites: one on the west side of the resort and one a little closer to the campsite on the dam side of the tent stands. Each has a large parking lot.

If there's fish on your dinner menu, you can clean up the day's catch at the stainless steel sinks in the little building next to the parking lot.

THE CAMP'S MAIN PLAY and picnic area is on the north side of the resort, a short walk or drive from the campsite. Here you'll find the swimming pools, picnic area, restaurant, bar and camping shop on different levels.

The restaurant, bar and camp shop's building are on the upper level and from the restaurant's deck and the bar, you

WEEKEND BREAK

look down onto the pools. The restaurant has a large variety on the menu and the chances are slim that you will not find something you like.

There are three swimming pools to choose from: a large cold-water pool with two slides for kids; a heated pool that is about a third the size of the big one; and a shallow pool with a small slide for toddlers.

There's no shade at the paving around

the pools and you'll have to move to the picnic spot next to the children's pool if you want shelter from the sun. Here are also 10 braais with grids and a lot of shade, but virtually no grass. Below the restaurant is a dressing room with showers, basins and toilets.

Loskop's camp shop is equipped as though it's a mini-supermarket with everything and more – from groceries, sweets, kitchenware and fishing tackle to

braai equipment and booze.

The little ones' playground – with swings, jungle gyms and a seesaw – and the mini golf course are next to the building, on the side closest to the campsite.

If it gets too busy here, you can move to the swimming pool on the western end of the resort, between the two boat launches (the pool was being renovated during our visit).



They say

Hein and Ingrid Wilsch, and friends Jaco Adendorff and Nantes Kilian, are from Bronkhorstspuit and Johannesburg. Hein and Ingrid camp with a Penta they tow with an Isuzu KB250, while Jaco and Nandes camp in tents.

"Jaco has been camping here for almost 15 years. He's the group's fisherman. For us and Nantes, it's our first visit. The ablution facilities are excellent and the whole camp is neat and clean. We like the serenity here, but there's also lots to do."

	
CAR WASH MENU	
Wash & Go	R60.00
Wash & Dry	R70.00
Full House	R70.00
Boat	R55.00
PLEASE ASK FOR A RECEIPT	



The pool is surrounded by a large lawn without shade. There are a number of trees some distance away on the edge of the grass. A large ablution building with showers, toilets and basins is on one side of the site. The men's facilities have 20 open showers while the women have five shower rooms.

Pack your tennis rackets as there are two tennis courts between the pool and the dam.

The Bundu Box kiosk, fuel station and car wash are on the road between the office and the campsite. The kiosk has sweets and braai stuff, and the fuel station sells both petrol and diesel. Have your vehicle or boat washed for R60 to R80, depending on which service option you choose.

And even if you come camping without a boat, you don't have to watch in boredom from the sidelines.

Take a leisurely boat trip with Loskop's skipper. Just book early as the boat ride is very popular. The excursion lasts two hours and costs R150 per person. Bookings are done at reception.

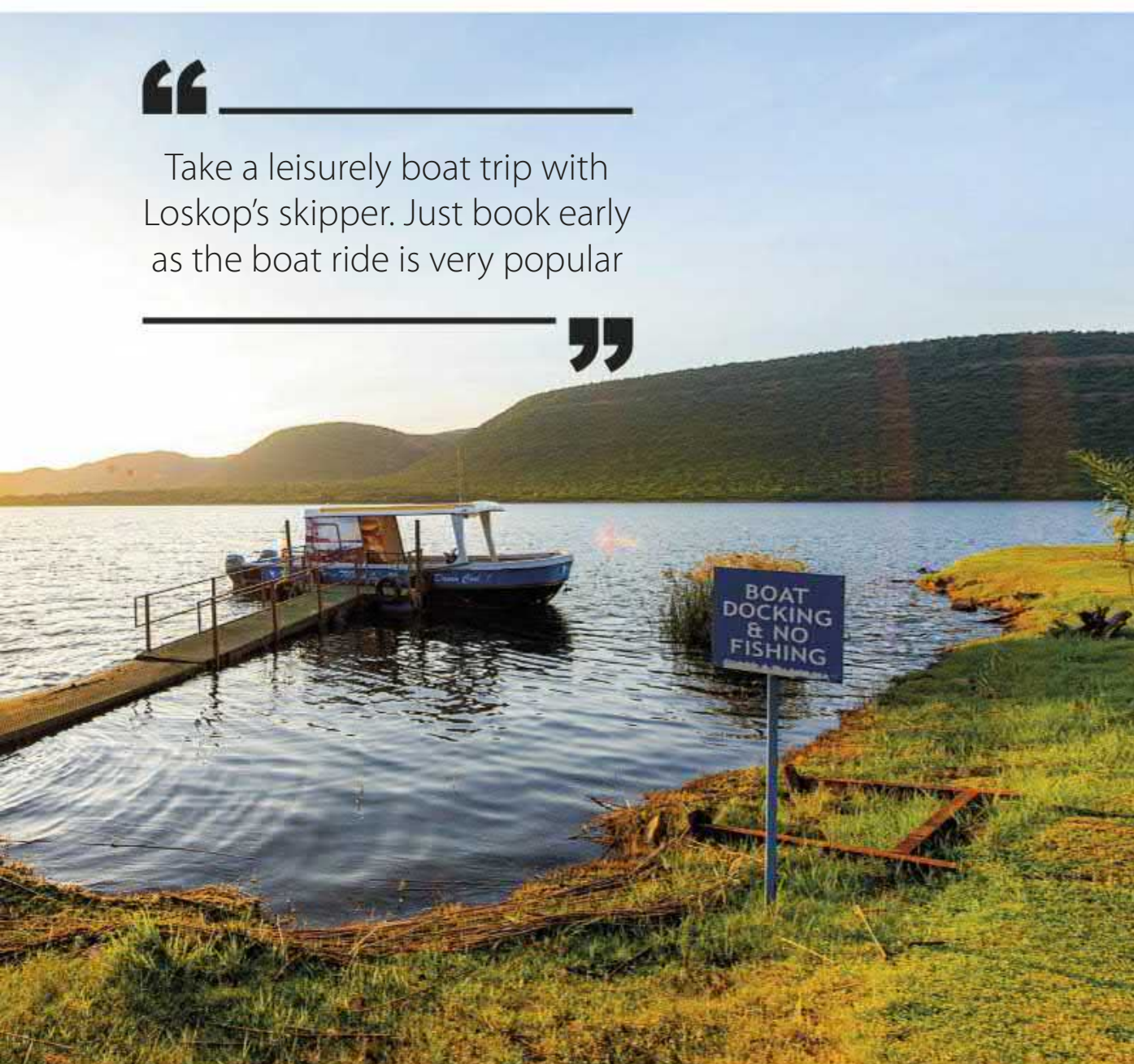
If the prospect of boating and fishing doesn't do anything for you, visit Petro Visser's Meraki Day Spa and Garden Café. Petro and her team will take you (literally!) by the hand and pamper you from head to toe.

Afterwards, relax in the tea garden on the shore with one of their boutique gins in hand. Light meals are also available here. Petro lives on a farm in the area and rents the premises from Forever Resorts. Book at 082 333 8617, spa@merakiloskop.co.za or merakiloskop.co.za.

Feeling adventurous? Play paintball with Get Living (R150 pp) or go on a guided quad bike tour (from R350 pp) on Petro's farm, about 16 km from the resort. All the vehicles and equipment you need are provided. Book at paintball@merakiloskop.co.za, quads@merakiloskop.co.za or dial 082 333 8617.



“ Take a leisurely boat trip with Loskop's skipper. Just book early as the boat ride is very popular ”



Briefly | Forever Loskopdam



Campsite 252 stands with lots of shade.

Ablution facilities 7 ablution blocks, 4 of which have recently been refurbished.

Price Low season: R240 for the first 2 people, then R120 pp (maximum 8); high season: R400 and R100 pp respectively; peak season: R540 and R120 pp respectively.

Contact 013 262 3075 loskopres@foreversa.co.za foreverloskopdam.co.za

Arrival and departure 08:00 and 17:00.

Nearest town Groblersdal, 38 km.

Road condition Tar all the way.

GPS S25.423431 E29.386614

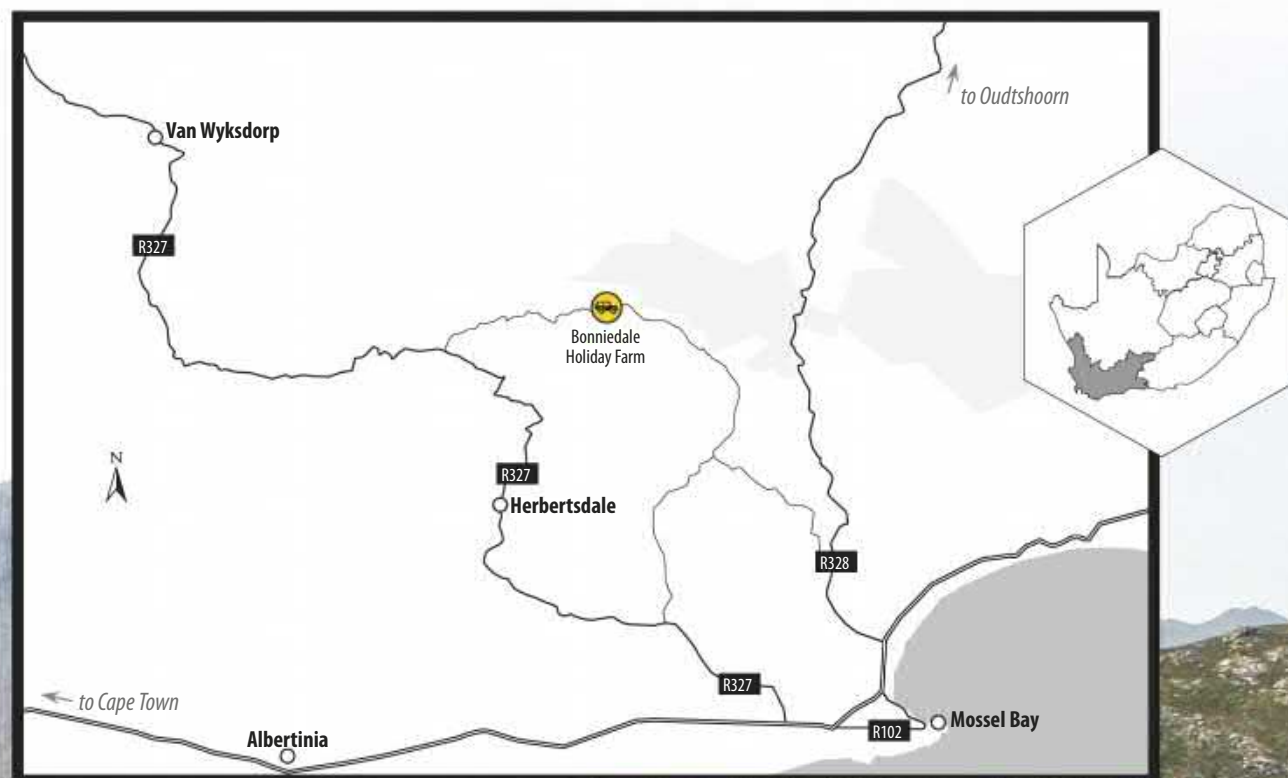
Drive & Camp says Jetskis and kayaks are not allowed, and you may not ski or swim in the dam.

Tackling tough trails *in Bonniedale*

The Bonniedale Holiday Farm sits right next to the Outeniqua Nature Reserve in the Western Cape, on the banks of the Kamma River. This is where you'll find one of South Africa's oldest 4x4 routes.

Words and photos **Cyril Kloppe**





Sign up at the Bonniedale Holiday Farm's farmstead where the owners, Nico and Danette Hesterman, will give you a route map and explain what awaits you. Now retrace your tracks for 1,7 km, then turn left at the signpost for Goliatsberg.

You have arrived at the start of the Bonniedale 4x4 Trail.

A twin-track winds up a slope – you'll need to engage low-range gears as well as traction control as there's a mix of stone steps and loose gravel to navigate.

Up you go to Goliatsberg's lookout point (S33.89218 E21.84895), about 700 m above sea level. In years gone by, you could choose whether you wanted to follow a tough obstacle route deeper into the gorge or take an easier way down the mountain to the next lookout point. But the tougher route is closed these days, although the easier route is still a challenge with the kind of downhill that has you reconsider whether you actually want to drive down there.

Our vehicle had electronic downhill control and

cameras on the front bumper, but if yours don't have the same, we suggest you engage low range and stay in first gear while a companion gets out to make sure you don't damage your chassis against a large rock.

After this, it's a much more sedate drive to the next lookout point, the Klipbokberg. From here, it's downhill to Bonniedale's homestead from where you can drive up a gorge in-between Goliatsberg and Klipbokberg to the Rotspoel swimming hole.

The second section of the 4x4 route starts in the Kamma River below Bonniedale's main gate, next to the chalets. You start off with about 100 m through shallow water and over riverstones as big as watermelons.

From the river, the twin-track goes 2 km up the ancient Attequaskloof Pass to the ruins of an old toll house. This mountain pass was part of the historic Ox-wagon Trail route that started at Heidelberg in the Cape and brought colonial migrant farmers and transport riders to Oudtshoorn. You could call it the first N1 highway from the Cape Colony as it was used from 1689 to 1869 – a whole 180 years.

TRAIL GUIDE

Bonniedale's section of the Ox-wagon Trail ends at the Outeniqua Nature Reserve where CapeNature has erected a gate with a notice that only permit holders have access. The Attequaskloof Pass meanders through the reserve, past a British fort, and ends at the farm Saffraanrivier where the Ox-wagon Trail joins the R328 regional road.

At CapeNature's gate, however, turn right and drive downhill to Bonniedale's Footloose picnic spot next to the Kamma River. Here you can relax, but we suggest you drive a little along to a much nicer spot to pull over.

The trail takes you uphill to the Sunbird camp. Nico warns that the route is particularly tough – he says that a convoy of motoring journalists could not get a single one of a certain 4x4 SUV up the mountain to Sunbird at the vehicle's launch.

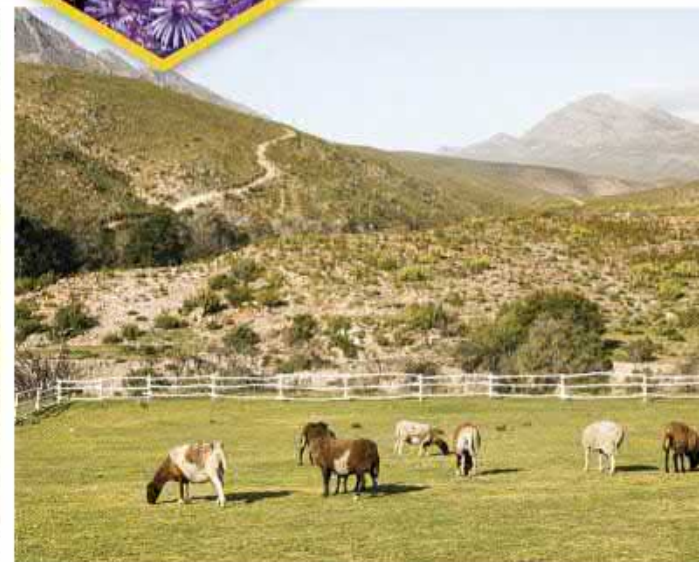
We have to admit, we also struggled a bit to master the road, but – perhaps thanks to our off-roader's smart electronics – we were able to make it to the top. The view from Sunbird is spectacular and you can definitely pat yourself on the back while lighting a braai for lunch. (Do first check with Nico whether making a fire is allowed.)

Now drive down the hill and turn right onto the Grootkloof and Honeybush trails. Nico says the Honeybush route scares even him and he sometimes advises guests to drive back along the Attequaskloof Pass instead.

The Honeybush route takes you through Bonniedale's most beautiful bit, but near the end of the route you have to drive down a narrow twin-track on a steep mountain slope down to the Kamma River. This slope requires you to



GREAT TREK. Colourful blooms (inset) along the trail lends this historic route some beauty. The ox-wagon route was started in 1689 under orders from Simon van der Stel, VOC governor of the Cape Colony back then.

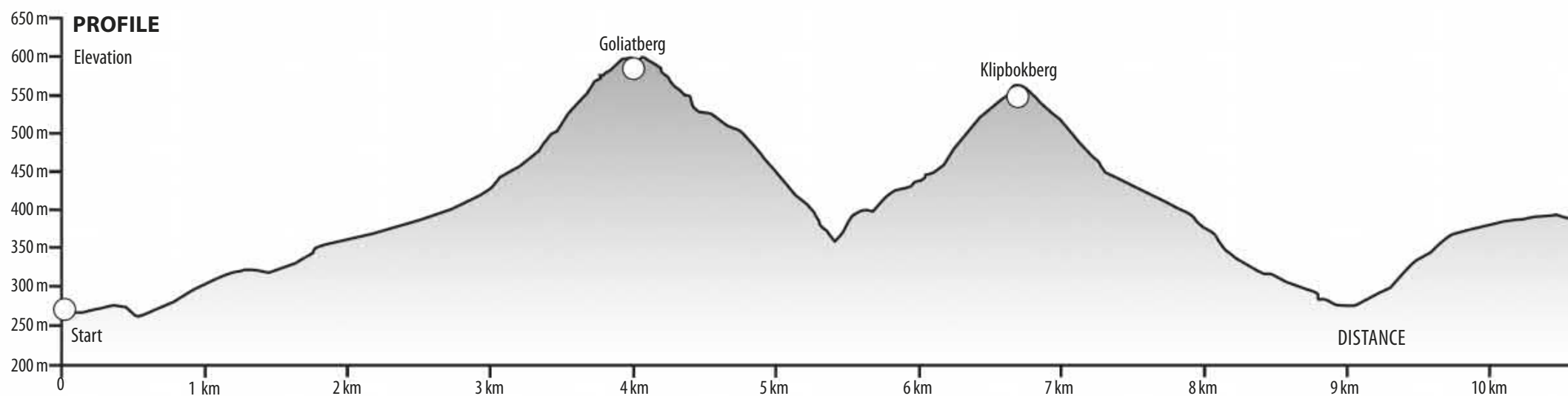


get the turns exactly right, otherwise you could easily lose the narrow track and tumble down the slopes... Don't worry, Nico will explain exactly what you need to do if you are brave enough to tackle the Honeybush route. Because we're nothing if not thorough, we did tackle the trail, and the Landie we were driving got scratch marks on its bumper and wheel rims. So be warned: your vehicle

may be damaged on this route.

Now you cross the Kamma River one last time and then you are back at the start and end point. Well done!

The Bonniedale Holiday Farm has a swimming pool, campsite, self-catering cottages and old caravans for overnighting. It's a lovely farm for team-building weekends or family gatherings, and there's even a hall for weddings.





What you need to know



Maximum number of vehicles Unlimited.

Do I get a map? Yes.

Will I scratch my vehicle? The chances are good, yes.

Do I need to take a compressor? Yes.

Can I braai along the way? There are picnic spots on the trail, but first ask the owners if you may light a fire.

Can I turn around halfway? There are escape routes for when things get too tough.

Is there cellphone signal? No.

Best time to go? All year round.

Can I take my family along? Yes, definitely.

Just for the day or the weekend? A weekend.

How long does it take? Minimum three hours.

Are there ablution facilities? Not on the trail itself.

Directions From Mossel Bay, take the R327 through Herbertsdale and drive 60 km to the road sign for the farm Vredelus on the right. Follow the farm road for 19 km to Bonniedale.

Office hours 08:00 to 18:00

Arrival and departure 14:00 and 10:00 (accommodation).

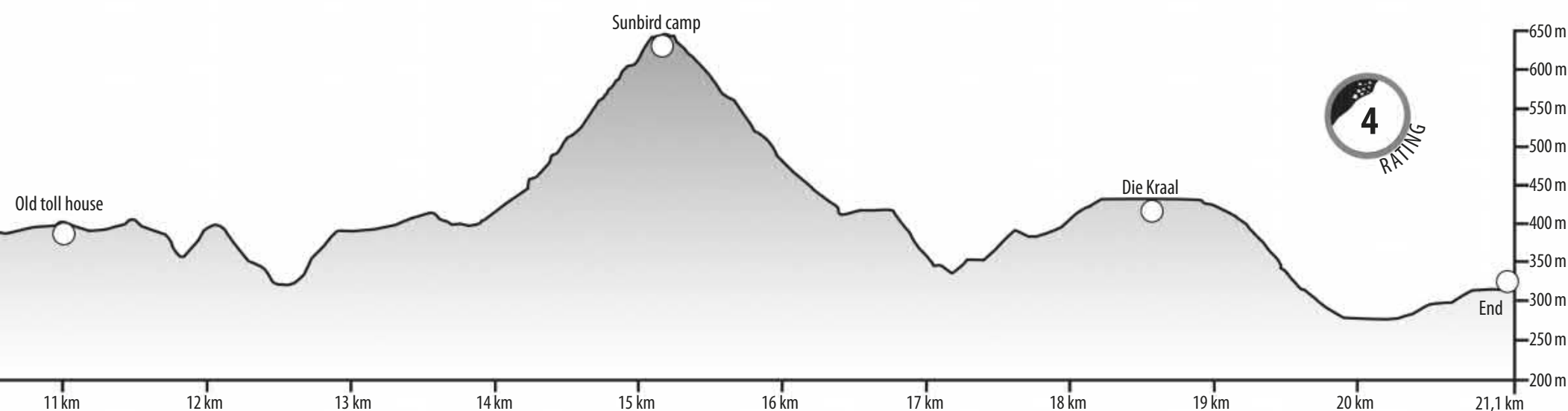
Price R250 per vehicle.

Contact 044 631 0900

info@bonniedale.com

bonniedale.com

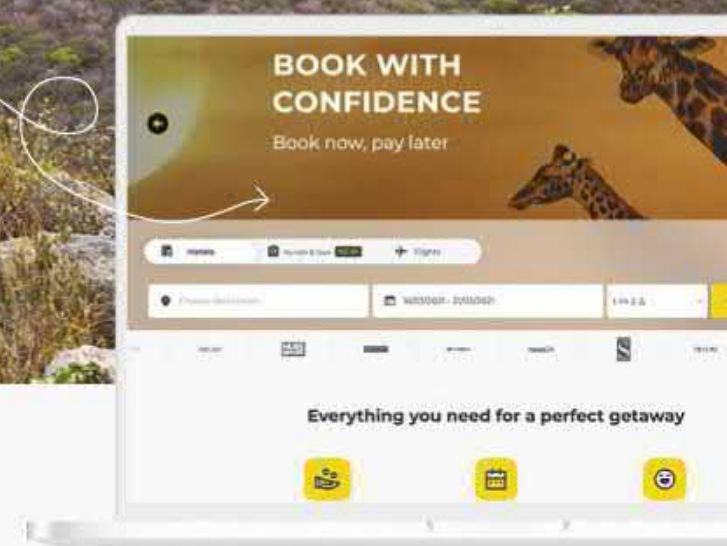
GPS S33.87350 E21.86027





LET'S... GO!

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Need a break? South Africa's popular travel and outdoor magazine Weg/go! now has a website where you can safely and securely book your next holiday – wegreis.co.za.

For months, we were confined to our homes due to Covid-19, and it seems like it's going to be a while before we'll be able to travel across borders or head to international destinations with ease. So, why not explore your province and South Africa with the help of wegreis.co.za?

What is WegReis?

Local travel expert Weg/go! magazine has established an online travel agency that allows you to book your local (and later international) holidays safely and easily.

How does it work?

Not sure about where you'd like to go for your next trip? Head to wegreis.co.za for inspiration. Or if you

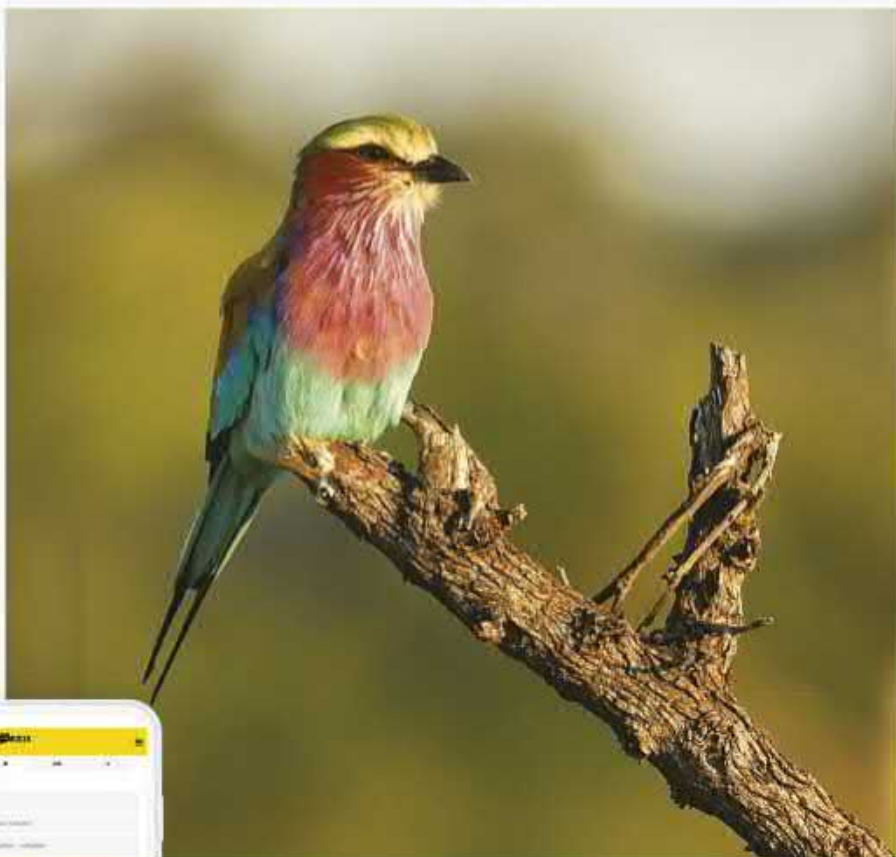
have a specific destination in mind, use the search engine to find accommodation and flights. More than 8 000 establishments (hotels, guesthouses, B&Bs, reserves and even a couple of campsites) are listed. You can also compare flight costs. Choose, click and book. It's that easy!

And keep an eye out for special offers and package deals (where we bundle together accommodation and flights for a special price).

If you're looking for a different experience, you can also book hikes or safari trips on wegreis.co.za.

If you have to cancel due to Covid-19?

The accommodation options indicate which establishments allow you to cancel, so you can book with peace of mind.



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Pure South Coast

There's a caravan park between Hibberdene and Port Shepstone in KwaZulu-Natal that makes you ache to return. That's if you're lucky enough to get a stand, says **Kobus van der Sandt** from Bronkhorstspuit.

“ We love the South Coast and camped at the Untu Palms caravan park for the first time in December 2019. I was with my wife, Juanita, and our two daughters, Tamika (15) and Tamzen (13), and we enjoyed it so much that I recently tried to book a stand there again for this year's December holiday.

The resort is clearly more popular than I thought, because they told me they were already fully booked for the holidays.

TELL US MORE ABOUT THE CAMPSITE?

We were very impressed with the place. There are three types of stands – 18 regular ones all sharing the same ablution facilities, 24 luxury stands with private bathroom and kitchen facilities, and eight hyper-luxury stands, which are similar to the luxury ones but with a bit more privacy and a shower in the bath.

There is grass and shade trees, and every stand has its own power point (ordinary socket) and built-in braai area with a grid. The stands also have paving for your caravan.

WERE YOU SATISFIED WITH THE ABLUTION FACILITIES?

Yes, we had one of the luxury stands and found nothing to complain about. I also peeked at the communal ablution facilities by the pool and was amazed at how clean and tidy staff keep it, considering how kids run in and out of there with their wet and dirty feet.

WHAT ACTIVITIES KEEP PEOPLE BUSY THERE?

The caravan park is basically on the beach. You get a disc when you check in and use that to open the gate that separates the resort from the beach. It's wonderful on the beach and the water of the South Coast is great for spending hours in the surf.

The resort also has a swimming pool and playground, trampolines, games room with pool tables and a mini golf course to occupy the kids.

DO THEY HAVE A SHOP?

Yes, they do. It's just outside the caravan park, but run by Untu Palms



management. All the basics are there, but for meat we went to the Spar about 6 km along the road to Port Shepstone.

There is also a small shop selling takeaway meals. **”**

WIN

Kobus wins a Camp Cover
Camera bag worth R400.

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



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039 681 3325

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High 5, Hyundai!

Hyundais have served him well and **Ryan Arendse**, from Ottery in Cape Town, will stick with the brand as long as it keeps on delivering.

After six years driving a Hyundai ix35 2.0 manual, Ryan started to look around for an upgrade, but eventually returned to the Korean stable and bought an updated compact SUV.

“Two years ago, I was shopping around for a double cab, with the **Ford Ranger Wildtrak** and **Volkswagen Amarok** both on my radar. The **Land Rover Discovery** is out of my grasp for now. My main priorities were safety, space, power, warranty (Hyundai is particularly good with theirs), versatility and repair costs outside of a warranty plan.

This **2017 Tucson 2.0 automatic**, at the time being used as a demo, had the right blend of everything I was looking for, with lots of options ticked off that made the asking price of **R350 000** well worth overlooking its rivals. All I had to do, was add a **nudge bar** and a **towbar** on which to hitch my **Jurgens Wimpi**.

With some additional funds in my pocket, I'd like to add **Thule Evo Wing bars** and the





company's **Pro Ride bike racks** to take the family bicycles on vacation in style.

So far, the Tucson has proved worthy of my faith in the brand, with the **service experience always a breeze** and the smooth nature of its ride. Considering how many people opt for diesel models these days, I was quite surprised that the fuel consumption on my petrol Tucson hovers between **7,5 ℓ/100 km** and **8,5 ℓ/100 km**.

The Tucson has no problem towing the four-berth Wimp!, with **surprising reserves of torque** on inclines, and as long as I control the shifting with **manual override**, it doesn't do too badly at the pumps either; returning nothing over **11 ℓ/100 km**. The only elements that bug me are the need to use mirror extenders when towing the Jurgens, essential for a safe drive; and also that the automatic transmission tends to **hang onto ratios** quite high up in the rev range – particularly when going uphill.

My experience with Hyundai has been



Show us your wheels

Send an email to drivecamp@gomag.co.za and tell us about what's in your garage.

pleasant. My previous ix35 didn't falter once, with **no mechanical issues** recorded. I just replaced the tyres with another set and bought a new battery for it, which is normal wear and tear. The past two years with the Tucson have **also been faultless**.

I go camping with my wife, Alison, and kids Mia, Beth and Jonah. Often, we're in convoy with my good friend Marlyn Botha who tows a **Gypsy** with a **Jeep Wrangler** and lives in the same neighbourhood.

We have many favourite campsites, but the outstanding ones are **Silversands**, **Vloedbos**, **Guano Caves** and **Strandskloof**. Silversands has squeaky clean ablution facilities, is close to home and the **river is a real plus** because we all enjoy swimming and watersports. Vloedbos is a **very family-orientated** spot and there's lot for the whole family to do. Guano Caves is **set in a great environment**, while the major plus for me at Strandskloof are the 4x4 and quad biking courses and trails.

Our DIY holiday home on wheels



What to do when you've sold your caravan and then realise you've made a terrible mistake? You make a plan, say **Johann and Jereline Kaalsen** of Primrose Hill in Germiston.

Camping flows through the veins of the Kaalsens – for a long time they did so in a 1995 model Sprite Sport. But then, one Easter weekend a couple of years back, Johann decided enough was enough when he saw his teenage children, Diaan and Simoné, spending most of their time in the tent, busy on their phones.

Because Johann also has a motorcycle, he decided that he and his wife Jereline would tour with the bike in future and leave the children at home – that's what the kids wanted, after all.

The caravan was therefore no longer needed, and so they sold it... but a year later Johann realised they should never have let the caravan go. Regret, as they say, comes too late and they needed to make another plan. Johann continues...



“I work in retail, and use a 2005 model Fiat Ducato 2.3 JTD panel van that has almost 800 000 km on the clock for deliveries.

I bought the vehicle as a demo model for my late father back in the day, but I started using it rather than the Toyota Quantum – with a long wheelbase and high roof – that I used for work.

The Ducato is no ordinary panel van and has been rebuilt with windows all around and 13 seats inside. It has plywood on the floor with rubber tiles on top. The interior walls are covered in plywood and a grey carpet. It costs around R50 000 to have your panel van rebuilt like this.

The seats are bolted to the floor and

it's quite a process to remove them, but we seldom use them.

JERELINE AND I wanted a camping vehicle again, and because I'm skilled with my hands, I decided to turn the Ducato into a multi-purpose vehicle. Something I could use for work, but it could quickly be turned into a motorhome to go camping.

It took many late-night planning sessions and we discussed many ideas about what our motorhome should look like on the inside. Jereline wanted certain things, such as drawers for clothes and the pantry, and then there had to be enough space so we could at least move around with ease.

In my school days I won a trophy for woodwork, and my real passion is to restore furniture. I drew up a plan on paper and went to the hardware store with a comprehensive list. The plywood was cut according to my list, which

made things much easier.

I decided to build two cupboards to form the base for the bed. I built them in such a way that they can be easily put in place and removed. It takes me about 15 minutes to convert the van from a delivery vehicle into a motorhome. The cupboards aren't bolted down and many people ask whether things roll around while I'm driving. But because the van has rubber tiles on its floor, everything stays in place. I also designed it so that the cupboards that form the bed fit over the wheel arches, further securing them as there's only half a centimetre gap on either side.

Each cupboard has two deep drawers that extend to the centre of the base. We use these for our clothes, towels and shoes. At the back, there's enough space for the gas cylinder, braai, tent, ground sheet, camping sink and fold-up chairs.

Our previous caravan's custom-made mattress fits perfectly on the bed,

and my mother-in-law, Ola, made the curtains to match our colour scheme.

The 'kitchen' was next in line. I made a cupboard with two drawers and space for a bar fridge. The bottom drawer is for drinks and the top one for crockery and cutlery. The position of this cupboard was important. It's right by the door, which means we don't have to get in to get something. I also bought a microwave that sits on top of the cupboard.

Next to it is another cupboard, with six drawers and a door on the right. The drawers are for food and our potjie, and behind the door we store the cassette toilet while we're driving. We use it in one of those toilet tents when camping.

I DIDN'T USE any special tools. I did make use of a bevelled saw and curvilinear, but never switched on my table saw.

I also didn't bother with setting up



HIGHER-GRADE WOODWORK. Johann called upon his passion for woodwork to craft the cupboards from plywood after designing a set-up that would meet his particular requirements.





BOXING CLEVER. Every component must have a function and there is little use for things that are purely decorative. This is a working vehicle after all and Johann needs to convert it back into a delivery van when the holiday is over.



plumbing or a complicated electrical system. The microwave, fridge and my ice machine work with good old 220 V external power, which is fine by us. Maybe I'll consider onboard 12 V power in the future, but we're not there yet.

On the outside, I fitted an aluminium sliding strip above the door through which we thread the rally tent when we camp. The rally tent, which I bought second-hand, also has walls – I specifically wanted ones that I could use for work and didn't want something in a bag that would flap in the wind while I work.

My mother-in-law also helped with the awning at the back door – for when we need some afternoon shade for a nap.

AFTER 800 000 KM, the Ducato's engine gave up the ghost, and what a frustrating turn of events. I see many Facebook motorhome owners complaining about poor service when it comes to servicing and repairing their vehicles.

We would like to go to Mbizi in June for the Kamp-Mal Facebook group's birthday camp, and I hope it will be sorted out by then. Due to Covid-19, last year's camp was postponed to this year, and if we

can't drive our motorhome by then, I'll tow it there with my bakkie.

Before the engine broke down, it gave me a 10 l/100 km at 120 km/h consumption. The whole rebuilding project ended up costing us R15 000, which is much cheaper than a second-hand caravan – and we don't have to worry about wood rot.

We originally didn't have blocks to help get it level, but that was only until our first camping weekend at Mbizi. I had to park the one wheel on bricks, and realised there and then I needed the blocks, so went out to buy some.



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



I RECKON THE most difficult aspect of the project was psychological in nature. You watch 5-10 minute videos on YouTube about people converting a bus, and then you think you'll be able to do the same on a Saturday afternoon.

You set off at full steam... and when you've completed about a quarter of the work, you realise you have bitten off a lot more than you can chew. But you can't stop now.

Halfway through, you want to throw in the towel, and when you're about three-quarters done, you start praying. But when you finally finish, you wonder

why you hadn't done it long ago!

The biggest element is the time a project like this requires. It may seem that it's going to be real easy to build and install the cupboards, but then you see you've cut off an inch too much somewhere and now everything has to be adjusted.

It is a time-consuming process and you're in hell the one moment and in heaven the next because your mind alternates between cursing and praying. It eventually took us three months to complete because we still had our day jobs as well.

AND YES, PEOPLE come over to check out our motorhome wherever we camp. As we pull up, they stare and then start wandering past our stand to get a closer look.

Next, they start a loud discussion about the motorhome – in the hope we'll hear them and invite them closer. But we don't mind.

We've been camping since 1978, and also did so as kids. Being hospitable is part and parcel of camping and that's how you get to know your neighbours. People who want privacy should stay in hotels.



Fishing in the Free State

The Vaal Dam is nestled neatly between Gauteng, the Free State and Mpumalanga. There's a new campsite on the Free State side where you can make yourself at home on a 400 m stretch of shoreline.



@97WELTINA CARAVAN PARK ANGLING ON THE VAAL

Around 22 years ago, this was an open piece of land, says Gerbie Brits as she tells us about their new campsite, the @97Weltina Caravan Park. Gerbie and her husband, Willie, bought the 1,6 ha on the Vaal Dam back then with the intention to create their own getaway. By 2011, they had turned it into their full-time home, and in December last year opened the campsite.

The campsite is oriented toward families, says Gerbie. As you enter the caravan park, the ablution block is on the left of the road. The reception and pool are to the right, and the stands are up ahead in the direction of the water.

Gerbie designed the bathrooms – they're new and neat and tidy. The

dishwashing facilities are at the back of the building and there is also a spot to flush your cassette toilet.

The kiosk forms part of reception and sells basic groceries. Plus, of course, ice, wood and charcoal. The 10,5 x 5,5 m swimming pool is in front of reception and has a built-in bench. Right next to it is a smaller pool where the kids can splash around in shallower water. There's also a jungle gym.

The 28 stands are laid out in five rows on wild grass. Each stand has its own tap, rubbish bin, blue caravan socket and a free-standing steel braai that you can move around to where it suits you. The stands are 10 x 12 m in size, but don't have much shade. There are some young trees and more are being planted.

The whole resort is surrounded by

Briefly | @97Weltina Caravan park



Fish Yellowfish, carp, catfish and mudfish.
Campsite 28 large and level pitches with power and water.

Ablution facilities New and neat. There is also a family bathroom.

Price R450 pnn per stand for the first 4 people; thereafter R100 pppn (R50 for kids aged 6-12). Up to 8 people per stand are allowed. On the riverbank, the basic rate for 4 people is R250 pnn.

Arrival and departure No set times.

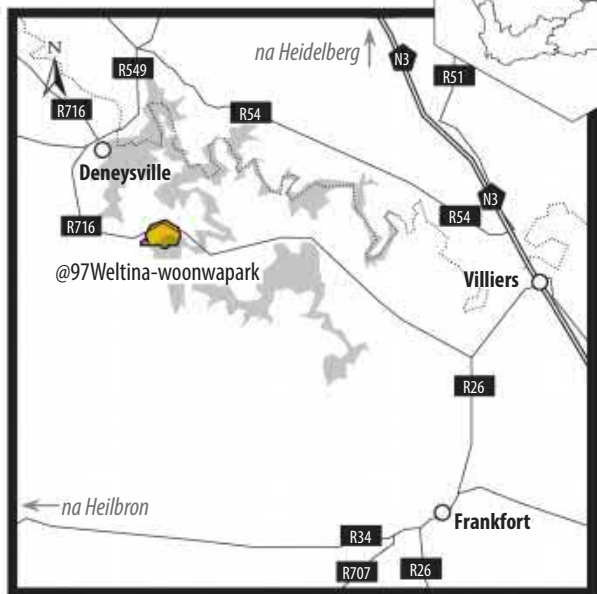
Contact 082 389 7400 @97weltina.co.za @97booking@gmail.com

Closest town Oranjeville, 10 km.

Road condition The last 3 km is a good gravel road.

GPS S26.990896 E28.166191

Drive & Camp says You may bring your boat, but do be considerate of the anglers.



a game fence; even on the dam's side – there's a sliding gate just to the left of the stands. When the dam is full, the water comes up to 20 m close to the fence. If you like, you are allowed to camp right on the shore, but here are obviously no amenities there.

Small pets are welcome and Skattie, Gerbie's boerboel, is already used to all the visitors.

There are no extra fees for fishing, but your catch must be returned to the water.

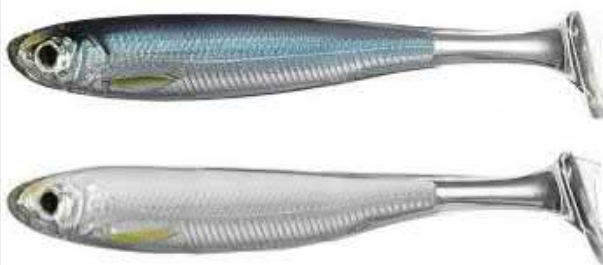


FISHING GEAR

For land and sea

For sea and freshwater fishing, you usually need different types of bait. Now, with LiveTarget's Slow Roll Shiner bait you can hook anything from cod and garrick in the ocean to black bass from a dam.

This bait is a paddle tail lure. At the tail is a flat transverse piece that ensures the specific swimming action when you reel in. Usually, however, the shape of the bait is slightly unnatural, and not all fish are easily convinced that it is a real bite to eat. LiveTarget's



solution to this is a transparent tail, with the body imitating a fish. According to the manufacturer, the tail has a unique design that gives it more of a thumping action along with subtle body roll.

The bait is 12,5 cm long and available in six colours.

Price R189 for a pack of three.

Contact Available at tackle shops, including Namibia.

catches@4adrenalin.co.za

adrenalinfishing.co.za



FISH DISH

CREAMY FISH SOUP WITH MUSSELS Soup's up!

The bacon gives the soup a deliciously smokey taste, but for extra oomph, stir in a pinch of smoked paprika.

Ingredients

(serves 4)

- 1 bottle (330 ml) beer
- 1 teaspoon turmeric
- 1 bay leaf
- 500 g black mussels, scrubbed and bearded
- 1 tablespoon olive oil
- 200 g bacon, cubed
- 1 onion, finely chopped
- 1 clove garlic, chopped
- 1 tablespoon cake flour
- 1 cup hot milk
- 2 cups vegetable stock
- 2 large potatoes, peeled and diced
- 200 g firm white fish, such as hake or kingfish, cubed
- ½ cup cream

Here's how

1 Heat the beer, turmeric and bay leaf in a pot with a tight-fitting lid. Once boiling, add the mussels, cover and steam for 2-3 minutes or until all the mussels open. Drain the mussels in a colander, but keep the beer. Discard any mussels that didn't open.

2 Heat the oil in a black potjie and fry the bacon until nice and crispy. Stir in the onion and garlic and fry slowly until the onion is glossy. Stir in the flour and then beat in the milk, as if you're making a white sauce – a balloon whisk works well, but a fork will also do. Now stir in the stock and add the potato, and simmer slowly until the potato is tender (around 15 minutes).

3 Stir in the beer you kept, followed by the fish. Simmer the mixture for a few minutes until the fish is just cooked. Remove half of the mussels from the shells (or discard all the shells) and add the mussels while stirring in the cream. Season to taste with salt and pepper. Heat the soup until

thoroughly warm – don't allow it to boil. Serve immediately with fresh bread and butter.

Drive & Camp says you can also add a few drops of olive oil and a sprinkling of chopped fresh chives just before serving. 🍴





2009 MITSUBISHI TRITON 2.5 DI-D 4X4

The Red Scare

The biggest weakness of his Mitsubishi Triton is its looks, but it may also be its best feature, because nobody will want to steal it, jokes Pieter Hoepfner.

I bought my 2009 Mitsubishi Triton in September 2020 for a paltry R80 000. The original owner had to emigrate to the Netherlands and was therefore in a hurry to get rid of his assets. I knew I'd make a profit if I then sold the pickup onwards.

At the time, I owned a 2011 model Isuzu KB300 D-Teq 4x4 and before that a Mitsubishi Colt that I really liked. The plan hadn't been to trade in my Isuzu for a Triton, but after driving around in it for a while, I found it to be a really good ride. The

Triton definitely drives easier than my Isuzu, because it's not as heavy and its turning circle is smaller. I was up for a change and so the Isuzu had to go.

Other than the fact that the Triton was a nicer drive than my Isuzu, it is also equipped to suit my needs. The original owner improved it with an extra 60 ℓ long-range tank, wiring for a dual-battery system, a snorkel, 17" rims, a rear bullbar with a hitch, recovery points for a high-light jack, Escape Gear seat covers, a two-way radio and





Ironman shocks – and it has a 40 mm lift at the front and 50 mm at the

back. So I could just load up my family and go on vacation.

My wife, Marli, and I, plus our three sons, Neil (11), Aldo (9) and Cillië (4), went to Jongsfontein for the December holidays and then tackled the West Coast route between Lutzville and Groenrivier. I knew this route before *Drive & Camp* wrote about it in the October 2019 issue – I'd done that trail a number of times with friends on adventure motorbikes long before it got so popular – and

Show us yours!

This is the third in a series of articles focusing on older vehicles and specifically how they compare nowadays with when they were new. In this issue, we place the Mitsubishi Triton of Pieter Hoepfner, a resident of Bellville in the Cape, under the microscope, and we invite you to show your own vehicle for some honest critique. As with Pieter's Triton, we will pay for the dyno test and scour the archives for your vehicle's original specifications. Send your contribution to

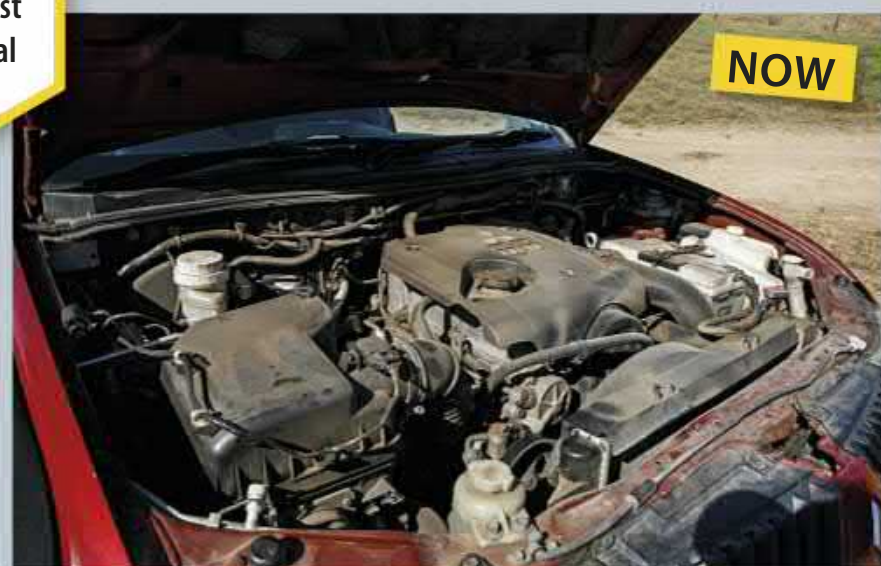
cyril.klopper@media24.com

goodness, these days it's busy! Virtually every bay sported a tent or caravan, but luckily we had booked a campsite in the Namaqua National Park.

We also took the Triton to see the snow in Ceres and went camping and off-roading quite a few times.

Next on our list are the Faces of the Namib tour, but I first want to get the canopy repainted silver and have a roof rack installed before we leave for Namibia. The white canopy is a bit much.

I'm not the kind of guy who names his vehicles, but Cillië calls our Triton a Monster Truck because of its high ground clearance. Marli came up with the name The Red Scare – not because I'm a communist or



AGE APPROPRIATE. Pieter's Triton has aged gracefully, with relatively few battle scars and fairly low mileage for a vehicle of its type and capabilities.



SECOND WIND

anything like that, but because I'm an accountant who always buys sensible vehicles, usually white for their better resale value. The bright red Triton is therefore completely at odds with my usual choice in bakkie.

Power output

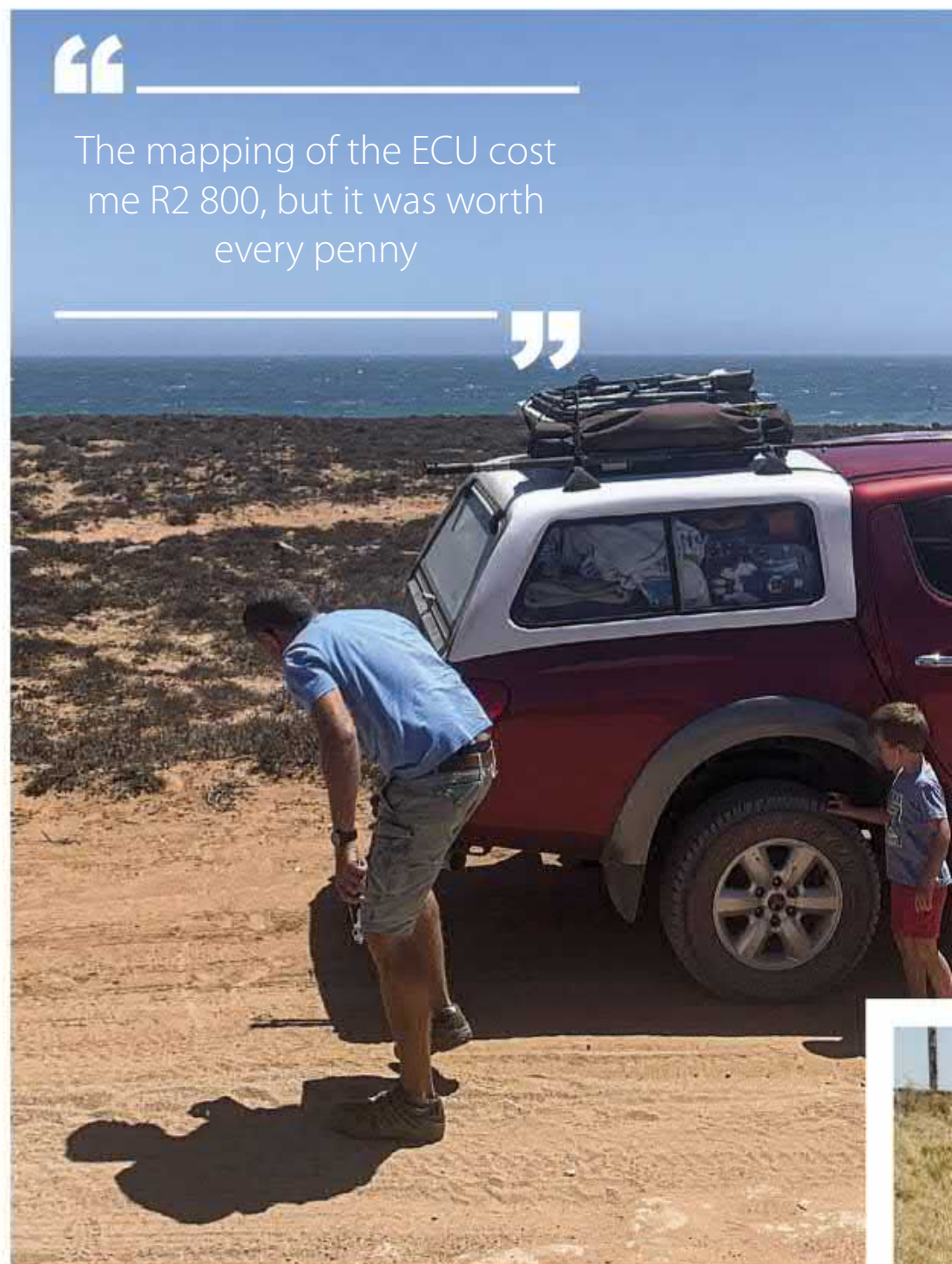
As I said before, the Triton drives great, but in terms of power delivery, I was disappointed. Because I owned a Mitsubishi Colt – and at one point also a Pajero Sport with an automatic transmission – I knew the Triton's 2.5 turbodiesel with manual transmission was capable of much more. I took it to Mitsu Care in Brackenfell for a major service and asked them to map the ECU.

The mapping of the ECU cost me R2 800, but it was worth every penny and the Triton has

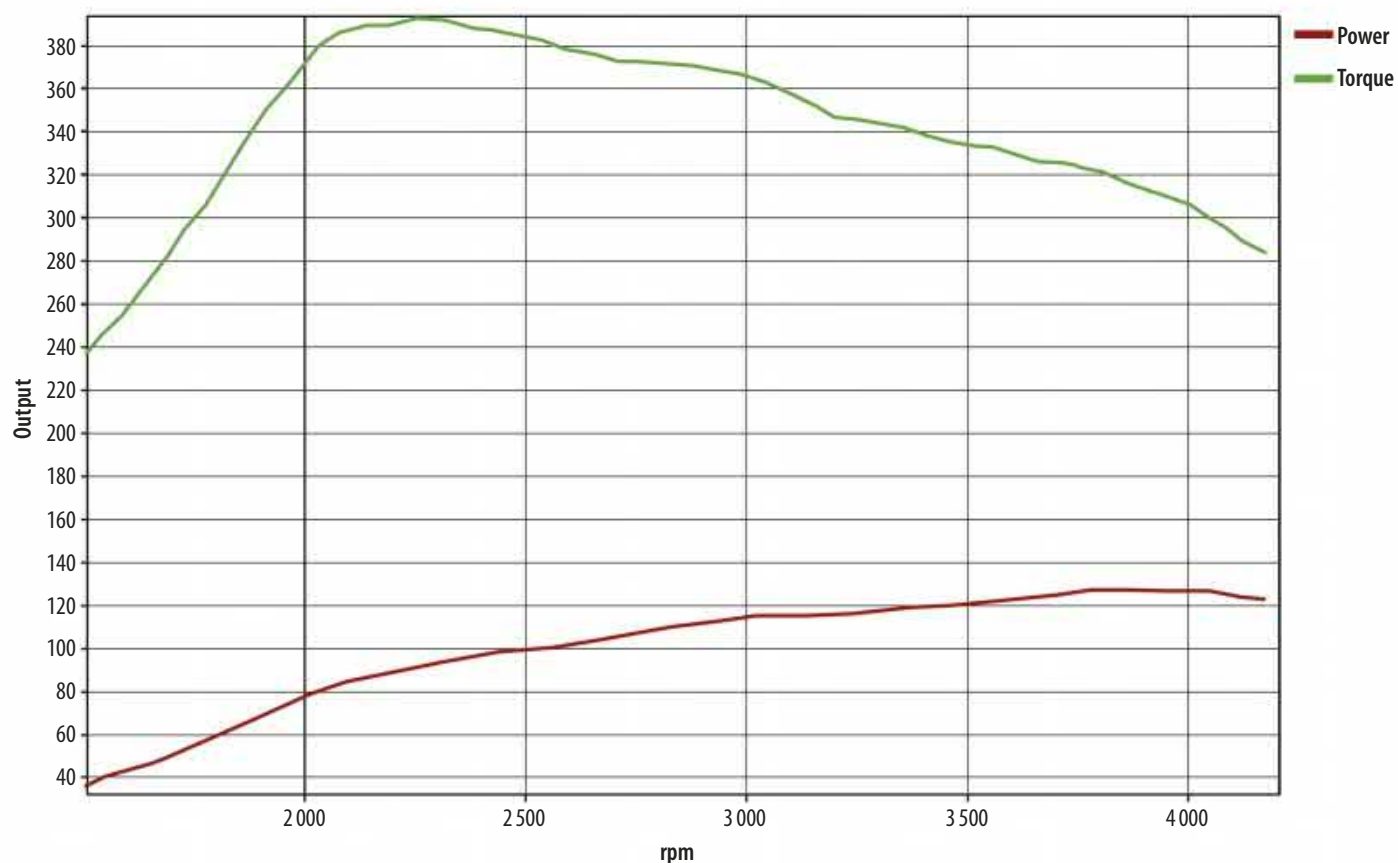
been doing great ever since. In terms of power and torque, my 12-year-old Triton is now faster and stronger than when it was new. The diesel consumption, however, suffers at 8 km/ℓ – that is 12,5 ℓ/100 km.

I sometimes hitch a large trailer to move building rubble and garden waste to my local dump, and I have to admit the Isuzu KB300 is by far a better towing vehicle than my Mitsubishi Triton.

The Isuzu towed my trailer effortlessly while the Triton struggles with turbo lag at low engine speeds, but I'm used to it by now. You just have to help it along by revving the engine in the lower gears. Once the Triton gets up to speed, things improve dramatically. But no, I'll concede that it's not the best towing vehicle I've ever owned.



STANDOUT. The white-on-red colour scheme of the Triton and its canopy, along with the vehicle's profile really does make it stand out. Some of the modifications are obvious, such as the snorkel, all-terrain tyres and rear bullbar, but underneath the Triton's skin also lie a long-range fuel tank and remapped ECU.



Wear and tear

Apart from the adjustment to the ECU and a new set of all-terrain tyres, my Triton has not cost me a single cent in terms of maintenance in the six months since I bought it, and I have driven 12 000 km. Best of all is the engine burns no oil.

I did exhaustive research on this particular model and the only problem that could possibly pop up is the brackets of the steering column that sometimes break, and then, apparently, the steering wheel literally falls into your lap – luckily that hasn't happened to me yet. Touch wood.



ENGINE SPECIFICATIONS

Series	Mitsubishi 4D56
Cylinders	4 cylinder diesel, straight arrangement
Capacity	2 477 cc
Fuel supply	Common rail direct injection
Air supply	Turbocharged
Camshaft	Double overhead camshafts
Valves	16 (4 per cylinder)
Bore and stroke	91,1 mm and 95 mm
Compression ratio	16.5:1
Maximum revolutions	5 000 rpm
Cooling	Water
Transmission	5-speed manual

THEN AND NOW

Make and model	Mitsubishi Triton 2.5 DI-D 4x4
First registration date	June 2009
Odometer reading now	205 643 km
Maximum power then	100 kW @ 4 000 rpm
Maximum power now	129 kW @ 4 168 rpm*
Difference	28,9%
Maximum torque then	320 Nm @ 2 000 rpm
Maximum torque now	393 Nm @ 2 251 rpm*
Difference	22,8%
Weight then	1 780 kg
Weight now	≈ 1 900 kg
Difference	120 kg
Power-to-weight ratio then	0,0562 kW/kg
Power-to-weight ratio now	0,0679 kW/kg
Difference	20,8%
Fuel consumption then	7,9 l/100 km (manufacturer claim)
Fuel consumption now	12,5 l/100 km (actual)
Difference	36,8%
Purchase price then	R339 900 (2009)
Value now	R130 000 (2021) **
Difference	-61,75%

* tested by Dynotech, Cape Town

** based on prices at *cars.co.za

Should I buy secondhand?

Yes! The 2.5 DI-D is reliable, and thanks to its poor resale value, you can get a great bakkie for little money.

It's not a pretty vehicle, but if you're a practical person like me, you'll look beyond its odd appearance and see a practical and capable rig – and that's most important consideration in my opinion.

My Triton's weak point may be its looks, but I must confess I've gotten so used to it that I don't even find it ugly anymore. Its best trait? It's ugly enough that nobody will want steal it!

It's not just another boring white Hilux. It's something different, and therefore it is special to me.



Level-headed

Bakkie-based SUVs are popular in South Africa, and among them you might want to consider the updated Mitsubishi Pajero Sport.

Words **Cyril Kloppe** Photos **Cyril Kloppe** and supplied

One of the reasons why this type of vehicle is so popular has to do with affordability, but also because they use common parts that any bakkie mechanic can replace.

And like its competitors, the Mitsubishi Pajero Sport has seven seats for when you have to cart an entire indoor hockey team with enough space for the goalie's kit, too.

What's new?

The 2021 Mitsubishi Pajero Sport doesn't appear dramatically different from the 2017 model. The spotlights on the front bumper have been completely redesigned and moved higher up to the mudguard panel, the grille now has three slats compared to the previous two, and the headlights are narrower.

At the back, the bumper is new and the brake lights have been shortened so they no longer point quite as far down. In the Exceed

model that we drove, the tailgate can be opened automatically by either swinging a foot under the bumper (but not if it's covered in mud), pressing a button on the dash or on the remote control, or pressing a button on the tailgate itself.

Inside, there is more bling-bling and the gauges are now completely digital. As mentioned, you get seven seats – the back two fold into the floor and the middle row has access to an electric two-point socket, which works really well to recharge camera batteries and laptops.

And the drive?

We put 2 200 km on the clock in four days, of which three quarters were on dirt roads – read more about that trip on page 40.

On our visit to the land speed track at Verneukpan in the Northern Cape, we took the opportunity to test the Pajero Sport's top

speed and we were able to reach 161 km/h – that's 24 km/h shy of what the manufacturer claims. However, the pan was not completely dry and we could feel the Toyo 435 Open Country multi-terrain tyres slipping at times. The four-wheel-drive system, though, kept the Pajero Sport on course at full gallop and we never felt unsafe.

It rained during our visit to the Upper Karoo and we had to drive through mud in places. Although the Pajero Sport sometimes struggled through the deeper mud holes, we did manage to make it through all of them without having to resort to the spade in the boot. It was also great to be able to leave 4x4 engaged on the corrugated roads of the Lower Karoo for extra peace of mind.

Speaking of corrugated roads: the Pajero Sport's suspension is soft enough to deal with bad roads, but not so soft that it wallows around corners.

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The four-wheel-drive system, though, kept the Pajero Sport on course at full gallop and we never felt unsafe

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SMOOTH OPERATOR. Its aerodynamic shape suggests speed, but the Pajero Sport is certainly no landspeed record setter. Instead, it's built for comfort and off-road capability and that is perfectly fine with us.



MITSUBISHI PAJERO SPORT

The Pajero Sport feels light on the highway – and it does indeed weigh less than its competitors – but the steering action is nonetheless accurate and doesn't require constant adjustments to stay in a lane. Acceleration is mannerly rather than boisterous, and thanks to the stiff-ish suspension, body roll is relatively little when you take the tall stance and ground clearance into consideration.

We tallied our fuel bill and found the diesel consumption to be between 8,2 ℓ/100 km at best and 9,9 ℓ/100 km at worst. The average consumption on trip – which included our landspeed 'attempt' and a number of mud puddles, was on average 11 km/ℓ (9,1 ℓ/100 km). Not bad at all.

How does it compare?

The Mitsubishi Pajero Sport competes with the 2.4 Toyota Fortuner, 2.0 Ford Everest (single turbo) and 3.0 Isuzu mu-X.

In terms of power and torque, the Pajero Sport wins with 133 kW and 430 Nm. The runner-up Everest has 132 kW and 420 Nm. But this is only true on paper, because in reality you don't really get the impression that the Pajero Sport is more powerful than its competitors.

The Fortuner has the best maximum towing capacity – 3 300 kg (the Everest and mu-X are both rated to tow 3 000 kg) – but because the legal limit in South Africa is determined by the tare weight of the towing vehicle, the Everest wins this category at 2 446 kg. The Pajero Sport's tare is 2 035 kg.

Each of the four vehicles has something in which it performs best overall, and your pick will depend on which category matters most to you. When it comes to resale value, you may want to consider the Fortuner; the Everest theoretically has the best towing capacity due to its higher GVM; the mu-X's 3 ℓ engine is the least stressed; and the Pajero Sport's Super Select II system is simply fantastic.

Conclusion

The Mitsubishi Pajero Sport's purchase price is in line with that of its competitors. When you take into account all the additional gadgets, such as the automatic tailgate and the 8" touchscreen, its price is actually quite good.

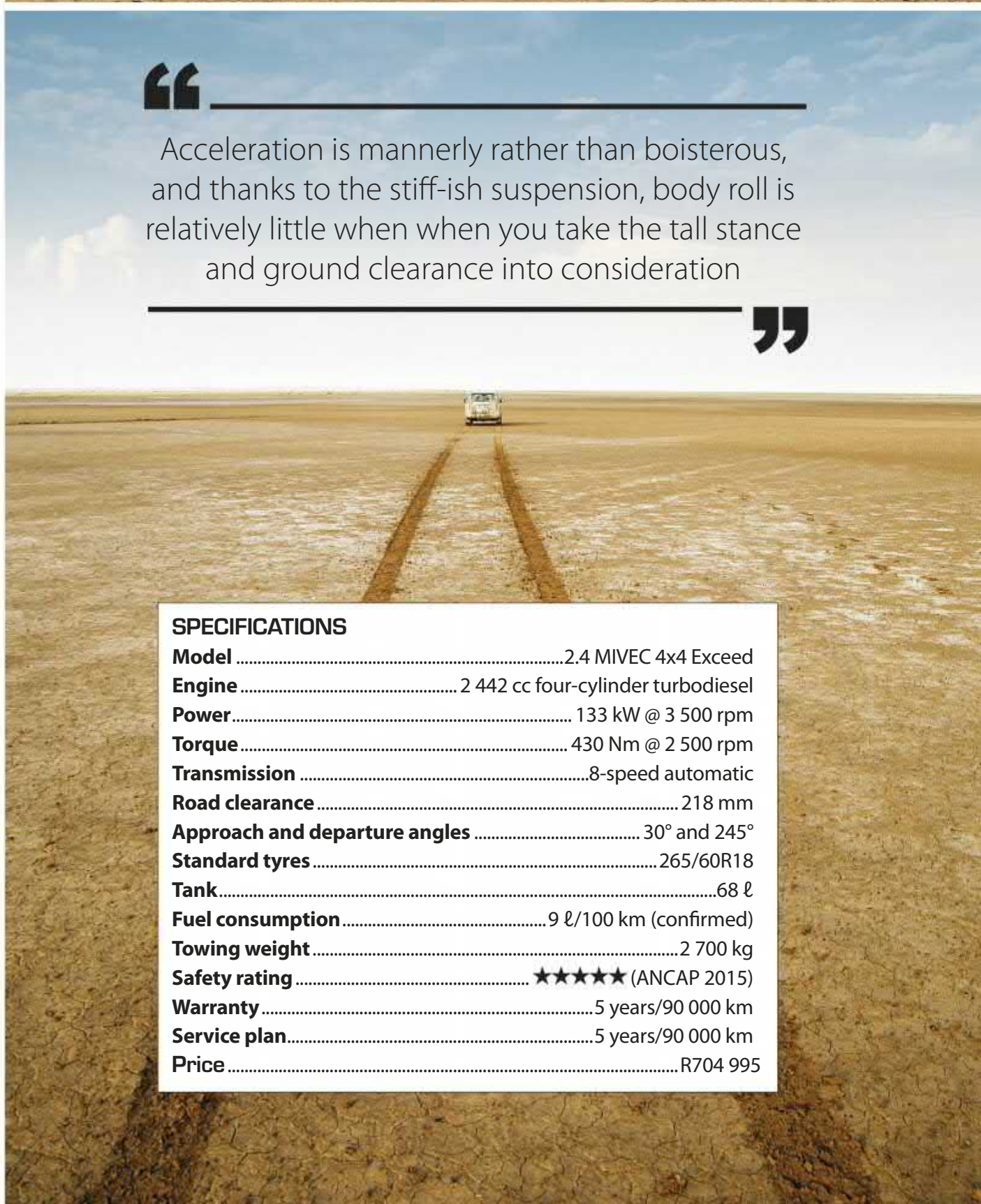
We also think the unique part-time four-wheel drive system you're able to engage regardless of the road surface thanks to the center diff lock, is a useful feature. A rear diff lock that you can manually engage adds our positive impression of the Pajero Sport. 🙌



“

Acceleration is mannerly rather than boisterous, and thanks to the stiff-ish suspension, body roll is relatively little when you take the tall stance and ground clearance into consideration

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SPECIFICATIONS

Model	2.4 MIVEC 4x4 Exceed
Engine	2 442 cc four-cylinder turbodiesel
Power	133 kW @ 3 500 rpm
Torque	430 Nm @ 2 500 rpm
Transmission	8-speed automatic
Road clearance	218 mm
Approach and departure angles	30° and 245°
Standard tyres	265/60R18
Tank	68 ℓ
Fuel consumption	9 ℓ/100 km (confirmed)
Towing weight	2 700 kg
Safety rating	★★★★★ (ANCAP 2015)
Warranty	5 years/90 000 km
Service plan	5 years/90 000 km
Price	R704 995



HOLD ME DOWN.
You dial in the level of 4x4 you require and push a button for downhill assist and terrain response. The power outlet (left) in the back is a thoughtful feature.



COMPETITORS

Bakkie-based 4x4 SUVs



R632 100

Toyota Fortuner 2.4 GD6

At this price, it's hard to beat a Fortuner. On top of that, you'll get most of your money back when selling it.



R704 400

Ford Everest 2.0 XLT Sport

The same price as the Mitsubishi Pajero Sport, but it feels slightly more luxurious for intangible reasons.



R747 900

Isuzu mu-X 3.0

Import taxes keep the mu-X's purchase price high, but that 3 ℓ engine runs like a dream.



The toughest badger

Badger Adventure Caravans is the newest fibreglass caravan manufacturer in the country and also one of the most innovative. Here's our take on Badger's top model, the Extreme.

Words and photos **Leon Botha**

Fibreglass caravans for couples are popular in South Africa, and a whole host of manufacturers cater to this need: Sherpa Leisure, Tojem and Panther Custom Caravans to mention some. And they all know, if you want to stand out, you need to make your mark.

Now Badger has also entered the local market, and they're introducing a number of new elements you don't see anywhere else in the caravan world. The most striking of these is how the

bed folds out from the body.

Almost the entire roof folds away from the body along with the right panel, almost as if you're cupping your hand. This unit then becomes the bed, with a tent over it. The interior is therefore instantly doubled in size, so you can turn that into a double or king size bed.

Badger is currently building three models: the Lite, X-Over and Extreme. We hitched Badger's very first caravan, the prototype of the Extreme, and took it camping.



Settling in

As with any caravan, the corner steadies must come down first. The Extreme has two heavy-duty steadies at the back, those that swing down.

Next up is the bed, but for that you first need to open the locking mechanisms. These are inside the caravan and you have to worm the upper half of your body in at the door to get to the handles close to the floor to your right. It's the same type of locking mechanism you find on cooler trucks and therefore the roof is held very firmly in place when closed.

Now walk around to the right panel and grip the two handles

above the wheel. Step with one foot on the wheel and then slowly swing the panel with the roof towards you. The section that unfolds does not work the way you'd expect with gas struts, but rather with a type of bungee cord. The unit therefore tilts slowly until it is parallel to the ground. No struggle. Two lightweight poles are now at right angles to the ground and form part of the newly formed right side. Loosen the adjusting nuts on the struts and lower the cylindrical legs to the ground to further support the bed.

To pitch the tent above the bed you have to get back inside.



At both the door and towards the back there's a folded aluminium frame by the roof. These swing upwards to form the roof ridge of the tent. Now you use two adjusting poles to stretch the tent.

The mattress lies in sections that are 'folded' on top of one another and is fastened to the base with two straps. Remember, this base stands upright when folded – that way the sections of the mattress stay neatly and firmly attached to the side so they don't fall around while you tow.

Two extensions on sliding frames extend from below the base of the bed, like two drawers, until they're flush with the interior panels of the hull. Now fold out the top section of the



mattress towards you (towards the extensions) and place the remaining two loose pillows on the edge of the bed the farthest from you against the hull. You have a double bed (132 x 182 cm) across the length of the caravan. If you need more sleeping space, it can be enlarged to king size. Place the

two loose pillows on the tip next to you. To do this, the two extensions extend even further across the floor to form a bed of 192 x 182 cm.

The head of the bed is the furthest point. On each side of the bed there's an adjustable light with its own switch plus a 220 V three-point socket.



Through the door

For a caravan of this size, the Extreme is quite high off the ground – a good 70 cm. This is thanks in part to the 16" tires. (All its competitors have 15" wheels.) You use a loose double step to get in. With the prototype, you step into a hollow that is 24 cm deep. It's similar to that on many road caravans, but with an outer rim. This design has been changed to an opening on the side. The door frame has also been increased from 1,21 m to 1,4 m, but the door width remains unchanged at

a comfortable 63,5 cm.

On the inside, there is a useful narrow 106 x 24 cm shelf to the left of the door – very convenient if you need some storage space for items such as cellphones, car keys or glasses.

Above the shelf are a number of switches – for the geyser and the main switch for the lights and others, plus two USB sockets.

Below, above and next to the shelf, there are a total of seven cupboards – more than enough space for a couple's

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For a caravan of this size, the Extreme is quite high off the ground – a good 70 cm

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clothes. As with many other off-road campers, they have canvas doors, but in the Extreme they close with velcro and not a zipper. If you look from here toward the back, there are five more cupboards with canvas doors to your right. The middle one gives you access to some of the shelves in the outdoor kitchen.

The fridge/freezer on its sliding frame is at the back, too – you

therefore have access to it from inside and outside. There are more cupboards on either side of the fridge, and when the fridge/freezer is slid out, a 58 x 62 cm table also falls flat here.

Because the bed folds out, the interior space is enormous for such a small caravan. Two people can stand in front of the bed simultaneously. Minus the fridge/freezer, it is 185 x 87 cm in size. That's with the double bed, when the bed extensions aren't completely extended.

CARAVAN TEST

Kitchen with a roof

The door above the left wheel swings open and up to form a roof over the kitchen that is high enough (192 cm) that you won't bump your head.

Inside, six shelves of different sizes are built in with space for groceries. There are also loose canvas bags for example that fit in here if you want to keep your kitchenware separate.

The 220 V power point is at the top left in the larger cupboard and has room for one three-point and two two-point plugs. The microwave oven sits

in the shelf on the bottom right. The sponge cutouts in which the cups, plates and bowls fit are on the right side of the cupboard.

Doors to form a worktop usually open towards you, and on some caravans there is even a mounted gas stove. In the Extreme, a narrow shelf pulls out from under the kitchen.

The two-plate gas stove is mounted on that, with a small worktop measuring 35,5 x 28 cm. This can flip up to form a wind shelter at the gas stove. The worktop also forms the lid

of the cutlery's storage space. The light is in the top of the cupboard and gives enough light in the kitchen.

The fridge/freezer pulls out from the back. Part of this is another cupboard where you can store a saucepan or two. You can also use the top as a workplace, and the door you open to access the fridge/freezer space is attached to the sliding frame. That door has a hinge at the bottom and flattens out to form another work surface – yet another clever plan.



SPECIFICATIONS

Manufacturer	Badger Adventure Caravans
Model	Badger Extreme
Sleeps	2 adults
Size	4,8 x 1,7 x 2,1 m
Tyres	16"
Axle	2,5 t
Tare weight	1 240 kg
Carrying capacity	510 kg
GVM	1 750 kg
Chassis	Galvanised
Hull	Fibreglass
PRICE	R295 000
Dealer network	Factory and office in Durban.
Contact	082 490 1117 badgercaravans.co.za
	katie@badgercaravans.co.za



Upfront

The gas cylinder sits in the open on the A-frame, with the nose cone door behind it that opens with two gas struts.

The geyser is on the left in the nose cone, but it is still spacious enough for your ground sheet, tool box and a few other items. To give you an idea of space: three 20 l water containers will easily fit in here. The doorway itself is 47 x 53,5 cm.



“ The fridge/freezer pulls out from the back. Part of this is another cupboard where you can store a saucepan or two ”



Door II

The whole back can open. First, swing the frame on which the two jerry cans and spare wheel fit out of the way. The upper door lifts up like the door of a canopy, and the lower one swings open to the right. Now you have full access to the inside.

The loose ladder for the door is stored in a shelf under the door.

A shower tent that unfolds fits into the top door, while the tap with the shower head sits to the left in the hull.



R295 000

Badger Extreme

GVM 1 750 kg



Drive & Camp says You won't find a bigger folding bed – the one in the Extreme is streaks ahead when it comes to that.



FROM THE COMPETITORS

Small fibreglass caravans for two with brakes.



R225 000

Sherpa Tiny Rough Rider

GVM 1 000 kg

Can be towed with some of the smallest cars on the market and is therefore much lighter than the Extreme.



R165 000

Tonga II

GVM 1 500 kg

Costs about half, but you get less open space inside. It has a unique kitchen that slides over the A-frame.



R198 000

Panther Alpha GTR

GVM 1 200 kg

The fridge/freezer with the microwave pulls out by the front door and fits under the bed. So you get into bed from the back.

A good night's rest

Most of us had our camping start in a tent, but just because it's entry level doesn't mean that you have to be uncomfortable. Avoid newbie mistakes and get it right the first time.

Words **Kyle Kock** Images **Getty & supplied**

Experienced campers might want to skip this page because you no doubt already know the drill, but if this is the first time you're reading our magazine, the following tips might be helpful.

We've made our share of mistakes over the years, and we're here to tell you about them so you don't have to.



The right roof over your head

Don't let the numbers fool you. A six-person tent isn't practical for six campers.

Tent manufacturers literally mean exactly how many people, given a few exceptions for

unusually large individuals, can squeeze inside a tent.

Divide this number by two so it's at least a little more comfortable. If it's just you and your significant other, we



Drive & Camp

says Pitch your tent at home before you go camping, so you're familiar with the one you've chosen and you don't stand around scratching your head at the campsite trying to figure out what pole goes where.

suggest a four-person tent.

A family of four? An eight-person tent will do. This is because you need space for moving around, getting dressed, or reaching for a powerbank.

Hunker down

The right bed will go a long way to having a good night's rest. It might be tempting to try and tough it out on a thin foam mattress or yoga mat, but our experience advises against such an exercise. Rather invest in a quality air mattress or even a camp stretcher. Remember, the lower you are to the ground, the more likely you are to pick up an overnight cold.

The taller air mattresses and even the lower stretchers offer a buffer of air between you and the ground. You also need to make sure you're



dressed appropriately for the season, because no matter how expensive and thick your down sleeping bag is, it can't

produce heat. Layer your body appropriately to keep the warmth inside.

Speaking of which, resist the urge to not get up to go and pee, because your bladder keeps the urine warm using your body's precious energy reserve.

Drive & Camp

says Pack in a spirit level, so that you make sure your head and body are lying evenly, or that your head is positioned on the higher end at the very least to ensure optimal blood circulation.



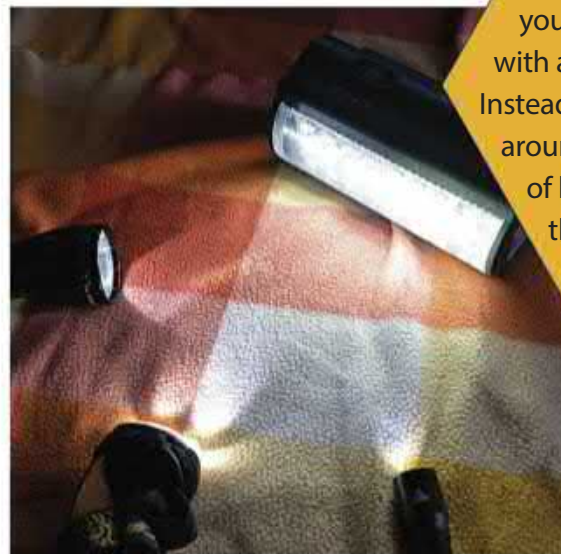


Light it up

While some campsites provide you with ample lighting at night to make your way around the campsite, others are less equipped.

You therefore should have at least two or three rechargeable lanterns, torches or headlamps available for use in the middle of the night, especially when nature calls.

One for the inside of the tent, the other for you to illuminate the path to the ablution facilities.



Drive & Camp says Hang a torch or headlamp from your tent's ceiling, either with an S-hook or a carabiner. Instead of someone waving around a torch, one source of light will now provide the entire tent with illumination.



No clutter and flutter

Keep everything that doesn't need to be on the floor of the tent off it, by making sure you use the tent's side pockets for the essentials, such as another layer of clothing or your cellphone, wallet, keys, torch and power bank.

See why the tent must be big enough? You really don't want to be scrambling over bags and bodies on your way to the loo. If you've made a little porch in front of your tent, you can also leave your clothing bags and shoes outside your sleeping area. This also helps to keep the tent's



floor clean and clear of debris.

Also be sure to close the tent's flaps or at least the mesh over the windows and doors, if so equipped, when you enter

and leave your sleeping area.

Being woken in the middle of the graveyard hours at night by a pesky mosquito is nobody's idea of a good time.

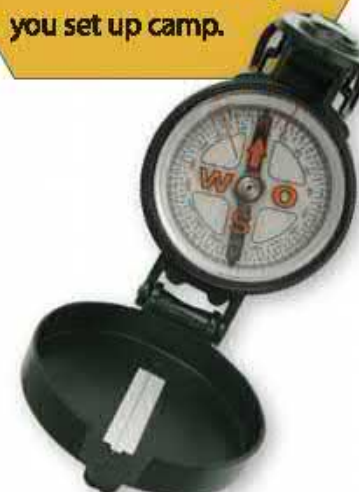
Drive & Camp says

Discard leftovers properly and leave food outside the sleeping area, either under your gazebo or better still; locked away in your vehicle. You don't want scavengers scraping up against the tent at night looking for a meal.



Drive & Camp says

If you're not especially well-versed in the position of the sun during seasons, then a compass is a handy tool in figuring out where the sun is going to rise in the mornings. Determine true north and if you're pitching late in the afternoon; use the setting sun's orientation to help you set up camp.



Daybreak dilemma

You may have heard about the importance of finding the right spot, or stand, for your stay. These usually revolve around where you are in a valley, or if you're on a slope or close to a water source (the latter two can be disastrous if there's rain predicted).

Another factor is shade during

the day. But you're unlikely to be asleep in your tent at midday when there's braai banter and children splashing in the nearby pool or river.

What we don't always consider is how much the sun's rays can intrude on our slumber, especially if you've had a late night. If you

use a nylon tent instead of canvas, which keeps ambient light out, then you're going to be even more susceptible.

If you don't have a wind break or shade netting that can block out the morning sun, then set up close to natural shelters like hedges or bushes that can block

the blinding rays. Or park your vehicle in such a way that it blocks out the sun.

Keep those tyres where they belong

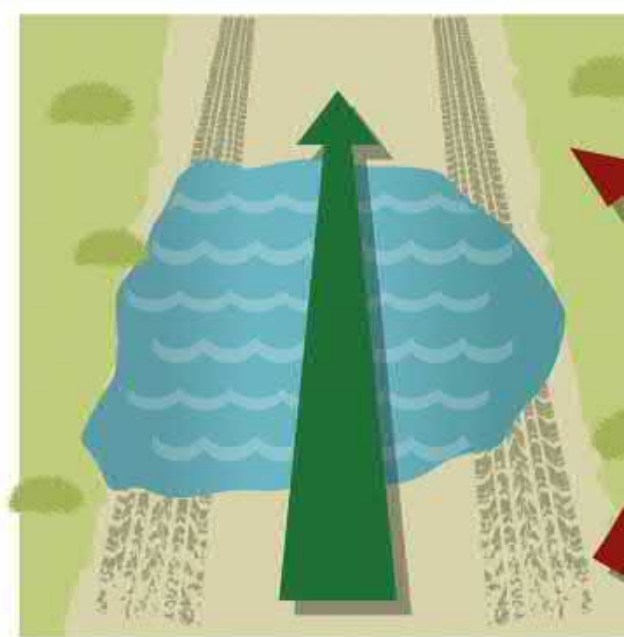
It's one of life's pleasures to get to drive an off-road vehicle in remote and challenging areas, but this activity is still causing controversy after so many years due to the way some people misbehave in nature.

Words **Cyril Kloppe** Illustrations **Dominic Wienand**



Stay off the beach

We recently found ourselves guilty of breaking this rule when we drove on a beach due to incorrect information (see *Drive & Camp* #40). Note that beach driving in South Africa is forbidden – and the few spots where you are allowed to do so, require a permit. Even then you have to be sure about the exact nature of your access to the beach. When in doubt, stay off the beach.



Man and machine have been almost everywhere on Earth – and you know that wherever he went, he left tracks behind. This is why we cannot justify any new tracks through the veld when there's already a road nearby.

The term 'off-road' is misleading, because one should never leave a trail. By simply blundering through pristine veld, you're harming nature, and this is not something a conscientious 4x4 driver wants to be guilty of.

The brandy brigade has unwittingly – or maybe even

deliberately – destroyed the environment to such an extent that the Department of Environmental Affairs banned all of us from driving on beaches in 2007. What's more, a number of nature reserves have since closed their off-road trails.

While there is absolutely nothing wrong with a brandy and Coke or a 3 ℓ V6 with mud tyres – although mixing those two is never a good idea – we as members of the 4x4 community have a responsibility to nature. Don't tolerate hooligism and familiarise yourself with these 12 commandments for responsible off-road driving.



No shortcuts

Sometimes a trail weaves through a veld and you may be tempted to carve a 'better' straight track for yourself. Don't do it.

An hour or a day later, the

next vehicle that comes along will follow your track, or the original track or a mixture of the two, causing more soil erosion and unsightly track pollution.

“

We as members of the 4x4 community have a responsibility to nature

”

Hit the water

Go straight through when you encounter a puddle of water rather than creating a new track through the veld around it.

If the water is perennial, like at Moremi in Botswana, your line should be fairly obvious, but puddles on the Karoo's back roads will dry up and if you drive around one of these, your tracks will blight the landscape for several years to come.



On the rocks

Sometimes you will find rocky steps or immovable boulders along the trail.

Unlike man-made barriers on rehabilitated land, you need to drive over these obstacles – and never around them through the pristine veld.

If your vehicle can't make it, turn around and look for an alternative route, or consider upgrading your vehicle with bigger tyres.



Show your sensitive side

In an otherwise arid South Africa, wetlands are sensitive ecosystems in which countless animals and plants eke out a living.

Swamps and muddy puddles next to the road are not an open invitation to go play in them.

If you come across someone stuck in a wetland next to a road, make sure you chew them out before recovering their vehicle.



No entry

On eco trails inside conservation areas, you'll sometimes come across old tracks blocked by a row of stones, or it's obvious someone has stacked branches across it.

Rangers or the community that manage these eco routes try to rehabilitate the land by allowing old unnecessary tracks to fade away. Don't ever cross such barriers simply because your vehicle can do it.



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If you encounter a puddle, rather go straight through it instead of creating a new track around it

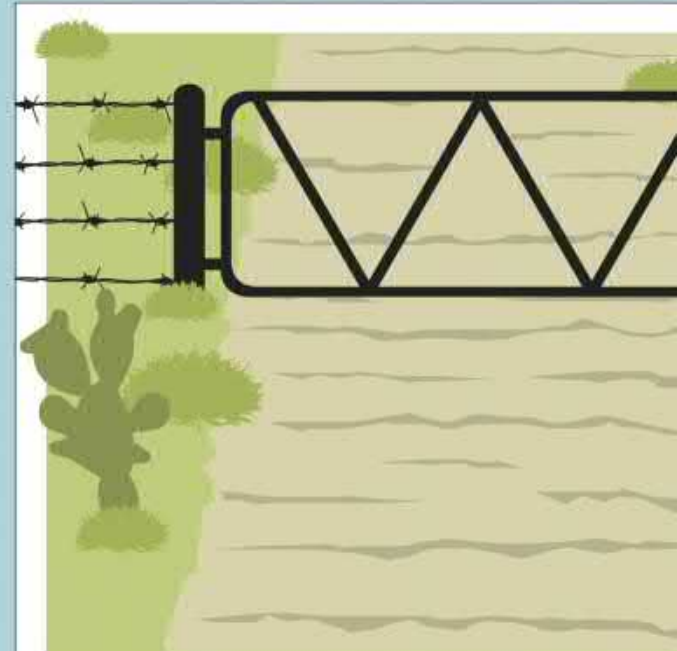
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Engage and deflate

We know you have the talent to conquer an obstacle in two-wheel drive, and we understand that it's a pain to deflate tyres for every single gravel road.

By engaging 4x4 for even a minor obstacle, you reduce the risk of damaging the environment and the trail itself. What's more, deflated tyres help prevent gravel roads from getting badly corrugated.



Like seeks like

In places like Lesotho and the Wild Coast, there are innumerable bridle paths trampled by people and animals.

These are not made for our 4x4 vehicles. If you have a burning desire to explore these trails, get a mountain bike or an adventure motorcycle that won't significantly widen these trails. Or better yet, get yourself a horse.



Stay in your lane

Stay in the track left by the vehicle that came before you, no matter how corrugated the surface.

Never make a new track parallel to the old one just because you don't like the shakes and shudders.

If corrugated roads are such an inconvenience, reconsider whether off-road driving is the right outdoor activity for you.

One final request

If you come across rubbish in a remote campsite out in nature, please pick it up and throw it away in the first town you come across.

Nobody enjoys cleaning up after others, but if you don't, who will?



Don't roost

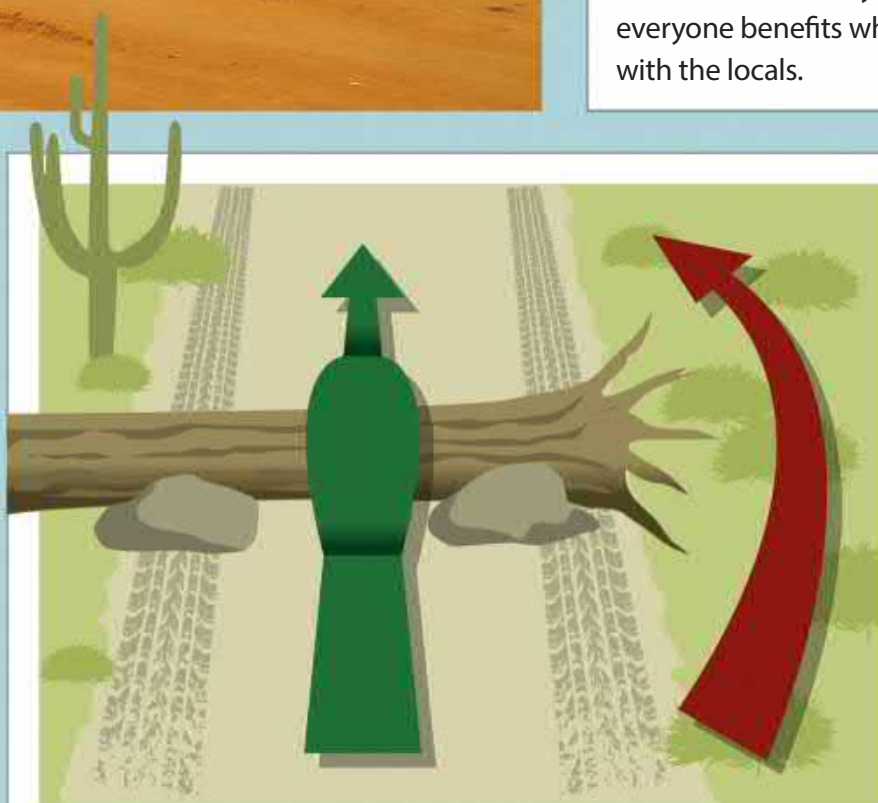
Some gravel roads are wide and graded, and you can put foot like you'd do on a highway.

If a vehicle approaches from the front, it's good manners to slow down and keep as far to the left as possible so you don't roost the oncoming vehicle with stones. Nobody likes a cracked windscreen and everyone benefits when you leave a good impression with the locals.

The 100 m hurdles

If you really want to anger a farmer you should speed past his homestead in a cloud of dust or neglect to close his gates behind you.

Should enough people do this, a farmer might lock his gates – and only he and his neighbour will have a key – and then no one else will get to enjoy these beautiful back roads. Be polite on rural roads if you want to retain access to them.



Rampant tree climbing

As with rock and water obstacles, you should not drive around a tree that's fallen across the road.

Plan A is to drag it out the way. If it's too heavy, saw or chop it in half to reduce the weight – leave the wood for grubs and beetles, it's not ours to use as firewood.

If the tree is too big for your ax, stack rocks against the trunk to make a ramp and drive over it.

Get the most out of your canopy

Your canopy doesn't have to be just roof over your bakkie's load bed. Not when these products are available.

Words **Kyle Kock** Photos **Cyril Klopper & supplied**

Sooner or later during your ownership of a bakkie intended for leisure purposes, you're going to consider a canopy. Maybe you want the dogs to be safe during trips to the beach or perhaps you need to transport some gear for your kid's sports team.

But if you're fond of the great outdoors, and your bakkie doubles as a base while you're on holiday, you'll want to invest in a canopy to

make your camping and overlanding excursions a little easier.

We were lucky to have recently experienced a fully loaded canopy from one of the brands below for a full year on a long-term test vehicle. But, because our current long termer is an SUV, we miss the drawers, fridge/freezer, table and dust-proof ruggedness of our old canopy. Here's some of what's currently available on the market.

All the bells and whistles.

ALU-CAB DOUBLE CAB EXPLORER CANOPY
Alu-Cab's reputation for getting the mix right between weight, strength and versatility came about in the 1990s when the brand's founders realised that those three attributes were what their customers would value most from canopies built for overlanding. But there are also other factors, including a growing family or a retired couple downsizing, that also contribute to the customer's choice. Alu-Cab believes that their models need to be able to adapt to the change in an owner's life, much like vehicles.

The Explorer canopy, like any other from Alu-Cab is made of aluminium, simply because of the strength-to-kilogram ratio it offers. The engineers also understand that the canopy has to be strong if it's going to handle the additional weight of optional niceties like a rooftop tent, built-in kitchen and racks.

The accessories list from Alu-Cab is quite comprehensive, and includes roof racks, tent, a roof-top tray, slide-out table, built-in cupboard, built-in kitchen, recovery mount kit, drawer system, a fridge/freezer slide that can also tilt, ammo box slide, and chair carriers. There's also a 270° awning.

Price From R30 000 at 4x4 MegaWorld.

Drive & Camp says You can have your Explorer Canopy in silver or black, finished off with a smooth or tread-plate finish.



Rough, rugged and raw

RUGGED DESIGN BOLT-ON CANOPY CAMPER

Brackenfell-based Rugged Design is a relatively small operation compared to the other companies featured here, but don't scoff at Riaan Botha's outfit. He's managed to put together an impressive array of products, including rooftop tents, 270° awnings, aluminium drawers, aluminium fridge slides, aluminium canopies and full-on bakkie campers. Rugged Design also specialises in campervan conversions.

Designed to be compatible with most of the bakkies on the market today, the Canopy Camper is constructed fully from aluminium; and that includes the frame, roof and doors that are of a double-layer design, so that they have no flex in them. The pop-up roof is insulated to control interior temperature and the canvas tent attached features a double layer.

You can spec the inside to your heart's content but expect a base Canopy Camper to come with at least a flip-up bed with a 90 mm foam mattress.

Price from R85 000 from Rugged Design.

Drive & Camp says There's plenty of headroom if you need to stand upright to get dressed inside the Canopy Camper.



World-renowned

RSI DC EVO SPORT RANGER

Designed to withstand harsh African terrain, the RSI SmartCap range has an international reputation and is popular in both the American and Australian markets, where overlanding in rugged terrain is as popular as it is here. RSI insists on fashioning the Evo model out of steel so that it's able to withstand a fair amount of weight on top (150 kg in transit, and 349 kg while stationary).

Despite its tough credentials, the Evo also features a positive pressure filtered air vent to keep the air inside clean, while the gullwing doors on the sides feature bonded glass windows. There's a third brake light above the rear window, and universal roof rails if you're not planning to fit a custom rack anytime soon. If you need to reach for something at the rear from the cabin while you're moving, then there's also a sliding front window for easy access.

Price R35 219 (double-cab) from 4x4 MegaWorld.

Drive & Camp says The Front Slider Window isn't available on the Evo models that fit the Volkswagen Amarok, though on the Ford Ranger pictured here, it's a perfect fit.



You get what you ask for

CUSTOM LEISURE TECH OVERLAND EXTREME

Rosslyn-based Custom Leisure Tech keeps outdoor and 4x4 enthusiasts properly outfitted with the right equipment by way of their vast range of products, including awnings, 270° awnings, Bakkie Deck lids and different types of rooftop tents. Their sole canopy offering has been designed to have everything the customer could need.

The Overland Extreme is fairly basic, but Custom Leisure Tech is flexible on the options list and says that the most popular extras asked for includes windows, fully-fitted kitchen units, a removable internal storage compartment, ammo boxes, roof rails, aluminium camping table on an internal sliding rail, and LED lights

Price from R17 500 from Custom Leisure Tech.

Drive & Camp says Custom Leisure Tech's can-do attitude seems to be a hit with customers.





Fully loaded box

CUSTOM LEISURE TECH DROP-IN CAMPER

Another model from Custom Leisure Tech, the Drop-In Camper came about after the company started getting requests from customers to build custom campers. Now, this range of camper is a one-size-fits-all design for all bakkies, but there's also one specially designed to fit on the Toyota Land Cruiser 79 pick-up – both the single and double-cab models.

The entire unit can be lifted on and off your bakkie again just like any other canopy, but to aid in this exercise, there's also lifting legs at each corner so you can drive your bakkie underneath them. You then simply fasten the bolts to secure the camper and away you go. You access the

camper from the rear and from the side, while you get into the hard-shell roof tent from a ladder on the outside. On request, you can opt for access to the tent from the inside of the canopy as well as for the front of tent to pop up as well instead of just the rear.

Other optional extras include drawer systems, carpeting, side awnings, fridge/freezers and fully equipped kitchens, LEDs and 12 and 240 V power points, as well as water tanks.

Price POA from Custom Leisure Tech.

Drive & Camp says What more could you ask for? Your bakkie goes from a mobile home to a regular pick-up within minutes.



Tough like its name

RHINOMAN RHINOCAB ALU CANOPY

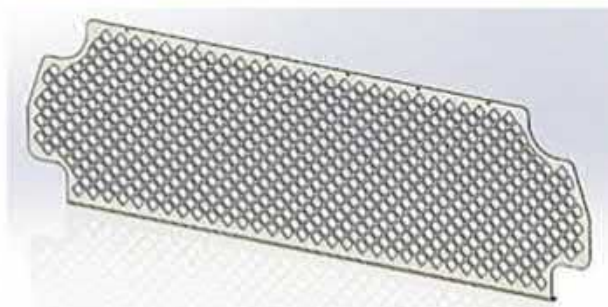
Arguably one of the largest brands making canopies in our country is Rhinoman. After making specialised metal parts from state-owned enterprises, Rhinoman branched out to providing aluminium canopies for the leisure market and galvanised steel units for commercial use.

The Rhinocab is constructed from 100% high-grade aluminium, giving it a superior strength-to-weight ratio, and all the sheets required to make it are moulded to precision using CAD programmes and high-quality welding. The finishing touch is a powder coating, usually in white, though you can opt for a colour to match that of your bakkie's bodywork.

Options include a smash-and-grab film and security mesh on the windows, a rooftop table frame, storage boxes, cutlery bag and LEDs. It also comes with a two-year warranty.

Price from R33 020 (single cab) and R28 650 (double cab) from Rhinoman.

Drive & Camp says Installation is free, as long as you have it done at Rhinoman's Pretoria premises.





New kid on the block

NAMIB OUTDOOR CANOPY

Owner Nick van der Linde recently bought the canopy side of the business from Xtreme Outdoor Group and promises to keep up their reputation for outstanding quality. The canopies now manufactured under the Namib Outdoor banner will still be built entirely out of aluminium, with the customer able to choose the type of finish or have it coated in high-grade automotive paint.

The canopies come standard with front sliding windows, a rear door fitted with a laminated tinted window, dual or single side doors, and two compression locks per door.

The optional extra list includes niceties, including a kitchen unit (starting at R6 325) and drawer systems (starting at R16 098.85), but you also have a choice of LEDs, storage racks, fold prep table for the kitchen, a solar panel slide on top of the roof, and clothing cupboards.

Price From R27 599 (double cab), R29 669 (extra cab) and R29 899 (single cab) at Namib Outdoor.

Drive & Camp says The Namib Outdoor Canopy fits a large range of modern pickups, except for the previous generation Mitsubishi Triton.



CONTACT

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Custom Leisure Tech customleisuretech.co.za

Namib Outdoor namiboutdoor.co.za

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Hear it for beer!

Cooking with beer creates the most delicious savoury flavour in food. These rich recipes are just the ticket when the weather turns colder this autumn!

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

BEEF POTJIE WITH PUMPKIN Stout with clout

The combination of beef and beer – in this case stout – result in a dish you'll dream about long after the meal.

Ingredients

(serves 6)

- 1,5 kg beef rib, in large chunks
- 3 tablespoons olive oil
- 1 large onion, coarsely chopped
- 2 celery stalks, chopped
- 3 garlic cloves, finely crushed
- 1 teaspoon each coriander and cumin
- a pinch of chilli flakes
- 1 bottle (330 ml) stout
- 1 cup beef stock
- 1 tablespoon cornflour
- 1 kg pumpkin, peeled and cut into 3 cm cubes

Here's how

1 Season the meat well with salt and pepper and fry it in batches in the oil until nice and golden brown. Set aside the beef and fry the onion and celery in the same potjie until glossy. Stir in the spices and spoon the meat back into the pot. Now add the beer and stock. Heat everything to boiling point and then lower the heat of the potjie to a simmer.

2 Cover with the lid and simmer everything slowly for two hours.

3 Mix the cornflour with a little of the sauce from the potjie to form a smooth paste, and then stir that into the potjie to thicken the sauce. Place all the pumpkin on top of the meat, replace the lid and simmer for another 45 minutes or until the pumpkin is tender. Serve with rice, potatoes or your favourite starch to make the most of that delicious sauce.

Drive & Camp says Add potatoes if you want to make the potjie go further. You can also add mixed vegetables to the pumpkin for variation.



STICKY PORK RIBS

STICKY PORK RIBS Two-step delight

This cooking process happens in two steps. So you're able to prepare and cook the ribs at home, then freeze them in their sauce so that you don't have to take all the ingredients with you. And while you've got the pot of braising liquid ready, you may as well double the recipe and freeze an extra batch for next time.

Ingredients

(serves 4)

- 1 onion, coarsely chopped
- 1 bay leaf
- 1 bottle (330 ml) of beer
- 2 litres water
- 2 kg spare ribs

FOR THE GLAZE

- ½ cup vinegar
- ¼ cup sriracha sauce
- 1 cup of beer (use your favourite)
- 1 tablespoon honey
- 2 tablespoons each soya and worcester sauce
- 2 tablespoons olive oil

Here's how

1 Place the onion, bay leaf, beer and water in a saucepan in which the ribs will fit snugly. Heat the mixture to boiling point, place the ribs in the mixture and lower the heat. Now simmer gently for 1 hour.

2 Whisk together the ingredients for the glaze. Remove the ribs from the cooking liquid and immediately place it in the glaze. Allow the meat to cool in this and then marinate it for another hour.

3 Tightly wrap the ribs in foil and braai them slowly over low coals for about an hour. Remove the meat from the foil and braai it in a grid, basted with some of the glaze. The ribs are ready when it is caramelised and deliciously sticky.

4 Slice the ribs into fingers... and make sure you have enough serviettes and beer. Time to tuck in!

Drive & Camp says If you don't like your food with a bit of a bite, replace the sriracha with tomato sauce and add a teaspoon of braai spices into the glaze.

BEER BREAD WITH PEPPADEWS AND FETA

Our daily bread

This bread is extremely versatile and can be jazzed up in so many different ways.

Ingredients

(makes 1 medium bread)

- 2 tablespoons olive oil, plus extra for greasing the potjie
- 3 cups self-raising flour
- 1 teaspoon salt
- 2 teaspoons sugar
- 1 bottle (330 ml) beer – we used lager
- 2 tablespoons olive oil
- 12 peppadews stuffed with feta cheese
- 1 pickled onion, thinly sliced

Here's how

1 Grease a number 2 flat-bottomed potjie with olive oil. Mix together the flour, salt and sugar and then stir in the beer and olive oil to form a smooth batter. Spoon the batter into the prepared potjie and garnish with the peppadews and sliced onion.

2 Cover the potjie with its lid and place it on a braai triangle stand over moderately hot coals with a few coals on the lid. Bake your bread gently for 1 hour.

Drive & Camp says Add a pinch of dry or chopped fresh herbs to the batter for another version of this winner.

CHEESY BEER AND BACON JAFFELS

Melt away!

A jaffel and camping go hand in hand, but you've never experienced them like this.

Ingredients

(serves 6)

- 300 g cheddar cheese, coarsely grated
- 100 g mozzarella cheese, coarsely grated
- 3 eggs, beaten
- 1 teaspoon wholegrain or dijon mustard
- a pinch of chilli powder
- ¼ cup beer
- 200 g bacon, coarsely chopped
- 12 thick slices of white bread
- butter

Here's how

1 Mix the cheese with the egg, mustard, chilli powder and beer. **2 Pan-fry** the bacon until crispy,

then drain on kitchen paper.

3 Butter the bread on one side. Now place six slices with the buttered side down on a cutting board and divide the cheese mixture between them. Now add the bacon and then top with the remaining six slices on top, also with the butter side outside.

4 Spray the jaffle pan with non-stick cooking spray to prevent the jaffles from sticking. This is optional, but you don't want your sandwiches to get stuck. Now, carefully place a sandwich in the pan, close it tightly and cut off the bread that is sticking out.

5 Braai the jaffles one after the other slowly over hot coals until golden brown and crisp.

Drive & Camp says The beer gives the cheese a delicious malty flavour, but you can also use milk.

LE COQ AU BEER

Ooh la la...

Chicken done the French way in white wine and cream is delicious, but I find this version with beer even tastier! This potjie has lots of sauce – so make sure you have enough rice or bread (or both) to enjoy it properly!

Ingredients

(serves 6)

- 1,2 kg chicken pieces
- 4 tablespoons flour
- 2 tablespoons olive oil
- 6 strips of bacon, chopped
- 6 small onions, halved
- 250 g mushrooms, sliced
- 3 garlic cloves, finely crushed
- 2 cups of beer – we used lager
- ½ cup chicken stock
- 3 bay leaves (fresh or dried)
- ½ cup of cream

Here's how

1 Coat the chicken pieces with the flour and season well with

salt and freshly ground black pepper.

2 Heat the oil in a potjie and fry the bacon until golden brown and crispy. Set aside the bacon, keeping the fat in the potjie and fry the chicken pieces until nicely golden brown all over. Stir in the onions, mushrooms and garlic pour over the beer. Heat to boiling point. Now add the stock and bay leaves, cover with the lid on and simmer the pot slowly over medium heat for at least 1 hour and 15 minutes or until the chicken is cooked through. Add the bacon back in and stir.

3 Add the cream to the sauce, keep on the coals until heated through, and serve.

Drive & Camp says Don't discard that extra flour. Stir it in with the onions, mushrooms and garlic to make sure your sauce thickens nicely.

HOT CHOCOLATE WITH MALT BEER

Oh, so bitter sweet!!

Beer lovers Karl Tessendorf and Greg Gilowey gave me the idea to combine malt beer and hot chocolate in their excellent recipe book Beer Country's Beer Food Fire. My version is super simple, but you can play around with sweeteners and seasonings including vanilla and even chilli.

Ingredients

(make 4 small cups)

- 150 g dark chocolate, grated
- 1 cup cream
- 1 cup full-cream milk
- a pinch cinnamon
- 1 cup stout
- marshmallows

Here's how

1 Carefully melt the chocolate with the cream until smooth. Add the milk and cinnamon and heat through. Taste and sweeten if you like.

2 Now stir in the beer and heat the mixture until just warm. Pour the hot chocolate into cups and add as many marshmallows as you like. They're extra yummy if you braai them a bit first, but it's optional. Drink while hot.

Drive & Camp says Read the tasting notes on the stout label and choose one with hints of chocolate, dark fruit and caramel – the Hey Joe Brewing Co's Belgian stout is a winner! 🍷



**BEER BREAD WITH
PEPPADEWS AND FETA**



CHEESY BEER AND BACON JAFFELS



LE COQ AU BEER



**HOT CHOCOLATE WITH
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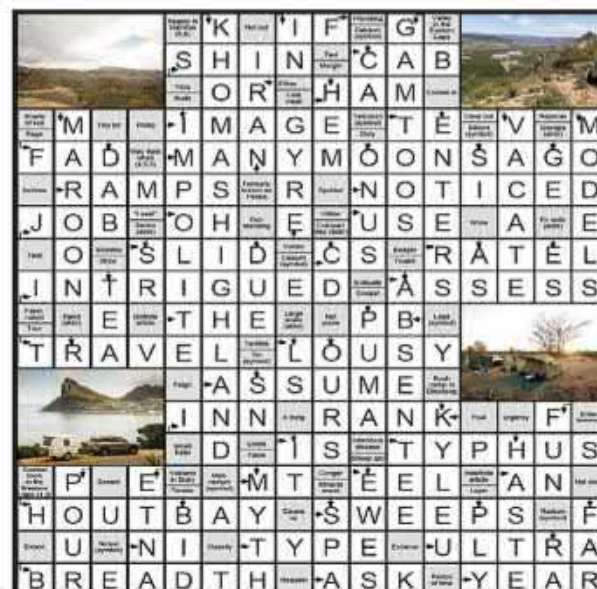


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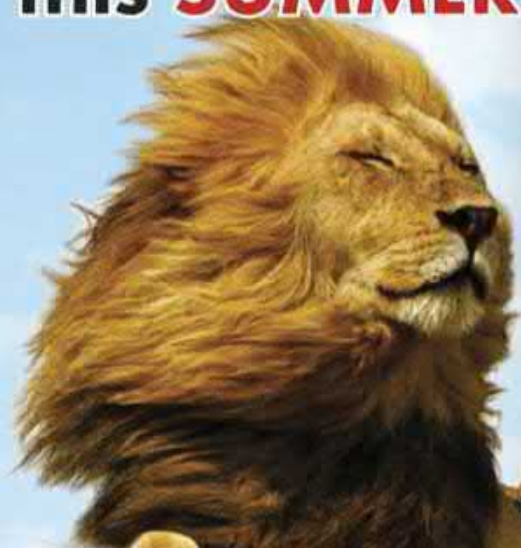
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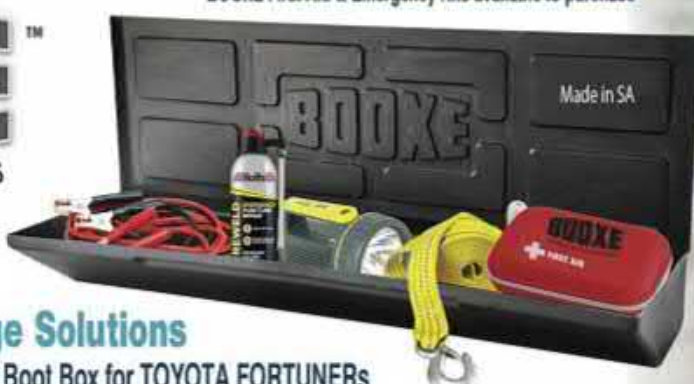
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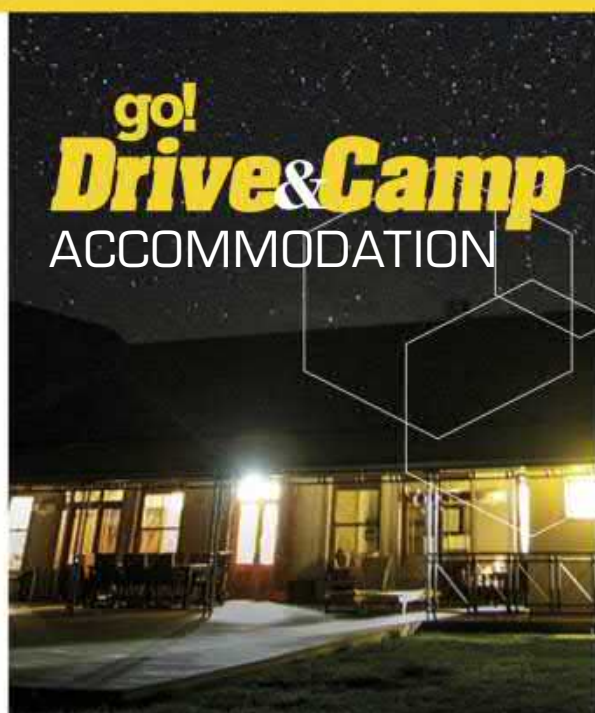
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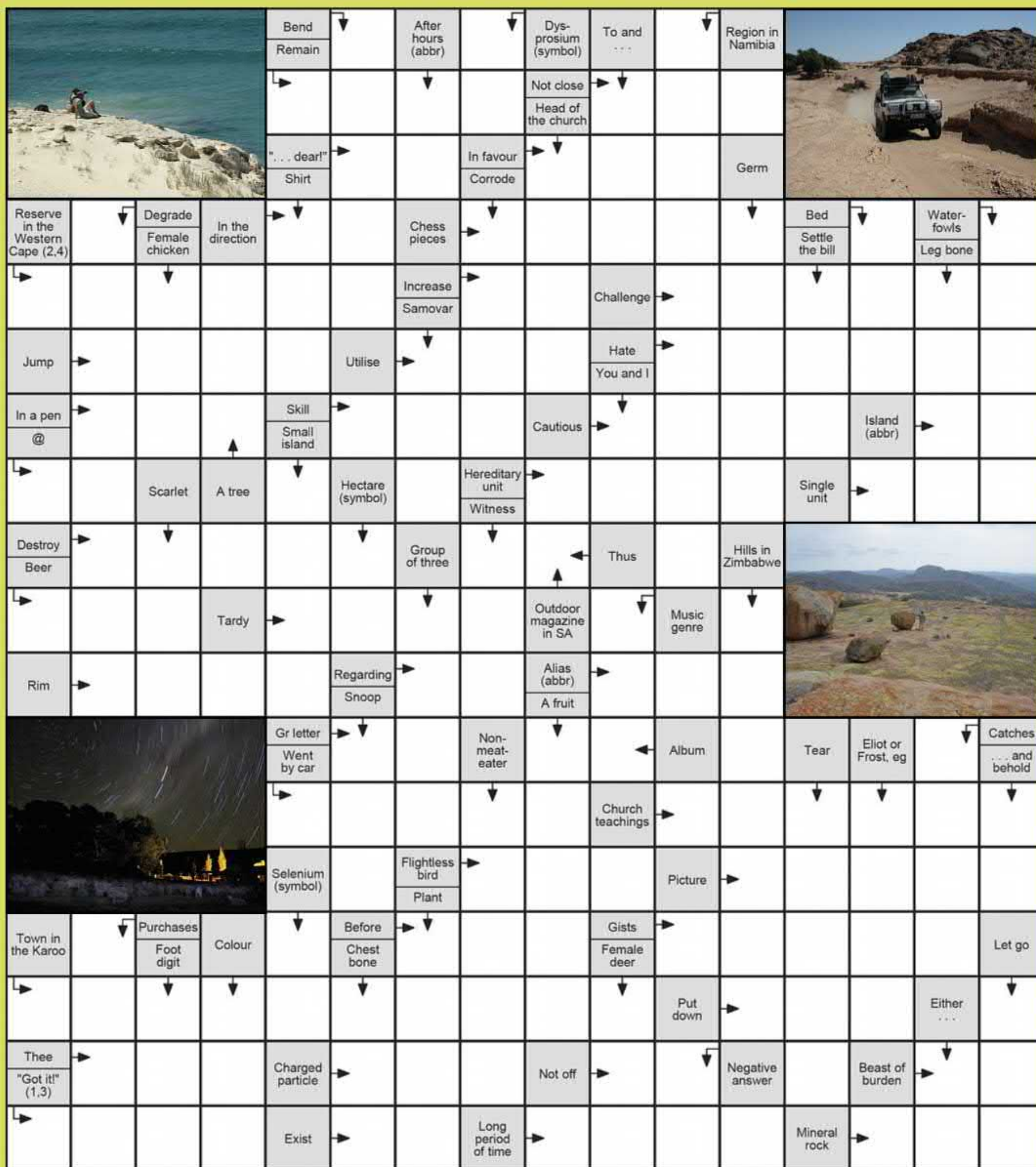
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COMPILED BY GERDA ENGELBRECHT

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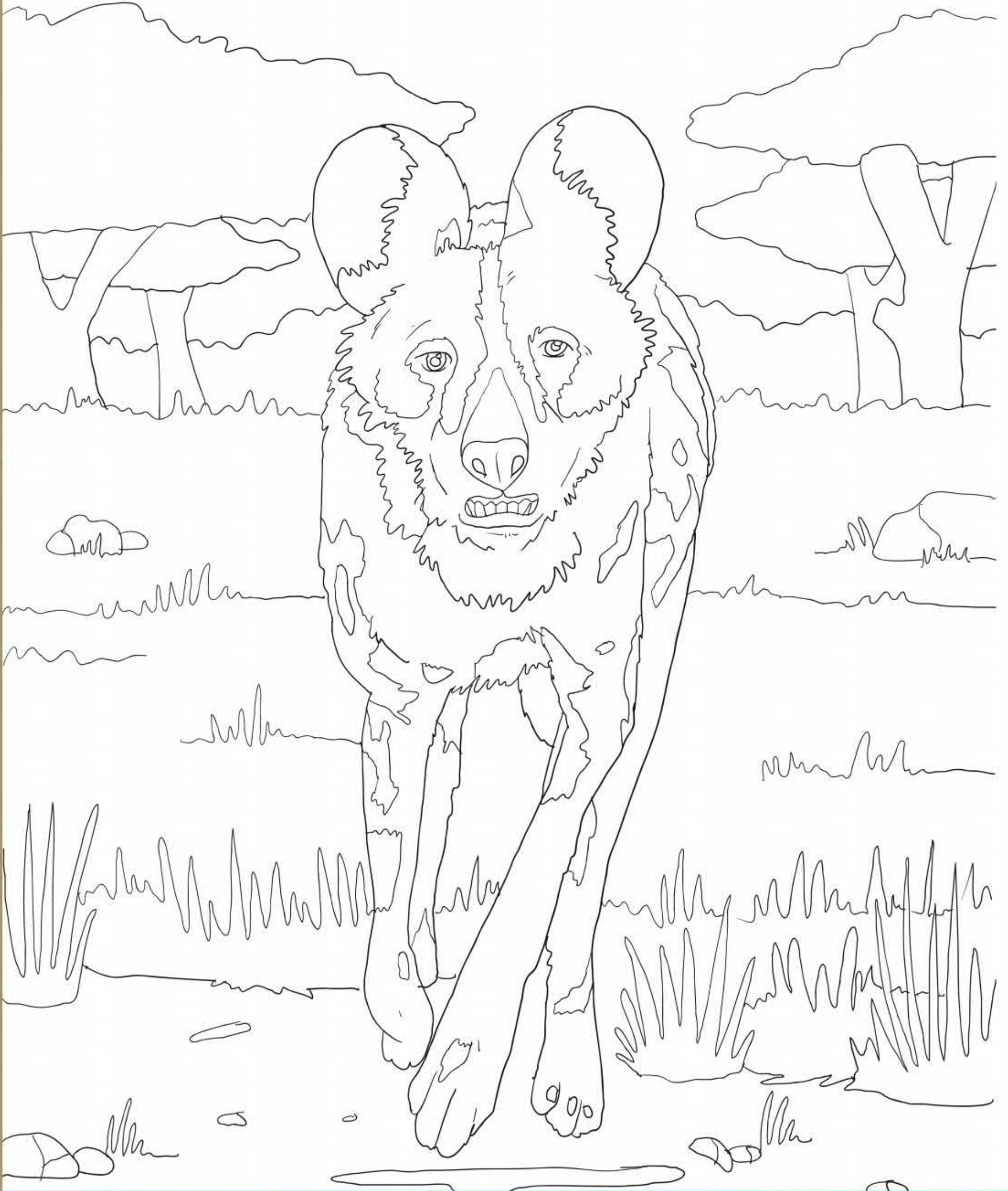
The interior is lined with PVC, which makes it easy to keep this bag clean and hygienic. The bag

has a short strap that reaches over the top and attaches with a Velcro strip, and also a longer shoulder strap if you're going to carry it over longer distances. It's an ideal picnic accessory or a padkos bag for a road trip.

 winkel.weg.co.za



Colour in



COLOUR IN

Get your crayons and colouring pencils out and bring life to this line drawing.

WORD SEARCH

Search for the hidden words in the list and tick them off as you find them.

SPOT THE DIFFERENCES

There are at least 10 differences between the two illustrations. See if you can find them all!

MAZE

Show the maze who's boss. Remember to first do it in pencil, just in case you make a mistake.

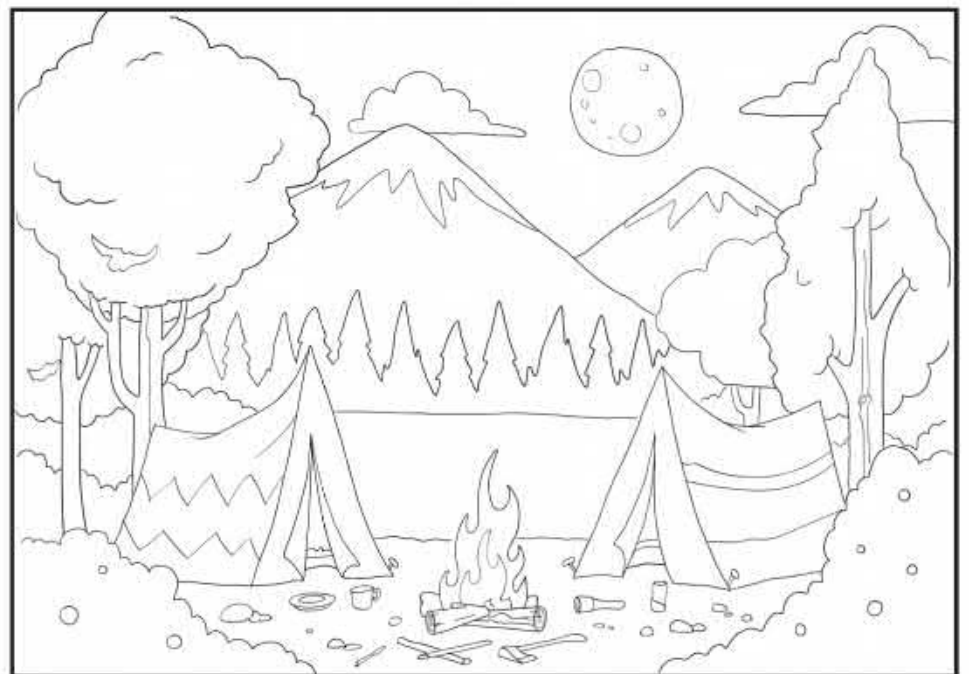
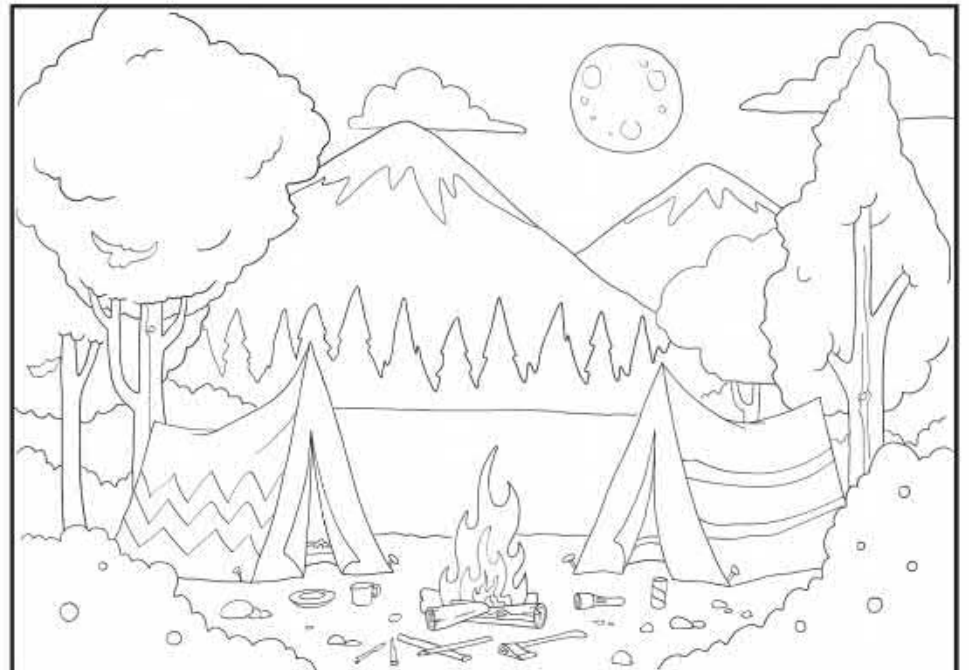
Word search

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

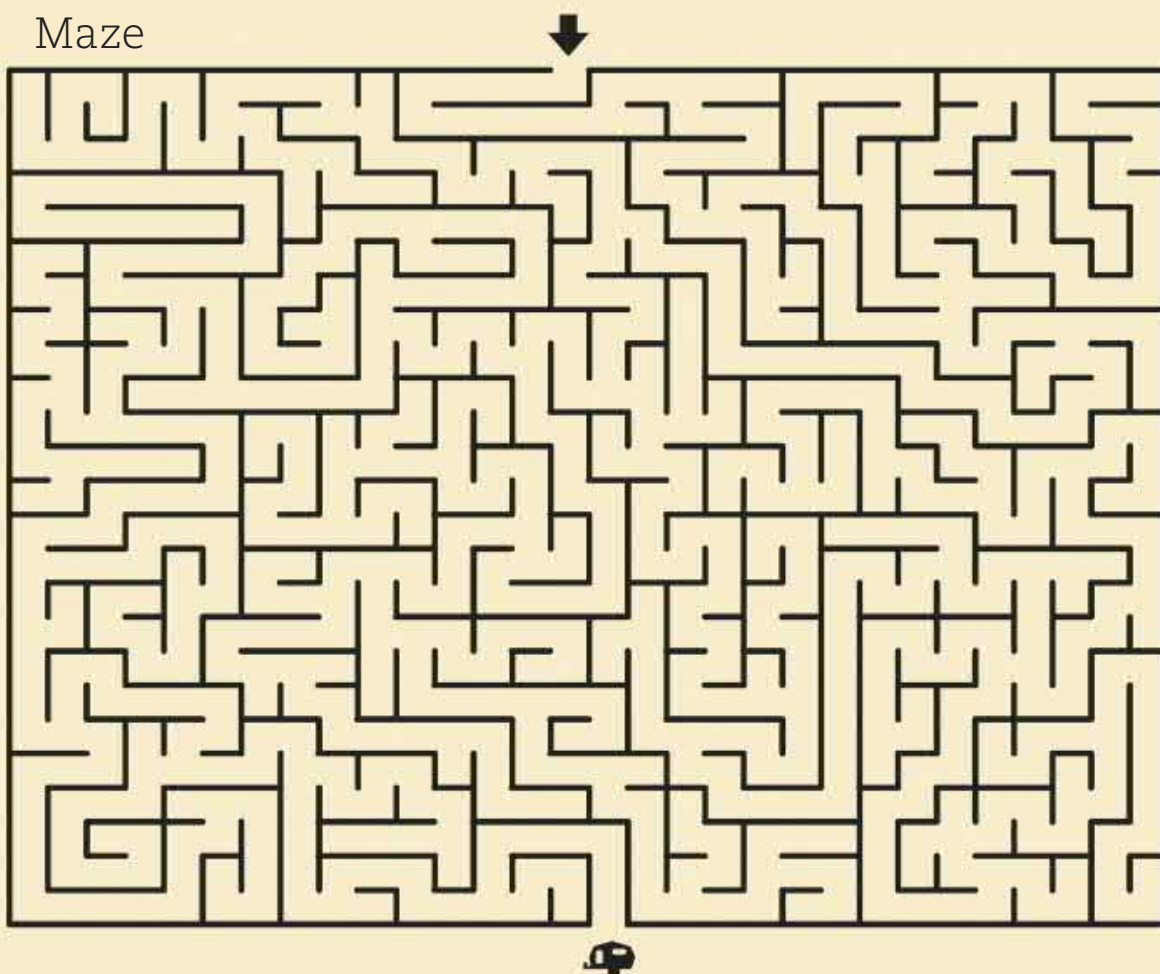
TRANSFORMERS (AUTOBOTS)

Optimus Prime	Wheeljack	Blurr
Bumblebee	Prowl	Rodimus Prime
Sideswipe	Ultra Magnus	Mirage
Ratchet	Springer	Bluestreak
Ironhide	Wheelie	Smokescreen
Cliffjumper	Arcee	Inferno

Spot the differences



Maze



Animal facts



BLACK MAMBA (*DENDROASPIS POLYLEPIS*)

- Black mambas are actually brown in colour. They get their name from the blue-black of the inside of their mouths, displayed when threatened.
- Black mambas live in the savannas and rocky hills of southern and eastern Africa.
- They are Africa's longest venomous snake, reaching up to 4,2 metres in length, although 2,4 metres is more the average.
- They are also among the fastest snakes in the world, reaching speeds of up to 20 km per hour.
- Due to its nervous and aggressive nature the black mamba is widely considered the world's deadliest snake.

Turtle Beach

You have to wonder why beach driving is allowed on a beach where a highly endangered animal has been coming to lay its eggs for millions of years, says **Mic van Zyl**.

Earlier this year, I had the opportunity to take my wife and son on a trip through the Isimangaliso Wetland Conservation Area in northern KZN.

The Ironman 4x4 in-house film crew were tasked with making a number of travel videos featuring this region. I had never visited the area before, so we decided to turn it into a short family holiday before the new school year started.

A highlight of the trip would be hooking up with a couple of people who

are involved in the conservation of marine turtles and hopefully get to see them breeding along this stretch of coast.

I have long been fascinated by sea turtles and I have always been aware of the fact that they have the odds massively stacked against them in the game of survival. My wife and son are great lovers of nature and young Michael is a huge fan of Sir David Attenborough. It is certainly one of life's greatest experiences for me to see my son's reaction to the first time he sees something pretty awesome in nature. I am often taken back to many moons ago when I myself saw what he is seeing for the first time.

WE WERE FORTUNATE to see a lone turtle emerge from the ocean during full moon, drag herself up the beach to the vegetation line, dig a deep hole and then proceed to lay her eggs. We were also very lucky to catch the very last hatchling from a nest and observe him making his journey down to the water.

Our guide was most informative and brought home some startling facts to me. The survival rate of turtles is difficult to determine but is thought to be one in 3 500 or 0,03%. For every 3 500 hatchlings born, only one makes it to adulthood.

It takes a female turtle between 25 to 30 years to reach maturity when she is able to produce eggs. After being at sea for 25 odd years, she will travel back to the same beach where she was born to lay her eggs.

While theories abound how they do this, it is believed that they can 'smell' the chemical compound of their birth beach and navigate back to it from around the globe after two and a half decades.

Turtles have been around for more than 100 million years. In less than half a century, man has managed to push marine turtles to the brink of extinction.

They form a vital link in their habitat. With plummeting turtle numbers, jellyfish swarms are causing havoc over vast regions of the ocean.

Our plastic bags that end up in the ocean look like jellyfish to the turtles with dire consequences. Mineral mining on our beaches alters the chemical signature of the breeding beaches and prevents the turtles from returning to their birthplace to reproduce.

AT THE AGE OF 10, young Michael is becoming increasingly aware of our impact on nature. As a young pre-teen lad, he refuses to use plastic straws and he gives me a very hard time when I forget my re-usable shopping bags at home.

Michael makes a couple of comments while we're walking on the beach at Sodwana Bay observing the turtles. He notices that there were more bits of plastic on the beach than shells. He also notices that the turtle hatchling was having a very hard time reaching the sea due to all the 4x4 vehicle tracks in the soft beach sand. He asks why we needed plastic at all and if there isn't something else we could use that would disappear over time and not kill the turtles.

His most profound question, however, is why beach driving is allowed on a beach where a highly endangered animal has been coming to lay its eggs for millions of years. Intrigued by our conversation I say that I don't know the answer to that and ask him why he thinks that's the case. Without hesitation, he states that people don't know, they don't care and that they are idiots.

The only stretch of beach that allows beach driving in the country happens to be a favourite breeding ground for turtles. I find it hard to disagree with my young son Michael.





Convenience for parents is a click away

The new ridesharing platform in the d6 Connect App creates a trusted lifting community between parents



Convenient

- Get your child from point A to point B – without all the fuss.
- View all available rides for a specific day, and choose who your child will be traveling with.
- Want to help other parents in your community? Create a trip and pick up other kids while en-route.



Safe and simple

- Track your child's trip on a map at any time!
- Receive notifications alerting you when your child has been picked up and dropped off.



Community Solution

- All drivers are parents already part of the d6 Connect school community.
- Fellow parents will drop off your child at school or after school activities when you can't. No guilt, no fuss. It takes a village!

Powered by  zipalong

For more info visit d6.co.za/rides or get in touch via email support@zipalong.co.za

Check yourself on social media

It's fun to hang out in a virtual camping group, but do be careful what you say on social media, says **Neels van Heerden**.

Recently a friend asked how much time I spend on Facebook every day. I have to confess, it's more time than I'd like to admit to. At least I have an excuse: I'm an administrator of four camping groups and have to keep an eye on people wanting to join the groups. And, of course, I have to intervene quickly when

a conversation starts to unravel.

People with fake profiles and those who provide nonsensical answers to the admission questions should be banned so as to protect bona fide members from irrelevant ads that have nothing to do with the theme of the group. On a camping group, ads for weight-loss products, pyramid schemes and money lending are a sign that the administrators aren't doing their job properly.

Another way to curb undesirable profiles is to approve the postings of all newcomers in their first month. New members should also not be allowed to invite friends to the group, as this is the easiest way for spammers to worm their way into a group.

Another reason for my time on Facebook is because I am also a member of other groups interested in camping and nature. The posts on these groups keep me informed about new technology, equipment, campsites and exceptional natural phenomena.

Reading the extent and nature of the posts on these groups it feels as though I'm measuring the social pulse of the camping community. Of course, there are trolls on every group who like nothing more than to make irrelevant, sarcastic and obscene comments.

Sharp-witted humour is acceptable, but malice and rudeness should lead to immediate exclusion. People who think a Facebook group is a safe space to say awful things about other members or politicians should read more about the consequences of defamation – even if it is on a closed camping group.

Keyboard warriors looking for ways to sow discord should also not be tolerated.

Most groups have rules and these need to be enforced. These rules don't bother the majority of people, but the problem is that not many group members are familiar with them.

Sometimes posts are allowed in good faith, but it helps nobody to glorify a 'cute spot' if it does not meet general camp standards.

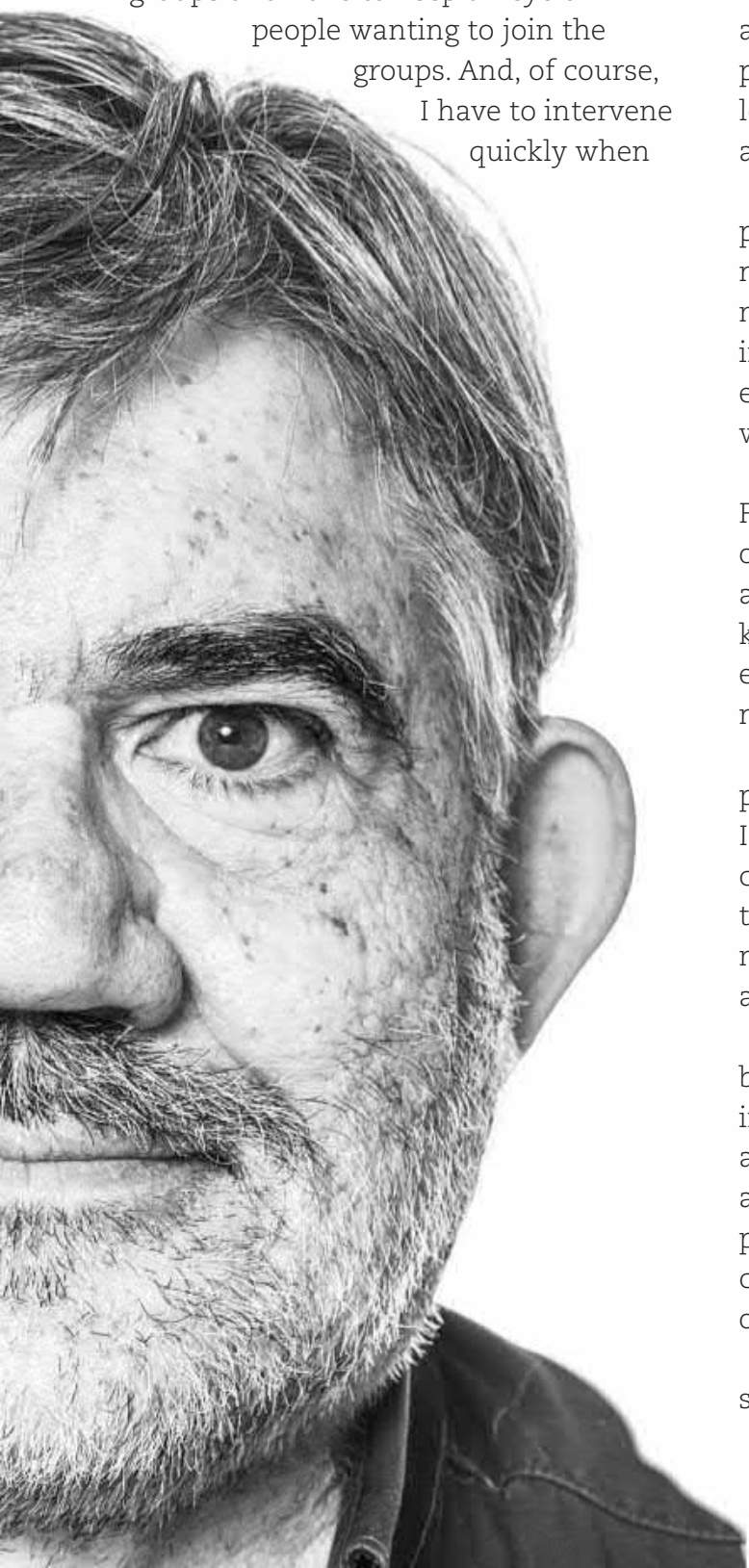
A FEW YEARS AGO, as a rating officer of the Tourism Rating Board, I had my hands full trying to convince resorts who rated themselves too high to aim lower.

Rather be a fantastic three-star resort than a precarious four star. The regular camper is too experienced to recommend a poor campsite to family and camping friends. Also, most camping groups don't allow members to bad mouth resorts.

I support this because complaints should be taken up with resort management. Or complaints lodged with the Tourism Rating Board if the resort has a star rating.

Then I am also puzzled by people's understanding of basic queries. If someone asks for pet-friendly campsites, they are recommended a spot in a game reserve, which is simply not possible. A query about places with private ablution facilities attracts references to places that only offer an outdoor shower. If someone is looking for a getaway in the vicinity of Pretoria, a 'cute spot' hundreds of kilometres from the country's administrative capital won't do.

Do remember to be careful with what you post. Any information on social media is easily downloaded by computer boffins. And who knows what they get up to with it...



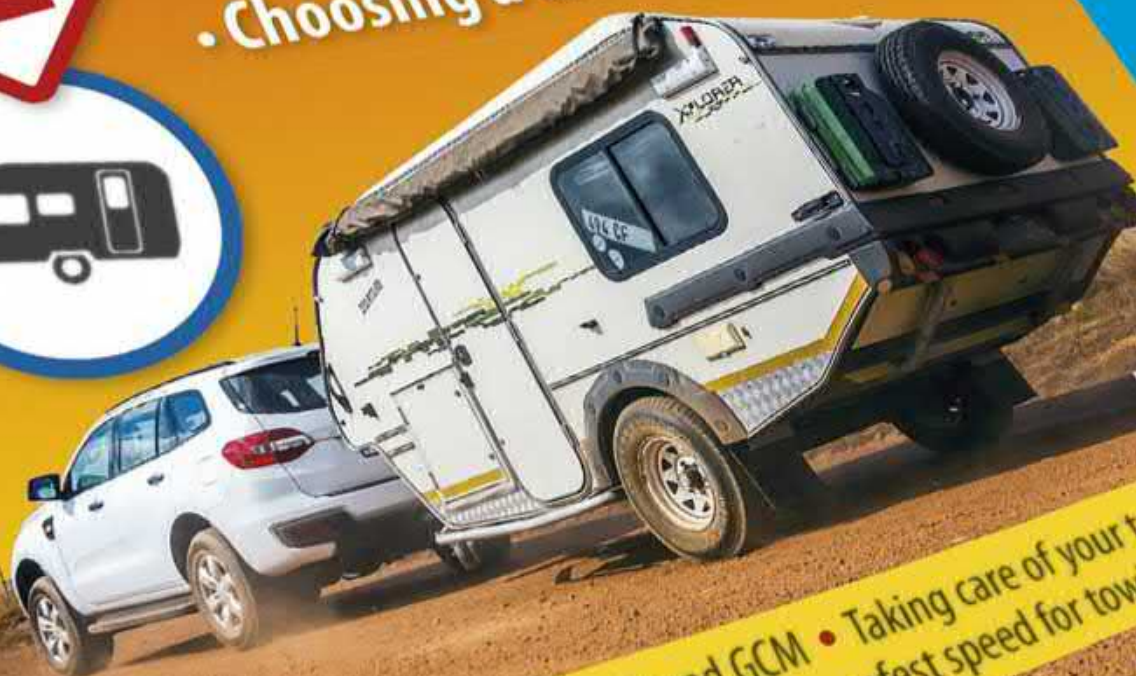
Everything you need to know about obtaining your towing licence!



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Get your towing licence

- Learner's licence
- The yard and road test
- What does the law say?
- Choosing a driving school



- Towing 101
- Tare, GVM and GCM
- Taking care of your tyres
- How to load your caravan
- The safest speed for towing

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The 40 metre straight reverse is arguably the hardest part test, as you're not allowed to use the clutch once moving

NOT FOR THE ROAD!
Always use the correct gear for the test. Do not use the clutch once you are in gear.

- You are not allowed to use the clutch once you are in gear.
- You are not allowed to use the clutch once you are in gear.
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go!
Drive & Camp

A comprehensive guide to help you to legally tow your caravan **PLUS** a whole section on towing tips.

The art of the braaibroodjie

If a guy is going to brag about how well he can braai a braaibroodjie, he needs to be able to prove himself, even when things go wrong, says **Niël Goslett**.

Danny le Roux is a big, strong bloke with many talents. Among other things, he breeds parrots and various types of chickens, plus extraordinary saltwater fish that he keeps in various large tanks. These aquariums were custom built for him and he is an expert on water quality and the biology of his fish.

Yes, Danny is proud of his parrots, chickens and fish, but there is something else Danny is proud of – and this you'll discover at our caravan club's regional gatherings. Danny is a man who likes to braai using real wood, and he is particularly proud of his braai skills.

He does, however, have a weak spot – and this was revealed when he joined

SAWA Southwestern Cape: Danny struggles to master a good braaibroodjie. He once offered to braai Rozél Goslett's braaibroodjies once, but they got burnt to

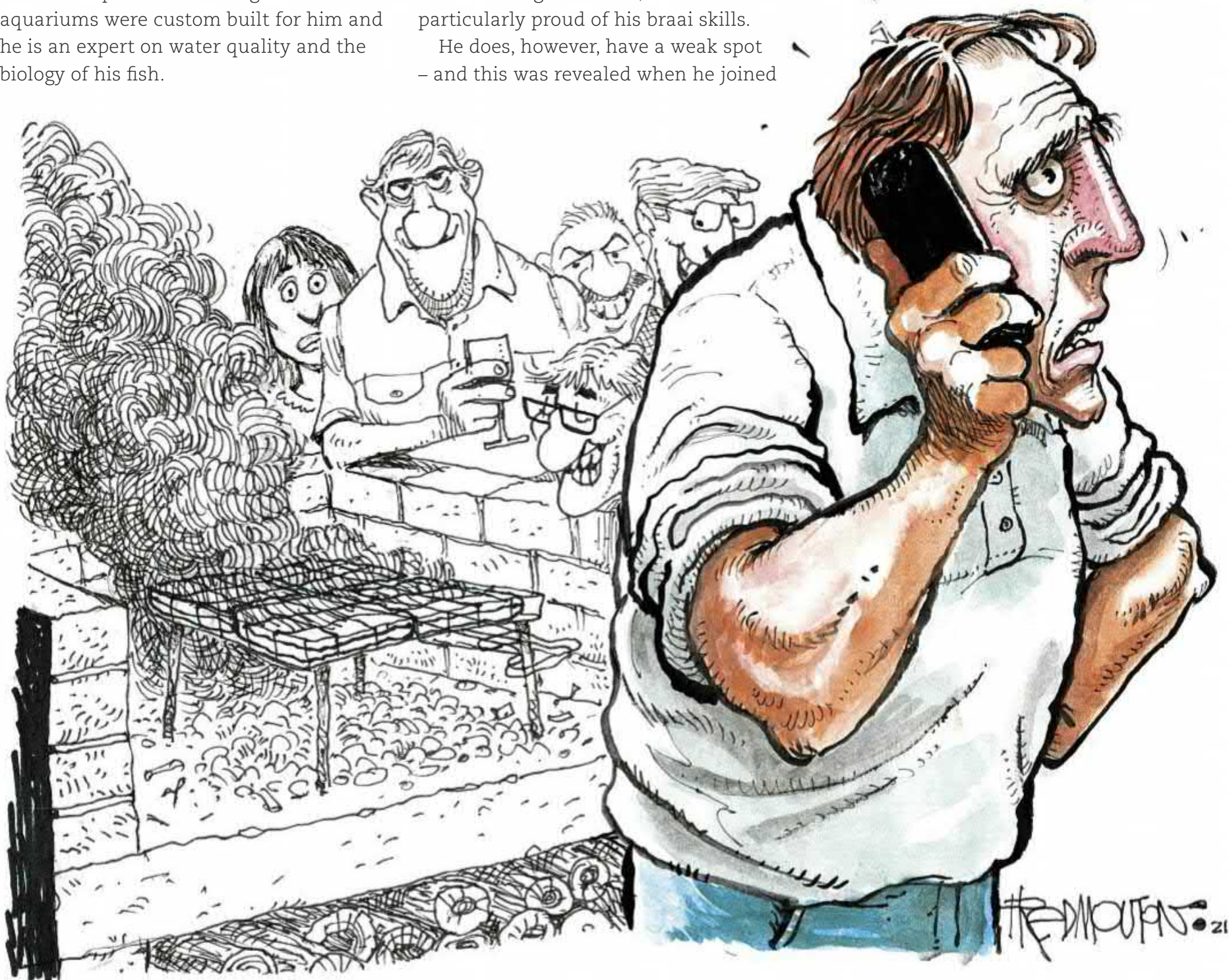


ILLUSTRATION FRED MOUTON

a crisp. It's safe to say that Rozél's trust in Danny's braai skills is gone.

In time, Danny's friends discovered the cause of this weakness: Danny is easily distracted when braaiing. This was something his friends could exploit...

A WEEK BEFORE the club's Kardoesie gathering, an article appeared in a newspaper about braaibroodjies. There were recipes and they explained how one goes about braaiing the perfect one.

The trap was set and our friends shared elements of the article on our WhatsApp group. Everyone asked who knew how to braai a proper braaibroodjie. Rozél even took step-by-step photos of how she did it and proudly showed off how the cheese was perfectly melted inside.

It wasn't long before Danny took the bait. "Right, Rozél. This weekend I am doing the braaibroodjies." The friends made fun of Danny on WhatsApp. They all knew what was coming. I asked Petrus Theron to get his camera ready to capture the moment.

The Friday night of the camp at Kardoesie was lovely. Each family took responsibility for their own braais, and I had two of Rozél's braaibroodjies on my grid. I get it just right and Rozél compliments me for turning it around so often – that is, after all, the secret of a good braaibroodjie. "Yes, sure... but tomorrow night I'll show you how it's really done," said Danny and immediately invited everyone around to entrust their braaibroodjies to him the next night. Petrus and I smiled at each other.

THAT SATURDAY NIGHT, Danny took care of the wood himself. He'd organised a lot of wood. Petrus and I lit the fire and I added some charcoal for heat.

We braaiied the meat in batches. Petrus even helped Paul and Adel Rosenbrock to bake a lovely loaf in their cast-iron bread oven and it came out beautifully.

With the meat ready, Danny announced that it was time for the people to gather around with their braaibroodjies. Rozél handed over five and there were two from Janine Theron.

Danny placed them all in a grid over moderate coals that he scraped together himself. Proudly he proceeded to turn



In time, Danny's friends discovered the cause of this weakness: Danny is easily distracted when braaiing. This was something his friends could exploit...



them over and over, giving them his full attention.

While he got busy, we started implementing the plan to distract him. We knew Danny's son, Dane, had invited friends over while dad was away camping. Danny had warned Dane to not let anything go wrong. We joked earlier how Dane and his friends were going to braai one of Danny's prize chickens.

I stirred the pot a little and asked innocently if there was a chance that the boys might go swimming in the fish tank. "They wouldn't dare," Danny replied, but it seemed as though he was worried about that now.

Meanwhile, Peter slyly called Paul Steyn to tell him about the prank we were planning, and asked him to call Danny in four minutes to distract him. Paul immediately understood and agreed.

DANNY WAS TURNING the grid often enough... perhaps too often. Four minutes in, his cell phone rang. "Hello, my old friend, how are you?" Danny started chatting to Paul. He was so happy to hear from Paul, and turned away from the fire to hear him better.

Meanwhile, I found a photo online of a random kid swimming in a fish tank, and while Danny – his back to the braai – was concentrating on hearing what Paul was saying, I held my phone up for him to see it for two seconds.

This confused Danny, and he paid even less attention to the braaibroodjies. He handed Petrus his phone to chat to Peter and asked me to show him the picture again. I did, but was quick enough that he couldn't see it clearly. Now the poor man was properly distracted. His attention was divided between the kid swimming in a fish tank and Paul on his phone.

"No man! What's going on now?" he

asked while completely forgetting about the bread.

He took the phone back and carried on chatting to Paul, but in-between asked me where I got the photo. I told him his son sent it to me and I could see him struggling to piece together the puzzle. "Show it to me again?" This time he looked at it for long enough to see that it wasn't his fish tank. The relief was clear on his face and he relaxed visibly as he continued his conversation with Paul. Paul, of course, heard all the confusion and after a while, he couldn't contain himself any longer. He started laughing... when Danny heard this, he turned around and saw Petrus and I also cracking up. The penny started to drop when Paul ended the call.

IT TOOK ANOTHER couple of seconds before Danny realised what had happened... the braaibroodjies!

He swung around and flipped them over right away. But it was too late. Some of the bread has been scorched black on one side, while the other sides were borderline. Now he turned the grid over so fast that the unblackened bits didn't even get any colour. Rozél and Janine aren't keen on burnt bread, so he gave up and removed the grid from the coals.

Petrus and Janine's bread was completely burnt and Rozél's was very, very close. Danny, the man who boasted last night about his braaibroodjie technique, now had to deceitfully place the bread with their nicer sides facing up and hoped for the best.

The women hadn't been in on the prank, but had a good laugh nonetheless.

Danny, my friend, you can have another go. This time we'll let you show us how to braai a braaibroodjie.

Just remember, turning is key!



... AND FINALLY



Tuk-tuk to Timbuktu

Consider this cosy compact camper for carbon-conscious couples.

Environmentally conscious campers the world over will be glad to know that they don't have to resort to the gas-guzzling and ostentatious busses and trucks that others who claim to love nature drive to get to these beautiful spots.

While most motorhomes are mammoths, German firm Elektro Frosch (it literally translates to electric frog) builds a little tuk-tuk that doubles as a mobile home. But it's a mere 247 cm long and weighs just 240 kg.

Basically, it's a three-wheeled moped. Many of us will fondly remember Abdul Rasbanja, the Leon Schuster character, for driving something similar on his many pranks around the Republic in the 1980s.

But this little tuk-tuk isn't for antagonising residents of Boksburg. It'll do little to upset just about anyone, let alone the wildlife of any game reserve, and is kitted out sufficiently for two people to



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



enjoy a weekend away. The Elektro Frosch's load bay stores a fold out three-quarter bed, plus a tent to cover it.

The load bed also houses a gazebo and a fully equipped kitchen that includes a gas cooker, table, cutlery and crockery. And when you're not camping, the little Frosch has a payload of 525 kg, just in case you want to help someone move house or build a new braai pit.

What makes the Frosch so green? Well it's powered by 3 kW electric motor that is fed by a 4,3 kWh deep-cycle gel battery. It takes between six and eight hours to charge fully, has a top speed of 40 km/h with a range of 60 km.

This limited range and speed makes it an unlikely candidate for success in South Africa, but in case you're wondering and you're not in a rush to get anywhere, or you live just down the road from a campsite, one of these odd vehicles will set you back a mere R72 000.



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