

#40

FESTIVE FARE DELICIOUS MEALS AROUND A FIRE

DECEMBER 2020-JANUARY 2021 | ISSUE 40

go! *Drive & Camp*

DINOKENG

Three fantastic campsites in Gauteng

SECOND WIND Subaru Outback going strong 8 years on | **NEW CARAVAN** The Swift Alpine 2 is here | **GEAR** Nifty kitchen gadgets | **TRAIL GUIDE** A little danger is good fun | **READER STORY** Back roads from Gauteng to the Cape | **COLUMN** Of what use is nitrogen in tyres?



Beguiling Baviaans

You won't want to leave

DRIVING IMPRESSION

Is the new Defender as good as its daddy?

Southern Namibia

From the Fish to Windhoek

TOW TEST

Hitching a caravan to the small Ranger

Pull up a chair,
your camp is ready



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

HAPPY HOLIDAYS



FROM THE ECHO 4X4 TEAM



FOLLOW US ON  

FIND YOUR NEAREST DEALER ON WWW.ECHO4X4.CO.ZA

HEAD OFFICE CENTURION

+27 12 345 3333
echoacc@echo4x4.co.za

WESTERN CAPE

+27 21 910 3737 / 4025
echocapetown@echo4x4.co.za

ZAMBESI PRETORIA

+27 87 654 6211
echozambesi@echo4x4.co.za



TOYOTA

LEAD THE WAY

— THE ALL-NEW — HILUX RANGE

LEGENDARY TOUGHNESS



After 50 years and countless advancements, we're proud to introduce the toughest Hilux line-up yet. The all-new groundbreaking Hilux Legend range, a new-look Raider range, and the tough-as-nails S and SR workhorses are here, with a more powerful than ever 2.8/* engine, advanced safety features and state-of-the-art multimedia*. It's toughness that's been eight generations in the making. Hilux. Legendary toughness.

BOOK A TEST DRIVE TODAY AT TOYOTA.CO.ZA

Toyota SA @ToyotaSA

*Available on selected models.

HILUX

Here's to better days



“

As I write, a major pharmaceutical company has announced that its COVID-19 vaccine is 90% effective. We can only hope

”



It feels strange to have to type a year-end letter in early November, but strange is a concept that took on a new meaning in 2020.

It's strange how late-March, when the national lockdown was introduced, feels just like only a few weeks ago. Strange how quickly the words COVID-19, face mask, lockdown, zoom, pandemic, PPE (and yes... the accompanying fraud... sigh), quarantine, hand sanitiser, social distancing and ventilators became part of our daily vocabulary.

Strange how quickly your walls inch closer to you when you're working from home and only see your colleagues on computer screens. Strange how it takes you not being able to do it, to realise how important camping, off-roading, adventure travel and nature are for a healthy state of mind.

I would also like to say here that it is strange how much we are willing to pay for a bottle of wine in case of emergency, but it's better if I don't get into that...

And then I'm not even talking about the people we all know personally who have been directly affected by the pandemic. People who died, fell ill or lost their jobs or businesses.

I cannot help but wonder what 2021 holds in store for us. As I write, a major pharmaceutical company has announced that its COVID-19 vaccine is 90% effective. We can only hope.

For now, it's time to try and put all the drama of a tiring year behind us and focus on ourselves and the people we love for a few days. In a year where there was little opportunity to hang out with family and friends, we now have the opportunity to revive and strengthen those relationships over the festive season. Enjoy your people.

The *Drive & Camp* team wishes you a Merry Christmas and a truly prosperous New Year.

LOOK OUT FOR OUR 4X4 GUIDE on the shelf now. Colleague Cyril took the reins and put together the only guide you need to prepare your off-road vehicle for adventure.

The guide teaches you everything you need to know about 4x4 parts, accessories and off-road challenges. We are also working hard on our ever-popular *Resort Guide*, on shelf from 8 January, while our February-March 2021 issue will be available from 29 January.

Till then, stay safe!

Schalk

EDITOR

schalk.jonker@media24.com

Contents

#40 | December 2020-January 2021



CAMPING DESTINATION 30



MY SPOT 60



WEEKEND DESTINATION 52



TRAIL GUIDE 56



EVERY MONTH

3 EDITOR'S LETTER

6 FREEZE FRAME

8 INBOX

14 YOUR PHOTO

16 NEWS

26 NEW CARAVAN

62 MY WHEELS

64 READER STORY

70 SECOND WIND

74 DRIVING IMPRESSION

80 TOW TEST

84 HIGH 5!

86 CAMP BOFFIN

90 4x4 PROFESSOR

92 GEAR

96 CAMP FOOD

113 CROSSWORD

114 KIDS' CORNER

116 MIC'S MEMOS

118 NEELS' RALLY TENT

120 COLUMN

122 ...AND FINALLY

EDITORIAL TEAM

EDITOR SCHALK JONKER schalk.jonker@media24.com
JOURNALISTS LEON BOTHA leon.botha@media24.com
 CYRIL KLOPPER cyril.klopper@media24.com
 KYLE KOCK kyle.kock@media24.com
DESIGNERS DOMINIC WIENAND dominic.wienand@media24.com
 OWEN WILLOUGHBY owen.willoughby@media24.com
COPY EDITOR ERIKA BORNMAN
FOOD EDITOR JOHANÉ NIELSON
MULTIMEDIA MARCELLE VAN NIEKERK marcellevanniekerk@media24.com

CEO OF MEDIA24 ISHMET DAVIDSON
HEAD OF MEDIA24 PRINT MEDIA RIKA SWART
HEAD OF LIFESTYLE MINETTE FERREIRA
CMO MEDIA24 LIFESTYLE NERISA COETZEE
HEAD OF PROJECT MANAGMENT RAJ LALBAHADUR
FINANCIAL MANAGER MELANIE LEEMAN
CIRCULATION MANAGER ARMAND KASSELMAN armand.kasselman@onthedot.co.za

ADVERTISING SALES

DANIE NELL danie.nell@media24.com 082 859 0542
 SHARLENE SMITH sharlene.smith@media24.com 083 583 1604
 VERNETTE WESSELS VRautenb@media24.com 082 766 1705

COMMERCIAL MANAGER LISE VAN BREDA Lise.Coetsee@media24.com



MEDIA24 LIFESTYLE CREATE STUDIO
CREATIVE DIRECTOR MICHAEL DE BEER
COMMERCIAL MANAGING EDITOR GERDA ENGELBRECHT

HEAD OF EVENTS FRANCOIS MALAN
HEAD OF SPONSORSHIPS NIKKI RUTTIMANN nikkir@media24.com
MARKETING MANAGER ANDILE NKOSI Andile.Nkosi@media24.com
COPY EDITOR BRIGITTE BLANCKENBERG

PRODUCTION KERRY NASH
SHOP QUERIES AMINA ESSOP Amina.Essop@media24.com

CONTACT US

AMINA ESSOP Amina.Essop@media24.com
CAPE TOWN
POSTAL ADDRESS go! Drive & Camp, PO Box 740, Cape Town 8000
STREET ADDRESS 19th Floor, Media24 Centre,
 40 Heerengracht Street, Cape Town 8001
JOHANNESBURG
POSTAL ADDRESS go! Drive & Camp, PO Box 785266, Sandton 2146
STREET ADDRESS 6 Kikuyu Street, Sunninghill 2191

SUBSCRIPTIONS, RENEWALS & INQUIRIES

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



PRINTING
 CTP Printers
 All rights reserved



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



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

MEDIA24

REEL & WHEEL 68

4x4 DESTINATION 40

#40 COVER IMAGE - HELENUS KRUGER

“ Here I am camping at the Kyleu Bush Camp in Dinokeng. There are no amenities and it’s just you and Mother Nature. As the sun sets you can’t help but wonder if there’s a lion watching you from the tall grass. The stands aren’t fenced and it’s Big 5 country! ”

Camera settings Nikon D750; f9; 25 seconds; 14 mm; ISO 1 600

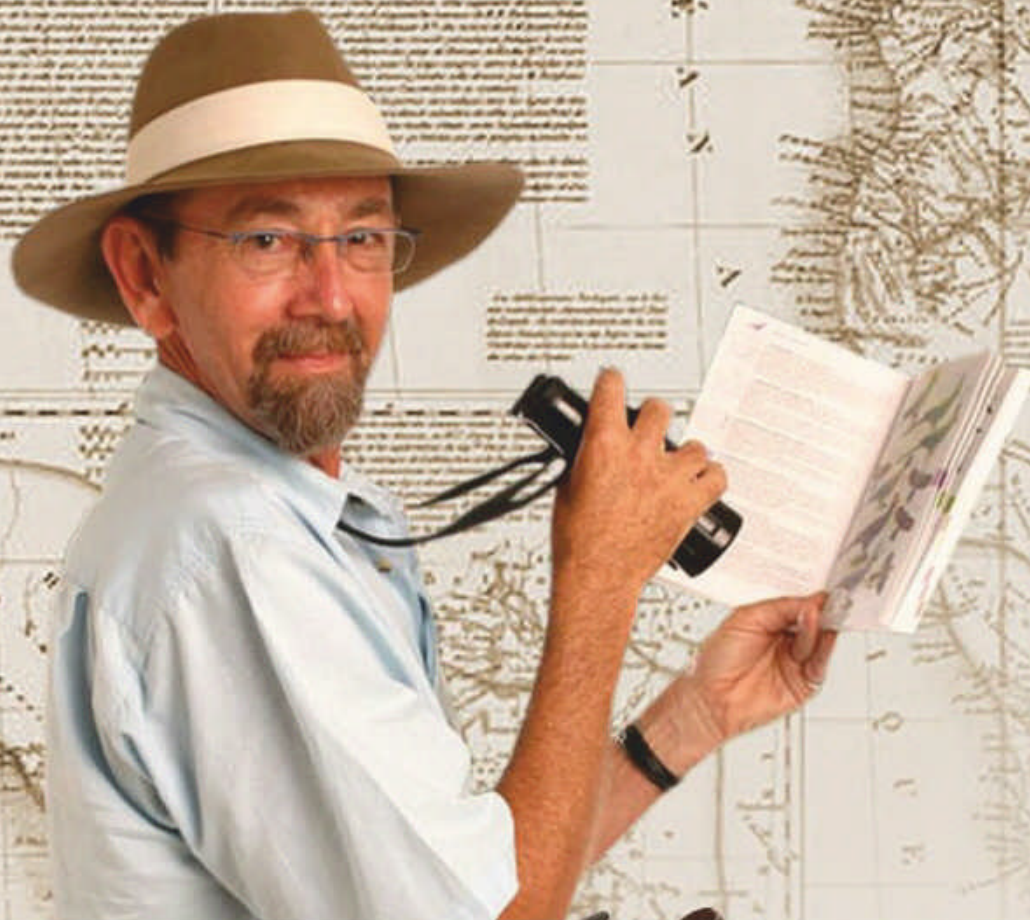


WET 'N WILD. We made a quick detour to Hippo Pools on our way out of the Kruger after an epic 10-day trip that started in the north. There were no hippos to be seen, but on our way back to Crocodile Bridge, we spotted a pride of lions nicely camouflaged on a rocky outcrop. And then the heavens opened.

PHOTO **ERIKA BORNMAN**



SAFARI OUTDOOR



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

Dave Pepler
Environmentalist



AKUBRA COOBER PEDY SANTONE HAT FAWN
AVAILABLE IN SIZES 56 TO 60



COURTENY SELOUS BROWN MENS' BOOTS
AVAILABLE IN SIZES 8 TO 12



SWAROVSKI 10X42 HD (SV) BINOCULARS

MUELA KODIAK-10A KNIFE



HUNTER'S FLASK WITH 2 SHOT GLASSES

RUARK SHOULDER BAG OLIVE



ZEISS TERRA 10X42 BINOCULARS



CRAGHOPPERS NOSILIFE ADVENTURE LONGSLEEVE MENS' SHIRT KHAKI
AVAILABLE IN SIZES S TO 2XL

STANLEY MASTER 1.3L FLASK



MELVILL & MOON CATALINA BAG KHAKI



ROGUE 45L COOLER GREEN

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

JOHANNESBURG
Rivonia Crossing II,
3 Achter Road, Sunninghill
Tel: 0861 14 35 45

PRETORIA
Lynnwood Bridge Centre, cnr.
Daventry & Lynnwood Road
Tel: 0861 22 22 69

STELLENBOSCH
Devon Place Centre, cnr. R304 &
Bottellary Road
Tel: 0861 11 43 30

EAST RAND
East Rand Retail Park,
North Rand Road, Boksburg
Tel: 0861 000 071

WEST RAND
Cradlestone Shopping Centre
Hendrik Potgieter Road
Tel: 0861 114 324

follow us on social media



or buy online: www.so.co.za



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.

Why stay home?

In mid-October, my wife, Gert, and I decided to go see the stars at Sutherland with our friends Smartie and Libet Genade. We booked The Whitehouse Inn in town for two nights.

We hit the road and first enjoyed a great cup of coffee at Matjiesfontein before we turned off to Sutherland. The Karoo was dry, but the tarred road that winds through the mountains was still a beautiful sight.

It was 32 °C and we cooled down with a cold beer in the Whitehouse. That same evening we visited Jurg Wagener to gaze at the stars. (Jurg also owns the Sterland campsite in town.) Jurg's presentation was great, but what else can one do here?

The Tankwa Karoo National Park is close by, but you need to cross the Ouberg Pass. It's not easy, but luckily my Toyota Rav is equipped with descent control, which had to work overtime. The view is beautiful as you descend its 1 404 m. We arrived at the Tankwa and decided to return via another route: that meant going past Middelpas where we also stopped to get something cold to counter the heat.

The Gannaga Pass lay ahead and had been washed away in places. I had to push all the buttons for the Rav to maintain its grip. I also had to make room for a Land Rover Discovery and a Toyota Fortuner coming from the front. Don't tackle this road in a little city car.

We pulled over at Johan Visagie's Gannaga Lodge. He poured us a cold beer as we took in the Tankwa all around us. We enjoyed a delicious lunch, and then tackled the 65 km to Middelpas.

The road got really bad, and didn't improve much for the remaining 80 km from Middelpas to Sutherland.

Back in Sutherland, a new day dawned



and we wanted to go and check out what Merweville looks like – none of us had been there before. We were warned that we'd have to open 10 gates to get there, and Smartie got ready to jump out each time. In the end, it was only four gates.

The scenery is beautiful and the road to get there also has steep descents. It's an interesting town with a beautiful church, we enjoyed a cup of tea and home-baked rusks at Miems' coffee shop.

Prince Albert was next – another new town for some of us. Almost every second building in the main street is a guest house or restaurant, and we stayed over at Dina van der Walt's Skonerus.

All good things must come to an end and we drove home over the famous Swartberg Pass. Again, the scenery was stunning, and we also spotted several



mountain bikers on the pass.

We covered 1 250 km in four days. There's no need to sit at home and wonder what is going on 'out there'. Jump in your car and go check it out.

RYK VAN RENEN
Pinehurst, Cape Town

WINNING
LETTER



Ryk 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



For your "Any Terrain" holiday!



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

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

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

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

OKTO
CARAVANS

STEALTH
CARAVANS



SWIFT

Bush Lapa
offroad caravans

LeisureWorld

Available from:

Loftus Caravan City

Tel: 011-792-1456

Cara-Camp Caravans

Tel: 021-852-8215



Watch out for the water!

I refer to the eco-route article 'Winding through a desert' Cyril Kloppe wrote in the July issue.

In 2016, we did the eastern section of this route, the Namakwa 4x4 eco

route. My husband, Andries' great-grandfather Johannes HC Krapohl, built the house at Abbasas, which is upstream from Goodhouse.

He lived there from 1913 to around

1934. He was also a surveyor and kept a detailed diary.

Cyril observes that you should consult the weather service if you want to camp on the sandbank in the middle of the Orange River. It's to make sure it hasn't recently rained in the upper reaches of the river, which may result in a flood on its way to you.

Cyril is spot on. Here is a series of photos Johannes took where the 'dry' Orange River turned into a river in deluge within an hour and a half.

It was on 26 November 1933. The first photo shows the dry riverbed at 8:00. The water arrived at 09:15 (top right), and in the third picture, at 09:16, you see the water increasing. The fourth photo (bottom right) was taken at 9:30.

We still want to do the full Namakwa 4x4 eco route one day.

ANNAMI JONKER
Bonnievale





CONQUEROR
OFF-ROAD Campers

*Memorable outdoor
holidays - on your terms!*



EASY SET UP

LIVE-IN LUXURY

TRAIL TOUGH

**YOUR NO.1 CHOICE
FOR TOUGHNESS
& COMFORT**



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

A BRANCH NEAR YOU:

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

www.conqueror.co.za





A dinosaur on the road

I saw the pic of a sociable weaver nest in the September issue and wondered how many people have seen the one in the accompanying photograph.

When we tour, we almost only take the back roads, and that day we wanted to go and see what Grootdrink is all about. That's when we spotted this nest that looks just like a dinosaur. Even the insulator pin is in the exact spot to represent an eye.

I wonder how many readers have done this road. Its GPS coordinate is S28.462590 E21.899529 and it is about 70 km east of Upington.

ANDREW AND MAGDA HAYNES
Vereeniging



Thank you, Loftus

I would like to share the exceptional service I got from the three Loftus brothers, Woody, Neil and Joel.

At the start of 2020 I bought a 2013 Jurgens Classique from Loftus Caravan City. It had stain marks on the outside under the bathroom window, but I could live with that.

On our first camping trip with the Classique we had issues with the fridge. I took the caravan back and nobody quibbled: Loftus had them replacing the fridge then and there with a new one. Some of the workers tried to remove the stains, but unfortunately damaged the paint job. Neil insisted that they give the panel a new coat of paint, and because I hadn't had a problem with the stains, I offered to pay for half the cost. They, however, wouldn't accept any contribution and I got a newly painted panel with a new fridge.

You'd have to search far for a caravan dealer who offers such peace of mind.

CHRIS THIRION
De Rust



COMMENTARY OF THE MONTH!

Following our article on the 13 campsites in the Kruger National Park in the October-November issue, Jacques Nel is determined:

"We're going to visit all 13 camps in 13 days next year July!"

Thanks for the cans!

Thanks for the article on jerry cans that appeared in the July issue. The sidebar 'Beware of imitations' especially was full of valuable information I could use when I needed to buy some.

I checked online to see what was available and saw jerry cans at reasonable prices. I could immediately spot what the article mentioned with regards imitations and poor quality.

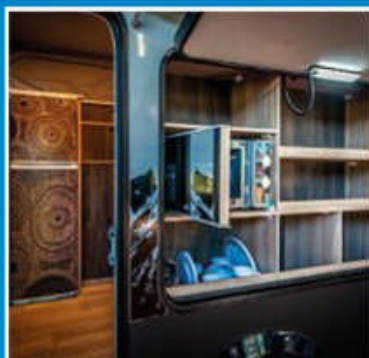
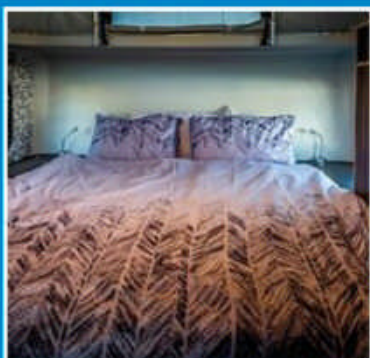
I stopped by an outdoor shop and was surprised to see that the real deal cost only about 10% more. A better buy, of course. Thanks for the advice!

WERNER VAN EEDEN
Somerset-East



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
- 100 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





Twinning through the flowers

"This is a farm road about 13 km past Nieuwoudtville, going towards Papkuilsfontein. The road doesn't really go anywhere, but the flowers are beautiful here."

This pic is seemingly "empty" and ordinary, but several elements work together to make it captivating: when you first look at it, it's hard to look away.

Although it is a good example of passive composition, the photo has several strong compositional elements that complement one another. First up is, of course, the twin-track, which easily covers half of the photo surface, making it the focal point. But because the road leads away from you, your eye follows the trail to where it disappears in the distance. And this is where the composition draws your attention. The flowers on both sides of the road form similar triangles, and the line of the horizon is pretty cleverly just off the centre of the photo – not in the middle and not on the third line either. The yellow in the foreground and the blue at the top are also opposite colours in the light spectrum, and that also creates equilibrium.

Subtle repetition further reinforces the picture: the twin-track leads to the blue sky where two clouds – also in the middle – float above the road. It is as though these two elements connect the land and the sky.

But the most successful and strongest element is the twist in the road. This is what disturbs the overall balance and brings the photo to life.

The only criticism I have would be that the photo appears to have been taken at eye level, the level at which we usually see the world. A higher or lower angle could produce an unexpected, yet interesting, effect.

South Africa, the beautiful...

From the Kgalagadi and Namaqualand to the Kruger National Park and the cherries of Ficksburg... **Pieter Venter**, a guide from Bryanston, takes his customers far and wide to experience all the beauty of the country, phone at the ready.

By **Leon Botha**



Till tomorrow...

"This photo was taken at Groenriviermond in the West Coast. It's dead quiet, because very few people come here – it is, in fact, so remote there isn't even cellphone reception."

Sunset photos are nothing new, and you see them in every holiday album. But you can tell the merely nice from the beautiful sunset pics.



Pieter's counts among the beautiful.

Unlike the winning photo, this one's focal point – the sun – is on the centre line, but slightly to the left. But as soon as you look at the white dot, the silhouette figure draws your eye to the right and spontaneously brings life to the photo. It also helps that the figure is walking toward the sun. Now you sit back and see the footprints that run toward the larger focal point. And, as your eye follows their trail,

it almost feels as if you yourself are walking into the shiny reflection of the water on the beach. This reflection runs from left to right through the photograph – also through the focal point – which completes the final strong compositional element.

Looking at the foreground and the sky, the photo is beautifully split in half. In this case, the two colours balance each other, but the sky is slightly superfluous. By cropping it out, the focal point shifts away from the centre and it seems as though you can discern more detail. The pic is then more square and a somewhat unusual format. Cut a small piece from the bottom and you are sitting with a brand-new pic.



Pick up sticks

"This photo was also taken in the Kruger, at Pretoriusskop. The praying mantis clung to the bottom edge of our chalet's window – it was interesting to watching him as he sat under the porch light waiting for insects."

Without realising it immediately, this pic catches your attention for two reasons: first, the insect is hanging upside down, and that's not how we normally look at the world. And

secondly, its one leg is up in the air, and that gives the photo life because it appears the praying mantis is about to make a move.

It contrasts against the dark background, but that brings its own problems. The cellphone's lighting is not completely spot on, and the insect appears 'whiter' than it actually is. This is because the photo is slightly overexposed and detail in the lighter parts is then lost.

But that doesn't detract too much from the image and you can't help taking a good, close-up look of the fellow.



Nose in the air

"This hornbill was sitting in the branches above us. It was at Berg-en-Dal in the Kruger National Park. They're such curious birds."

Hornbills are common in the Bushveld and it's not uncommon for them to come and sit close to your camping chair. But here Pieter shows us a different look at this odd bird. It's not every day you get to look them straight in both eyes, and it feels as if that bill reaches all the way to your face. Because the focus is on the eyes, the out-of-focus bill isn't disturbing. What's remarkable is all the interesting detail on the face that you wouldn't normally see.

But what really gives this pic the thumbs up is the angle from which the photo was taken. You can hardly recognise the bird, and it appears almost prehistoric. The clouds in the background place the bird in nature. 📸



Off-road enthusiasts who have previously visited the Bela-Bela area, now have a new destination. Lekwena Ranch lies 27 km outside the town, on the Alma Road, and they've just set up a new campsite. Sections of the dirt road to Lekwena aren't suitable for road caravans, but it shouldn't be a problem with a bush trailer.

The reception is about 1,5 km from the gate and also serves as a spot where you can relax and buy cool drinks, sweets, ice cream, wood and charcoal. Next to it is a pool and the bathrooms.

There are no power points at the stands, but should you want to charge a phone or something else, you can do so at the bathrooms or reception area. (Cellphone signal isn't fantastic, but there is WiFi at reception.)

The 10 stands start about 100 m along – in the bush where they've cleared spots between the vegetation. The stands are 50-80 m apart and therefore wonderfully private and quiet.



Each stand has a tap, rubbish bin and freestanding steel braai.

One of the stands can accommodate up to four off-road trailers if you want to share the silence with some friends. Should you all prefer individual stands, then socialise at the boma at reception.

You're camping in the Waterberg and on this patch of 20 km², you see lots of game, including impala, giraffes, kudu, blue wildebeest, eland and klipspringer.

You're welcome to explore the area on various hiking trails – on foot or mountain bike, that is. The owners also offer game drives at R150 pp that usually last 2-2½ hours.

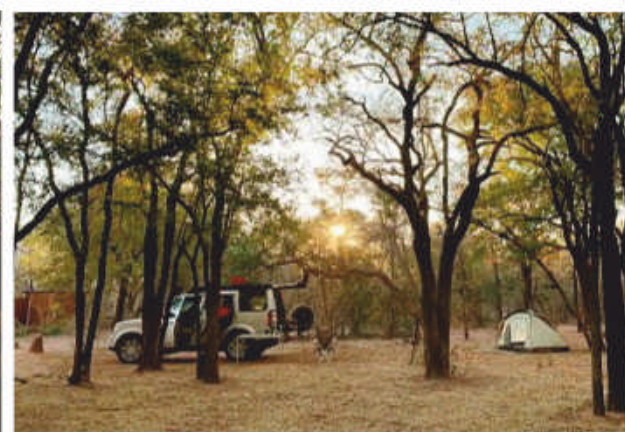
If horse riding is your thing, book rides to view nature from a height. Beginners and experienced riders are welcome. An hour's ride costs R250 pp.

Price R450 pn per stand for up to six people. R700 pn for up to 10 people on the large stand.

Contact 082 465 3531

lekwenaranch.com

info@lekwenaranch.com



More options at Marakele

Bontle has long been the only campsite in the Marakele National Park, but now the Morukuru bush camp is an alternative. It's run by the honorary rangers of SANParks, and they do things a little differently here.

Guests bring their own camping gear, but bookings work in groups. Up to eight people camp here at a fixed rate. So, if you're part of a smaller group, the rangers can add other campers if you want.

The camp runs from Friday to Sunday and you camp properly in the bush among tamboti trees. (This is where the name

comes from: "morukuru" is the Tswana word for tamboti.) The camp itself is a good 40 minutes from Bontle and therefore completely secluded and private.

The larger Marakele Park consists of two sections: one with the two campsites (with less dangerous animals) and the other side where you get the Big Five. As part of your camping experience at Morukuru, you get to go on three guided excursions on foot. For this, you drive from the campsite to the Big Five camp, where an experienced guide will tell you more about the world around you.

All income is plowed back into Marakele.

Mark Flint, one of the honorary rangers, explains the money could be used, for example, for the swimming pool that's planned for Bontle.

Campers at Morukuru must be 12 years or older.

What should I take with me? Camping equipment, wood, water and food.

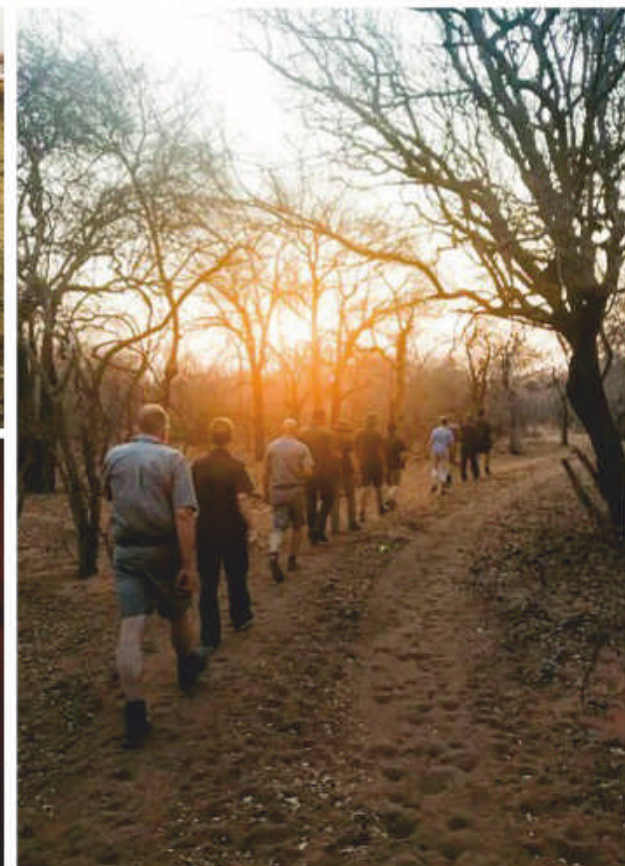
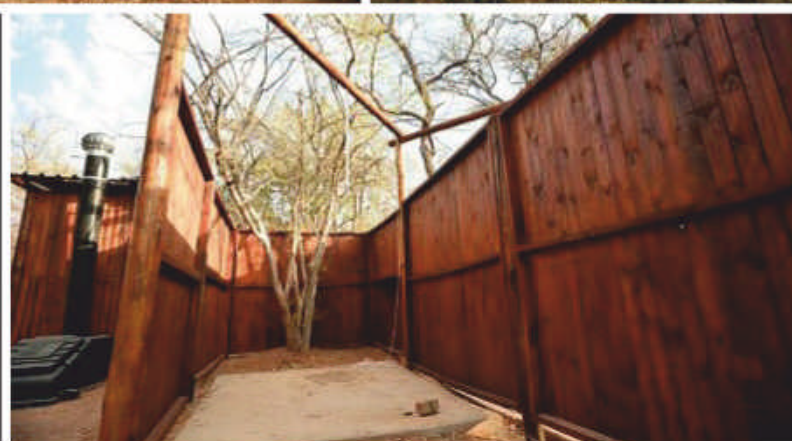
Price R18 500 for a group of up to 8.

How long does it last? Friday 14:30 to Sunday 12:00.

Contact Richard Roundtree at

rroundtr@gmail.com

083 635 7727



Washroom in Stealth caravans

Stealth's X-Country 594 and Sprinter 594 models now come with a loo each. In fact, these two models are what they're now calling the X-Country 592 ES and Sprinter 592 ES.

The original models have a dinette in the rear that can be folded down to form a double bed. The dinette area for the new 592 ES is being remodelled to fit the washroom here instead.

Garry Coady, managing director of Stealth, says the reason is partly because buyers prefer an indoor toilet thanks to the COVID-19 pandemic. It is a 'dry' washroom, meaning there's no shower, but a cassette toilet and hand basin. According to Garry, customers do seek the convenience of such a washroom, but they also don't want to lose the dining area. And so, a section of the dinette, which previously stretched over the entire width of the caravan, is retained for that purpose. The washroom occupies the other two thirds.

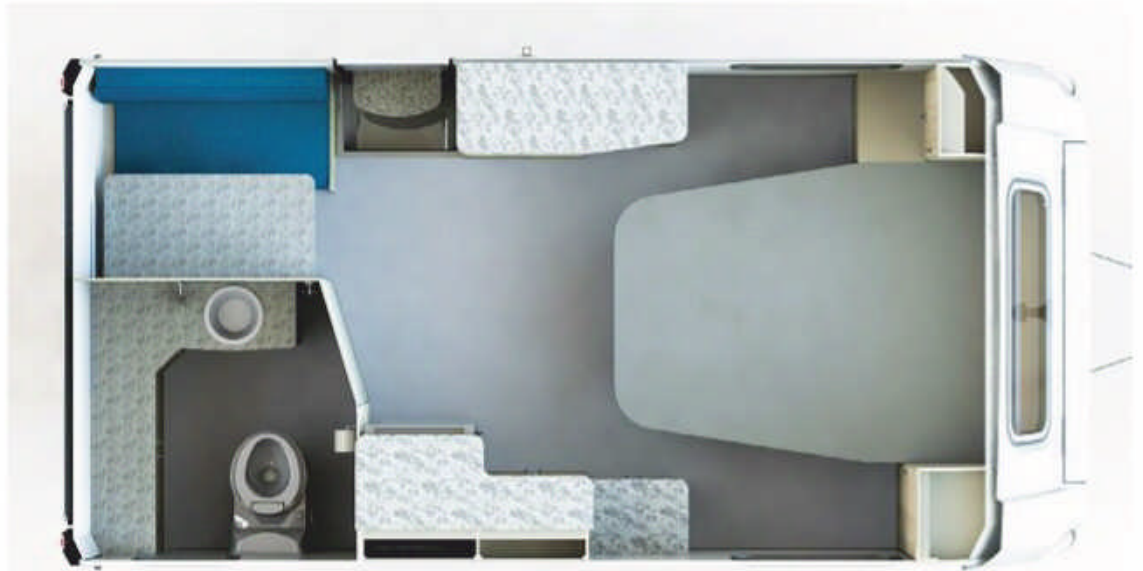
According to Garry's research, 40% of caravan users prefer a dry washroom, 30% a full bathroom and the other 30% a dry washroom with an outdoor shower. The latter is what they chose – the 592 ES has the option of an outdoor shower.

"With our 592 ES, we should therefore meet 70-80% of users' needs," says Garry.

Price Sprinter 592 ES R359 870;

X-Country 592 ES R399 238

Contact stealthcaravans.co.za



Electrifying the Hummer



Production of the civilian Hummer was discontinued back in 2010, but General Motors has just announced that it will revive the brand – this time as a fully electric vehicle.



The GMC Hummer H1 Electric, as it's officially known, will be powered by three electric motors that together generate 746 kW of power and a staggering 15 592 Nm of torque.

Its competitors, the Tesla Cybertruck, Rivian R1T and Bollinger B1, are all in the home stretch too, but Rivian and Bollinger don't have the budget of a vehicle giant like General Motors at their disposal.

The Hummer Electric will be launched in America at the end of 2021, and unless General Motors decides to return to South Africa, you won't be able to purchase one of these locally.

Trailer Cuff gets a padlock

Trailer Cuff, which has been manufacturing a coupler locking mechanism for caravans and other trailers since 2015, has just added its own imported padlock. The mechanism consists of, among other things, a clamp that fits around the neck of the ball, the chain and lock. It is a 8 mm alloy chain with a breaking force of 3,5 tonnes.

A loose ball that looks just like the towbar's ball is also part of the package. It fits into the caravan's coupler which you then lock so it can't be stolen by caravan thieves.

The locking mechanism is available in two sizes: the standard version with a 40 mm padlock and 7 mm shackle, and the Trailer Cuff Plus: a 50 mm lock with a shackle of 10 mm.

The main part of the new lock and the shackle are made of stainless steel.

The Trailer Cuff fits over the old cast iron couplers, but also the latest clip-



over couplers. Other than allowing you to lock your caravan to your car or by itself, the mechanism also ensures that your caravan does not accidentally unhitch while being towed.

Price R999 for the standard version and R1 449 for the Plus.

Contact ☎ 082 531 3531

✉ trailercuff.co.za

✉ sales@trailercuff.co.za

Cool roofs from McLaren



MacLaren Air is known for its HB9000 air-cons for caravans, and it has now added a roof model to its range.

It fits onto any road or off-road caravan as well as motorhomes, and is only 253 mm higher than the roof installation. It works with 220 V power and has a 3,5 kW heat pump that delivers 12 000 BTU. The unit weighs only 45 kg and works with a remote control.

Couriers deliver nationwide and in neighbouring countries.

Contact ☎ 082 710 2501 ✉ sales3@ust.co.za



Contact details:

Tel: 021 945 2142

Cell: 0748930748 (JP)

Cell: 083 306 6654 (Etienne)

Cell: 084 628 2954 (Michelle)

Email: admin@tongasa.com

Website: www.tongasa.com

📍 Tonga Camping Trailer

3 Uranium street, Unit 2,
Triangle farm, Bellville

TONGA

Sprite turns 60

The Sprite caravan series in South Africa has just celebrated its sixtieth birthday. That's why Jurgens Campworld, who manufactures Sprite, has introduced a fourth model: The Sprite Swing LX (60 in Roman numerals).

The newcomer's biggest difference is the washroom, which is similar to that of the Sprite Tourer SP. The dinette had to be sacrificed for this. The washroom has a cassette toilet and hand basin, and a shower outside. The kitchen and island bed remain unchanged. The LX costs R292 727 compared to the R275 425 of the standard Swing.

Back in the day, Sprite was imported to the then Rhodesia by one John Moody. These caravans were taken apart and then rebuilt locally. John moved his plant to Pinetown in KwaZulu-Natal in 1960 – the Sprite Alpine was the first model to be launched here, with the Sprite 400 following shortly thereafter. They cost £425 and £400 respectively.

In 1964, Sprite made headlines when Jimmy Alterskye towed the first caravan up the Sani Pass – an Alpine model to boot.

In the 1980s, Sprite dominated the caravan market after starting to use a new building method – vacuum lamination – for the panels. This made the Sprite caravans lighter and stronger than its competitors, Gypsey and Jurgens.

In 1994, however, Jurgens purchased the company Ci Caravans, that built Sprite.

In addition to the new Sprite Swing LX, the Sprite Tourer series – which currently consists of the Tourer SP and SW – also gets a new model: the Tourer SX.

Contact 📞 campworld.co.za



Patrol celebrates 70 years

Patrol owners will be gathering at the Goera Pan in the Northern Cape in September 2021 to celebrate the Nissan Patrol's 70th anniversary. The event will run from 24 to 27 September. Various activities are planned, including drag races, oval track races, dune drives and a family-friendly gymkhana.

Accommodation at Goera Pan is limited and you need to book right now if you want to stay near the festival grounds. The nearest towns are Askham and Upington, 80 km and 100 km from Goera Pan.

Book your chalet directly through Kalahari Goerapan by sending an email to info@kalaharigoerapan.co.za. Or visit patrol4x4.co.za forum if you want to first chat with the Patrol community.

The first Nissan Patrol, the 4W60 that launched in September 1951, was manufactured in Hiratsuka, Japan. The latest Nissan Patrol, the Y62, is built in Japan and Nigeria.



A new lapa at Steenbokkie



Steenbokkie Private Nature Reserve is a guest farm 7 km east of Beaufort West. A lapa is the latest addition to the campsite.

Jaco and Sunel Herselman from Steenbokkie host a group of hunters every year who hold a fundraiser, with the proceeds benefiting a primary school in the town. COVID-19, however, almost put a stop to this

year's fundraiser, and Jaco and his family only got two weeks' notice that it could go ahead. They decided it was a good time to build a lapa that could serve as a place to socialise.

The lapa was built in the space of 10 days, the hunters came, and the school benefitted.

Steenbokkie has 20 stands with plenty shade. Each stand has electricity and a braai.

Price R200-R250 pp for the first two people; thereafter R50 pp (half price for children 2-12 years; free for the very young ones).

Contact 083 540 4573

steenbokkie.co.za

steenbokkie@beaufortwest.net

HOME AND AWAY

Great gift ideas that are just as useful in your home as they are in a campsite.

If you're seeking gift ideas for the outdoor enthusiast or adventure traveller, why not get them something they can use at home, as well as on holiday? Check out National Luna's comprehensive range of 12Vdc and 220Vac outdoor camping solutions.

With more than 33 years' experience in the camping market, this proudly South African brand boasts more than 200 outdoor products and accessories.

REFRIGERATION (12Vdc & 220Vac)

Nothing has revolutionised our outdoor way of life quite like the 12V fridge. Gone are the days of melted ice and floating lamb chops; today, we're able to run a powerful 12V fridge (at ice-cream-freezing temperatures) for more than 24 hours on a single battery!

Better still, thanks to **National Luna's 12Vdc** and **220Vac** functionality, you can use any one of their camping fridges as an energy-efficient chest freezer in your home. With more than 13 sizes to choose from, the only question you need to answer is: What size is right for you?

National Luna's range varies from a **super compact 40-litre**, right up to an **industry leading 125-litre** unit. Best of all, you get to pick the configuration that's right for you, whether it is a **single compartment fridge/freezer**, a **double-door design**, or **National Luna's unique dual-control range** that allows you to split the unit into a freezer on one side, and a fridge compartment on the other. Alternatively, you can set both compartments to the same temperature and use the unit as a dedicated fridge, or as a dedicated freezer.



➤ The most compact **dual-control** model (the 50-litre unit) features a dual-direction lid.



➤ **Dual-door** models take performance to a whole new level with thicker insulation and optimum efficiency.



➤➤ The **60-litre model** is ideal for double-cab and mid- to large-size SUVs.

PORTABLE POWER

You're not always tethered to your 4x4, so why should your auxiliary power be? National Luna's leading range of portable power solutions can be used to power your 12V fridge, cellphone, tablet, and outdoor lights. Connect an inverter to any one of the below products and use the unit as back-up power solution for your TV/Wi-Fi modem at home.

THE BLACK BOX

As far as practical gifts go, what could be more useful at home and around your campsite than a customisable battery box with plug 'n' play convenience? Keep the box as is, or swop out any one of the output ports for your choice power supply.



DC-DC CHARGERS

With a 23-year track record in dual-battery systems, National Luna offers both a 25A and an ultra-powerful 40A DC-DC system which support direct solar input, smart-alternator compatibility, and lithium battery support.

Both **DC-DC systems** are supplied with installation accessories and mounting hardware.



THE GREY BOX

Equipped with National Luna's tried and trusted solenoid dual-battery system, the Grey Box charges via your vehicle's 12V alternator, while preventing your vehicle's main starter battery from running flat and leaving you stranded.



Both the **1A and 5A charger** offer a multi-stage recharge cycle and can be permanently connected to your battery. It's the perfect gift for all those summer toys that hibernate during the winter months.

BATTERY CHARGERS

Whether you own a caravan, boat, bike, golf cart, jetski or even a back-up power system, the chances are, you need an Intelligent Maintenance Charger. Why? Well, because all lead-acid batteries need maintenance to survive! Fortunately, using the right battery charger will guarantee service life, maintain performance, and save you money.

THE GREEN BOX

National Luna's flagship portable-power solution features a 25A DC-DC charger, battery isolator, MPPT solar regulator, lithium compatibility, and a wide range of customisable outputs.

Recharge it from your vehicle's alternator, or simply plug a solar panel directly into the box. National Luna's Green Box is the most versatile portable-power solution on the market, and the first of its kind!



SOLENOID DUAL-BATTERY SYSTEM

As 12V refrigeration becomes more powerful and efficient, so too does the need for bulletproof back-up power; and nothing has a greater track record for reliability than the original Intelligent Solenoid.

National Luna's Intelligent Solenoid System is still one of the most cost effective ways of installing auxiliary-battery power in your vehicle.



CAMPING MUST-HAVES

LED CAMPING LIGHTS

Ideal for permanent installations within your tent, rooftop tent, vehicle canopy or cabin, bolted to the side of your roof rack, or even used around your home during times of load-shedding.



National Luna's LED light range stretches from their economical 9-LED unit, to the ultra-bright 27-LED unit with dual-colour control.

BATTERY MONITORS

Whether you're running a single-battery setup or a dual system, National Luna's wide range of battery monitors are sure to meet your needs; from their flush-mounted built-in units, to a removable monitor that can be installed in almost any application.

KNOW YOUR BATTERY STATUS



220V PORTABLE ICE MAKER

Unlike many ice makers on the market, National Luna's Portable Ice Maker is tested to operate at a 43°C ambient temperature, as opposed to the industry norm of just 32°C. Meaning, in some cases, this punchy ice maker can produce more ice than many units that are twice its size!

To top it off, the National Luna Portable Ice Maker features a durable stainless-steel finish, a removable ice bucket and shovel, low-water indicator, a cycle time of just 6 to 13 minutes, and an ice-making capacity of 12kg in just 24 hours.

Keep one at home, or pack it in your caravan for the holidays. It's the gift that keeps on giving.

12V WIDGETS & ACCESSORIES

Looking for a DIY project this weekend? Then look no further than National Luna's wide range of 12V accessories. Everything from self-installed USB ports, to auxiliary plugs, fuses, switches, connectors, terminal blocks, and even flush-mounted face-plates, you're bound to find your next DIY project in this lineup. Install your own dual-battery system or run a power port to your boot or load bin, the choice is yours!

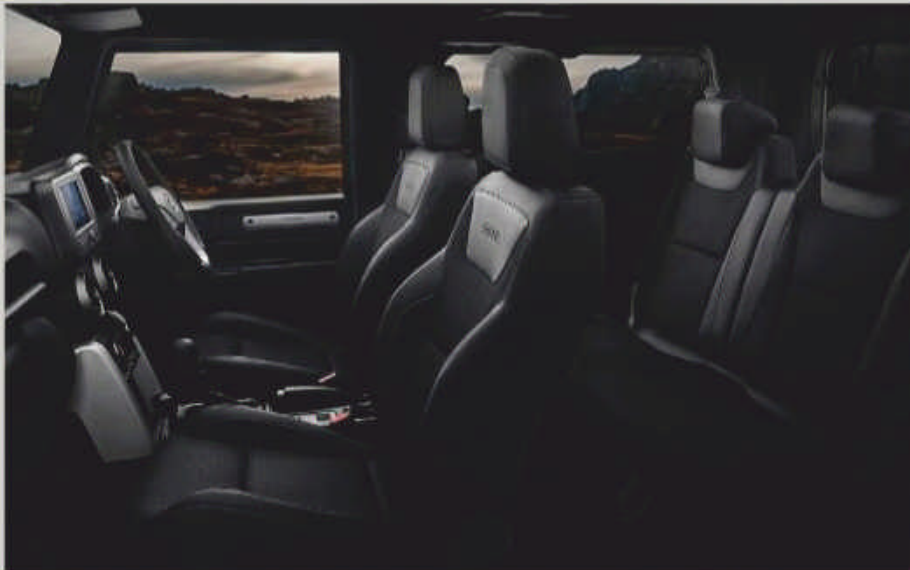


Customise your setup with modular 29mm products.

ALL PRODUCTS ARE AVAILABLE AT LEADING OUTDOOR AND 4X4 STORES COUNTRYWIDE.

Scan the QR Code below to visit nationalluna.com for technical advice, or to find a distributor near you.





New Indian 'Jeep'

If you're on Facebook, you may have noticed the recent upswelling of Mahindra ads, especially offers on the Thar. The reason is that Mahindra South Africa urgently wants to get rid of its stock before the launch of this SUV's replacement.

The second generation Thar is brand new and powered by Mahindra's own 2 l mStallion TGD i petrol engine and 2.2 l mHawk CRDe diesel engine. You will be able to choose between a six-speed manual and six-speed automatic gearbox, and all models have four-wheel drive with low-range gears and diff locks.

Technologically speaking, the new Thar is light years ahead of its predecessor with anti-lock brakes, brake force distribution, stability control, traction and downhill control. Inside, there are touchscreens, USB ports, cruise control and satellite navigation.

If you yearn for a Jeep Wrangler but can't afford it, the new Mahindra Thar could be the answer. Prices were unknown at time of going to print, but we expect it to arrive early in 2021.

Datsun? No, Nissan

The Nissan Magnite is a crossover launched in India in October 2020. The Magnite will be built in India and exported to the rest of the world, including South Africa.

The Magnite was originally meant to be a Datsun, but according to the news agency Reuters, Nissan is considering terminating the brand, which was resurrected in 2013 after a long absence. It seems the banner change from Datsun to Nissan Magnite is the first nail in Datsun's coffin.

The Datsun Go and Go+ will continue to be sold as Datsuns in South Africa, until the French-Japanese alliance consisting of Renault, Nissan and Mitsubishi decides what to do with Datsun.

The Magnite has a 1 l three-cylinder petrol engine with turbocharging and a manual gearbox. There are also electronic gadgets including an eight-inch touchscreen and four cameras around the bodywork for a 360-degree image.

Nissan's latest crossover will land here in 2021, taking on, among others, the Hyundai Venue and Ford Ecosport.



Contact Armadillo here

In the October-November issue, we had the Armadillo XTR 302 in our New Caravan section, but neglected to include the contact details: ☎ 021 981 2992 ✉ xog.co.za

✉ info@xog.co.za 📱



Meet the new Swift

You'd think imported caravans would be expensive, but if you look at the new Swift Alpine 2, the price is not only highly competitive, but you also get some lovely luxuries, says **Leon Botha**.

Imported caravans are as rare as hen's teeth but ever since 2018, Loftus caravans in Randburg have been importing some models of the Swift series. They've already sold more than 50 of them and now a fourth model, the Alpine 2, has joined their line-up.

This newcomer is aimed at couples with a light towing vehicle. Its gross vehicle mass (GVM) is barely 1 250 kg, which means you can tow it with a Nissan Qashqai. Unlike most of the road caravans, this one has a fixed roof and is therefore also higher. A big plus is the bathroom, though you have to make peace with the indoor kitchen. This caravan doesn't have outdoor facilities.

What do you get?

The standard original caravan gets no amendments. The Alpine comes with

a galvanised Al-Ko chassis and a Euro axle. The panels contain no wood and are finished with fibreglass skins. The frame is quite unusual and consists of polyurethane, a plastic-like material.

Woody Loftus of Loftus Caravans explains some of the cabinets are for example screwed to the polyurethane with screws. This is a durable method and those screws won't easily lose their grip. The panels are 25 mm thick and the roof 32 mm (it's also hail resistant).

The floor is a 44 mm sandwich construction with a Styrofoam core.

From the outside, the Alpine 2 has a striking appearance compared to local road caravans. The nose is rounded and a good half of it is all window. The windows extend almost to the roof – like a sunroof.

The bathroom is built into the rear-end

section, the kitchen above the axle and you'll find the bed in the nose area.

It looks familiar

You'll spot the first unique element at the door. Like the windows, the door also has a mesh screen that closes. You'll see similar Velcro versions on the odd off-road caravan, but it's a novelty on a road caravan.

Because the European winters are so cold, Swift are obviously well insulated, which means the Alpine 2 has double-glazed windows. They also have blinds for privacy.

The bathroom is a separate room and extends over the entire width of the caravan. The door is in the middle with the toilet to the left. Next to it is a wardrobe, and that means you can get dressed in the bathroom. The basin is in the middle with the shower next to the main door.





CRIMSON

EVOLVED ERGONOMICS

Redesigned to feel at home for any hand



EVERGREEN

MAGNETIC ARCHITECTURE

Allows for smooth, quick access to tools during a lifetime of use



NAVY

FREE ACCESS

Open any tool from the outside without fingernails



LUNAR



ARCTIC

LEATHERMAN® FREE™

The FREE T4 proves once and for all that big things do come in small packages.

The FREE T4 was designed with everyday problem solving in mind.

Available in stainless steel as well as 5x stunning new colours.



NEW CARAVAN

The Thetford gas stove is another treat. You get three burners and a gas oven. The sink is next to it with a microwave oven about shoulder height.

If anything counts against the Alpine 2, it will be the 100 l Dometic fridge. It's a bar fridge and therefore small, but the big plus is the fridge can work with 220 V or 12 V electricity or gas.

The double bed comes in several iterations. Two single beds are arranged against the left and right panels. If you're not using them for sleep, they serve as two large sofas. Should you prefer a double bed, a roller with slats as base unrolls from the nose side between the

single beds. With the added cushions you then sleep crosswise. This is where you appreciate all the windows, you not only have a view out the top, but also to all sides except the back.

The lights work off the battery (a 12 V-105 Ah deep cycle).

Quick facts

Swift, with its plant in Cottingham, is the largest caravan manufacturer in Britain. It also exports to countries including Israel, South Korea, Thailand, Chile, Australia and New Zealand. The manufacturer has been in existence since 1964 and today has 1 150 employees.



Some competitors

Single-axle road caravans for two with a fixed roof and a bathroom



R422 234 Jurgens Classique GS GVM 1 490 kg

It weighs 246 kg more and has larger wheels (15").



R346 000 Quantum Connect GVM 1 500 kg

The caravan is 15 cm wider with a big fridge (239 l).



R499 900 Sensation Dawn GVM 1 700 kg

Air-conditioning (9 000 BTU) is standard.



SPECIFICATIONS

Model	Swift Alpine 2
Sleeps	2
Length	6,05 m
Width	2,25 m
Height	2,59 m
Wheels	14"
Tare weight	1 020 kg
Loading capacity	230 kg
GVM	1 250 kg
Price	R459 000
Dealers	Loftus Caravan City (Randburg) and Cara-Camp Caravan & Outdoor Centre (Somerset West)
Contact	011 792 1456 and 021 85 8215



P-SERIES REINVENTED

NEW

GOOD JUST
GOT BETTER.



FLEX SEALING
TECHNOLOGY

THE PREMIUM P-SERIES SIGNATURE

Completely water- and dust-tight, even during short term underwater use thanks to Ledlenser's new flex sealing technology.



ADVANCED
FOCUS SYSTEM



MAGNETIC CHARGE
SYSTEM



SMART LIGHT
TECHNOLOGY



EMERGENCY
LIGHT

E & OE

Awesome Tools are the exclusive distributors of Ledlenser in South Africa.
Tel: +27 21 981 6672 | www.awesometools.co.za
www.facebook.com/LedLenserSouthAfrica/



Three cheers for Dinokeng!

Whether you prefer a busy resort with plenty of spaces for play, a smaller, more peaceful resort, or a bush camp where the lions parade in front of your tent, there's a campsite waiting just for you in the Dinokeng area.

Words and photos **Helenus Kruger**

The Dinokeng Reserve needs no introduction. The Big 5 hangs out there, you can go on a self-drive game drive, and there's a variety of campsites to choose from. If you live in Pretoria, it almost takes you longer to set up camp than it took you to drive there.

The COVID-19 lockdown period actually benefited the reserve. People were craving a break, and the moment travel within the borders of your own province was allowed, visitors flocked to Dinokeng. The first weekend after the opening, all the accommodation in the reserve was booked out, while campsites for the December holidays were quickly snapped up.

UITVLUGT RESORT

Brand sparkling new

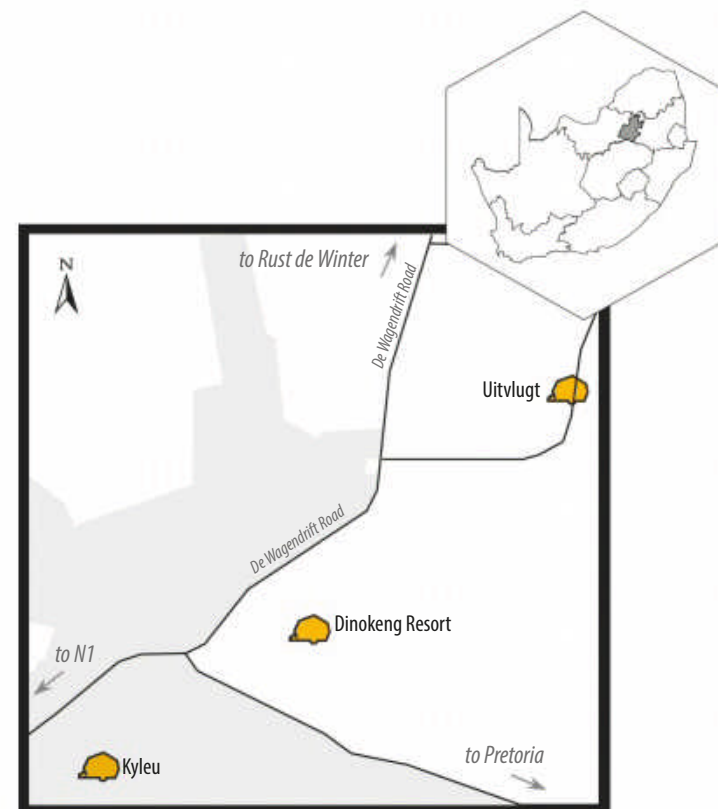
The area's newest campsite, Uitvlugt, is located just outside the reserve on the banks of the Elands River, about 19 km from the Tau gate. During our mid-October visit, the new owners, Riaan and Debbie Botes, had just moved in and we were some of the first campers.

The resort was formerly known as the Nokeng Eco Lodge and their focus had been on group gatherings. So the campsites, ablution facilities and swimming pool were already here when Riaan and his family took charge, and they were hard at work at the time of

our visit to get it all ready before the December holidays.

You quickly realise Riaan and Debbie, who also own the Marulani Bush Lodge in the reserve, have big plans for Uitvlugt when you chat to them.

"We want to develop a resort where families can come to relax, with plenty to do for young and old. We've already started upgrading the existing facilities and are planning a number of new expansions. The ablution facilities are being renovated and we plan to have the restaurant, a camping shop and a games room ready before December. For 2021, we're developing 12 new stands with





They say

Pieter and Sulette de Bruin and their sons, Diederik (13) and Frederik (10), are from Pretoria and camp in a Crossroader off-road trailer they tow with a Fortuner D4-D.

"We're fully equipped to camp self-sufficiently and therefore prefer a bush stand. We love trees and here along the river, there are beautiful ones, especially the big old monkey thorns. There's

also a huge variety of birds that chirp all day long, and from time to time you also hear the hippos. The rippling of the water over the rocks by the small rapids lulls you to sleep at night."



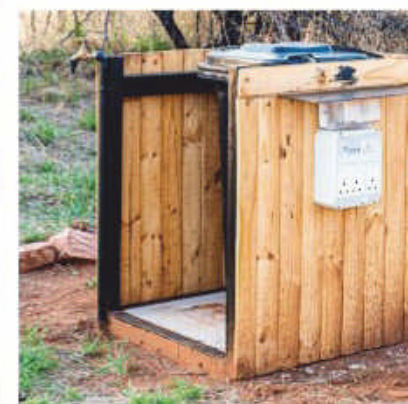
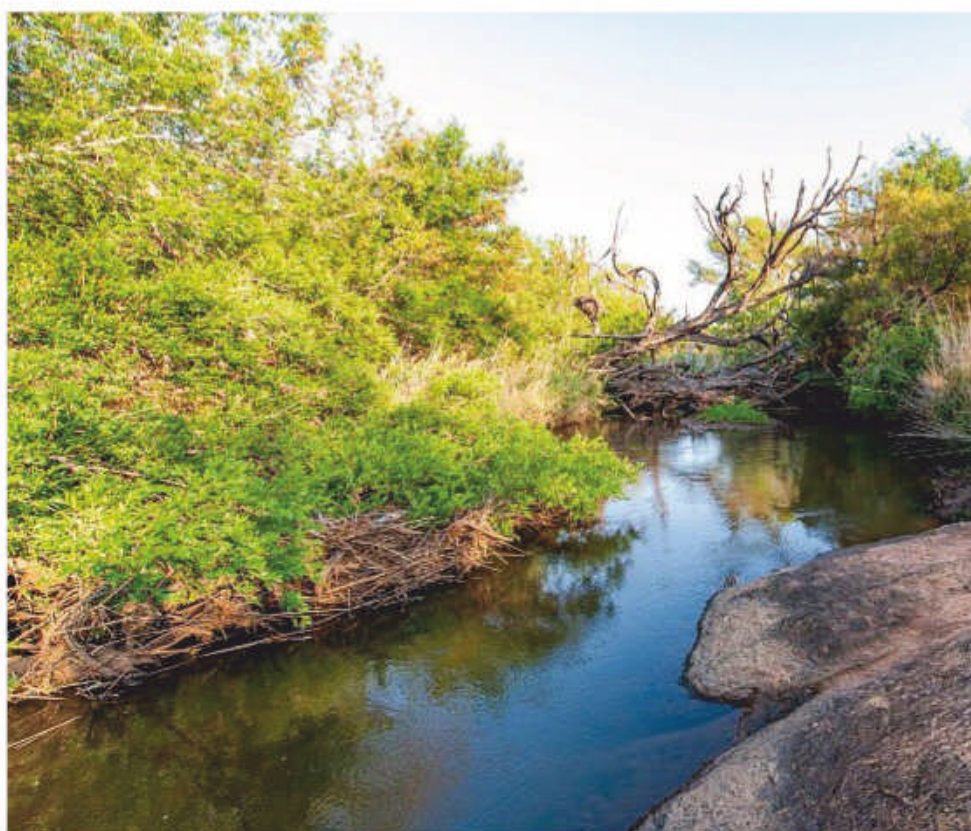
private bathrooms closer to the river and away from the main camp. Then we also have plans for a mini golf course, trampolines and a spa."

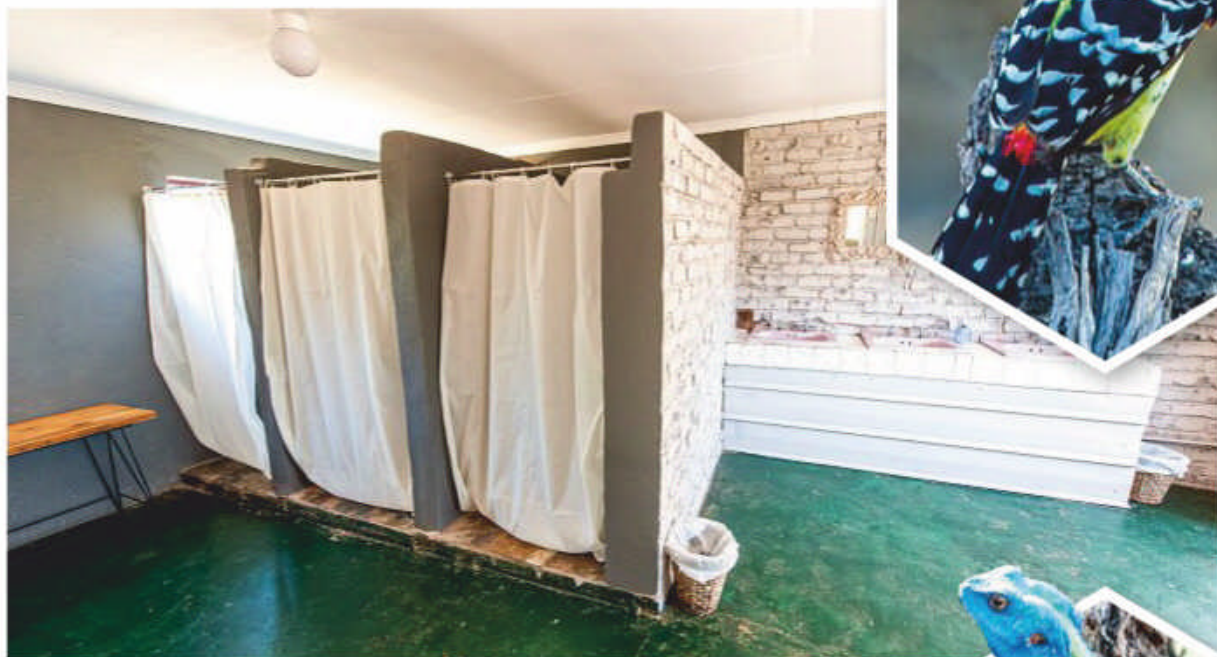
Thanks to the river and indigenous trees, the area is, of course, a bird-watching paradise. Riaan says he and one of his guests recently identified more than 68 bird species in and around the campsite within an hour or two. The 7 km of dirt roads are all on level ground, which is why young and old – even the very little ones – can enjoy cycling around. Remember to bring your binoculars if you're going to walk on the footpath on the banks of the river.... just keep your eyes peeled as some crocodiles call the river home.

Uitvlugt has three campsites: the caravan stands, a smaller area for tents, and the bush stands next to the river. The 14 caravan stands, all about 12 x 15 steps in size, lie in two parallel rows, with seven spots in each row.

The top row, closest to the entrance, has Bermuda grass and a lane of monkey thorn trees that provide shade almost all day long during the summer months. The stands are on a slight slope, but your caravan's corner steadies will handle it.

The row of stands at the bottom of the camp borders the veld, and if you let your rally tent look to the west, you won't have anyone walking past the front of it. The sites have been levelled and the grass should be doing well come December. There aren't any trees here, but you can pitch on the strip of grass between the two rows too. You'll need an extension cord 20 m long. The rubbish bins between the stands are neatly closed with wooden boards and each stand has a tap, power point (ordinary socket), light and a braai with a grid.





AT ITS BEST. Uitvlugt is a perfect resort if you like things simple and natural. The tall trees provide ample shade and you'll have plenty of little visitors in the form of lizards and birds.



A giant white stinkwood tree, surrounded by other indigenous trees, provides shade at the seven tent stands. They're on average 8 x 8 steps in size, and because the campsite isn't that big, you'll be sleeping close to your neighbours.

There are six power points against the wall of the ablution block and your extension cord should be at least 15 m long when you camp at the farthest spot.

If you and your family are completely self-sufficient, the four bush stands on the banks of the river are the perfect spots. These only have a braai drum, and you need to supply everything else you need.

The nearest stand to the main camp is, as the crow flies, 300 m away, and the farthest one 800 m – there you will only hear the river, birds and hippos.

The main camp has only one ablution block with separate facilities for men and women. The whitewashed stone walls and cement floors give the bathrooms a rustic

look. Both sides have a large common area, three shower cubicles, three basins – each with a mirror – and three toilets. There's a wooden bench in the common area, but no seating at the basins. The shower cubicles have painted walls and are spacious (1 x 1,8 m). The shower curtains at the entrance to the cubicle will be replaced by doors soon.

The swimming pool (7 x 22 steps and 1,6 m deep) lies diagonally behind the ablution building, opposite the building where the restaurant, shop and games room will be located. In the area around the pool there are three small thatched shelters, plus tables and chairs and a lapa on a terrace above the pool.

The game drives depart from the Marulani Lodge inside the reserve. They take three hours and include refreshments. Costs are R350 pp (R250 for kids under 12). There are also night rides at R450 pp, regardless of age.

Briefly | Uitvlugt



Campsite 25 stands, of which 14 are for caravans, 7 for tents and 4 in the bush.

Ablution facilities Spacious, rustic ablution facilities.

Price R250 (regular stands) and R350 (bush stands) for 2 people on weekends and holidays. In December it costs R275 and R385 respectively – plus R50 and R55 pp for extra people (maximum 6 per stand). Discount rates apply for Mondays to Fridays, and June and July.

Contact 082 310 9730 (Valdette)

admin@uitvlugtresort.co.za

uitvlugtresort.co.za

Arrival and departure 12:00 and 11:00.

Road conditions The last 5 km of dirt road is slightly corrugated here and there.

GPS S25.2933111 E28.465229

Drive & Camp says This is a campsite to watch, because big things will still be happening here. The bush stands next to the river are superb.



DINOKENG RESORT

Play all the way

Although the Dinokeng Resort shares its name with Dinokeng, it lies outside the reserve's boundaries. Though you do enter through the reserve's gate to get here.

With an impressive number of jumping, sliding, diving and playing areas – and no fewer than 85 pitches – the Dinokeng resort is surely one of the largest campsites in the area. The resort, which has expanded significantly over the past few years, is a popular camping destination for families and the kids definitely won't be bored.

The heartbeat of the resort is on the side of the campsite where all the activities are. Water sports are always fun and there's more than enough of that at this resort with its four swimming pools and seven slides. Two of the four pools are in the same square as the tuck shop, camping shop and bar. The water in the smaller pool (5 x 8 steps) is heated all year long, while the large one (10 x 32 steps) is cold. There is also a warm-water pool inside a thatched rondavel.

There's paving around the pools with tables and chairs and a canopy that extends over the section where you sit, the small pool and a section of the large pool. At the tuck shop you can buy, among other things, toasted sandwiches, hot chips,



coffee and tea. The camp shop stocks something of everything – they have the usual items including wood, ice and ice cream, plus fresh bread, milk, eggs, blue caravan plugs, aluminium pots and plastic wine glasses.

On the other side of the pool is the bar where the bartender will pour you a mean cocktail. Behind the bar is a hall with two built-in braais, a large-screen TV, and chairs and tables.

THE WATER SLIDES – with the tallest one a whopping 14,5 m high – are by far the most popular attraction among the young ones. The height and slope of the four slides differ, so each is unique.

The little ones have their own mini water slides. They flow into a shallow pool with two canopies of shade net from where Mom can keep an eye on the kids.





They say

Francois and Nicoleen Mienie and their two daughters, Nienke (11) and Nesia (6), are from Pretoria and camp in dome tents.

"We spent a few weeks here at the Dinokeng Resort. Francois set up an office in one of the tents and the paving works well to keep out sand and mud. While Francois works, the kids and I enjoy the nature around us: the nyalas that regularly walk

through the camp, the crested barbet in its nest in the tree right next to us, the squirrels and the bushbabies that visit the camp early in the evening. The kids love playing in the playground and on the water slides. The staff are very friendly and always helpful."

POOL PARTY. Summer months can get extremely hot in Dinokeng and you'll be grateful for the pool and water slides at the Dinokeng Resort. It is for this reason a suitable spot for families with young children.

Next to the mini water slides you'll find the Madala boma with a round braai in the middle and a fence made of stumps. The boma can be rented at R350 per day, but you need to book it in advance.

The playground next to the large swimming pool has an air bouncer, jungle gym, swings and a tar pathway for the knights on their kick bikes.

YOU HAVE A CHOICE between 32 private stands, each with its own bathroom, and 53 regular ones where you share the ablution facilities with other campers. Reservations are made online on their

website and available spots are indicated on a map with a photo of each (so you can see where the grass and shade are), and you then choose your date and stand type.

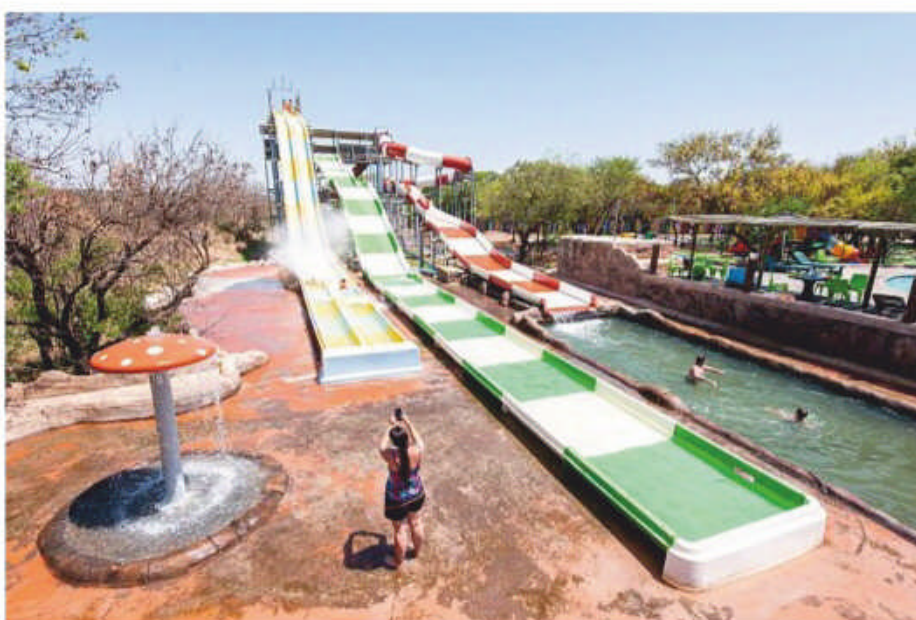
The private stands are grouped in four around an ablution building in which each has its own bathroom. The stands are 9 x 9 steps and all are paved – there is even a paved path to your bathroom.

There's veld grass and indigenous trees separating the stands, but your caravan won't have shade. Each stand has a freestanding braai with grid, a power point (caravan and ordinary sockets), a tap and a rubbish bin.

Each bathroom has a shower, basin and toilet. The walls are a combination of bare bricks and tiles, and the floors are tiled. The shower cubicle (1 x 1,5 m) doesn't have a curtain, but is deep enough so that the floor does not get wet. The basin has a mirror, enough space next to it for a toiletry bag, plus a power point.

On the side of each building, each stand has a dish-washing sink too.

There are 10 paved regular stands, for the rest you camp on grass. This section of the campsite is rich in trees, but there are some stands where there's not much shade. Stands are on average 12 x 12



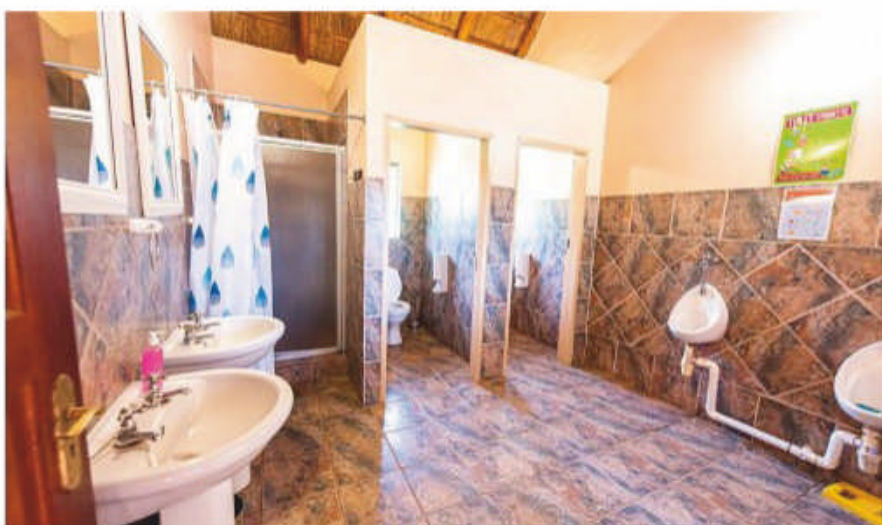
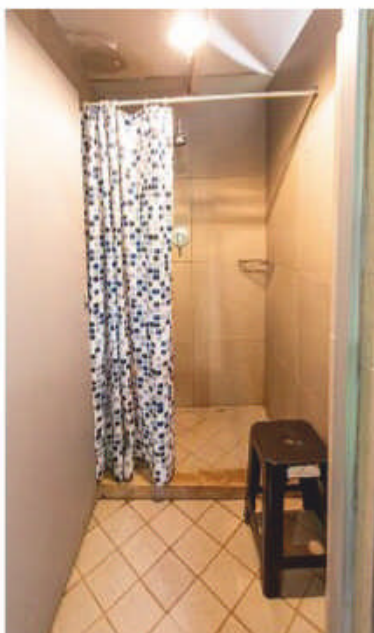
CAMPING DESTINATION

steps in size and have either a built-in or a freestanding braai, a power point (caravan and ordinary sockets), a tap and a rubbish bin.

All three ablution blocks (A, B and D) have separate facilities for men and women. They have everything a camper can expect, though in some places could do with a hook for clothes and a spot for your toiletry bag. The basins have hand-washing soap and mirrors, as well as floor mats, rubbish bins, showers with curtains, two baths (in the women's section of block D and B), two family

bathrooms (block D) and a wheelchair-friendly bathroom (block B).

Block A, near the entrance on the side of the site, is tiny and is used as a family bathroom. The wheelchair-friendly bathroom has enough space inside so that a wheelchair can move, and there are grab rails by the shower and toilet. The ordinary bathrooms next door are larger than that of block A but can't be described as spacious. Block D, the newest and largest ablution block, has an outdoor shower, dishwashing facilities and a dump station for cassette toilets.



OUT THERE. This is as close to wild camping as you can get without having to give up luxury amenities such as proper bathroom facilities with hot running water and flushing toilets.



KYLEU BUSH CAMP Where lions roam

If your next visit to somewhere like the reserves in Botswana is still far in the future, come camp at Kyleu for now.

This bush camp run by Devon and Sherri Symons is one of only two in the reserve without a fence. Be on the lookout, though, as it's not impossible that lions or cheetahs will walk through the camp.

Kyleu has 10 stands in the bush camp and five at the river camp. The ones at the bush camp are far apart and the veld grass, trees and bushes in between allow for privacy. There's no electricity; so you will need to bring your solar panel and camping fridge or a cooler box for ice. Each stand has a freestanding braai with a grid.

Stands 2 and 6 are the largest – up to four off-road caravans can fit here. Each stand has at least one tree, but your caravan will stand mostly in the sun – and you camp on grass at about half of the stands.



Briefly | Dinokeng Resort



Campsite Private stands with paving and regular ones with paving or grass.

Ablution facilities Private bathrooms and 3 communal ablution blocks, with a separate wheelchair-friendly bathroom.

Price R250-R770 per pitch for 4 people,

depending on when and where you camp. Additional guests pay R100-R110 pppn.

Contact 063 771 6856 or 060 970 5990

info@dinokengresort.co.za

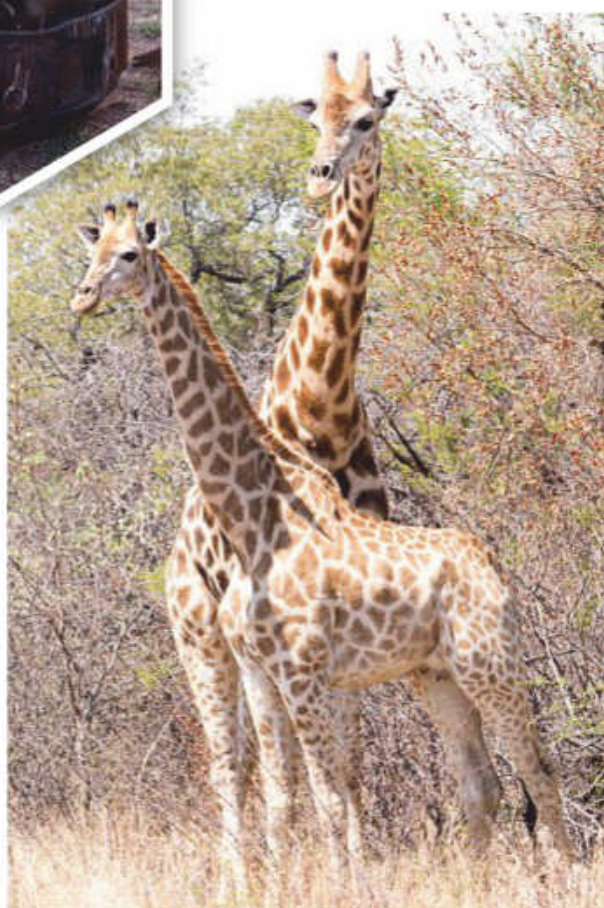
dinokengresort.co.za

Arrival and departure 12:00 and 11:00.

Road conditions Tar, with the last 2 km a dirt road.

GPS S25.349818 E28.403263

Drive & Camp says Don't forget your cozzies and sunscreen.



Briefly | Kyleu Bush Camp



Campsite You have a choice between bush camps with private ablution facilities and stands where you need to be completely self-sufficient.

Ablution facilities Private with hot water, shower and toilet. Or bring your own shower for the river camp.

Price On weekends R180 pppn (bush camp) and R100 (river camp). Mondays to Thursdays, the rate is R120 pppn. Free for kids under 12.

Contact 060 458 4478

info@kyleu.co.za kyleu.co.za

Arrival and departure 14:00 and 12:00 in season and 14:00 and 14:00 out of season. You can arrange to leave later provided nobody has booked after you.

Road conditions Tar road, with the last 2 km to the camp a dirt road with slight corrugation.

GPS S25.372044 E28.356121

Drive & Camp says a true bush experience, with or without a bathroom.

Don't think a bush camp means you have only a pit toilet at your stand; you'll have your own bathroom with running water, a shower (gas geyser) and a flushing loo. With the zink basins and copper pipes against the walls, the design of the bathrooms matches the bush. On the **outside of the bathroom, right by the door, is the dishwashing area.**

Those die-hard campers equipped to be self-sufficient will love the river camp. The stands, overlooking the Kaallaagtespruit, are on an open field with no facilities. You have to bring everything with you – and take your

rubbish with you when you leave.

The Symons are developing five fenced stands for those who are nervous about camping where animals roam free. These stands have already been laid out and the bathrooms will be built soon.

Kyleu also offers a guided game drive on their game-viewing vehicle. The ride lasts 3 hours and costs R250 pp. 🐾



They say

Jean and Vanessa Joubert from Rustenburg tow their Bush Lapa Flea with a Mitsubishi Pajero.

"We aren't fans of busy resorts; so Kyleu's small camp and tranquillity suit us well. It's fantastic to have privacy and be right next to someone else. It is also exciting that a lion

could walk past your tent at any time. The bathroom is equipped with everything you need. We like game viewing and the reserve has a lovely self-driving route."

LEADERS of canvas tents in Africa

WWW.TENTCO.CO.ZA

SINCE 1992



TENTCO AWNINGS



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

STAINLESS STEEL BRAAI GRIDS



from **R180**

1.4M ROOFTOP DELUXE



R12 999

FOLDING TABLE

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



DC 3 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

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**

New International Brand

**WASHED CANVAS WITH
LEATHER TRIMMING**



Crossbody Bag
R350



Canvas
Backpack
R399



Messenger Bag
R450



Travel duffel bag Medium
R499



Travel Duffel Large
R550

BIG BOY CHAIR



SPECIFICATIONS
Nylon Ripstop
Steel frame
Max weight:
150kg
R630

PORTA POTTY



SPECIFICATIONS
20Lt
R1100
Bag, each
R255

CAPRIVI 3 POP UP



2.4m x 1.8m x 1.0m
R1099

CAPRIVI



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

STORM NET

3X5 - **R280**
3X6 - **R330**
4X6 - **R430**
6X6 - **R650**



SELF INFLATING MATTRESS



SIZE: 2m x 62cm x 5cm **R599**
SIZE: 2m x 67cm x 10cm **R999**
No pumps needed
Complete with compression stuff sack

TROLLEY BIG WHEEL



R1 600

WIDE RANGE OF BAGS AVAILABLE TO PROTECT YOUR CAMPING GEAR

AGENTS: SEE LIST ON WEBSITE

now on

21 BISSET RD
JETPARK, BOKSBURG - JHB
TEL: +27 11 397 6451/2

FAX: +27 11 397 6421
E-MAIL: info@tentco.co.za
WHOLESALE: colin@tentco.co.za

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

PRICES VALID FOR DECEMBER 2020 TO JANUARY 2021

We strive to ensure that, at the time of going to print, all information is correct. However, Tentco will not be held liable for any errors that may occur.



LEADERS of canvas tents in Africa

WWW.TENTCO.CO.ZA

SINCE 1992



POP-UP GAZEBO



Replacement cover available in Safari Ripstop material

3 m x 3 m **R1 800**

CAPRIVI 2 & 3



SPECIFICATIONS
2.1m x 2.1m x 1.3m **R799**
3m x 3m x 1.8m **R1 599**
INNER TENT: 190T POLYESTER NYLON
FLYSHEET & FLOOR: 210D OXFORD NYLON

BUNDU CANOPY



Side walls available
2.7m x 3m
R1 585

JNR BAOBAB EXT



JNR 2.5m x 2.5 m
R4 730

BOW TENT EXTENSIONS
BOWTENTS NOT INCLUDED



SNR DELUXE EXT
3m x 3m
Side walls and front wall available
R7 215



SNR BOOBAB EXT
SNR 3m x 3m
R5485

SNR DOUBLE BOW EXTENSION



Extension to fit any Tentco 3m x 3m bow tent
R5 080

SAFARI BOW



Heavy duty canvas Traveller **R2 855**
2.1 x 2.1 x 1.5 m
Ranger **R3 300**
2.1 x 2.1 x 1.8 m
Junior Bow **R4 650**
2.5 x 2.5 x 1.9 m
Senior Bow **R5 760**
3.0 x 3.0 x 2.2 m

JNR SAHARA



4.5m x 2.9m x 2.5m
R7 760

Side walls and front wall available

SNR SAHARA



5.6m x 2.9m x 2.5m
R9 420

HEXIBOW SAFARI



R7025
4.8 m x 3.6 m x 2.0 m
VERY SPACIOUS

GAZEBOS



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

DINING SHELTER



R5 620
3 Sides with moszi net + four solid slides, 3 x 3 x 2.5 m

SHADENET INNER ONLY



R1 990
To fit Snr Tentco gazebo
Shadedcloth
Built-in groundsheet

NEW

SIDE WALLS & END WALLS



NEW! Re-inforced Nylon Corners
For easy assembly
Colour-coded

Available: End wall
Side walls (solid or with windows)

GAZEBO TO BOW TENT CONNECTOR



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**



AFRICA NO.1 BEST SELLER

REPLACEMENT COVER FOR YOUR ROOFTOP FROM **R480**

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

SAHARA DELUXE



AFRICA NO.1 BEST SELLER

R10 880 6m x 2.9m x 2.5m
Side walls and front wall available

THESE PRODUCTS ARE AVAILABLE FROM:
NB: PRICE WILL VARY BETWEEN STORES.



AGENTS: SEE LIST ON WEBSITE

now on

21 BISSET RD
JETPARK, BOKSBURG - JHB
TEL: +27 11 397 6451/2

FAX: +27 11 397 6421
E-MAIL: info@tentco.co.za
WHOLESALE: colin@tentco.co.za

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

PRICES VALID FOR DECEMBER 2020 TO JANUARY 2021

We strive to ensure that, at the time of going to print, all information is correct. However, Tentco will not be held liable for any errors that may occur.



The expanse of southern Namibia

Take a leisurely drive through Namibia's lower half to see Africa's largest canyon, wild horses and an abandoned town – and enjoy freshly baked apple tart in an arid desert.

Words and photos **Cyril Kloppe**



This almost 2 000 km route winds through four of Namibia's 14 official districts. Your journey begins at the Nakob border post, 130 km west of Upington. Follow the B3 main route to Karasburg – here's where you can buy supplies before leaving the tar road shortly afterward.

A dirt road starts at Grünau, a tiny settlement in the Karas district with only a handful of houses, a petrol station and a hotel with a swimming pool and four camping spots. Continue west out of Grünau and follow the C12 dirt road for 36 km to Klein-Karas –

a hamlet that is even smaller than Grünau.

The residents of Klein-Karas rely on goat farming. They've recently gained international renown for their Kangal and Anatolian shepherd dogs that defend the community's goats against leopards and other predators. These dogs not only help the farmers, but also protect the big cats against extinction.

A train track runs parallel to the dirt road between Grünau and Klein-Karas to the Holoogberg on the edge of the Ai-Ais-Richtersveld Transfrontier Park, and then the railway line turns north to Keetmanshoop.

4X4 DESTINATION

Here's where you turn left onto the C37 dirt road to the Canyon Roadhouse (S27.52481 E17.81521), where a shop full of souvenirs and trinkets await visitors. There's a swimming pool, guest rooms as well as 10 stands for campers. It's the restaurant, however, that gets the biggest hurra – the next place where you could get such a good meal will be Lüderitz, 500 km from here.

Your next stop is Hobas – do make a stop at the Fish River Canyon's lookout point. Follow a dreadful dirt road – corrugated by thousands of visitors – for 11 km across the plain of the Hunsvlakte to the edge of the canyon. This crack in the earth is 160 km long and the largest canyon in the world after the Grand Canyon in the US. There's a visitor's centre at a lookout point with a deck from which you can view the canyon from above. If you're really brave (or foolish) enough, drive south on a twin-track to where you can look down the precipice without safety barriers. Don't fall – the canyon is 500 m deep here.

Hobas has 14 stands, but the typical camper here gets up at the break of dawn to go hike the canyon. Rather, get back onto the C37 and continue south to Ai-Ais. If you left Upington early morning, you should arrive at Ai-Ais by late afternoon (the distance between the two is 460 km), just in time to pitch a tent and soothe your aching muscles in the hot springs before lighting a fire for tonight's braai. Ai-Ais' spa has pools that are naturally heated by mineral-rich spring water. You can also see the fountain from which the water bubbles up from deep within the earth. The fountain is caged to stop you from diving into the water – which is just as well since the mercury reaches 60 °C.

Ai-Ais' campsite is spacious with palm trees and patches of grass ready for your tent pegs. The ablution facilities are old but still serviceable.

When the weather cools down between May and September, hikers emerge from the canyon with radiant faces as they spot the resort after an exhausting five days on the 85 km hiking trail. Pat them on the shoulder and offer them a drink –they deserve it.

REFUEL AT AI-AIS and follow the C10 back the way you came yesterday. After

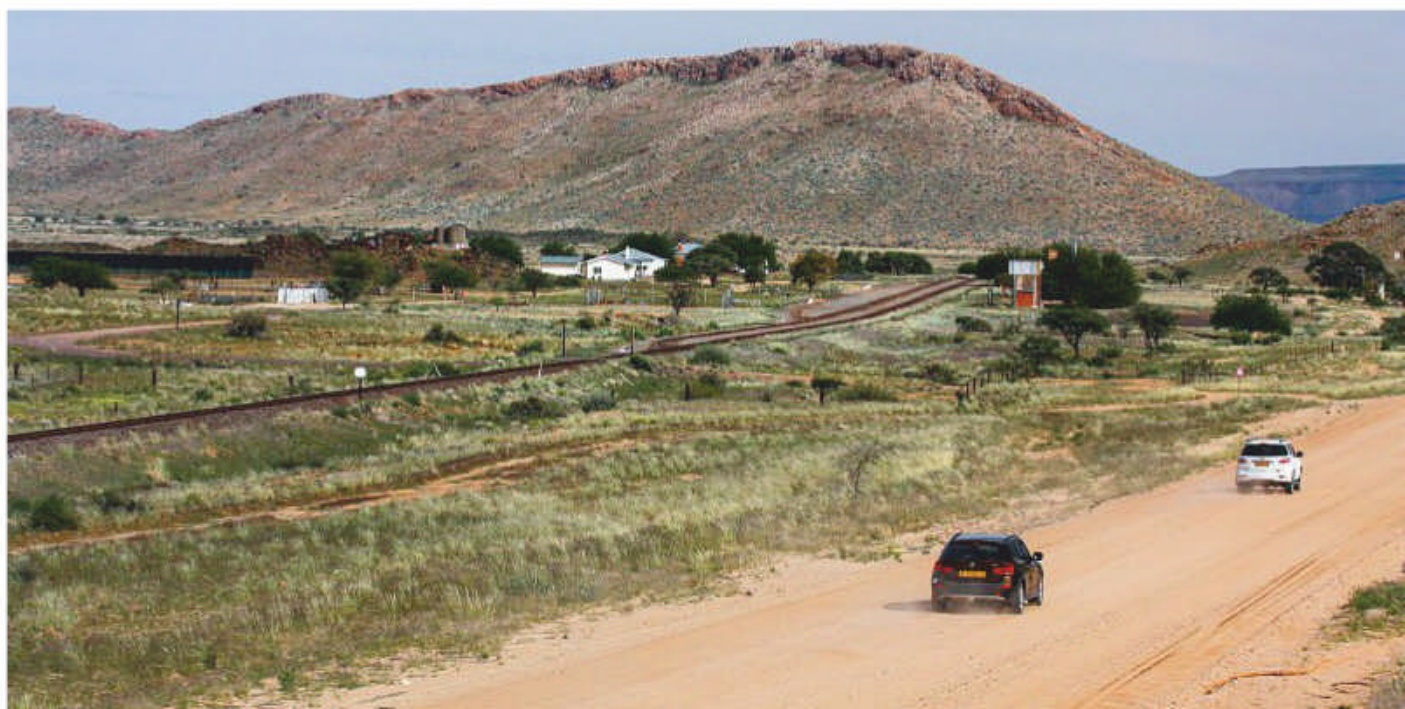


“

A train track runs parallel to the dirt road between Grünau and Klein-Karas to the Holoogberg on the edge of the Ai-Ais-Richtersveld Transfrontier Park

”

LINEMAN OF THE COUNTY. The rail between Grünau and Klein-Karas (below) runs dead straight to the Holoogberg (above) where the route turns south to the Canyon Roadhouse (far right). Here you can pose for pics among car wrecks before heading to the Fish River Canyon.





10 km, turn right onto the D316 in the direction of the Noordoewer border post and, 23 km later, turn right again onto the D207, immediately after you cross the Gamka River.

Start looking out for a twin-track after about 24 km, it turns off the D207 and enters a dry riverbed: this is the Gamka River route. The turn-off is sometimes indicated by a "4x4" sign, but the sign disappears every now and then, only to be replaced with a new one months later.

The route takes you through a ravine surrounded by towering cliffs. If it's been a while since the river flowed, you could master it in a two-wheel drive vehicle, provided you have good

ground clearance, but sometimes the course of the river is so badly churned up that you have to engage four-wheel drive and low-range gears. If you enjoy wild camping, spend the night under the towering cliffs – just remember to leave nothing behind but footprints and tyre tracks.

As soon as you reach the Orange River, turn right and follow the C13 along the river, past Stormberg and across the Fish River mouth, to the turn-off to the Sendelingsdrif border post. Stay on the C13 and drive through a beautiful valley to Rosh Pinah. This working mining town has some shops, a filling station and restaurants, but isn't geared for tourism.

Rather keep going and follow the C13 north – you're now on a wide tarred road – to the Reklakte, a vast valley surrounded by granite hills.

The C13 eventually ends at the B4 main road that connects Keetmanshoop and Lüderitz. Turn left here and head to the town of Aus for an ice-cold refreshment on the Bahnhof Hotel's veranda – refuel here if needed.

Do consider spending a night or two at Klein Aus Vista if you want to explore the area. They've got chalets and a lovely campsite with 10 stands – called the desert horse camp. It's got hot showers and flush loos, but no electricity.

Use Aus as a base to visit the Aus

Neus (a rock that resembles a nose), the Schutztruppe hiking trail and First World War memorials in the area. The most popular attraction near Aus is undoubtedly Garub's wild horses. According to DNA research by Namibia's wild horse trust, these animals are the descendants of one Emil Kreplin's Kubub horse stud that was bought by the Union of South Africa in 1915 to invade German South West Africa. The Union troops' temporary base on Garub was bombed by the Germans and as a result the horses fled into the desert where they could not be recaptured. Today, their descendants still roam here.

Continue on the B4 main road until you reach Lüderitz Airport. Barely 1 km past the airport turn-off, you'll find the ghost town of Kolmanskop on your left. The town sprung to life thanks to railway worker Zacharias Lewala who picked up

a diamond at the Graskop railway stop in April 1908. The area was immediately declared a restricted area and the residents of the brand-new Kolmanskop quickly became wealthy. But the diamond field was exhausted relatively quickly, and barely 40 years later the town had fallen into poverty. The last resident left here in 1956... penniless.

Some buildings, such as the theatre, ballroom and the mine manager's residence, are preserved for posterity, but of most houses and mining buildings have been left to the desert that engulfs a little more of the town every day.

You need at least an hour to see Kolmanskop – three hours would be better – and then it's time to head toward the ocean and the historic coastal town of Lüderitz.

The bay in which Lüderitz's harbour was built had been mapped by the

Portuguese navigator Bartolomeu Dias back in 1487, but the town itself wasn't established until 1883 by the German tobacco magnate Adolf Lüderitz. The town is known for its beautiful German colonial houses and a bakery that bakes bread rolls, or brötchen, in the traditional German way.

You need at least two days to get to know Lüderitz. Highlights include the agate beach where you're allowed to pocket the most beautiful pebbles, Dias's padirão (Portuguese for "stone cross") and the lighthouse at Dias Point, as well as historical attractions such as the Felsenkirche – a Lutheran church built in 1912 – and the Goerke House.

There are a number of guesthouses and inns in Lüderitz, but if you're keen to camp, drive down Kreplin Street to Shark Island. This peninsula can either be heavenly with a light breeze that cools



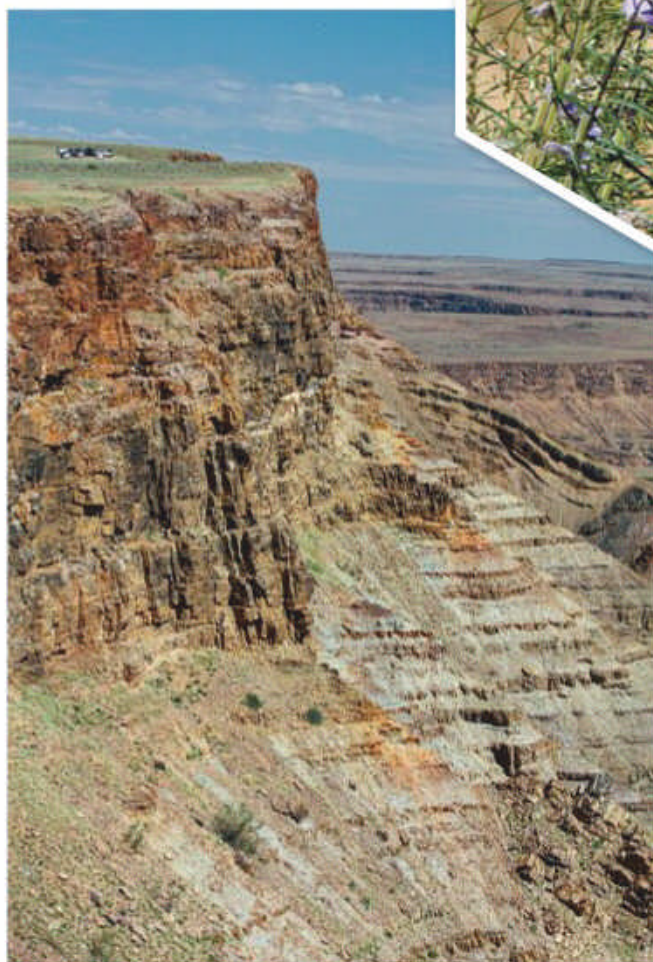
“

This crack in the earth is 160 km long and the largest canyon in the world after the Grand Canyon in the US

”



PLAINS AND CRACKS. The Fish River flows below (bottom left) and joins the Orange river a few kilometres farther downstream. Game in these parts (above) are so used to tourists that they won't flee at the sight of you.





you down after a sweltering hot day, or utterly awful when an icy wind tears over the rocks and it seems as if you and your tent will end up in the sea.

Hopefully the weather plays along and you can relax peacefully next to a campfire while reflecting on Garub's wild horses that have managed to survived in the inhospitable desert for more than a century, while the people of Kolmanskop with all their money and technology failed to do so.

DRIVE BACK TO AUS on the B4 and turn off 4 km outside the town onto the F605 regional road in the direction of

Helmeringhausen. This dirt road takes you over the plains of the Neisvlakte – on the northern edge of it you will find a road sign for the D707 regional road: turn left here.

The D707 is a beautiful sightseeing road with the Namib-Naukluft National Park on your left and the Tiras Mountains on your right. The road surface is sandy, which won't please adventure motorcyclists, but it's not so bad that a car will get stuck. You've got an excellent chance of seeing game, especially small antelope such as duikers and springboks that sprint ahead of your car, hoping to find a gap in the fence

so they can escape into the veld.

Two hours and 120 km later, the D707 ends at the Spes Bona farming community in the Hardap district. Watch out for cattle and donkeys straying into the road – a good reason to not drive on Namibia's dirt roads after dark – and follow the C27 to Betta.

About 20 km northeast of Betta on the D826 gravel road is the Duwisib Castle, a mansion built by a wealthy German artillery officer captain Hans Heinrich von Wolf in 1909. Hans and his American bride, Jayta (née Humphreys), spent five happy years in the mansion before World War I broke out. Hans died in the

“

You've got an excellent chance of seeing game, especially small antelope such as duikers

”



GREEN AND GREY. Namibian landscapes change rapidly. You'll be in a green valley one moment and in an ocean of sand dunes the next. Life finds a way to survive but humans need to take extra precautions, including lots of water in your car.



Battle of the Somme (1916) and Jayta eventually returned to her parents' home in New Jersey in the US. The "castle" was acquired by the government in 1979 and is managed by Namibia Wildlife Resorts today. There's a lovely campsite next to the mansion, but we suggest you push on to your next destination (provided there's enough daylight left).

Sesriem is 140 km north of Betta. If you arrive here by midday, the rangers will allow you to visit the world-famous Sossusvlei, but if it is shortly before dusk, you'll have to sleep over and try again the following morning.

Sossusvlei is only 65 km from Sesriem,

but the speed limit on the tarred road to the vlei is 60 km/h and so the guards at the gate won't allow you through if it's less than three hours to go before sunset (the inner gate closes as soon as darkness falls). The best time to visit Sossusvlei is at dawn, in any case, when it's cool and you have beautiful, soft light for stunning photos.

If you're overnighing at Sesriem, you're allowed to enter the inner gate an hour before sunrise, that's when day visitors are admitted through the outer gate, to watch the first rays of the sun fall on the dunes. About 5 km before Sossusvlei, the tar road turns into a sand

road and you'll need a proper four-wheel drive vehicle here. If yours isn't up for the sand, N\$ 150 will get you a lift on a game-viewing vehicle to Sossusvlei.

The remaining 500 m from Sossusvlei to Dooievlei – the real reason why people come here – requires a hard slog on foot through the dunes. Dooievlei will sometimes appear as a pure white pan nestled among scarlet dunes (an illusion created by the dawn light; the colours aren't nearly as vivid in the afternoons) with dead trees that flatly refuse to rot away. This is a photogenic spot and you will struggle to not take striking photos when you arrive early in the morning.

4X4 DESTINATION

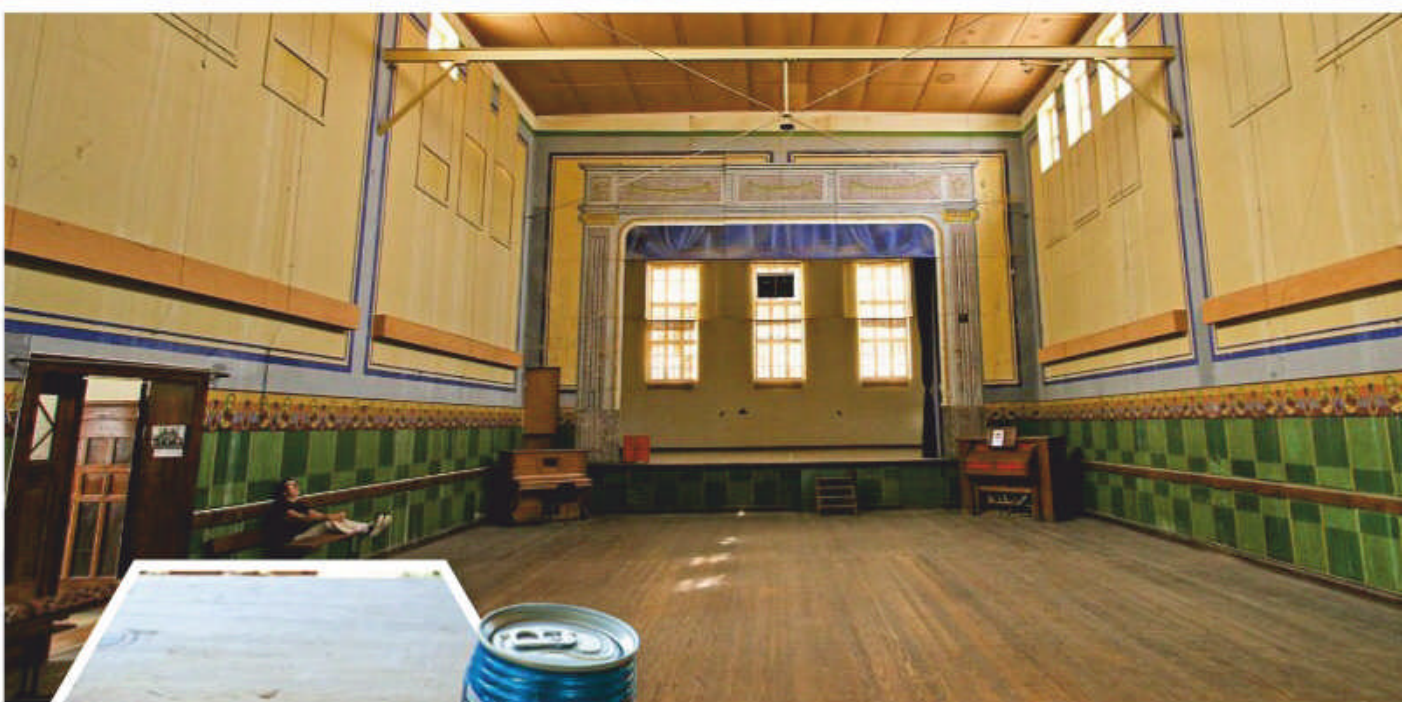
Then it's back to Sesriem, and from there another 12 km north to where the C19 regional road ends as it meets the C14. Turn left here and follow the well-graded dirt road to the hamlet of Solitaire.

Solitaire is a lonely place in the middle of nowhere where the hermit Percy Cross McGregor was the only permanent resident for many years. To curb his boredom, Percy – or Moose, as he was known – started baking apple tarts to sell to passing motorists. This delicacy got so popular that people would come from far and wide to taste Moose's tarts.

Moose died of a heart attack in 2014 at the relatively young age of 56. Retired mountaineer, explorer, geologist and pilot Pasquale "PV" Scaturro bought the homes and bakery on Solitaire. PV still sells Moose's apple tart, but the COVID-19 pandemic has hit Solitaire hard. PV says the bakery sold roughly 70 000 slices of apple tart to people from all over the world in 2019, but during the 2020 lockdown, sales fell to as low as just one slice a day – and that to a road worker who would drive past every now and again. Things are looking up these days, although Solitaire's bakery hadn't started operating at full capacity at the time of going to print.

Another 62 km north of Solitaire you will find a road sign (S23.43779 E15.80933) that tells you you've reached the Tropic of Capricorn. This sign was moved 10 km up the road a few years ago because the tropic moves 15 m north per year due to climate change. The sign's current position is already out of date and should actually be at S23.43658 E15.81052, 192 m up the road. (Cyril's pedantry sometimes drives us up the walls. – Ed)

In a short while, you leave the Hardap district and drive into Erongo. To date, we've only stayed on the outer edge of the Namib-Naukluft National Park, and you enter the park proper for the first time with the Kuiseb Pass at the at the Kuiseb Canyon. As soon as you reach the other side of the canyon, the expansive Tumas Plain stretches ahead. A wide dirt road runs straight across the spectacular plain, up and down low dunes, to the Vogelfederberg (S23.05517 E14.98878) with its striking views over the plains – pull over for a picnic here.



HISTORY AND GEOGRAPHY. The abandoned Kolmanskop (above) ages well thanks to the dry climate, but the desert is relentless. At Solitaire you can get a slice of apple tart (insert left), at Sesriem you can visit the Dead Vlei at Sossusvlei (below left) and north of Solitaire you'll cross the Tropic of Capricorn (far right) before crossing the Kuiseb Pass (right) onto the Tumas Plains (below).





WHERE TO CAMP

Prices are in Namibian dollars that are linked to the South African rand and therefore have the same value.

Grünau Country Hotel, Grünau

Four stands on arid ground behind the hotel with neat ablution facilities and access to a swimming pool.

Price N\$ 170 pp to camp.

Contact 00 264 81 456 0990

grunaucountryhotel.com

grunauch@iway.na

Canyon Roadhouse, Klein-Karas

10 stands on sand with braai areas, electricity, ablution facilities, a swimming pool and a few shade trees.

Price N\$ 237 per stand (two people).

Contact 00 264 61 427 200

gondwana-collection.com

bookings@gondwana-collection.com

Hobas Camp, Hobas

14 stands on bare ground with lots of shade trees, a swimming pool and one decent ablution block.

Price N\$ 401 per stand (maximum 8 people).

Contact nwrnamibia.com (reservations)

Ai-Ais hot springs, Ai-Ais

Camp wherever you want on grass or sand, near the river or near the pool. The ablution facilities are quite old.

Price N\$ 315 per stand (maximum 8 people).

Contact nwrnamibia.com (reservations)

Klein Aus Vista, Aus

10 stands under shade trees with neat ablution facilities and views of the Namib.

Price N\$ 160 pp (max 6 people per stand).

Contact 00 264 63 258 116

klein-aus-vista.com

info@klein-aus-vista.com

Sesriem Camp, Sesriem

20 stands on deep sand and under large camelthorn trees, with braai and ablution facilities but no electricity at your stand.

Price N\$ 490 per stand (maximum 8 people).

Contact nwrnamibia.com (reservations)

Mile 4 Caravan Park, Swakopmund

A spacious caravan park where you camp on soil next to the sea. Day-and-night security, a bar, laundry rooms, and fishing spots for avid anglers.

Price N\$ 180 per stand and N\$ 130 pp.

Contact 00 264 64 641 781

mile4swkp.com info@mile4swkp.com

Arebbusch Resort, Windhoek

Each stand has shade nets, power, water and a braai area. There is also a communal kitchen and neat ablution facilities.

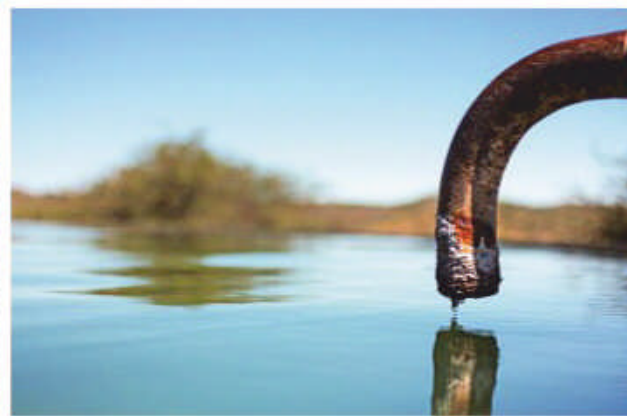
Price N\$ 180 per stand and N\$ 130 pp.

Contact 00 264 61 252 255

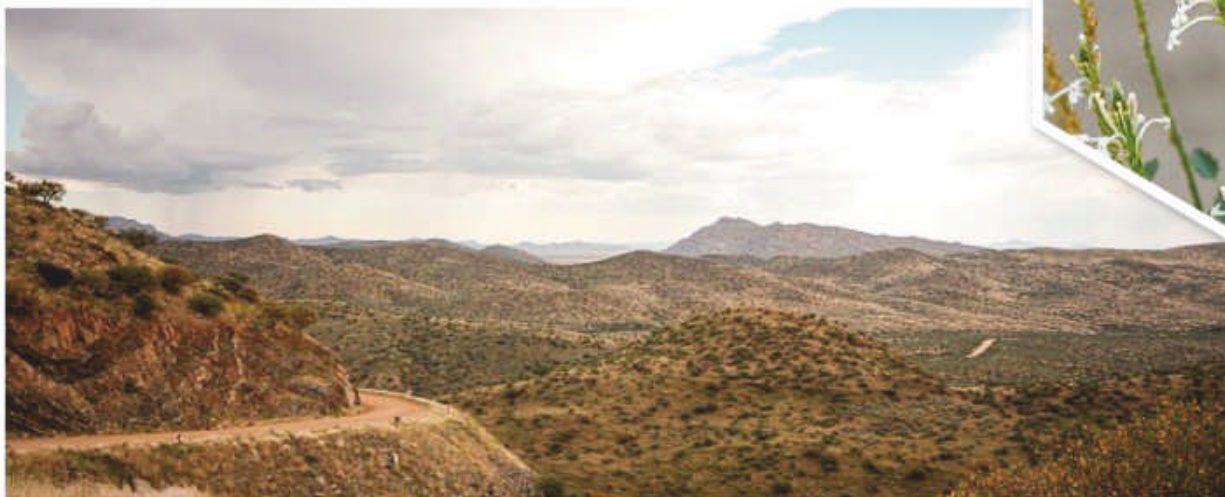
arebbusch.com

onlineres@arebbusch.com





BONE DRY. The Thumas Plains is a parched landscape edged by dunes. The Vogelfederberg (left) is a great place for a picnic before entering the busy Walvis Bay.



From the here, it's 50 km to Walvis Bay, and from there only 30 km north to Swakopmund. Camp in the Mile 4 Caravan Park on the upper edge of Swakopmund and explore the welwitschia plain, moon landscape, Dune 7 and the Dorob and Omaruru nature reserves outside the town.

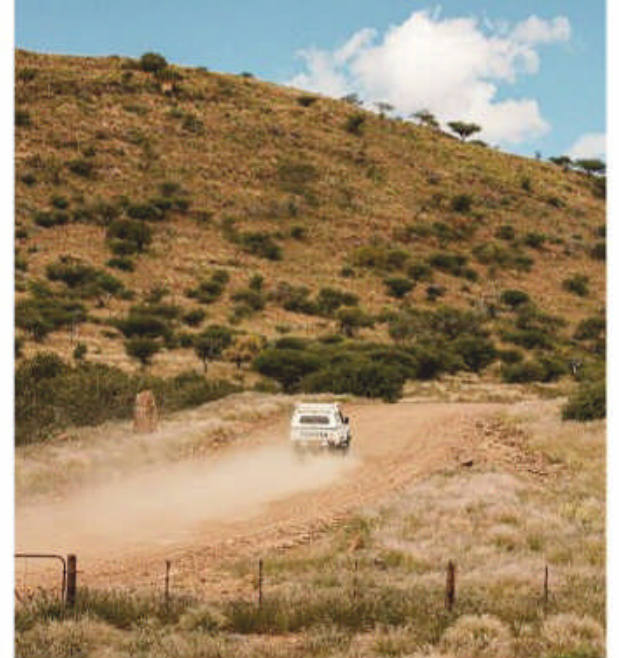
ON THE LAST DAY of the route, follow the C28 from Swakopmund (not the B2 highway!) in the direction of Windhoek. Drive over the Tumas Plain again, and 170 km outside Swakopmund, the dirt

road starts winding up the Bosua Pass. You now leave the Erongo district and enter the Khomas Hochland, a collection of mountains in central Namibia known for its cattle and hunting farms. Because Windhoek is located in the heart of the Khomas district, it's also statistically the most affluent and densely populated district in Namibia.

After crossing the Bosua Pass, drive 115 km over mountains and through valleys until you find a derelict mansion to the left of the road (S22.60851 E16.71827). The Liebig House with its

strange European roof designed to withstand snowstorms (I mean really) was erected by the Liebig's Extract of Meat Company in 1907 after this British food company bought 2 000 km² of land in German South West Africa to raise cattle. Corporate bigwigs stayed here when they visited the company's interests in Africa. By the way, the Liebig company is known as Oxo today, the manufacturer of Fray Bentos and Oxo stock cubes – products those of you under 30 may not recognise.

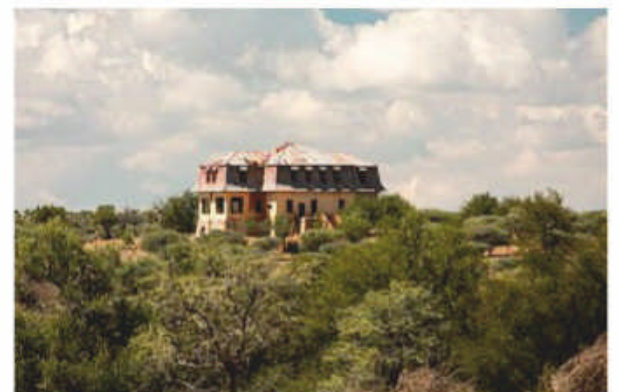
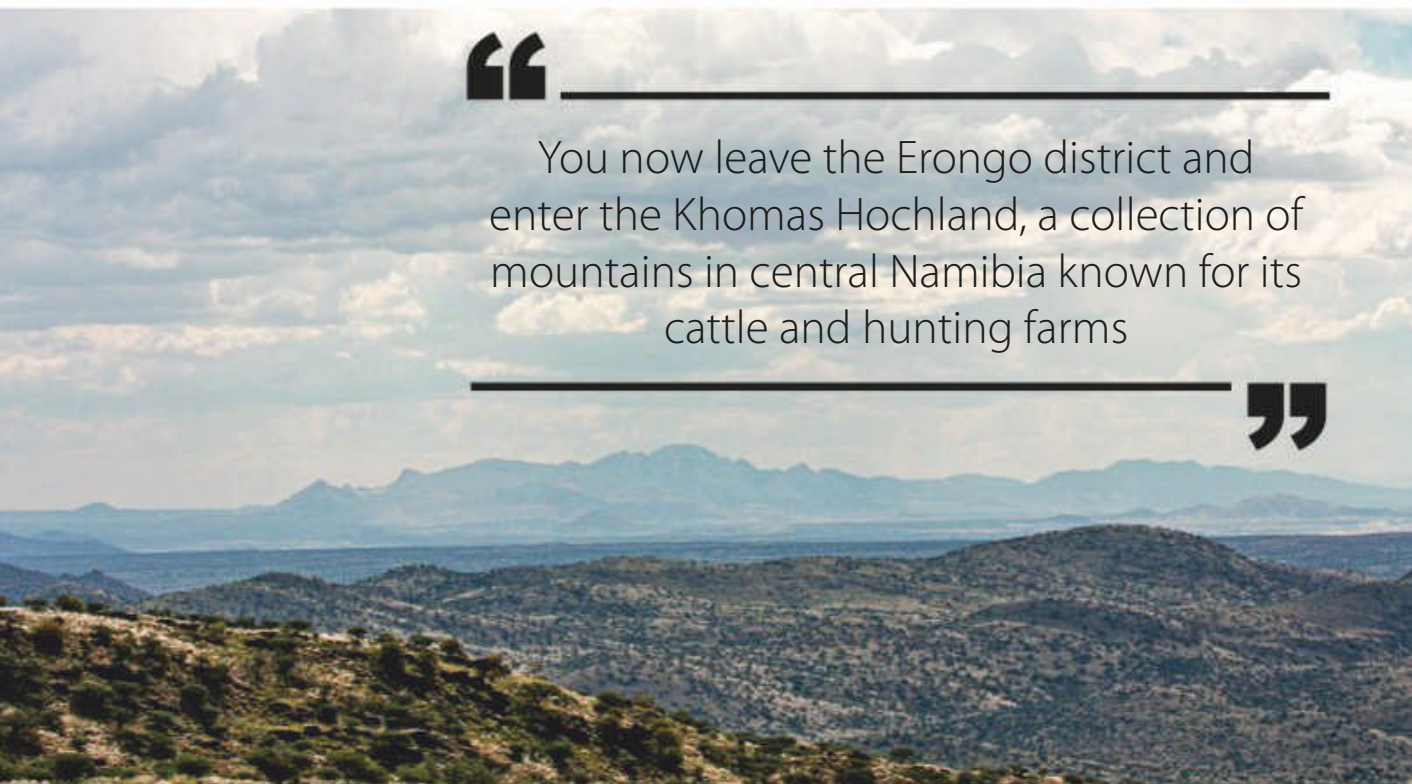
Rumours abound that the Liebig House



“

You now leave the Erongo district and enter the Khomas Hochland, a collection of mountains in central Namibia known for its cattle and hunting farms

”



I ALSO WANT TO GO!

Can I drive it on my own? Yes, it's a popular route and we don't think you would ever have to wait more than half an hour next to the road for a Good Samaritan to stop and help if you are in a pickle.

How long? The route is 1 900 km long and lasts five days if you overnight in a new place every night – three days if you put foot and don't stop for photos.

What vehicle do I need? A soft-roader will be fine, but fit all-terrain tires rather than ordinary city tires.

How much fuel do I need? You must have a range of 400 km, otherwise you will have to deviate from the route every now and again to refuel.

What emergency equipment should I pack? You need to be able to repair a puncture and you must carry fluids just in case something overheats. A compressor is always handy, but you can do without a winch, high-lift jack and sand boards.

Can I tow? Yes, but not an ordinary road caravan. You should tow an off-road trailer or bush caravan that can handle corrugated roads.



FERTILE LANDS. The Khomas Highlands is positively wet compared to the neighbouring Thumas Plains. Here wind pumps draw water from below the earth to sustain herds of cattle and wildlife.

is haunted, but that's nonsense, because it was merely a corporate guest house and there's no record of anyone having ever died here.

From Liebig House, it's 15 km to the Hammans River, after which the dirt road turns into tar again. Windhoek lies just over the next ridge and marks the end of the route. Reward yourself with eisbein, spätzle, sauerkraut and a stein overflowing with a classic Bavarian wheat ale at Joe's Beerhouse in Nelson Mandela Street (S22.55093 E17.09029).

If you don't have relatives or friends

in Windhoek with whom you can stay, camp at the Arebbusch Resort (S22.60658 E17.08501) next to the Eros International Airport, about 5 km south of Windhoek's city centre.

Tomorrow you will tackle the long road back home, perhaps via the Central Kalahari Game Reserve in Botswana or perhaps through the Kgalagadi Transfrontier Park. Or will you head north to visit Kaokoland, the Ruacana and Epupa falls and the Etosha? Namibia has so much more to offer. How about a few more days on the road?

A jewel in the Baviaans

There's an absolute jewel of a campsite near the eastern entrance to the Baviaanskloof – one that's hard to leave...

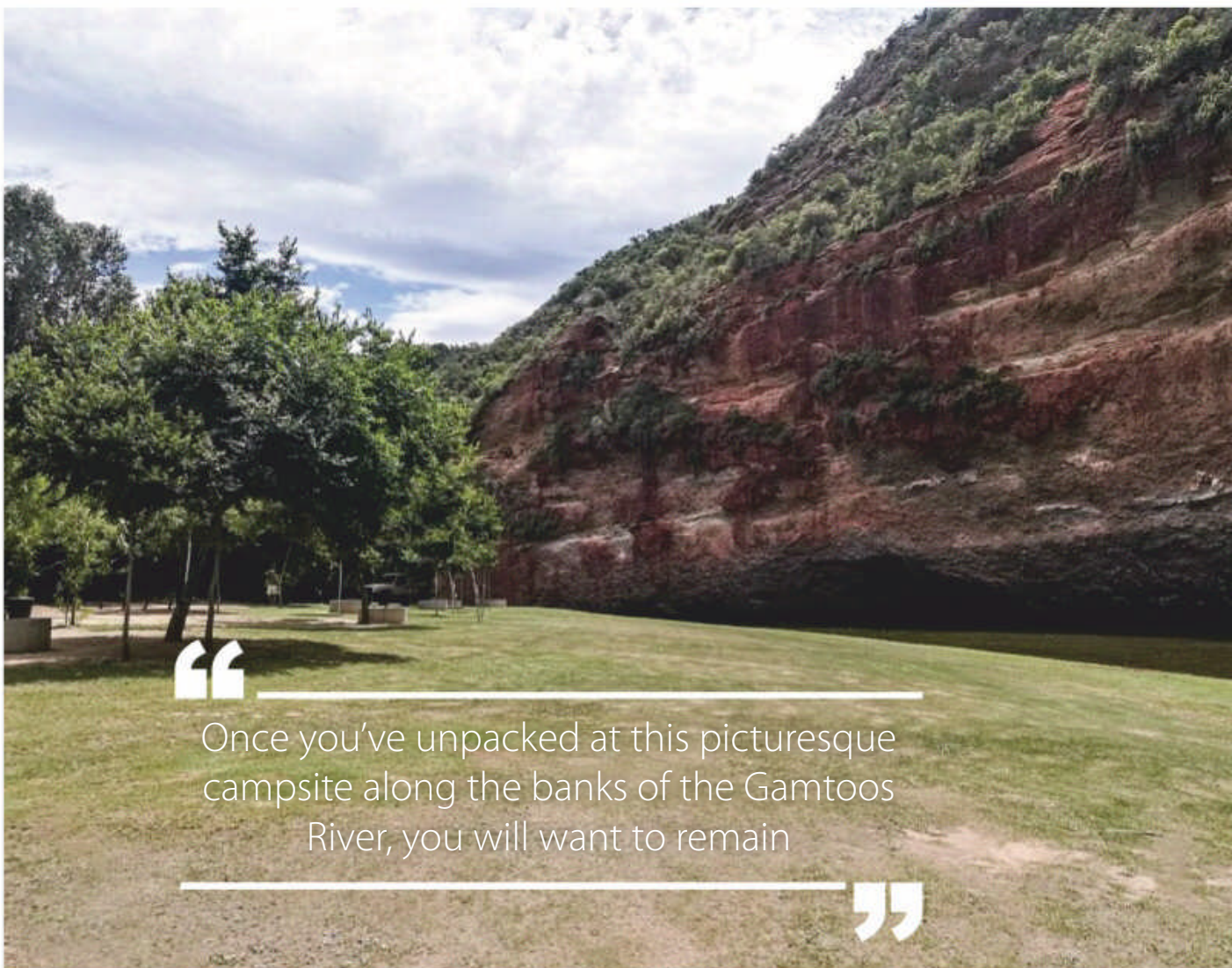
Words **Georg Buys**

Photos **Georg Buys** and **Laurika Ferreira**

Sometimes you come across a campsite that completely messes up your travel plans. The Geelkrans campsite is one such place. Once you've unpacked at this picturesque campsite along the banks of the Gamtoos River, you will want to remain put for a number of days to recharge your batteries in peace and quiet and the beauty of nature – even if your original plan was to overnight just a day or two.

We had, in fact, planned to visit a number of campsites in the Baviaanskloof with a group of friends from Gauteng, but when we arrived at Geelkrans we quickly decided that the other destinations would have to wait. We didn't want to drive one kilometre more and decided to spend all our available time at Geelkrans.

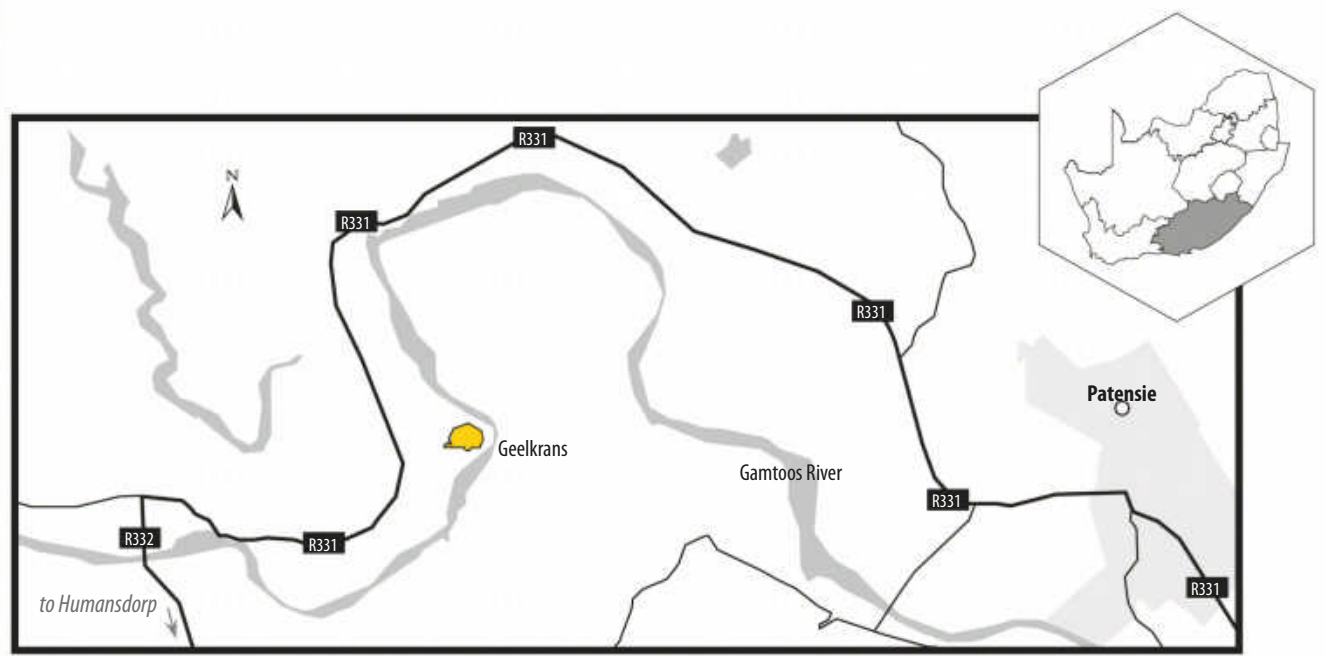
From your stand you have a view of the Gamtoos River, which is surrounded by a spectacular high and perpendicular rock face. The valley's inhabitants apparently tell stories of a water nymph



“

Once you've unpacked at this picturesque campsite along the banks of the Gamtoos River, you will want to remain

”



that hangs around water pools with her long black hair and green eyes. It's easy to imagine that this water pool right here might be her favourite one...

The high rock face with its orange and yellow hues towers about 200 m above the campsite, and provides shelter for, among other things, numerous swallows that build their nests against the overhangs in the summer months.

The name Geelkrans has its origins in the soft and predominant yellow colour

of the rocks, which is clearly visible, especially in the late afternoon sun. When camping here, you can just sit back in your camping chair and be enchanted by the splendour of the massive rock formations. The red colour is thanks to the high iron oxide precipitation that is gradually washed out by the wind and rain, later exposing the characteristic yellow rock formations.

Bring your binoculars, your camera's zoom lens and your bird guide, and sit

back late afternoon to watch a white-breasted cormorant expand and dry its wings. More than 100 bird species have already been spotted here, and this campsite should therefore be on any keen birdwatcher's list. Maybe you will even be lucky enough to see the fish eagle couple that have been breeding at Geelkrans for many years.

Also remember your fishing gear – see if you can lure a carp or two from the river to the shore.



SWIMMINGLY. Be one with nature as you spy on more than a 100 different birds species and wet a line to pull out a carp.





Between the stands and the pool of water is a wide strip of grass where kids can romp under the watchful eyes of their parents.

LAURIKA FERREIRA WELCOMES you as you arrive, and points you to your spot. Laurika and her husband, Theo, have developed the campsite over the past 15 years – at one time there were only rocks and reeds. It's hard to imagine it now.

The 1,6 km dirt road to the campsite leads through beautiful and leafy orchards on the farm where they've been farming with citrus for the past 37 years.

The 14 stands laid out by Laurika are

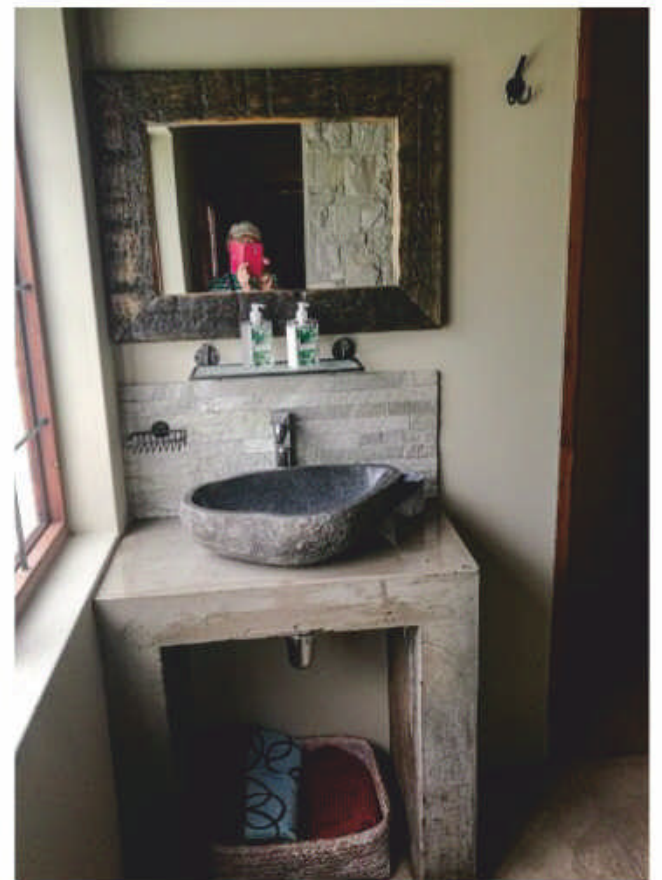
surrounded by beautiful rows of clivias and lots of indigenous trees that give shade and the necessary relief during the hot summer months. More than a thousand trees have been planted on the campsite, all grown from seeds collected in the veld on the farm – there are Cape chestnuts, Cape ash, Natal mahogany, wild olive, sneezewood, elderberry, black ironwood and many, many more.

Each stand has a Hebrew or Greek name, the origin of which can be found in a Bible verse, and the meaning of which is linked to rest, security, and peace. Each stand has a large round braai

pit and you can buy braai wood from Laurika. There's no camping shop here, but there are shops nearby where you can replenish supplies. There's also good cellphone reception in the campsite.

You don't have any electricity at your site, but solar panels provide power in the ablution block. There are also toilets, and the shower and dishwashing facilities have hot water. The drinking water on the site comes from water tanks erected at the ablution block.

For those who don't camp, Theo has built a luxurious two-bedroom self-catering unit on one side of the campsite. All its furniture is handmade and the



Briefly | Geelkrans



Campsite 14 stands on grass with braai facilities, but no electricity.

Ablution facilities 1 clean and neat ablution block.

Price R80-R120 pppn, minimum of R240.

Arrival and departure 14:00 and 10:00.

Contact 072 521 9615 geelkrans@gmail.com baviaans.net/geelkrans

Nearest town Patensie, 16 km.

Road condition The last 1,6 km is a good dirt road.

GPS S33.748446 E24.712931

Drive & Camp says No day visitors or pets are allowed here.

DRIVE & LOOK. The 4x4 trail (far left) is a popular activity but if you want to remain in camp you'll get to see a multitude of bird species. The ablutions facilities are neat though rustic.



place is fully equipped with everything you could possibly need.

One bedroom has a bath, and the other has shower facilities. Outside the unit is a large deck and relaxation area where you can chill.

KEEN TO EXPLORE? Check out the 4x4 trails laid out on the farm, and you can also go hiking, but these are only available at certain times of the year. One of the routes is in the direction of the Baviaanskloof and has several vantage points where one can not only see the famous Queen Victoria rock profile from above, but also the beautiful

mountain gorges and citrus orchards of the Gamtoos Valley. At one of the lookout points on another route you have a wide view of the Cockscomb Mountains.

Scientists say that, 140 million years ago, the mountains in the Cape province were at least three times higher than today. Due to heavy rainfall, rock erosion has occurred over the centuries and the Enon Formation has been exposed over time after repeated upheavals.

Various examples of the Enon Formation can be seen in the giant overhanging cliff at the campsite, the rock formations on the 4x4 and hiking trails and in the surrounding area. The

Enon Formation was formed in the southern part of South Africa at the time of the collapse and disintegration of Gondwanaland – when Africa, South America, Madagascar and India were still one continent.

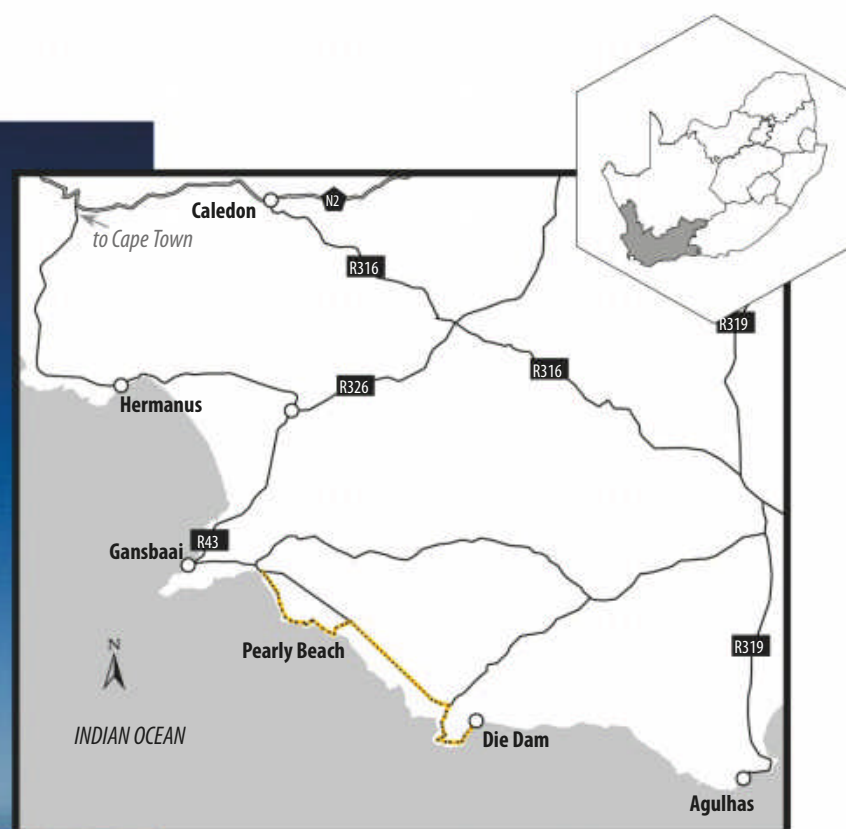
The Enon Formation consists of rocks, pebbles, clay, and sand that have been cemented together over the centuries. The Queen Victoria profile is located on a mountain slope close to the entrance to Geelkrans and is the result of rock erosion over many centuries. You can see it when you drive from the Baviaanskloof in the direction of Geelkrans and Patensie.

The litttest Cape **kill zone**



There's a narrow strip between Gansbaai and Struisbaai in the Western Cape where you're allowed to drive on the beach. But be wary of the tide, it can catch you out just like the notorious Doodsakker in Angola.

Words and photos **Cyril Kloppe**



WHAT'S IN A NAME? The Doodsakker (kill zone) in Angola can be treacherous but the good news is that you can get some practice in your own country before you head north. Though far easier, this route can pose a real risk, just like the driver of this waterlogged bakkie (insert left) discovered.



The route starts a kilometre east of Uilenkraalsmond near Gansbaai. Look out for the western entrance to the Walker Bay Nature Reserve on the right-hand side of the R43 regional road.

You don't pay to visit the reserve, but CapeNature, who manages the park, will issue you a permit that you'll need to show should a ranger within the reserve ask for it.

There are two ways to drive through the reserve: a sandy twin-track that winds through the dunes, and a road that runs along the beach. South African law does not normally allow you to drive a vehicle on a beach – this is to protect the eggs of birds and turtles – but here at Walker Bay, things are different. The permit, which is obtained at the gate, also gives you permission to visit Die Plaat, a wide beach just north of Gansbaai, and The Grottos, a series of sea caves nearby.

You'll no doubt encounter dozens of anglers on the beach. They fish all year, all day and even at night. Use prawn, red bait and bloodworm to catch steenbras, cob, belman and musselcracker. These species are protected, every angler needs a permit, and you're not allowed to buy fish from them, but if you want to catch one yourself, buy bait in Gansbaai and get a fishing permit at the municipal offices in Hermanus.

The beach is about 9 km long, and if you stop regularly to take photos, it will take about 45 minutes to drive. The surface varies between compacted sand and loose pebbles. If a storm recently passed through, the sand and gravel will most likely have been disturbed, and then you will almost certainly have to

TRAIL GUIDE

engage four-wheel drive and low-range gearing to get through.

Leave the Walker Bay Nature Reserve at the unmanned eastern gate and drive into the beach town of Pearly Beach. This town was named after its sparkling white beaches and dunes, and is known for bird colonies on Geyser and Dyer islands.

From Pearly Beach, take the R43 regional road again for 15 km until you enter the Agulhas conservation area. There is no gate or road sign here to indicate you're entering a reserve, but the lush coastal fynbos and the absence of houses clearly show that nature gets preferential treatment. At the GPS coordinates S34.74466 E19.65095, a twin-track turns off to the right towards the sea and crests a low dune.

The track winds through the coastal fynbos and you should take care and drive slowly so the branches don't scratch your vehicle's body paint. Also, watch out for tortoises crossing the road. Every now and again, the road tumbles over rocks, and you'll have to slow down even more to protect your chassis from getting damaged.

After about half an hour and 5 km, you arrive at Quion Point. Here you'll find a lighthouse and some abandoned beach houses that were evacuated years ago. Quion Point has a particularly dangerous reef that's caused the loss of many a ship, including the City of Lincoln that ran aground in Jessie's Bay in 1946. Quion Point's lighthouse was erected on a high dune above Jessie's Bay 10 years after that incident.

From here, you drive right up against the sea, sometimes with your wheels in the water and sometimes over piles of washed-out kelp. When the waves break too high up against the dunes, however,

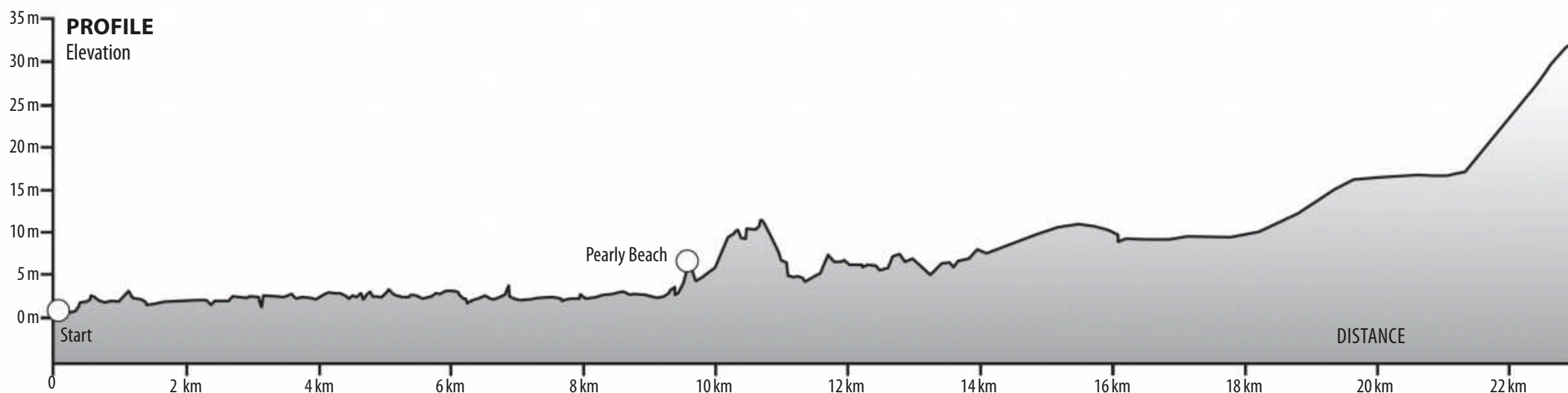


BEACH BUMMING. Experience twin tracks (top right), 5 m tall dunes (bottom right), rocky trails (far right) and sandy shores. You won't find yourself all alone as is typical in the Doodsakker. Instead you'll pass another vehicle (below) every so often with fishing rods sticking out of it.

we definitely advise you to turn back. If you do get stuck here and can't manage to recover your vehicle by yourself, the good news is that there will typically be an angler within walking distance you can ask for help.

The final challenge on this route is a series of sand dunes near a rocky outcropping called The Keel. The dunes here are fairly high and you might struggle to cross them if the sun has baked the sand into a fine powder.

The route ends at Die Dam Holiday Resort, a popular caravan park in the Agulhas National Park. You've now had a safe sample of what you can expect of the Doodsakker in Angola. The difference is that there's help at hand here if things go awry. Plus, the dangerous sections are only a few metres compared to the dangerous kilometre-long kill zones of the real McCoy.



“

...the lush coastal fynbos and the absence of houses clearly show that nature gets preferential treatment

”



Good to know



Maximum number of vehicles?

Unlimited.

Do I get a map? No.

Will I scratch my vehicle? Only minor scratches. They should polish out.

Do I need to take a compressor? Yes.

Can I turn around halfway? Yes.

Is there cellphone signal? Yes.

Best time to go? All year round.

Can I take my family with me? Yes, sure. It's a beach after all.

Can I tow an off-road camper? No – there are dunes with sharp breakover angles where you'll get stuck.

Just for the day or for the weekend?

Come for a long weekend, because there are many other things to do in the area.

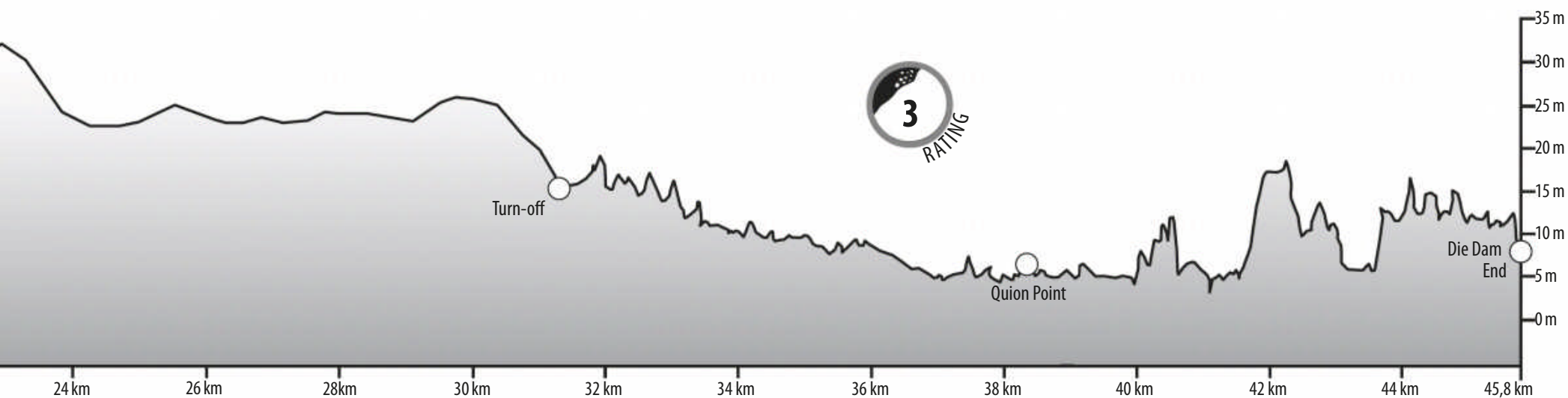
How long does it take? About three hours, but why not make a day of it?

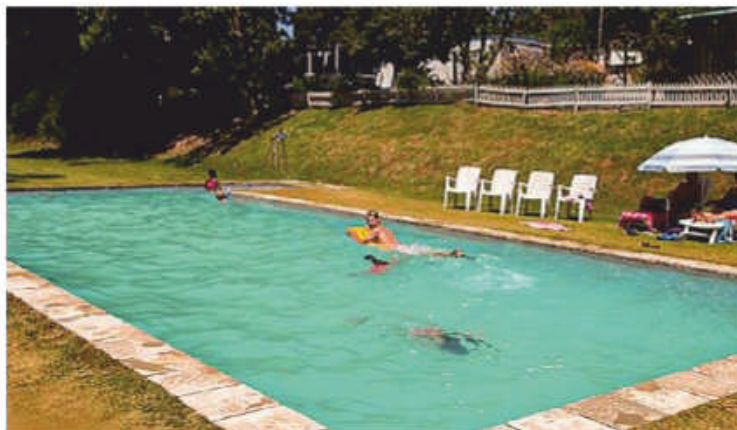
Are there ablution facilities? No.

Fuel? At Gansbaai and Struisbaai.

Cost Free.

GPS S34.60625 E19.41864 (Walker Bay's western gate), S34.66058 E19.46975 (Walker Bay's eastern gate), S34.74466 E19.65095 (Quion Point entrance), S34.76069 E19.68768 (Die Dam)





A firm favourite

You'd be forgiven for thinking they're shareholders of the Woodbourne Resort outside Knysna, that's how often they camp there, says **Magda Ferreira** of Oudtshoorn.

“ My husband, Russouw, and I often camp at Woodbourne Resort, just 5 km outside Knysna.

No, not often. We camp here constantly. Russouw's been camping here since childhood and I think the fact that we keep returning shows how wonderful it is. It also helps, of course, that it's only two hours from home.

DESCRIBE THE CAMPSITE FOR US?

You feel quite spoilt when you are here, whether you're a nature lover or a parent or grandparent who needs to keep the kids busy.

You've got sea and bush, you sit in your camping chair and relax in the shade of dense milkwood trees, and it's a paradise for bird watchers – especially those who have not yet been able to tick the Knysna loerie in their Roberts guide.

The campsite is neat and divided in two. The newer section is to your right as you drive in and the older one lies next to a marsh.

These stands have the better views. All the stands – and there are more than 60 of them – are covered in grass with lots of shade.

WERE YOU HAPPY WITH THE ABLUTION FACILITIES?

These are some of the best ablution facilities we have ever come across. I think it was actually your magazine that years ago mentioned the bathrooms look as though they belong in a five-star hotel. And it's true. It's clean and modern and there is always hot water.

WHAT ACTIVITIES KEPT YOU BUSY?

There's a swimming pool and a playground and lots of space for kids to frolic. We regularly bring our grandchildren along and it they love it here. And then there's Knysna – and the rest of the Garden Route with all its attractions – right on your doorstep for some wonderful day trips.

IS THERE A RESORT SHOP?

No, but you're close to town. So it's a quick trip to buy supplies.

WHAT'S THE COST FOR CAMPING HERE?

R240-R600 per stand for two, depending on when you camp. Additional campers pay R100-R150. Children under one camp for free and there are special rates for pensioners.

WIN

Magda Ferreira wins a Camp Cover
Camera bag worth R400.

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

campcover.co.za

CAMP COVER



CONTACT

044 384 0316

w48@mweb.co.za

woodbourneknysna.com

GPS S34.071131 E23.069285



NEW VANQUISH METAL DETECTOR - NOW ENTRY-LEVEL IS NEXT-LEVEL

World's Best Metal Detection Technologies

MINELAB SOUTH AFRICA

304 Zambesi Drive
Sinoville
Pretoria
Tel: +27 (0) 12 543 0198
Email: info@minelab.co.za
Web: www.minelab.co.za

BUSHWHACKERS WINDHOEK

32 Rhino Street
Rhino Park
Windhoek
Tel: +264 (0) 61 258 760
Email: info@nambush.com
Web: www.nambush.com

BUSHWHACKERS SWAKOPMUND

67 Sam Nujoma Avenue
(Opposite Shoprite)
Swakopmund
Tel: +264 (0) 64 400 396
Email: swakop@nambush.com
Web: www.nambush.com





The Transporter

After varied experiences with SUVs, **Craig Pentz** from Roodepoort went on vacation in a Volkswagen Kombi and hasn't looked back since.

2014 Volkswagen Kombi 2.0 TDI 74 kW SWB

“I used to drive and tow with a **Toyota Fortuner 3.0 D-4D**, which was actually a brilliant towing vehicle, but then I came up with the idea that downsizing slightly to a **Kia Sportage** would be more economically feasible.

Essentially it was, and everything else about the Sportage was quite good. Unfortunately, the Kia just **couldn't hold its own as a towing vehicle**, and in 2017 my wife Zelda and I were invited

to explore the Kruger National Park with a friend's brand-new T6 Volkswagen Kombi. I remember thinking that it was the **ideal vehicle** in which to tour with friends and family, and still lug along everyone's extras.

So, in 2018 we picked up a **2014 Kombi T5**, which is the predecessor to my friend's model. Immediately afterward, I almost had buyer's remorse as I thought the VW might not be up to the task of towing my caravan. I used to tow a **1995 Sprite Scout** but replaced it in 2015 with a **1999 Gypsey Rapier**.

But the Kombi turned out to be an **effortless towing vehicle** with its **250 Nm of torque** from just 1 500 rpm, and overall stability even at 110 km/h. When the Rapier is hitched, the Kombi consumes an excellent **10 ℓ/100 km** and is capable of a return at the pumps of just **8 ℓ/100 km** when not towing.

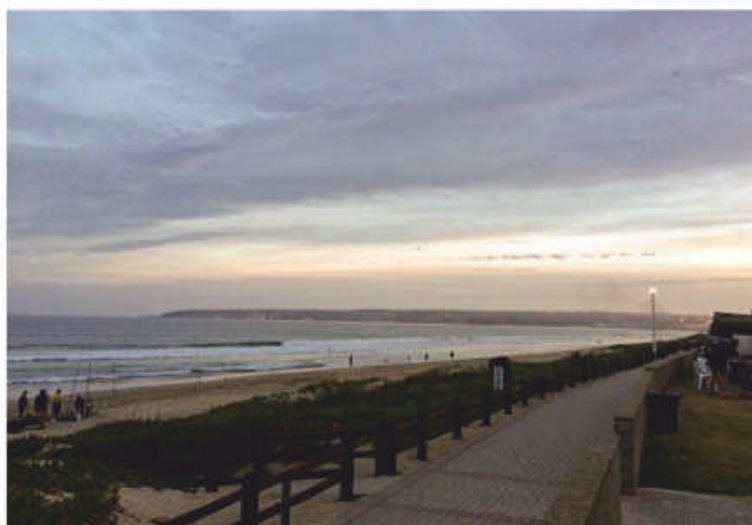
The Kombi had notched up **160 000 km** by the time I purchased it, which is quite a bit higher than most people's yearly average. The high mileage means that I don't have a factory warranty anymore, but so far, I've had **no major issues**. The



“

...the Kombi turned out to be an effortless towing vehicle with its 250 Nm of torque

”



Kombi's currently sitting on 224 000 km, and I make sure to service it **every 15 000 km**. My Fortuner was a 2010 model and was on **200 000 km when I bought it**, but I believe that as long as the vehicle

was maintained properly and you can see service records, then I'm not so fussed about buying a used high-mileage vehicle. Zelda and I are hoping to do a little **camper-style conversion**, but nothing too

hectic or permanent. Something more along the lines of quickly removing the rear benches, loading the camping gear, and hitting the road as soon as possible.

Our favourite places to camp so far have been **ATKV Buffelspoort** and the **Dube Private Game reserve**. And when we want to camp seaside, we head for the **ATKV Hartenbos** resort, where we always manage to book the same stand on Block E because we want to be near the beach.

Post lockdown, we've managed to get to **Klein Paradys in Brits**, which is a well-run resort that's **clean, tidy and family-oriented**. The latter point is important because we always camp with friends who have kids.



Show us your wheels

Send an email to

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



Camping to the Cape

(for a last goodbye)

You don't have to drive to the Cape from Gauteng in one go: camp your way to the ocean and add in a visit to some good old friends, says **Kenny de Bie** of Pretoria.

Last year, Kenny and his wife, Elaine, decided to visit the Cape earlier this year to visit their friends Magda and Lionel Robinson. Lionel had suffered a stroke and wasn't doing too well.

So, on 20 February, Kenny and Elaine headed off at the crack of dawn. Their camping trailer, a Venter with a rooftop tent, went along. They had a number of goals for their trip down to the Cape: seeing the Robinsons and some other old friends; Sutherland was on the list; and perhaps they would make a turn at the

Richtersveld. They packed their passports, because you just never know... and made no bookings. They were therefore not bound to any place at any time. Kenny tells us more...

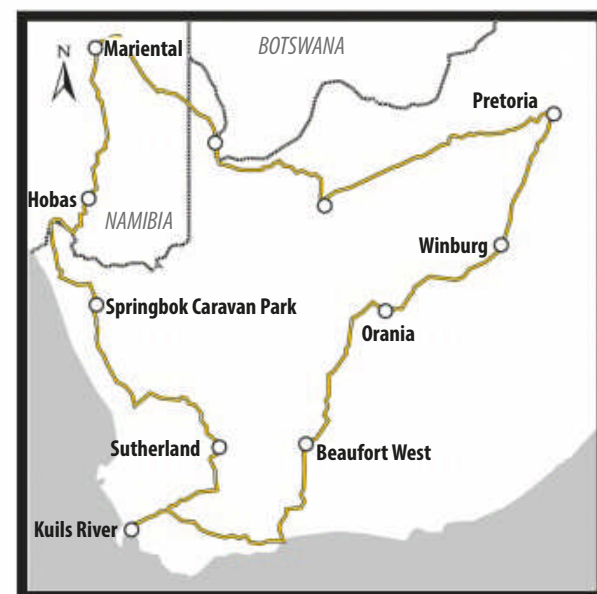
“Our first stop came after 360 km, in Winburg where we visited some of the town's beautiful churches and the Voortrekker Monument. Special buildings, but our aim was set on going west in Orania's direction where we wanted to camp the first night. We had another 300 km or so to go to the Aan-die-oewer

campsite. It lies on the banks of the Orange River and it's very neat. The staff are friendly and also very helpful.

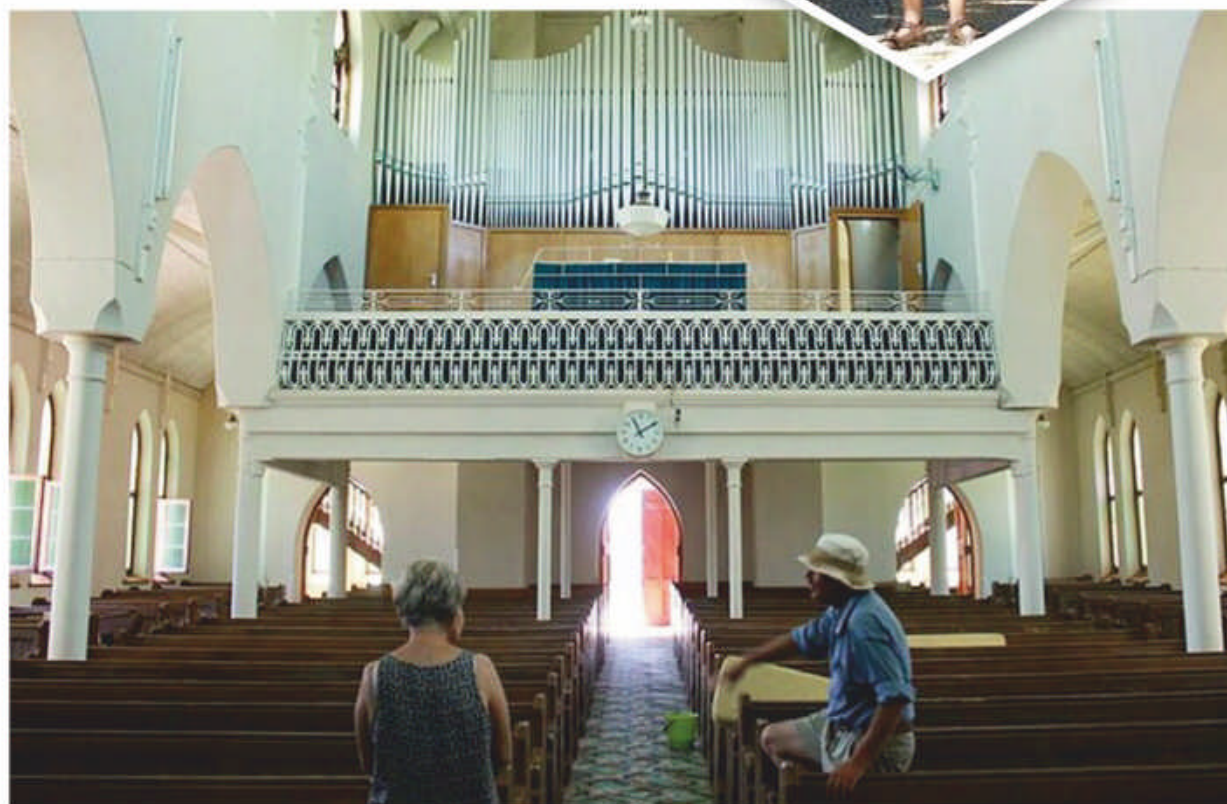
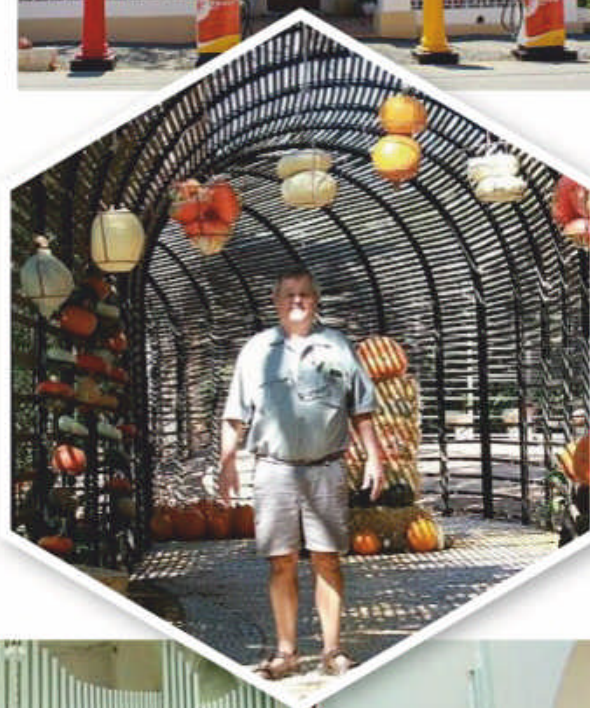
Our plan was to spend the second night in the Karoo National Park. It's just the other side of Beaufort West and slightly more than 400 km of towing. But first, we stop in Britstown to check out the Dutch Reformed Church.

We'd been to this campsite before, but things have changed since our previous visit. The stands have been paved and the park itself is beautiful.

The Klipspringer Pass is close to the



AAN-DIE-OEWER



campsite and something to behold: the narrow-tarred road with its stone-stacked sides worms its way up the mountain.

The next day we overnighted with Arnold Albrecht and Werda Biesenbach. Their farm is at the foot of the Robertson Pass just before you get to Mossel Bay. It was a quick drive, just over two hours, but we made sure to drive through the beautiful Meiringspoort. The Outeniqua Pass is also special; and we pulled over at one of the waterfalls along the way where we had a bite to eat. We enjoyed the hospitality of Arnold and his family for a few days.

Hartenbos, not far from Mossel Bay, was our next stop. You never drive past there without spending a night at the ATKV resort. We had a great sea view and decided to stay for a few days. We explored the area and one day headed inland over the Montagu Pass. We stopped at Die Smitswinkel on the outskirts of Oudtshoorn and returned to Mossel Bay taking the Robertson Pass. Back there, we had a braai with our friends Hennie and Mariette Zwart in town that evening.

CAPE TOWN WAS STILL about 350 km away. On the way there, we bought cheese in Bonnievale and finally arrive at Van Zyl's Rus caravan park on the outskirts of Cape Town. The place is great and I noticed a number of campers who looked as though they might be long termers.

The time had come to see Lionel and

TOP LEFT. The Karoo National Park. TOP. Orania. MIDDLE LEFT. Elaine – on our way to Oudtshoorn. MIDDLE RIGHT. Matjiesfontein fuel pumps, but no fuel. INSERT. Kenny at Babylonstoren. LEFT. The church in Britstown.



ABOVE. Laingsburg Museum. RIGHT. Elaine in Laingsburg. FAR RIGHT. The caravan park in Sutherland. BELOW AND BELOW RIGHT. Camping in the Richtersveld.



Magda, and our friends Johnny and Max Herbst – both couples live a mere 2 km from our campsite.

We had a great time playing tourists while in the Cape. At Cape Point the wind almost blew Elaine away – and we then drove back over Chapmans Peak. Just past Klapmuts, we made a stop at Babylonstoren to look at the interesting vegetable gardens and fruit orchards. And, of course, we visited Table Mountain – luckily the Cape weather played along.

Next up, we spent a few days at a guest house in Hermanus. On the way there, we collected our friend Corrie Huygen in Somerset West – she came to join us. Friends that we had made in Tshipise, Andy and Alet le Roux, invited us for lunch, and we explored the area some more the next day.

We checked out L'Agulhas, visited another church in Bredasdorp and made

a stop at Arniston. On our way back to the guesthouse, we bought delicious figs.

Corrie returned home and we headed to Sutherland. At Matjiesfontein, I realised we wouldn't find fuel and so we aimed for Laingsburg. Seeing as we were there, we had a look at the Flood Museum, which commemorates the severe floods of almost 40 years ago.

Of course, we paid a visit to Sutherland's world-famous observatory, but in the evening, we attended Jurg Wagener's stargazing session. The Sterland campsite also belongs to him and is just outside the town. The campsite is neat and each of the sites has trees on the back and sides that separates you from your neighbour.

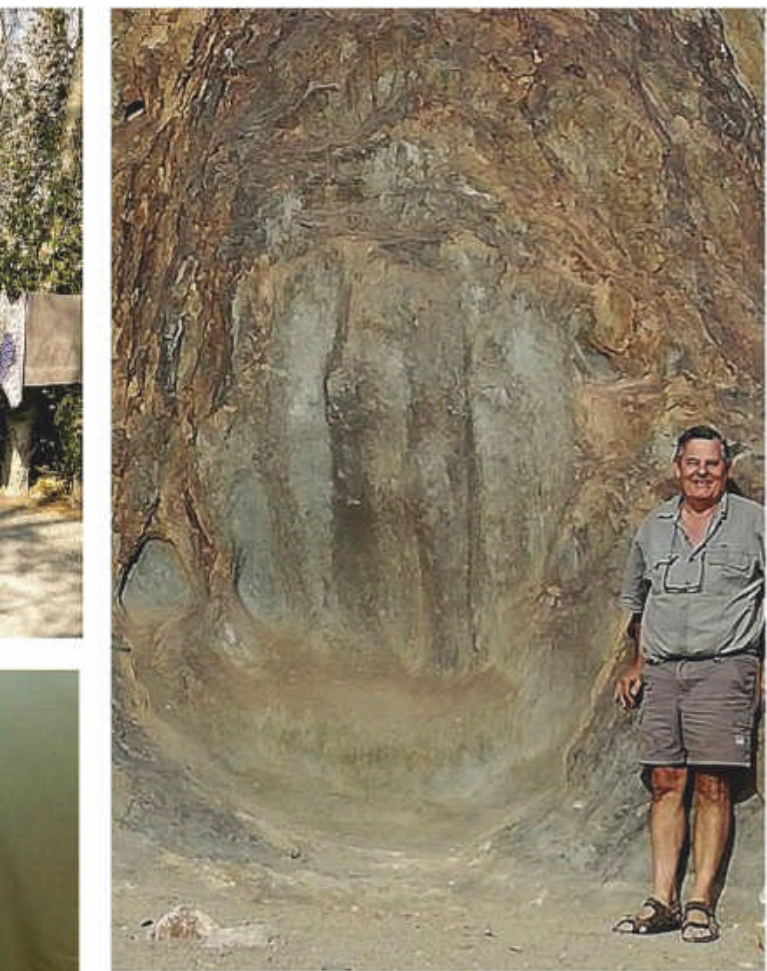
The Tankwa Karoo National Park was only 100 km from there, and we decided to go and have a look. The roads are in a bad state, we spotted almost no animals

– I have to say, we weren't that impressed.

The 160 km dirt road would take us to Calvinia, and people in the area told us the road wasn't in good shape. I was nervous about this and set aside four hours for the drive. But we were worried about nothing – it took us only two hours.

In Nieuwoudtville, we admired yet another beautiful church building, and this is where we decided to skip Clanwilliam. We chose to drive north to Springbok instead. The town's caravan park is a tad old, but it's quiet and neat, and the bathrooms have been redone since we were last there.

The Richtersveld was next, and a good 300 km away. But first, we stocked up in Springbok and refuelled near the park in Port Nolloth. We explored large tracts of the Richtersveld and our two-wheel-drive Toyota Fortuner managed without any issues. We camped at Sendelingsdrift, and



though it is all nice and clean, the stands weren't level and that bothered us. The nearby open-pit diamond mine was also noisy, but the friendliness of the campsite staff compensated for that...

IT WAS TIME to get out our passports. We'd decided to take the ferry across to Namibia. The first ferry crosses at eight o'clock in the morning, and we were in the first vehicle that day. On the Namibian side, police officers made a thorough search – they even examined Elaine's purse. I asked the one officer what he was looking for... "Diamonds."

We were now in the transfrontier section of the Ai-Ais-Richtersveld Park and camped at Hobas, about 200 km from Sendelingsdrift. This is also where you'll find the Fish River Canyon and there is only one description for the natural phenomenon: incredible!

Mariental is a little more than 400 km north of here when you drive via Keetmanshoop. We'd booked a campsite at Hardap, but could get a chalet at a discount for only R66 more. We really enjoyed our stay in the chalet.

We needed to return home, and tackled the 300 km to the Mata-Mata camp in the Kgalagadi.

We spent two nights at Twee Rivieren, and saw quite a bit of wildlife. Back on tarred roads, we headed to Kathu, a good 500 km drive. We said hello to another old friend, Barend Coetzee, and overnighted in a guest house.

After 7 000 km, of which 1 000 km was dirt road – we were home safe. We didn't have as much as a flat tyre the entire trip, but unfortunately Lionel passed away a short while later – in June. We're grateful that we were able to see him one last time.



TOP. Kenny at the Hand of God. MIDDLE. The Akkedis Pass in the Richtersveld. BELOW. A coffee break at the Fish River Canyon.





Fishing on the Vaal

There's a lot more to Leeudoringstad than mielies – set up camp next to the Vaal River and sit back while casting a line.



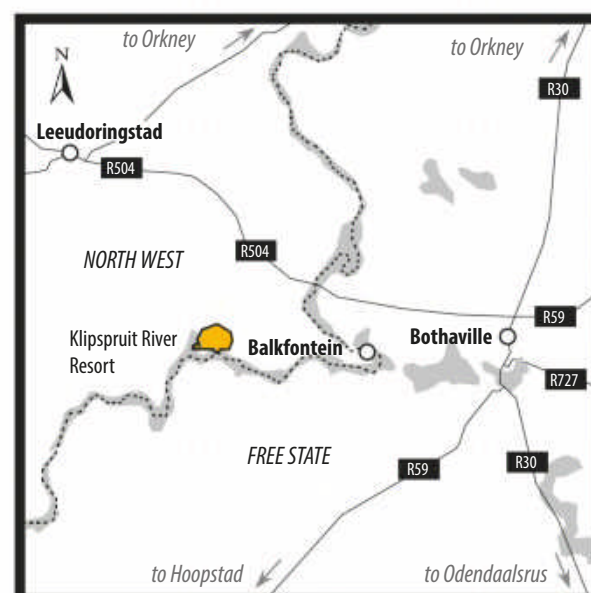
FISHING RESORT

KLIPSPRUIT RIVER RESORT BREATHING ON THE BANKS

The Vaal River is like a lifeline for Gauteng and forms the border between this province and the Free State. And farther downstream, the mighty Vaal also forms the border between the North West and the Free State. It is here, about halfway between Bothaville in the Free State and

Leeudoringstad in the North West, where you'll find the Klipspruit River Resort on its banks. A good 700 m of the 45 ha farm borders the river.

The resort was set up five years ago, explains owner Estelle Debbes. What is now the resort was once an uncultivated piece of land, and they established the first campsite. Today they have two



campsites: the Fisherman's Paradise with 45 stands, and the bush camp, about 300 m upstream, that is a lot more peaceful.

The bush camp has 51 sites, with four of them close to the shore. Fisherman's Paradise has 10 stands by the water and five of them have a rocky shoreline – perfect for fly-fishing. The rest of the stands are 20-70 m from the water. They're on grass, and there are shade trees, taps and power points (domestic type). No need to bring your braai along, they've got some portable ones for your use.

In contrast to the tranquil atmosphere of the bush camp, Fisherman's Paradise is a hive of activity. There are two swimming pools and also slides; so it is a fun playground, especially for kids. But if you prefer the call of a fish eagle, the bush camp is for you.

They offer kayak excursions on the river. An hour of fun costs R70 per person.

Lead the field

The so-called bucktail jig is a lure you might want to take another look at. It has a long history – included in the survival packs of the special forces during World War II there was a bucktail jig and a handline. This artificial lure is therefore considered one of the most versatile and is still popular after all these years.

The jig refers to the head that is a piece of lead. The hook itself is attached to the lead, with the colourful imitation hair

reminiscent of the brush of an animal's tail. The hook's barb sits at the back of that brush.

The lure has several applications: you can imitate small bait fish, squid and shrimp. It works just as well in shallow as in deep water, whether you're casting from the beach or a boat. Cod and garrick are two species along our coast whose attention you'll catch with it, but also freshwater fish including yellowfish, black bass and tigerfish will take a second look.

The corrugated bottom of the lead weight distinguishes Adrenalin's bucktail jig from the other versions on the shelf. This roughness creates an underwater



disturbance that attracts fish.

Price From R59 (available in four sizes and five colours).

Contact Nationwide at angling shops, Adrenalin Importers & Distributors 021 982 1510 catches@4adrenalin.co.za adrenalinfishing.co.za



Briefly | Klipspruit River Resort



Fish Carp, yellowfish, barbel and sand fish.

Campsite 96 stands on grass divided into two camps. Both are on the river.

Ablution facilities Each camp has two bathroom buildings. In Fisherman's Paradise, you can book your own bathroom for R150-R200.

Price R125-R480 pn for 4 people, depending on the camp, season and specific location.

Arrival and departure In December, 14:00, but otherwise there are no strict times.

Contact 018 065 0008 or 072 692 3792

klipspruitriverresort.co.za

bookings@klipspruitriverresort.co.za

Nearest town Leeudoringstad, 24 km.

Road condition The last 700 m is a decent dirt road.

GPS S27.385807 E26.364694

Drive & Camp says Klipspruit regularly hosts angling competitions. A 9,4 kg carp was a recent catch.



FISH DISH

BEER-BATTERED FISH Deep-fried delight

Fish with an crisply fried crust is a big (and old) favourite. Make it right there next to the fishing waters.

Ingredients

(serves 4)

- sunflower oil, for frying
- 4 firm white fish fillets of about 200 g each
- 1 cup self-raising flour
- salt and pepper to taste
- 2 eggs, beaten
- ½ cup of ice-cold beer

Here's how

1 Pour enough oil into a deep potjie so that it is about 2 cm deep. Carefully heat the oil over the fire or a gas flame until hot. Test it with a block of bread: as soon as the block bubbles and floats, the oil is ready.

2 Pat the fish dry with kitchen towel (or use a cloth you can rinse afterwards) and make sure all scales and bones are removed.

3 Season the flour with salt and pepper. Beat the eggs and beer together with a fork in a dish or bowl.

4 Roll the fish in the flour mixture until it is covered all over. Shake off the excess flour. Now dip the floured pieces one by one in the egg mixture and carefully lower them into the hot oil. Fry the fish until nicely golden brown all over and cooked through (about 2 minutes on each side). Fry them in batches rather than putting too many pieces in the oil at one time.

5 Serve immediately. Season with more salt and pepper, add a lemon wedge and serve with a tartare sauce.

Drive & Camp says Cut the portions of fish into manageable pieces or fingers that will easily fit in your pot. Also prepare smaller and more servings per person rather than struggling with thick pieces that don't cook properly.

Back roads with an Outback

The fourth-generation Subaru Outback, especially the 3.6R, is a beaut on a dirt road, says **Morne Lombard**.

2012 SUBARU OUTBACK 3.6R PREMIUM

My wife, Shirley, and I started looking for a vehicle in 2012 to take on dirt roads – coincidentally the year my Subaru Outback was first registered. I mostly ride motorcycles, and thus Shirley would use the car more than I would. Because she's quite short of stature, we never really considered a second hand Prado, Fortuner or double cab.

At that point, I even considered a Renault Duster, but I also heard good things about Subaru. My friends suggested, however, that I choose the Outback over the Forester. My mechanic specifically recommended the Outback 3.0 because that model's H6 engine is considered to be the most reliable of all Subaru's engines, plus it has a timing chain rather than a belt that wears out faster.

It took several years to find the perfect Outback because they're relatively scarce. Every time I thought I had right one, I either lost the bid or my call was just too late.

In 2017, I decided to broaden my search for the ideal engine by also considering the newer – and hopefully improved – 3.6 model, although I was reluctant because of their higher fuel consumption.



“

It took several years to find the perfect Outback because they're relatively scarce

”



Show us yours!

This is the second in a series of articles focusing on older vehicles and specifically how they compare nowadays to when they were new. This time we scrutinise the Subaru Outback of *Drive & Camp* reader Morne Lombard of Durbanville, and we invite you to enter your own car and provide honest critique. We will pay for the dyno test and scour the archives for your vehicle's original specifications. Feel free to send your contribution to cyril.klopper@media24.com.



FAMILY CAR. The Lombards recently did a flower tour which included Sutherland, Williston, Fraserburg, Calvinia, Garies, Hondeklip Bay and Van Rynsdorp. Morne jokes that his dad had a hard time keeping up in his Audi Q3.

Then, in July 2019, I came across two 3.6s at the same time – one in Gauteng and the other in the Cape. I asked a friend who lives in Jo'burg to test drive the one near him while I checked out the one down here in the Cape. We compared our findings and I chose the Outback from the Cape.

Inside and future plans

Considering its age, I'm impressed with the

high level of technology inside the Outback. It's also spacious and has more legroom than the Duster I considered – even a Fortuner has less legroom, especially at the rear.

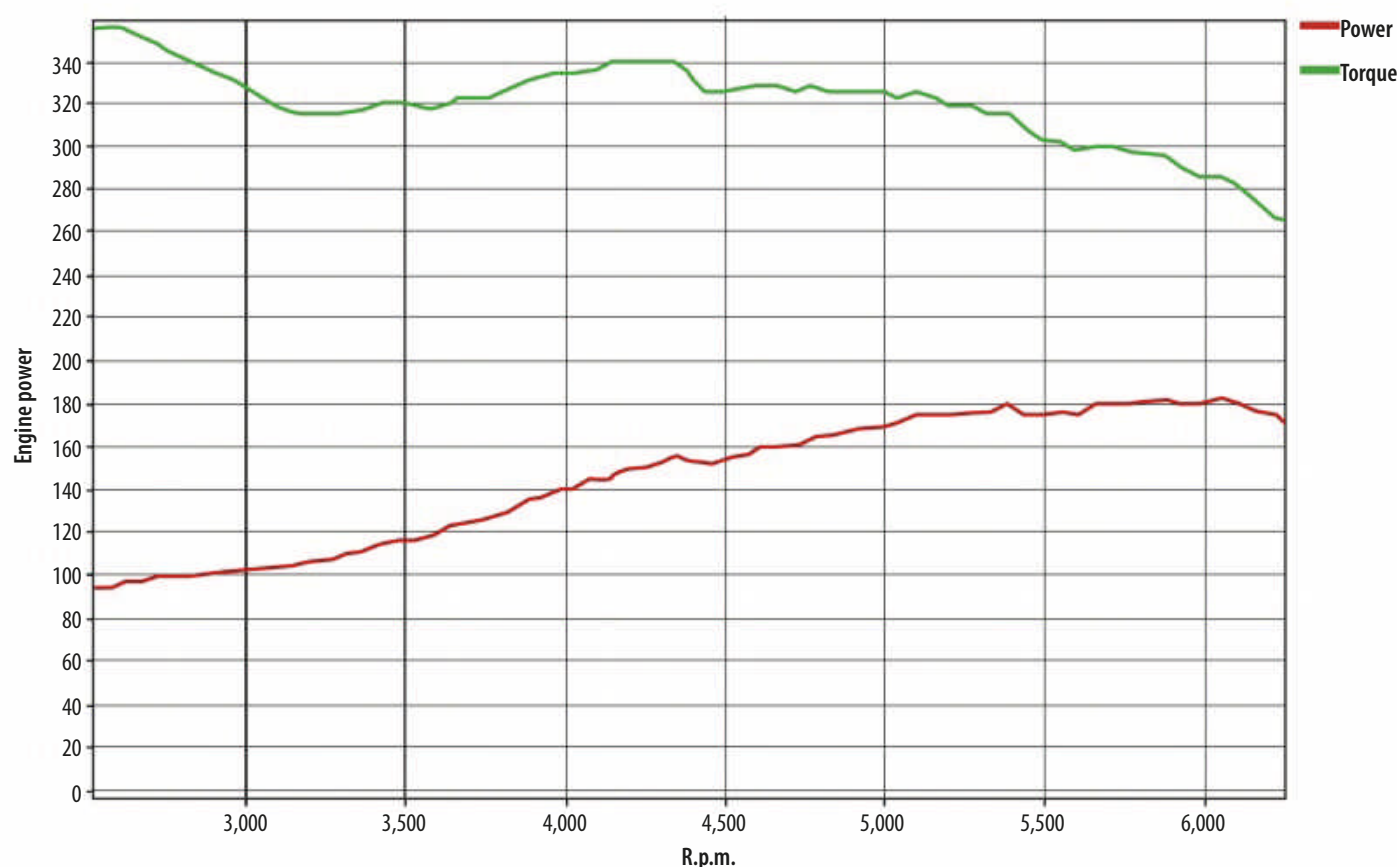
Shirley, our daughter, Anika, and I often take our dogs, Lyla and Tjoppie (an Africanis and a Jack Russell) with us on holiday. Then there isn't enough space for all our luggage and so I'm considering fitting a Thule roof box. I also want to have a tarpaulin cut to

protect the luggage compartment from damage by the dogs' nails and get a cargo net to separate Anika and our animals. And lastly, I want to install a 12 V power outlet in the luggage space so we can take a fridge/freezer when we go camping.

Power delivery

The 3.6 engine is nice and strong and it's never a struggle overtaking slow traffic on

SECOND WIND



ENGINE SPECIFICATIONS

Series	Subaru H6 EZ36
Cylinders	Flat six
Capacity	3 630 cc
Fuel supply	Multit-point fuel injection, petrol
Air supply	Normal, no turbocharger
Camshaft	Double overhead camshafts (DOHC)
Valves	24 valves with variable valve timing (VVT)
Bore and stroke	92 mm and 91 mm
Compression ratio	10.5:1
Maximim revolutions	6 400 rpm
Cooling	Liquid
Transmission	5-speed automatic



a long hill – when it's legal, of course.

I sometimes get seduced by the gas pedal and then I step on it a bit too enthusiastically. In the city, for example, I never get less than 12,8 l/100 km – sometimes it soars to 14.8 l/100 km – and the best consumption to date has been on the long road when I got 10.2 l/100 km.

I wanted to replace the standard tyres with BFGoodrich Advantage T/A Sport, but the agents apparently do not import the right size for my Outback. That's why I decided on Continental's all-terrain tyres and I'm pleased with the results. I don't slide on wet tar or dirt, and they have a nice profile and aggressive tread which gives my Outback attitude.

Speaking of attitude: we went to see the flowers in the Namaqua National Park and had to take the sandy road in the coastal part of the park, among other things. People warned me the Outback wouldn't make it, but I breezed through effortlessly on the sand. You should have seen the looks on

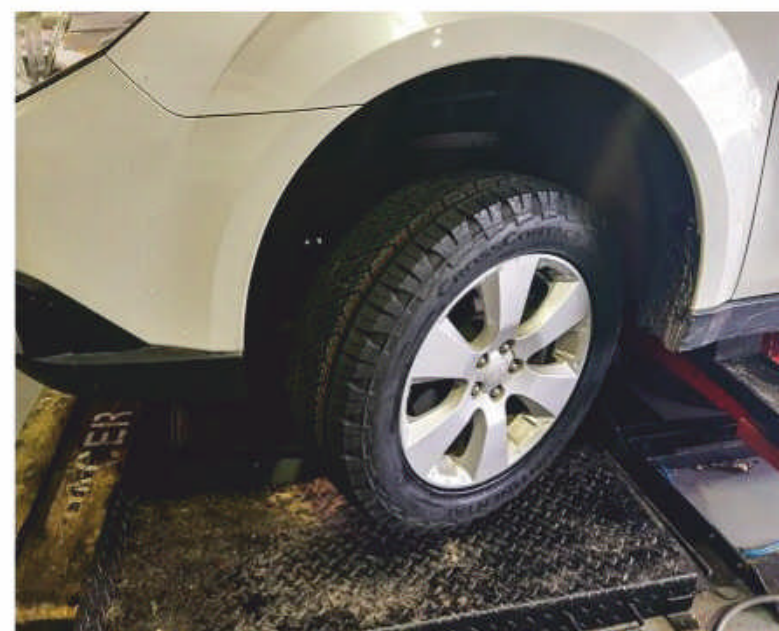
the faces of the guys who drive hard-core off-roaders when they saw me. I have to admit that my Outback's belly scraped a bit on the high central ridge, and I understand why some owners lift the suspension by 50 mm for better ground clearance, but that's not important to me and I would rather replace the plastic belly plate with a stronger aluminium one.

Wear and tear

No vehicle is perfect and I've had some issues with my Outback. Shortly after I bought it, it went into limp mode. My local Subaru dealer's test was too superficial and they referred me to a Bosch agency whose comprehensive test showed the culprit was the fuel tank sensor.

When I bought it, I also had the rear shock absorbers replaced at a reasonable price with KYB high-performance shock absorbers.

After hitching a trailer that was admittedly way too heavy, a high-tensile bolt broke in



a rear strut. Subaru didn't have stock and they had to order a replacement from Japan. It's now four months later and I'm still waiting for that bolt! In the meantime, I had a weaker grade-8 high-tensile bolt fitted to see me through until the prescribed grade-10 bolt eventually arrives.



PASSENGER PLEASURE. Tjoppie and Lyla (above left) ride in the luggage compartment, but they'll have to move over soon to make room for the fridge/freezer. The tech is impressive considering the car's age. The electronic hand brake (above right) and starter button is something associated with far newer cars. The audio system can even play mp3 files..



THEN AND NOW

Make and model.....	Subaru Outback 3.6R Premium
First registration date.....	August 2012
Odometer reading now.....	136 726 km
Maximum power then.....	191 kW @ 6 000 rpm
Maximum power now.....	181 kW @ 5 879 rpm*
Difference.....	-5,52%
Maximum torque then.....	350 Nm @ 4 400 rpm
Maximum torque now.....	355 Nm @ 2 581 rpm*
Difference.....	1,43 %
Weight then	1 610 kg
Weight now	1 610 kg
Difference.....	None
Power-to-weigh ration then.....	0,1186 kW/kg
Power-to-weigh ration now	0,1124 kW/kg
Difference.....	-5,52%
Fuel consumption then.....	10,6 ℓ/100 km
Fuel consumption now	10,2 ℓ/100 km
Difference.....	-3,7%
Purchase price then	R489 000 (2011)
Value now.....	R209 000**
Difference.....	-57,26%

* tested byDynotech, Cape Town

** based on prices at cars.co.za

Should I buy second hand?

Yes, but remember that Subaru does not stock all parts. Some dealers, like mine, give poor after sales service, but I must mention that not all Subaru dealers are as bad. Be prepared to support an independent Subaru mechanic, though. Fortunately, there are Subaru internet forums that will recommend a good mechanic near you.

But otherwise I am very happy with my Outback and I would recommend anyone to buy one second hand. Their resale value is quite poor and you can get a lot of car for relatively little money. I was able to drive down the price of

my 2012 model to R173 000. I believe brand new ones cost almost half a million rand just eight years ago.

I have such confidence in my Outback after the few issues were ironed out that we'll soon be driving up to Etosha- Tjoppie and Lyla will have to stay with my parents in Port Elizabeth – and from there to the Kgalagadi.

My Outback moves my soul. Every time I get in, I want to drive somewhere far away, like the time we drove to the Tankwa farm stall in the Karoo for a braai – a return trip of almost 400 km – all because I love driving my Outback. 🐾



A posh peregrination

The new Land Rover Defender has a number of rivals, but its biggest challenge is to fill the shoes of its predecessor.

Words and photos **Cyril Kloppe**



The previous generation Defender has a reputation for unreliability. Whether this claim is true or not is open to dispute, but we think it's unmerited. One of our editorial team members drives an old Defender and he always arrives on time for work and there's never a trace of oil or grease under his fingernails.

It's far too soon for the new Defender to have gained a reputation, but typically the first batch of a new vehicle has a few niggles – this applies to all brands.

The old Landie certainly wasn't posh. It resembled an agricultural implement more than a luxury vehicle – and that was perfectly fine, because that's what Defender owners wanted. The new Defender, by stark contrast, is lavishly styled as attested to by nods of recognition from other road users.

On the outside

The new Defender is 38 cm longer and 21 cm wider than its predecessor. This is excellent news, because it means the interior is roomier. Your right shoulder and side of your head is no longer squashed up against the door while driving, and taller people who had to lean slightly forward to be able to look out the side window no longer have to in the newcomer.

Unfortunately, the 2020 model is also 359 kg heavier than before, although the more powerful engine compensates for that.

The new Defender can carry a weight of 900 kg – that's equivalent to seven rugby forwards plus a kudu – compared to the 770 kg of the old one (here you'd have to leave behind number eight and a flanker, but the kudu could stay).

Jaguar Land Rover maintains

“

The old Landie certainly wasn't posh. It resembled an agricultural implement more than a luxury vehicle

”





TORTOISE SHELL. The new Defender uses a unibody (above) which negates a traditional chassis. The suspension is bolted directly to the body.



that the unibody frame is stronger and more rigid than the ladder-frame chassis of the old Defender. Prospective buyers can therefore load up to their hearts content for overland expeditions. You can, for example, load 168 kg on the roof of the new Defender compared to 150 kg on the old one.

The wading depth has also been increased from 50 cm to 90 cm – from knee deep to hip height – but the new Defender's ground clearance (218 mm) is 10 cm lower than that of the old Defender. The air suspension can

lift the bodywork to 292 mm, but it's still lower than the old Defender's 323 mm.

On the inside

The touchscreen in the new Defender replaces quite a few buttons and switches, and while sitting in the driver's seat there's a sense of accomplishment rather than adventure. It is lovely inside and you wince at your own muddy footprints, even though the carpets are easily removed so you can mop the floors.

The Alpine windows – the little

windows on either side of the old Defender's roof that allowed rear passengers to see mountaintops – are still here, but they're now narrower and of questionable use.

There are plenty of power points, so you can charge gadgets and run fridges. We approve!

What we don't like is the digital rear view mirror that shows the image recorded by a camera. The perspective of the image feels unnatural because of the camera's placement on the roof. You see everything from high up rather than straight behind you. And we

now know how Count Dracula must feel when you hold a mirror up to his face, because you can't see your own reflection in it!

And the drive?

We drove over dunes along the sea (see p 58) where we tested the electronic sand-driving mode and we tackled Bonniedale's challenging 4x4 trail where we successfully completed rocky obstacles with the help of rock crawl mode. On highways and in towns, the difference between the old and new Defender is like day





SPECIFICATIONS

Model	Defender 110 P400 S Urban
Engine	2 996 cc, four cylinders
Power	294 kW @ 5 500 rpm
Torque	550 Nm @ 2 000 rpm
Transmission	8-speed automatic
Fuel consumption	11,2 l/100 km
Tank	90 l
Towing capacity	3 500 kg
GVM	3 250 kg
Loading capacity on roof	168 kg dynamic and 300 kg static weight
Wheel size	255/65/R19
Ground clearance	218-291 mm
Approach and departure angles	38° and 40°
Wading depth	900 mm
Safety rating	Unknown
Service plan	5 years/100 000 km
PRICE	R1 425 221



and night, but that's not what this test is about.

We found the ride gets surprisingly bumpy on twin-tracks when you switch from comfort mode to any of the off-road modes. Here it is sometimes better to switch back to comfort mode, but then the air suspension deflates and you need to lift it again to prevent the underside from banging on a rock.

The electronic traction control works well, but it's annoying when the system makes weird noises for 20 seconds while the wheels scratch around tentatively until the computer decides on the best course of action to pull you up a steep hill covered with loose shale. The system definitely works, make no mistake, and it's certainly a good way to protect tyres and components from careless drivers, but sometimes when you step on the pedal you just want to go forward without a computer

giving its opinion as well. Here, we definitely prefer the simplicity of the old Defender.

In theory the new Defender's unibody and independent suspension should perform worse in off-road conditions than the previous Defender's good old ladder-frame chassis and live axles, but ultimately this wasn't the case. Yes, a wheel sometimes hung uselessly in the air while it would have been more useful if it were on the ground to help push us forward, but the traction control compensated for this, even if we had to wait for the computer to go through its cautious motions.

A bigger problem is the approach and departure angles of 38° and 40° respectively, even with the air suspension fully raised. It's less than the old Defender's 47° and 47°, and despite our best efforts during our test drive, the front bumper of the



test car scraped on Bonniedale's obstacle course.

The many hidden cameras with which you can keep a beady eye on rocks and branches around the bodywork work great, but they don't replace an actual person who points out the best line through a riverbed. As a result, the back left wheel rim got a scratch.

Wear and tear, I guess you could say, but we almost felt like crying because of the little marks (which no doubt cost thousands of rands to repair). It's not something that would have concerned us had we been in a previous generation Defender. In fact, a dent in an old Defender adds to its appeal as a rough-and-ready vehicle.

Conclusion

Despite our criticism, the new Defender impressed us. It went everywhere we wanted it to go, even in places that made us a little nervous. No, it doesn't have to stand back when it comes to off-road capability.

After all these years, however, it still feels like a special event

when driving an old Defender. The new Defender also feels special, true, but in a different way. On our test drive from Cape Town to Mossel Bay and back, a journey of 1 400 km in four days, our thoughts were often "Look at them staring at us" while it should maybe have been: "Where does *that* road lead to?"



Competitors

4x4 SUVs for those with deep pockets



R1 025 650 Jeep Grand Cherokee Overland

This Yank certainly looks the part, but it's not as tough as previous incarnations.



R1 530 900 Nissan Patrol

An athlete hides under its ungainly exterior. Never underestimate a Patrol.



R1 544 200 Toyota Land Cruiser 200 VX-R

The 200 will be replaced soon and we've got our fingers crossed it gets a worthy successor.



FORD RANGER 2.0 SIT XLT (4X4 AUTOMATIC)

The 'little' engine that could

He might not be in the same league as his stronger brothers, but when it comes to towing, you don't need more than the 2 ℓ single-turbo engine in the Ford Ranger 2.0 SiT XLT.

Words and photos **Leon Botha**

Like the rest of the Ranger's 2 ℓ models (also the 3,2 ℓ versions) the towbar and trailer sway control come standard. In fact, only the very basic 2,2 ℓ model, the 2.2 TDCi 4x2 Base Hi-Rider, comes without it.

Towing therefore forms an integral part of the Ranger, whether it is used as a family bakkie or a cargo bakkie.

How does it tow?

In addition to the towbar and sway control, there are other

towing gadgets. The rearview camera screen has index lines (with a dotted line in the middle) that move with the steering wheel as you reverse – so you can see where you're heading.

This means that if you aim the dotted line on the caravan's coupler, you only need to reverse once. When you're about an arm's length away from it, press the "+" on the screen which gives you an image directly from above on the coupler and ball.

When you hitch the caravan,

a picture on the screen shows that there's a caravan hitched, and this is also the last time the reverse alarm will sound. The index lines also disappear when you tow.

The beam angle of the XLT's headlights don't get adjusted automatically, but as in the older models, a cylindrical button pops out in the middle of the light's rotating knob.

Use this button to set their height (there are eight settings).

The XLT has the same automatic 10-speed gearbox as

the more expensive 2 ℓ models with the bi-turbo engines, and as with the others, you can also adjust the gear ratio to your towing environment.

If you think you only need the first five gears – for example, if you're towing over a mountain pass – you can eliminate the top five gears.

What about the fuel gauge?

You'd think the diesel consumption would be better because the engine doesn't have two turbochargers. But if you



SORTED! Bakkies have come a long way when it comes to towing. It's as if they are purpose-built with towing in mind, given how many tow-specific gadgets are included.

compare the numbers of the XLT with the other 2.2 models, the difference doesn't appear to be significant.

The 13.9 l/100 km (7.2 km/l) isn't too bad, but our Sprite Splash has a lot of wind resistance, which pushed the numbers up a bit.

In previous tow tests, the Wildtrak and Raptor (both with the 2.2 twin-turbo engine) gave us 14.08 l/100 km (7.1 km/l). That was with an even heavier caravan (1 260 kg compared to the 1 040 kg of the Splash).

In fact, the XLT's consumption

is similar to that of the 2.2 l model. Four years ago, we got 13.1 l/100 km (7.21 km/l) with this model, but this engine also has 35 Nm less torque.

Getting hitched

As mentioned, the towbar comes standard with the Ranger. This type of towbar has been used on bakkies for years, where the two sides are bolted to the ladder frame.

It's manufactured locally by Brink Towing Systems, and according to managing director Mark Guttridge, it is the towbar



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

“One of the first things that struck me when I got into the bakkie is the mechanical handbrake. I prefer it to the electric kind that's so common these days.

Furthermore, the interior at first glance looks just like those of its more expensive brothers, but you must adjust the seats by hand, for example. I don't mind that, because you can move in all directions and the backrest can be adjusted to make it comfortable for your lower back.

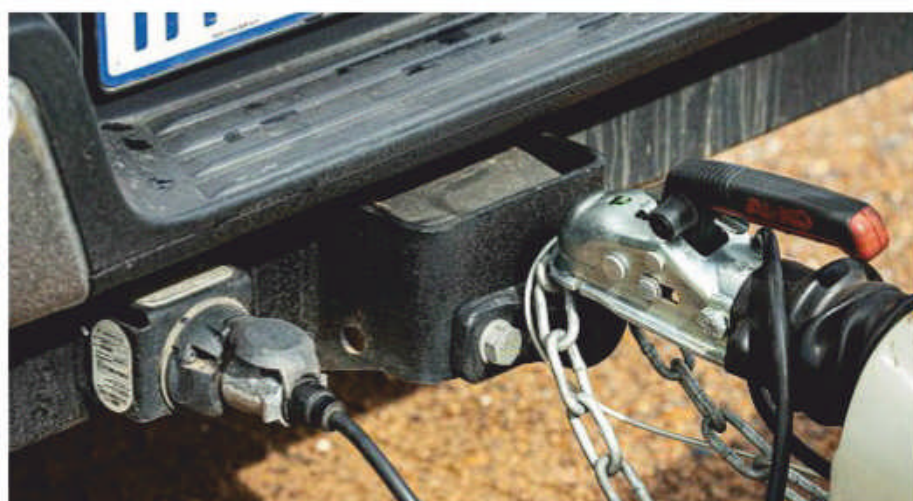
I'm amazed at how well this bakkie tows. Even though the engine has 80 Nm less torque

than its twin-turbo brothers, you don't really feel it. This engine is strong enough and it tows a fairly heavy caravan with ease. The extra power is therefore not really necessary and makes this model a good choice when you take the price into account.

The same goes for the comfort of the ride: you feel quite at home. The 10-speed gearbox is a winner, and just like in the other models, I think Ford did a good job here. The gearbox is smooth and responsive.

I've mentioned this before, but the window knobs on the door where your arm is resting are impractical. They're close to your wrists and are uncomfortable to access because you can't simply pull your arm back for touch. The seat is in the way, so you have to make an awkward move.

But overall, the XLT is good value for money, especially if you want to tow, and you have no reason to pay more for more power, because it is completely capable.”





“

There is a drop plate in case you need to adjust the ball so that your caravan can sit level

”



they manufacture the most – to date there have been more than 500 000. The same one fits all Ranger models, except the Raptor and vehicles destined for the export market. (Theirs are slightly longer.)

The towbar has a load test index of 16,6 kN (the longitudinal force between the bakkie and caravan).

To arrive at this figure, the following calculation is made: the towing capacity (3 500 kg) of the Ranger is multiplied by 3 270 kg (the original GVM provided by Ford) and 9,81 m/s² (the gravitational acceleration) – so, 3 500 x 3 270 x 9,81.

The answer is then divided by the number you get when you add up the towing capacity and 3 270 kg and multiply by 1 000 (3 500 + 3 270 x 1 000). The sum then looks like this: 112 275 450 ÷ 6 770 000 = 16,584, or 16,6 kN.

There is a drop plate in case you need to adjust the ball so that your caravan can sit level

What we towed

Make Sprite

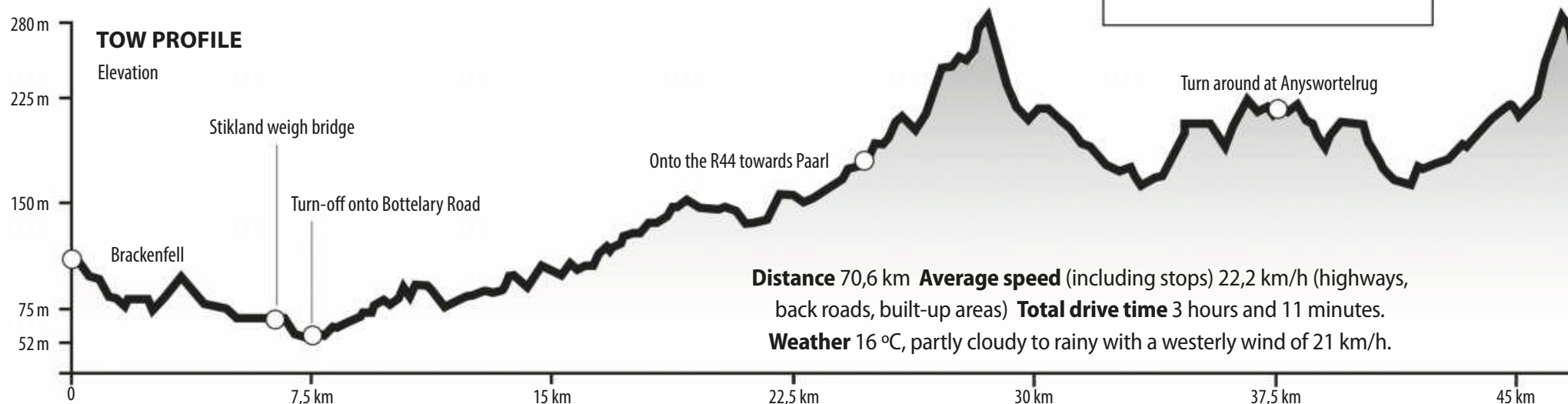
Model Splash

Year model 2020

GVM 1 330 kg

Loaded weight on axle during tests 1 040 kg

Drive & Camp borrowed the new Sprite Splash from Tygerberg Caravans. Call Wesley Dempster on 021 982 4670 if you want to take a closer look at the Splash.
tygerbergcaravans.co.za



SPECIFICATIONS

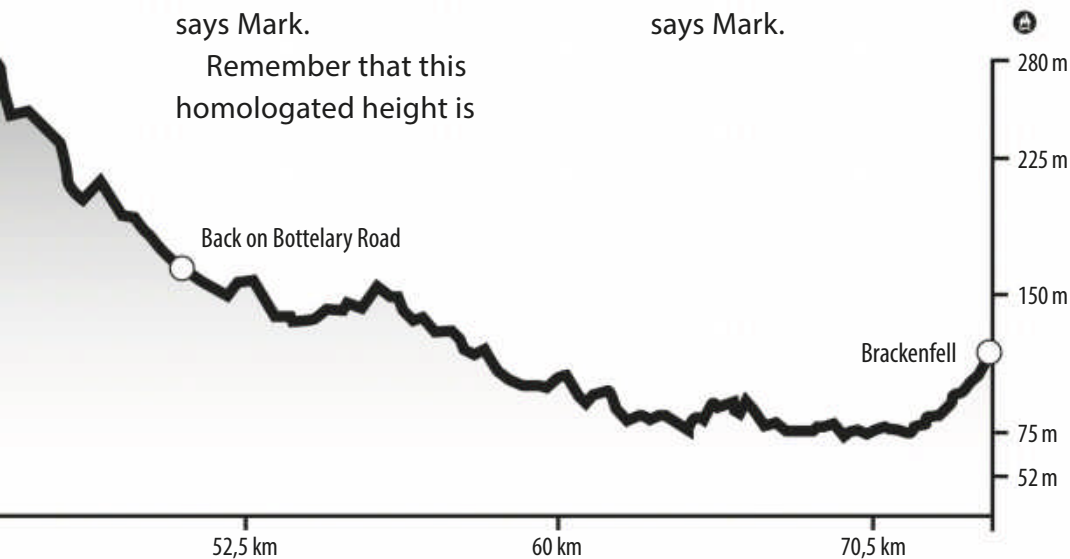
Model	2.0 SiT 4x4 XLT Hi-Rider
Engine	4-cylinder turbodiesel
Power	132 kW @ 3 500 rpm
Torque	420 Nm @ 1 750-2 500 rpm
Gearbox	10-speed automatic
Transmission	Rear wheels or 4x4 with electronic diff lock at the rear
Tank	80 ℓ
Fuel consumption with caravan	13,9 ℓ/100 km (7,2 km/ℓ)
Range with caravan	576 km
Tare weight (license disc)	2 136 kg
Weight during test (nose weight of caravan included)	2 360 kg
GVM	3 200 kg
GCM	6 000 kg
Combination mass during test	3 400 kg
Towing capacity	3 500 kg
Towbar load test index	16,6 kN
Towbar maximum vertical weight	225 kg
Is the towbar removable?	No, just the ball.
Is there room for a drop plate?	Yes.
PRICE	R637 700



behind the Ranger. But the use of the drop plate naturally changes the position of the ball – and that can mean it falls outside the approved homologated specifications, says Mark.

Remember that this homologated height is

calculated with the bakkie loaded to its full gross vehicle mass. Because the ball position moves further away with the use of a drop plate, it also reduces the carrying capacity, says Mark.



“

Drive & Camp says Of the 2 ℓ models, the next 4x4 one is the Wildtrak, and that'll cost you more than R100 000 extra. The XLT is good value for money... and you have that R100 000 in the bank.

”

From the competitors

Double cab, 4x4, diesel, automatic



R629 995

Mitsubishi Triton 2.4 DI 4x4

430 Nm

A tad cheaper, but it's fuel tank is 5 ℓ smaller.



R700 700

Nissan Navara 2.3 D LE 4x4

450 Nm

It weighs 270 kg less, but has the same towing capacity



R711 200

VW Amarok 2.0 BiTDI 4Motion

420 Nm

It tows 700 kg less (2 800 kg).

THIS LAND IS YOUR LAND ENJOY IT

South Africa boasts a diverse range of 4x4 routes, and each requires unique driving techniques. Here are the most popular types.

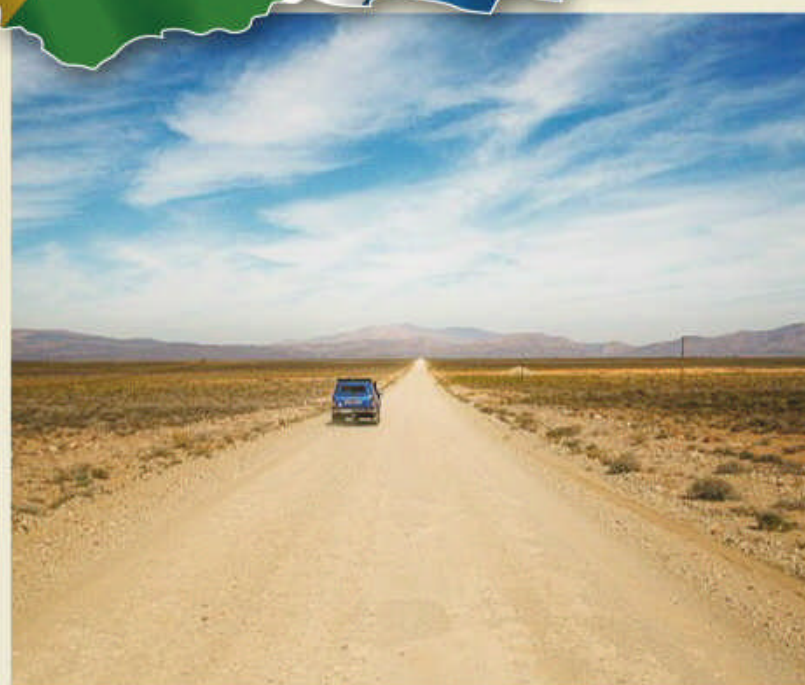
People's tastes differ when it comes to their favourite terrain. Some yearn for the green forests of the Garden

Route, while others prefer red Kalahari sand. We checked with our Facebook friends about the five kinds of 4x4 trails they like the most.

“

Back roads, mountain passes, narrow forest trails and any sandy road that stirs my soul and sets it free!
– WesMon Gerber

”



1 Open plains
The wide plains of the Great Karoo have a special charm for those who grew up there. Many others don't appreciate feeling so insignificant in the vastness. Plains go hand in hand with

speed so you can get the long distances out of the way – and this is why you have to watch out for punctures.

“I vote for expansive landscapes.” – Ria MJ Pieterse



2 Mountain trails

Some people joke that the Cape would be more beautiful if the mountains didn't block the view. The biggest danger of mountain passes is obviously that you can fall off them.

Then there are the rocks

that chew tyres and dents the chassis, but the views more than make up for the potential dangers.

"Back roads through unknown mountain routes." – Jan Maritz



3 River routes

You'll encounter all kinds of surfaces in a dry riverbed: mud, rocks, sand and grass.

Riverbeds also have unique challenges, such as deep water crossings and boulders. Sometimes you're

rewarded with deep ravines where ferns and tamarisk trees unexpectedly sprout from rocky crevices.

"I choose rivers as the vegetation is so interesting."
– Suzaan Kritzing-Klopper



4 Desert crossings

Driving through a desert can be challenging, but when you succeed, it comes with an immense feeling of gratification.

Sand requires next level driving skills and techniques – and recovery gear when

things go awry. But wow, what fun when you dash up a dune and manage to crest it safely!

"Challenging sand tops my list."
– Nelia Grundling



5 Beach bums

Everybody loves the sea. We may not all want to live there all of the time, but it's fun to drive next to the ocean, go fishing or sunbathe. Like deserts, the sand here requires superior driving skills

and good ol' common sense. Remember to thoroughly wash the body and chassis of your vehicle with fresh water!

"Sandy roads on the coast."
– Cornell Mans



The wonder of GPS

We've got it in our cars or an app on our phones and it helps us get from one place to another. But how did we get here and is it all legal?

Words **Kyle Kock**

Not everyone has a map book in their vehicle these days, because GPS devices have gained much popularity over the last 20 years or so. These can either be the removable units that mount on your windscreen or dashboard, or already built into the infotainment systems of more expensive cars.

That being said, it's not as though you can mount your iPad to the windscreen or dashboard and watch highlights of the

game while driving and then pretend you're using the screen as a navigational tool should you get pulled over. And a good road map is still a handy backup.

A brief history

Maps have been around since the ancient world, and have served its purpose not only for military conquests, but also to satisfy the human thirst for adventure and knowledge, whether that's knowing what's just over the mountain in the distance

or where the continent ends.

There were many different early cartographic pioneers who used different projections to map the earth, but what made difference in terms of how modern GPS systems work, was being able to accurately determine longitude. Latitude was already widely understood by the mid-18th century as a specific point north or south of the equator, and was relatively easy to work out if you knew how to calculate the angle of the sun, and stars and

constellations of the night sky.

But accurately measuring longitude had eluded the world's naval superpower at the time, Britain, who established an Official Board of Longitude to accurately determine the date of arrival of ships in foreign ports across its empire.

The Royal Observatory in Greenwich Park, London was established as the prime meridian (this explains the Greenwich Meridian Time, or GMT that we still use to this day to tell the

time in different cities around the world), with an imaginary curve that passed through it from the North Pole to the South Pole. Rudimentary watches of the time could lose or gain up to 15 minutes per day, but all that changed when clockmaker John Harrison began designing a chronometer that could keep time, losing only three seconds per day. In 1761, the Chronometer No 4 allowed Harrison's son William to accurately predict the arrival of the HMS Deptford at Madeira en route to Jamaica. And two months later in Jamaica, the device was found to be accurate to within five seconds.

But what does it all mean?

That all paved the way for modern devices to tell you where you are. Originally launched for use by the US military in 1978, the Global Positioning System (GPS) was available for civilian use free of charge by the year 2000.

It uses a system of 32 solar-powered satellites that orbit the earth all day, every day and have to keep perfect time to as to accurately determine exactly where you are, and how long it's going to take you to get to

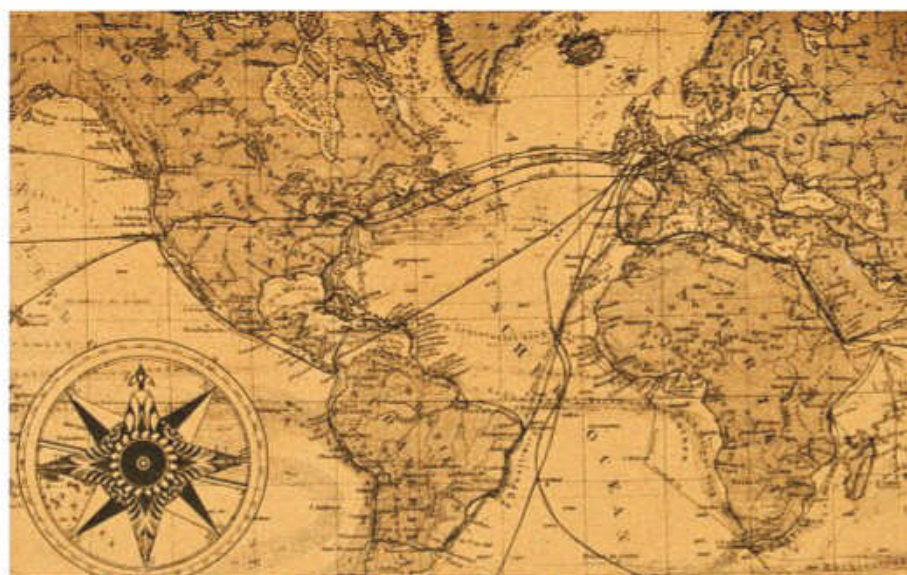


CHART YOUR COURSE. Maps, chronometers and satellites have each served their purpose in helping us get where we need to be over the last few hundred years.

your favourite campsite.

They do this by carrying multiple atomic clocks, which use the atomic oscillations of atoms to maintain precise time. Unfortunately, they cost between R800 000 and R1,6 million so are way too expensive for the average Joe. Another issue is that, thanks to Albert Einstein's theory of relativity, we know that time moves faster for objects far from the earth's gravitational field. This means that the clocks in space get 38 microseconds (millionths of a second) faster than the clocks on the earth's surface. If we left it

at that then our measurements would be up to 10 km out.

The distance between a satellite and receiver must be known, and therefore we must know exactly where the satellite is first. Thankfully, the space boffins have them on a predictable flight path or orbit. There are variations here and there, but that's why there are satellite ground stations capable of sending updated locations to your receiver.

There are four elements a GPS receiver calculates at any given moment: latitude, longitude, altitude and time, and because



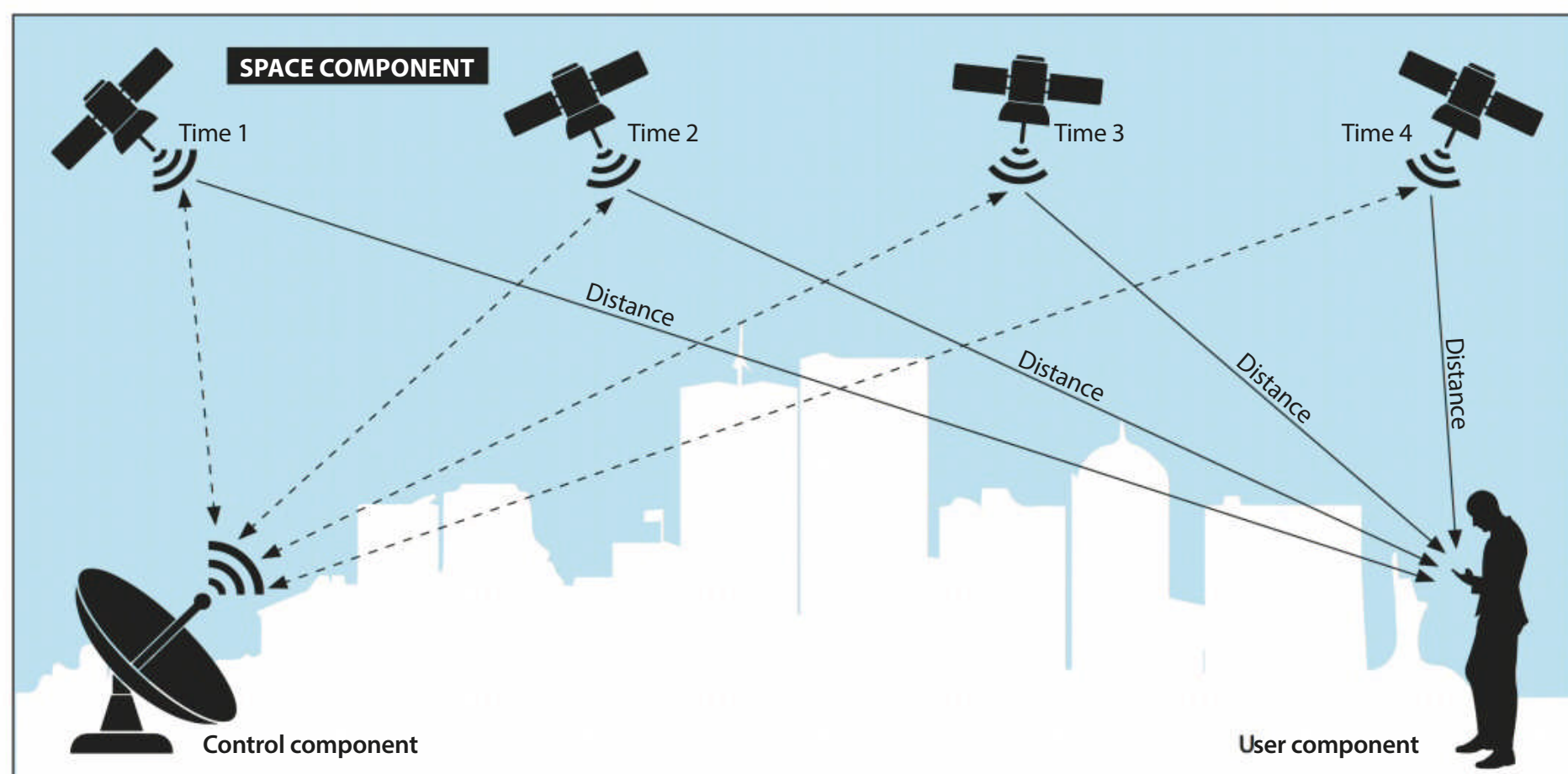
of this your receiver would need to lock onto at least four satellites to be able to give it enough information. Thanks to the method of trilateration, the four spheres created by the distance between your receiver and four different satellites can accurately pinpoint your location.

How does that tie in with us?

Knowing where we are still doesn't tell us where there's an available filling station or where there's a viewing point on a pass or general points of interest.

This is where GPS ties in with cartography and aerial photography as well as information services such as Google that knows almost everything worth knowing.

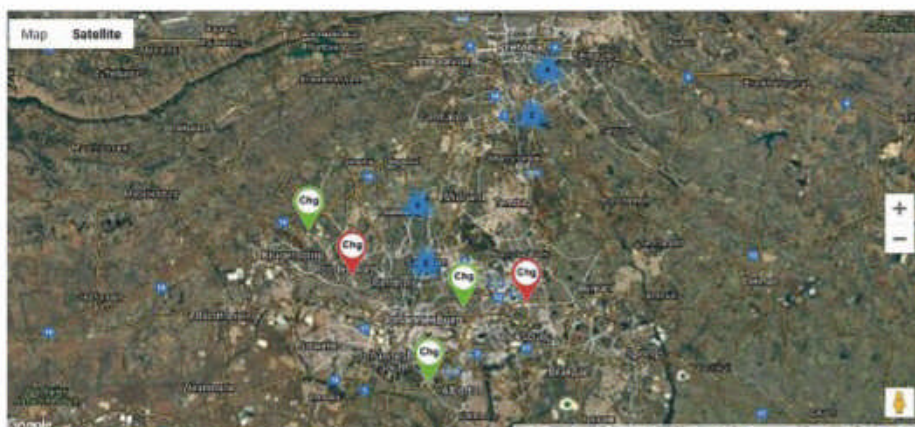
These all tie in to create



CAMP BOFFIN



BUILT-IN SYSTEMS. The integrated navigation systems on this page from Audi and Jaguar display various points likely to be of interest to the driver. A charging station, for example, if you're driving an electric vehicle.



a seamless package that helps us know all about the journey ahead, from where there are fixed-speed cameras to traffic congestion. That's why, even though you don't need mobile or internet connectivity to use your GPS, it helps when you are connected.

GPS receiver manufacturer Garmin has a local product that seemingly caters exactly for the camping and off-road market: the Overlander. The product receives signals not only from the USA's GPS satellites, the Russian GLONASS and the European Galileo systems, but you can also

add satellite imagery through its 64 GB onboard storage.

Map and trail services such as Tracks 4 Africa allow you to add specific regions for a yearly subscription with access to updates. A specialist company like this is also able to list a lot more campsites and lesser known trails. The problem with the Overlander is its immense size: its 20 cm length and height of 12 cm takes up quite a bit of space.

What says the law?

Your device might raise eyebrows depending on where you are. We

called upon the services of legal eagle Alta Swanepoel, who has specialised in road legislation for more than 20 years, to clear up the confusion around the mounting of GPS devices.

Alta pointed out two provisions in the National Road Traffic Act deal with this, regulations 204 and 308.

Reg 204. Driving view to be obstructed

(1) No person shall operate on a public road a motor vehicle

(a) Which is not so constructed and maintained as to afford the driver thereof a full and clear view of the roadway ahead and to his or her right and left when the vehicle is in use;

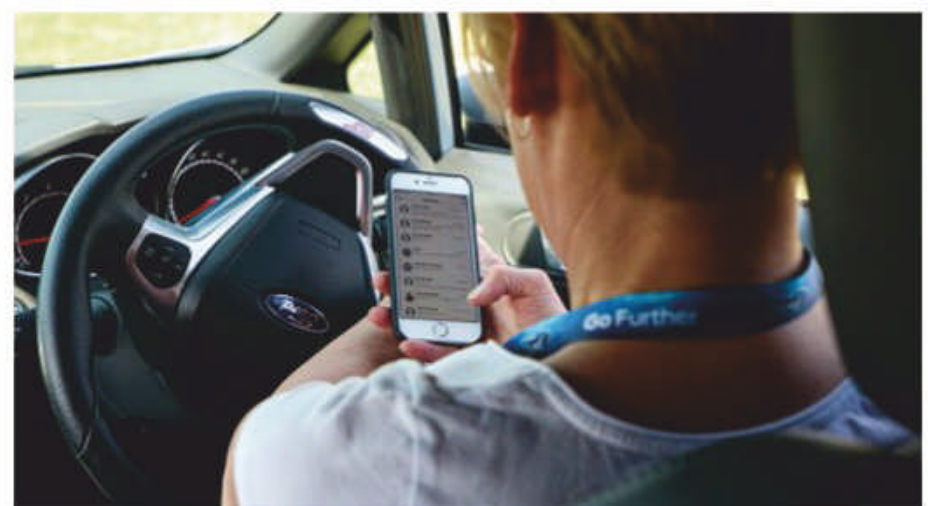
Reg 308. General duties of driver or passenger of vehicle on public road

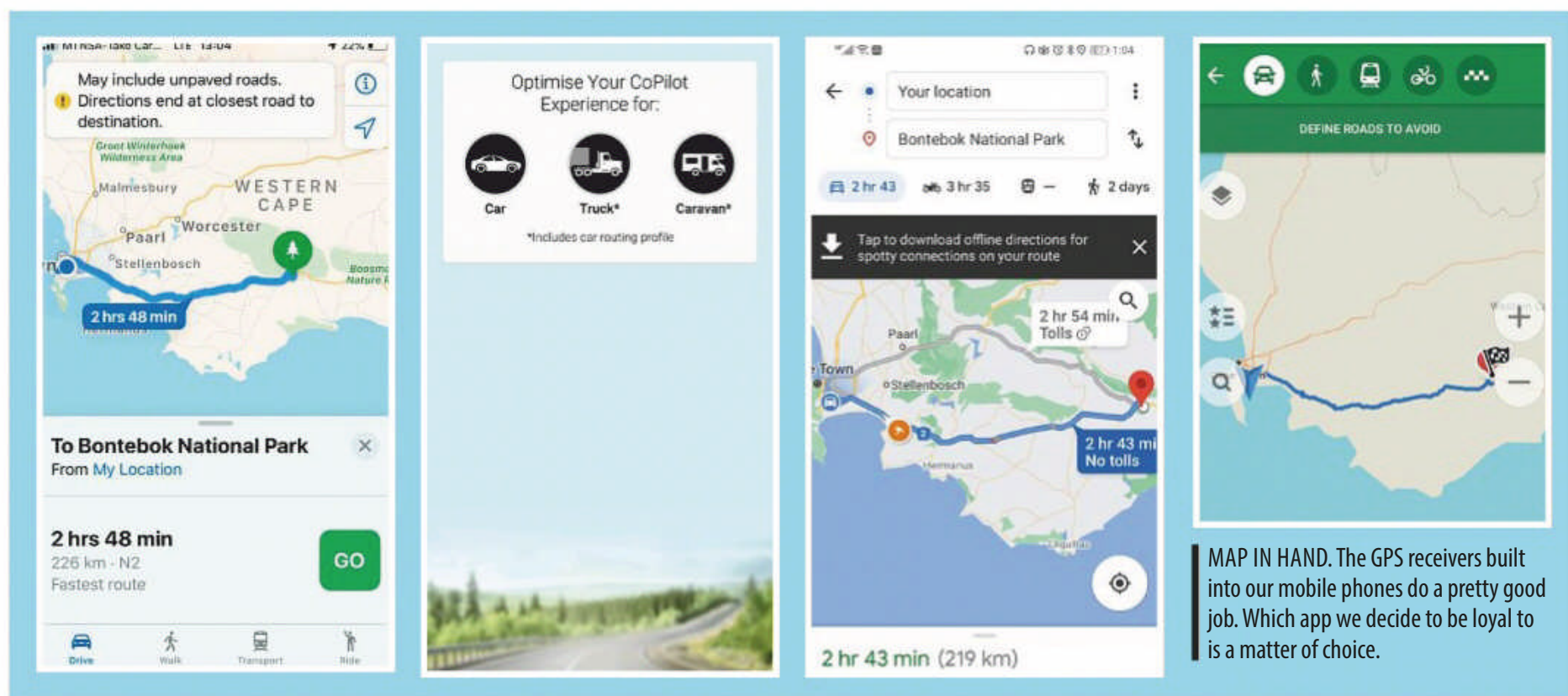
(1) No person driving or having a vehicle on a public road shall –
(b) When driving such vehicle, occupy such position that he or she does not have complete control over the vehicle or

“

Even if your vehicle is standing still at a traffic light; as long as the engine is running, you're regarded as driving it

”





MAP IN HAND. The GPS receivers built into our mobile phones do a pretty good job. Which app we decide to be loyal to is a matter of choice.

does not have a full view of the roadway and the traffic ahead of such vehicle

As GPS devices tend to vary in size, we asked Alta about just how big a device would be so as to obstruct the driver. "There is no specific measurement and I know that in some overseas countries, drivers are prosecuted if they have bulky equipment mounted on the windscreen," Alta explains.

If you're going to be crossing the border, make sure you know the exact rules regarding the use of these devices and where they're mounted.

Although Alta admits that these regulations are open to interpretation from one official to the next, you can take the matter further. "You may find one officer deeming a GPS as obstructing the view and another not. I always advise people to take a picture and make representations to a prosecutor if they do get a notice."

Apps that help us find our way around

You could also just use the GPS receiver built into your mobile. The joy of the smartphone is that we have numerous options to suit budget, taste and style. The most popular is the always-reliable Google Maps that is

sort of the pioneer in this space and all-round reliable. It's also available on iOS devices, so Apple users can take advantage of its awesomeness as well.

But there are many others. Think Waze, MAPS.Me, and TomTomGO that often include options to share to social media, dashcams and detailed 3D maps that help you get around even easier. You might be asked to pay a subscription, though, or buy maps as you explore more.

The danger of distractions

According to a traffic offense survey conducted by the Road Traffic Management Corporation, 13 371 people were caught between February 2015 and September 2016 driving with their mobile phone being held in at least one hand. But we suspect that number may have increased in recent years. Law enforcement officers used to be exempt as long as they used these devices in carrying out their duties, but that's no longer the case.

This is a criminal offense, subject to your device being impounded and a fine. It doesn't matter if you weren't texting or reading status updates and may have been trying to find a way out of Friday afternoon gridlock. Even if your vehicle is standing

still at a traffic light; as long as the engine is running, you're regarded as driving it.

Driving distractions are not just limited to the use of cellphones however, as many of

the older built-in GPS screens were mounted low in a vehicle's dashboard. You'd not only need to turn your eyes away from the road to be able to follow the navigation, but your head as well.



On the safety front line

One of the strongest advocates for increased training and awareness for motorists regarding best practices is the Road Safety Foundation, of which Dr Philip Hull has been at the forefront since its inception.

He's been a first responder on many an accident scene and uses a GPS device mounted to his screen.

"I'm not a fan of the supplied built-in navigation systems, as

they tend take your eyes off the road.

"In my opinion, the best place to mount your GPS system is low down on the screen in front of you or slightly off to the left of your forward vision, which is through the centre of the windscreen generally, because you can glance down at it but still have good peripheral vision and it won't block your view "

Your pal, Captain Jack

A high-lift jack is an essential device that's been used on farms and 4x4 routes for donkey's years. Respect yours by maintaining it properly and correctly carrying it in your vehicle.

Words **Cyril Kloppe**

Despite the versatility of this multi-purpose piece of recovery equipment, a high-lift jack isn't used as often as you would think. In fact it's more often ornamental rather than a practical tool. That is until the day the owner needs it and then discovers the handle is stuck or the climbing pins won't climb in and out of the holes in the standard bar.

Here's how to service your high-lift jack to keep it safe and reliable:

- Wash it with clean water (no soap) after each trip where it was exposed to excessive dust or mud.
- Spray a light lubricant such as Q20 or WD-40 on the narrow edges of the standard bar, the small runner and the pitman pin. (Lubricate the areas marked in red in the illustration on the right.)
- Never lubricate the standard bar holes, the large runner, base plate nor the handle.
- A little bit of rust is no cause for concern, but if the two climbing pins and their coil springs inside the small runner are badly rusted, do consider replacing them with new ones.
- Pack the jack in a bag – long enough to cover the entire device is best, but a smaller bag that only protects the climbing mechanism is also fine.



Here's how to load it...

Secure a high-lift jack inside your vehicle rather than on the outside. If you drive an SUV, we recommend that you bolt it down in the footwell behind the front seats (top right). Here it will stay clean, no one can steal it and the weight is carried low inside your vehicle.

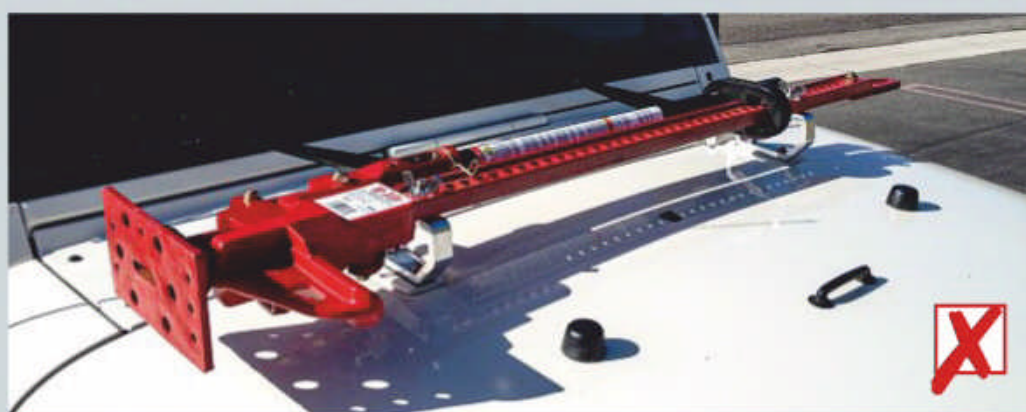
If you'll have passengers, your next option is the luggage space against the backrests on the floor. The downside to this is that you'll have to unpack your luggage when you need to get the jack out.

If you drive a bakkie, the best place is inside against the rear cab wall behind the seats. Alternatively, inside a toolbox under the canopy is perfect, provided it fits. If your jack is too long to mount crosswise, you can bolt it lengthwise to the inside wall of the load bin above the wheel arch (middle right). Here the canopy will protect from the

elements and prying eyes.

Of course, it's not always possible to carry a high-lift jack inside a vehicle, especially if it's one of those extra long ones. In this case, the next best spot is on your SUV's back door next to the spare wheel. Sometimes there is even enough space between the spare wheel and the back door where it can be secured. If you're involved in a crash – and the jack comes loose – it will simply fall and not wreak havoc inside a cockpit or be launched through the air like a guided missile.

A disadvantage of mounting a high-lift jack to the rear of a vehicle is that it is exposed to a lot of dust. You'll need to cover it up or regularly service it. Two other suitable mounting points are across the rear steel bumper (bottom right) where it won't obstruct the number plate or towbar, or the back of a roof rack – just make sure it lies flat.



...and how not to

From experience, we advise you not to bolt a high-lift jack to the side of a roof rack (bottom left). Not only is it difficult to retrieve it from here, but it will twist the roof rack over time until the jack starts rattling. As soon as this happens it will become increasingly less secure, and should you then be involved in a head-on collision, it will break loose, fly through the air and impale something... or someone.

If you absolutely have to load it onto your roof rack, it must be bolted down flat on top of the roof rack. You will need to physically climb onto the roof, undo the bolts and pass the jack down to a helper on the ground. It may sound like a schlep, but it's for the best.

The very last place on earth you should fit a high-lift jack is on a bonnet or a front bumper. Please don't. A bonnet's sheet metal in certain vehicles is relatively thin and the jack brackets can rip out, turning your jack into a whirling weight of ruin.

On the bumper, it can cause an incorrect g-force reading, which will adversely affect airbag deployment. We once spotted someone who attached a high-lift jack to a bullbar with cable ties. It makes you shudder.

Lastly, we recommend you leave your high-lift jack in your garage during your daily commute. Yes, we know it looks flipping awesome on your rig, but it's a recovery device and not for changing tyres. Do, however, take it along when overlanding or playing, because it's a great tool if you show it proper respect.

Keep your camp kitchen cool

Summer's here and we're all cooking outside. Here are some items that will make your life easier – and brighter.

Words **Kyle Kock**



PACK LIGHT

LeisureQuip beach tote cooler

You don't really want to carry all sorts of backpacks and plastic bags onto the beach when you're going for a swim. Minimise your baggage with this smart tote, which has a semi-quilted and mesh section on top that holds your sandals, electronic devices, sunblock and other seaside essentials. Besides this funky green, it's also available in orange and blue. The lower section opens with

a zipper and is lined by a food-grade aluminium foil lining. It all folds down to something a little longer than a loaf of bread.

Price R200 from Makro.

Drive & Camp says You can keep eight cans cold for a couple of hours or so, with space for a few of LeisureQuip's ice bricks in between.



CAPTAIN CRUNCH

Lume auto coffee grinder

When you're in the middle of the Savuti, it's not like you can pop across to your favourite café for Joao the barista to whip up your daily flat white. But you don't have to compromise on the freshness of your morning brew if you've got one of these automatic jobbies from Lume.

Now you can grind your beans right there in the veld and, thanks to the built-in 150 Lumen torch, you can even do it in the dark before you get the campfire going for your water. The measurements in the collection tray indicate that you can have up to 45 grammes of freshly ground black gold.

Price R1 470 from Yuppiechef.

Drive & Camp says You charge this via mini USB cable, and monitor the state of the built-in battery via four blue LEDs on the front.



TRAY-A-DAY

Coghlan's 12-egg holder

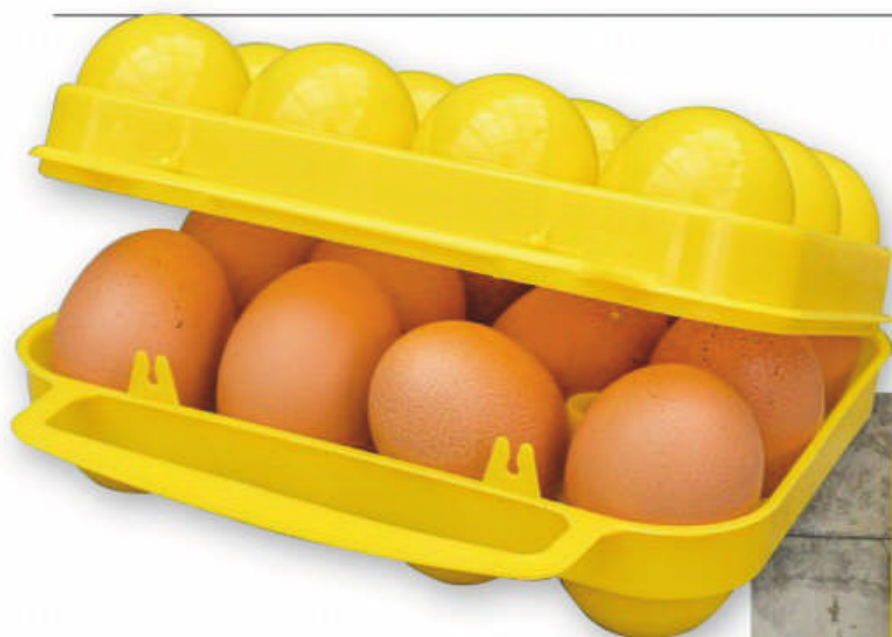
What kind of a camp breakfast is complete without eggs to go with the bacon? The only problem is that those cardboard cartons the eggs come in are good for stacking in the

supermarket, but not that great for getting knocked about.

You need not worry with this hard case container that'll keep a dozen of your shells safe from a fall off the kitchen worktop or if someone's torch drops on the case in the middle of the night. You're only really limited by the size of the eggs; this box isn't meant for the jumbo type.

Price R72 from Camp & Climb.

Drive & Camp says You're not going to break this case by accident, not even if you sit on it.



RUB AND SCRUB

Alva premium grill kit

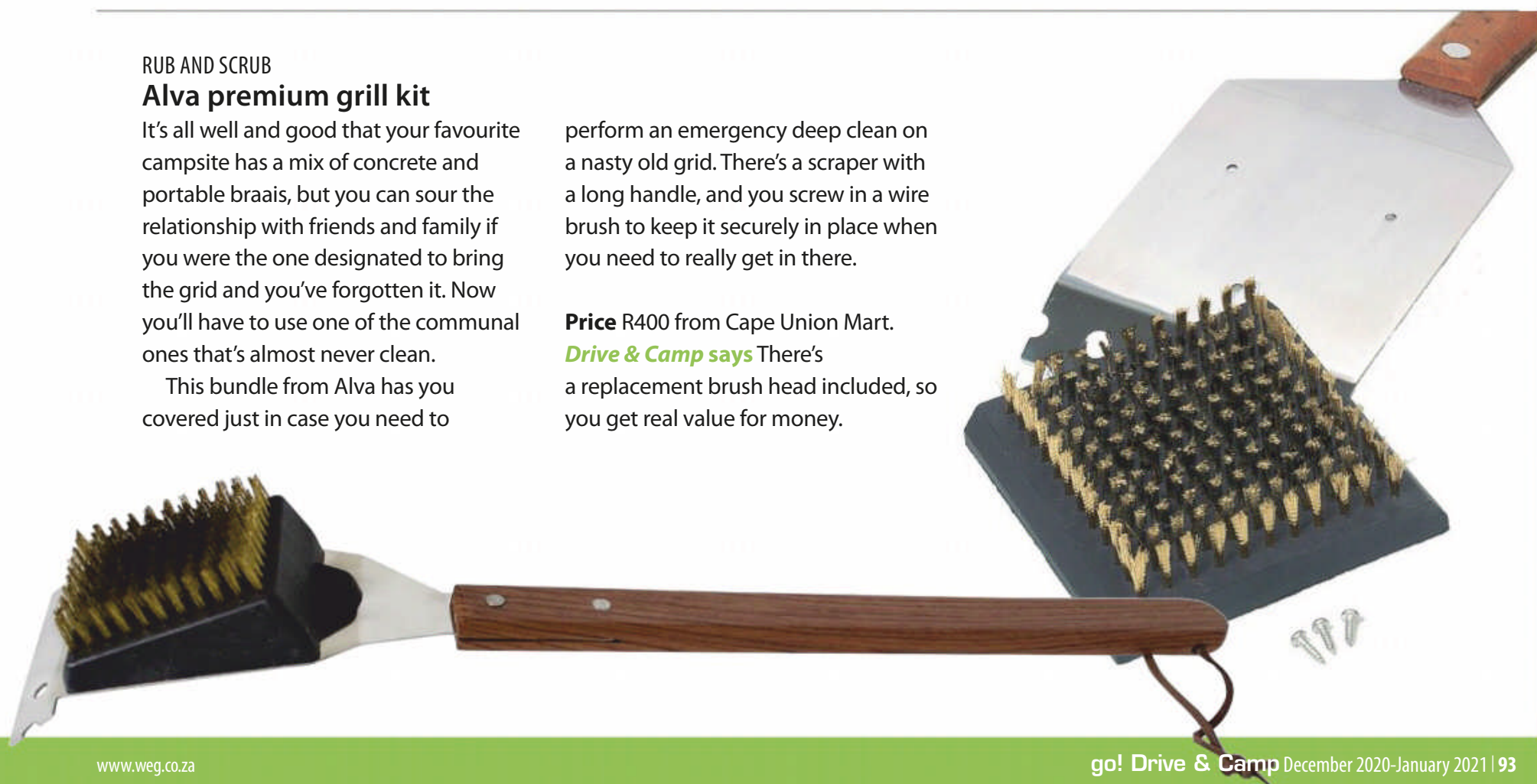
It's all well and good that your favourite campsite has a mix of concrete and portable braais, but you can sour the relationship with friends and family if you were the one designated to bring the grid and you've forgotten it. Now you'll have to use one of the communal ones that's almost never clean.

This bundle from Alva has you covered just in case you need to

perform an emergency deep clean on a nasty old grid. There's a scraper with a long handle, and you screw in a wire brush to keep it securely in place when you need to really get in there.

Price R400 from Cape Union Mart.

Drive & Camp says There's a replacement brush head included, so you get real value for money.





SNUFF OUT

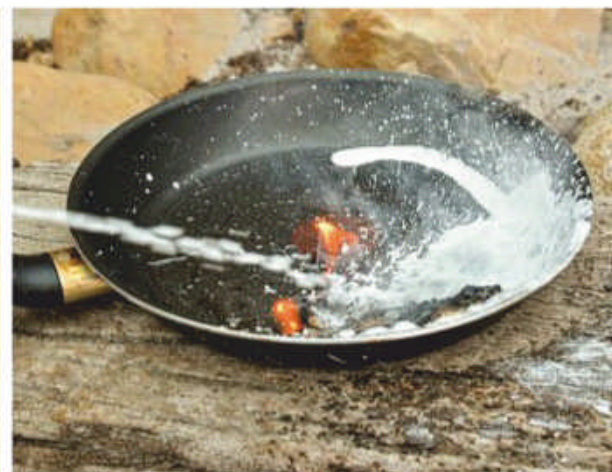
Homequip fire out

Your caravan and all your camping gear probably includes some flammable material, perhaps in the form of extra fuel or LPG used to fry your bacon and eggs in the morning. In the event of something catching light, how long will it take before you grab hold of a fire extinguisher? And do you even have the right one to tackle the fire?

Don't worry about that with this in-case-of fire can. It's no bigger than a Mr Min, so you

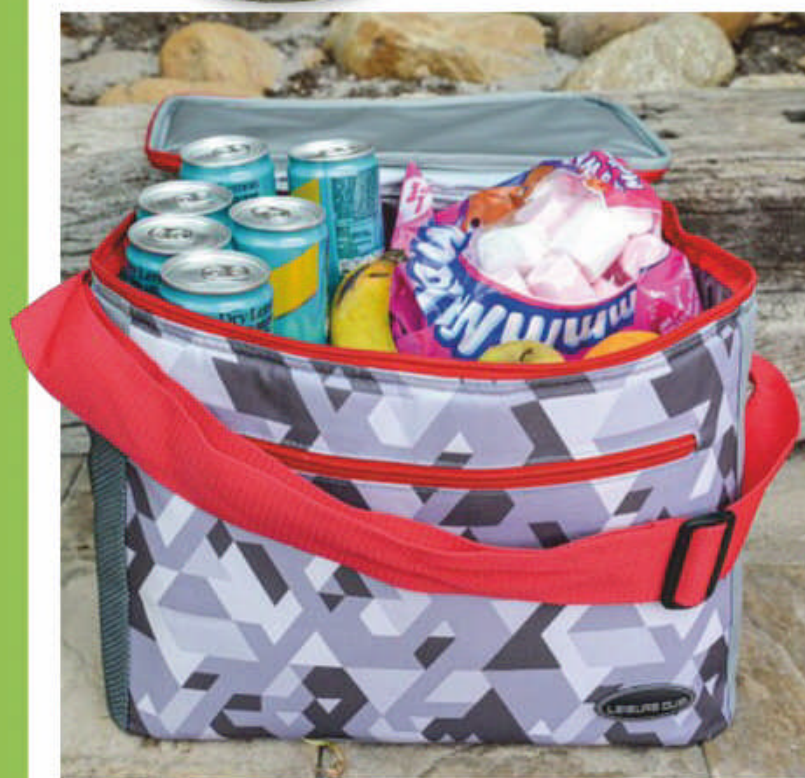


can simply chuck it in the back of your ammo box of groceries. This is no gimmick, with a biodegradable suppressant that smothers the flames and deprives the fire of oxygen.



Price R60 from Makro.

Drive & Camp says Different symbols mean different types of fires on extinguishers, and this can is suitable for types A, B and F.



THE BIG DOG

LeisureQuip 40 can cooler bag

Sometimes a hefty cooler box really is just overkill, but you can grab a bag like this one for occasions when you don't need that much. It holds up to 40 cans, or some along with bottles, snacks or anything else you want to keep cold.

The geometric design on the fabric indicates an increase in size from LeisureQuip's regular coolers, and the 600 Denier outer fabric should prove long lasting and resistant to scratches. There's also a mesh pocket on the side for a pair of sandals or your favourite book.

Price From R360 from various retail outlets.

Drive & Camp says These are available in a wide range of sizes: eight can with blue zipper, 14 can with green zipper, and 70 can with orange zipper.



FLOW AND FOLD

Coghlan's collapsible water tank

Many South Africans have had to endure some sort of water shortage over the last few years, so by now almost everyone has some sort of water storage container collection ready for a drought or the end of days. The one big problem with them is how bulky they are and how much room they take up.

If you're short on space, then this collapsible container is great and it manages to hold a fraction under 19 litres. The BPA-free food-grade plastic has moulded handles that make it easy to carry, even though the tank doesn't really retain its shape when it's full of water and carried upright. Plonk it on a table with the spigot facing forward, and somehow it all manages to sit just right.

Price R300 from Camp & Climb.

Drive & Camp says It's a mission to get this one folded to exactly the same shape as when you first take it out of the box, but you'll still save plenty of space overall.



COOL CUBES

Snowva ultimate ice tray

No, this isn't a 2ℓ tub of your favourite Italian Gelato, but what you do get inside this blue boy is a food grade silicone tray so that you can make up to 80 ice cubes. Made sure the spikier edges of the tray are lying against the bottom of the tub and add water up to the indicated line.

After a few hours, depending on how strong your freezer is, pull the tub out and let it defrost for 5 minutes. Lay it on the lid and twist the tub slightly, so the silicone tray slides out. Twist and let the large cubes (they're 35 mm long and 25 mm wide) chill your midday drink.

Price R250 from Makro.

Drive & Camp says They also include a nifty plastic bag for storage of your freshly made cubes; at least two batches worth (160 cubes).



MIDNIGHT SNACK

Stanley all-in-one food jar

We all have someone whose dish is so delicious that by the end of the evening there's nothing left but an empty tray or pot. Stanley's Adventure Series has you covered so you can keep aside a portion, warm enough to enjoy it later when everyone else wishes they could have another helping.

This vacuum food jar looks like a regular 500 ml flask at first glance, but you'll notice a plastic housing with a spork that slides in or out. There's also a separate container built into the seal for storing a salsa or some seasoning. This range is especially impressive, keeping your consumables hot or cold for hours at a time.

Price R830 from Camp & Climb.

Drive & Camp says Look after this, and it'll probably last you a lifetime.

PERFECT BRAAI COMPANION

The Famous Lekke Hot Pot

It is in the nature of camping and adventure travel that you don't always have the cooking surface you need to get all your food done at the same time. Sometimes you have to braai the boerewors before the steak or chops. With the Famous Lekke Hot Pot's double-walled stainless steel design and unique locking system, you can seal your cooked food and keep it warm and fresh for up to six hours.

It works equally well to keep cold foods like salads, ice cream or yoghurt cool. We've even used it as an ice bucket and it is remarkably efficient. It comes in a range of sizes to suit your needs.

Price from R229 from The Lekke Company.

Drive & Camp says You can't use the Hot Pot for cooking, so don't place it on any kind of heat source.



CONTACTS

Camp & Climb campandclimb.co.za

Cape Union Mart capeunionmart.co.za
Yuppiechef yuppiechef.com

The Lekke Company thelekkeco.co.za
Makro makro.co.za

A camping Christmas

Prepare your Christmas menu in advance at home and enjoy a hassle-free feast around the campfire with the help of your freezer.

Recipes and styling **Johané Neilson**

Photos **Ed O'Riley**

GLAZED CHRISTMAS GAMMON

This little piggie...

A glazed gammon off the braai will always be hit on any festive table. This one is wonderful – served hot or at room temperature.

Ingredients

(serves 8-10)

- 1 deboned smoked gammon, 2 kg
- 1 large carrot, coarsely chopped
- 1 onion, coarsely chopped
- 2 bay leaves
- 1 ℓ ginger beer
- 1 tablespoon cake flour
- ½ cup cherry jam
- ¼ cup honey
- 1 tablespoon mustard

Here's how

1 Place the gammon, carrot, onion, bay leaves and cake flour in a large roasting bag and place in an ovenproof dish. Carefully add the ginger beer, close the bag and poke a few small holes in the top of the bag. Bake for about 2 hours in an oven at 180 °C (or 30 minutes for every 500 g). Remove from the oven and allow to rest for 20 minutes. Remove the meat from the liquid.

2 Remove the skin from the gammon as soon as it is manageable – leave the fat! – and score the fat without cutting into the meat. Allow the gammon to cool completely, place it in a suitable container with about 2 cups of the cooking liquid and freeze.

3 Thaw the gammon on Christmas day. Mix together the jam, honey and mustard as well as the cooking liquid that was frozen with the gammon.

4 Braai the fatty side of the gammon in a black potjie over the coals until nicely golden brown. Pour the glaze into the potjie and slowly cook the meat – turning it regularly until it's shiny and the sauce is sticky and syrupy. Serve thinly sliced with braai'd peaches and your favourite side dishes.

Drive & Camp says If you don't want to make your own glaze, buy a ready-made one to take along.



PICKLED BEEF TONGUE

Lip-smackingly good

Serve this fragrant meat in thin slices in mini tortillas, with creamy mustard and your choice of salad stuff for an almighty starter.

Ingredients

(serves 6-8)

- 1 pickled beef tongue, around 1,2 kg
- 2 carrots, sliced
- 1 onion, quartered
- 6 whole peppercorns
- 2 bay leaves
- 2 whole cloves
- cold water

Here's how

1 Rinse the tongue thoroughly and place in a large saucepan. Add all the other

ingredients with enough water to cover the tongue.

2 Heat the pot to boiling point, lower the heat and simmer for about 2 hours with the lid on until the tongue is cooked and tender when you test it with the tip of a sharp knife. Keep a close eye on it and add more water if necessary – it is important that the tongue stays covered.

3 Peel off the skin while the tongue is still warm, as this is much easier than once the meat has cooled. Put the peeled tongue back in the hot cooking liquid and allow to cool completely.

4 Freeze the cooked tongue in an airtight bag inside an airtight container, ready for packing, and remember to thaw it in time before the feast!

Drive & Camp says Make sure you buy a pickled tongue for best colour and flavour.

BILTONG AND GREEN FIG BRAAI PIES

Puff the magic dragon

It's been six years since Suzelle DIY had the whole country laughing with her hilarious braai pie video, and it's become a local braai institution in many iterations. These small bite-sized numbers freeze well and are easier to braai than the larger versions.

Ingredients

(make 12 pies)

- 1 roll (400 g) puff pastry, thawed
- 1 small egg, beaten
- 12 teaspoons biltong-flavoured cream cheese
- ½ cup thin biltong shavings
- 1 large preserved green fig, finely sliced

Here's how

1 Roll out the puff pastry and cut it into 12 equal squares. Paint the edges of the squares with egg and then add a teaspoon of cream cheese, a sprinkle of

biltong shavings and a few slivers of green fig in the middle of each square.

2 Carefully fold each dough square over the filling into a triangle and pinch along the edges to seal it. If you're not going to braai right away, freeze the pies on baking sheets until they're frozen solid, then pack in airtight containers that are easy to transport. Thaw the pies before braaiing – they can still be cold, but not frozen.

3 Braai the triangles over medium-high heat until the dough is cooked through and risen – just don't close the grid too tightly. They're ready as soon as the cheese starts to bubble, but the cooking time will depend on how cold the dough is and how hot the coals are!

Drive & Camp says A delicious alternative filling is cream cheese, mozzarella and crispy bacon – feel free to play around with other combinations.



SWEET-AND-SOUR BEETROOT

Bottle it!

Get some fresh beetroot at the farmer's market – this pickled salad is a great addition to your camping pantry.

Ingredients

(makes 2 bottles)

- 10 large beetroot
- 2 cups white vinegar
- 1½ cup light brown sugar
- a pinch turmeric
- 1 teaspoon mustard seeds
- 1 teaspoon salt
- 1 red chilli, chopped (or to taste)
- 1 small onion, chopped
- 1 teaspoon cornflour
- fresh dill to taste

Here's how

1 Cook the beetroot, skin on, until tender. Allow to cool, then simply rub off the peels. Cut the beets into wedges, cubes or grate it – however you prefer.

2 Stir together the rest of the ingredients (except the cornflour and dill) until all the sugar has dissolved. Heat to boiling point, turn the heat down and simmer for 5 minutes. Mix the cornflour with a little water into a paste, add it and the cooked beetroot to the pot, and simmer everything for another 5 minutes. Add the dill.

3 Bottle the warm beetroot in sterilised glass jars and allow it to cool.

Drive & Camp says Feel free to omit the mustard, dill and chilli if you like.

BUTTERNUT TART Cinnamon delight

This tart tastes like a giant pumpkin fritter, complete with a cinnamon blanket, but is much easier to make.

Ingredients

(serves 8)

- 3 cups cooked butternut, mashed
- 1 cup self-raising flour
- 1 cup sugar
- 1 teaspoon salt
- 1 cup cream
- 3 eggs
- a large lump of butter, melted
- cinnamon to serve

Here's how

1 Preheat the oven to 180 °C. Add all the ingredients, except the cinnamon, to a mixing bowl

and use a stick blender to blend until smooth.

2 Pour the batter into a greased baking dish and bake for about 50 minutes or until set. Allow the tart to cool, cover tightly and freeze – or serve immediately with a sprinkling of cinnamon.

3 Thaw the tart and reheat it carefully in a black potjie with a little water at the bottom. This water-bath method works great. Remember the cinnamon!

Drive & Camp says When choosing the oven dish for this tart, bear in mind that it should easily fit in the freezer and be reheated – foil dishes work well, but so does enamel (and it's more environmentally friendly). If you divide the batter in half, reduce the baking time according to the size.



CHRISTMAS CAKE Add a tot (or two)

This brick-sized loaf is delicious served with custard, ice cream, cream... or as is. Your biggest challenge will be to not eat it before the holidays!

Ingredients

(makes 2 loaves)

- 2 cups raisins and dried blueberries
- 1 cup sultanas
- 1 cup currants
- 1 small container (75 g) glazed cherries, chopped
- 1 cup dates, chopped
- 2 tablespoons chopped glazed ginger (optional)
- 1 cup brandy
- 300 g soft butter
- 1 cup brown sugar
- 4 extra-large eggs, at room temperature
- 2 cups cake flour, sifted
- ½ teaspoon bicarbonate of soda
- 1 teaspoon mixed spice

Here's how

1 Line two bread pans with

a double layer of baking paper and spray them with non-stick cooking spray.

2 Mix the dried fruit with the brandy and leave for a few hours so they really soak up the brandy. Stir occasionally.

3 Preheat the oven to 140 °C. Beat the butter and sugar in an electric mixer until light and fluffy. Add the eggs one by one, still mixing, until everything is well combined. Stir in the rest of the ingredients – including the brandy-soaked fruit – and mix into a smooth batter.

4 Divide the batter between two pans and use the back of a spoon to evenly spread the top. Bake in the middle of the oven for about 2 hours or until a test skewer comes out clean. Allow the cakes to cool in the tins.

Drive & Camp says Store the Christmas cakes, wrapped in wax paper and foil, in an airtight container and pour a tot of brandy once a week over each until Christmas (if time allows).

Have a festive time! 🍷

go! Drive & Camp BUYER'S GUIDE



#1

The all new hard shell plus R30 950



Hard shell roof top tent R23 450

#2



Custom
Leisure Tech

#3



Overland Extreme Canopies from R16 950

#4



Maxi Shade 270 Awning from R9 450

www.customleisuretech.co.za

Paul Lydes-Uings | 074 820 6557

paul@customleisuretech.co.za



QUALITY

LUXURY

SIMPLICITY

extreme adventures in extreme luxury

GECKO XTREME IS A DUST-PROOF, MULTI-TERRAIN CARAVAN SUITABLE FOR TRAVELING AFRICA IN LUXURY. EQUIPPED WITH A FIXED KING SIZE BED, INDOOR SHOWER (WITH 220V/GAS GEYSER) SEPARATE CHEMICAL TOILET, HOT AND COLD WATER RETICULATION, 12V, 220V AND SOLAR CHARGING SYSTEM

VIEW BY APPOINTMENT

Keith: 082 662 6394 Alison: 082 532 5290
Tel: 015 276 5059 Fax: 015 276 5075

www.gecko-offroad.co.za
info@gecko-offroad.co.za



**BATTERY
& OUTDOOR
KING**

Best Quality Best Prices



**We ensure that you have
a custom-made solar
package to fill your
special solar need!**

Available as portable,
in a strong, quality bag with a
10 meter cable

or as a fixed installation.

All components carry a
5 to 25 year warranty.

Shop: 870 Rubenstein Drive,
Moreleta Park, Pretoria East

Tel. 066 2288 919

Head office: Centurion

Tel. 082 4444 911

E-mail: jaco@mrek.co.za

Find us on [Facebook](https://www.facebook.com/batteriesking) @batteriesking
group "Battery & Outdoor King"

CJ Aircons

- CARAVANS
- COMMERCIAL
- RESIDENTIAL
- INSTALLATIONS
- REPAIRS
- SERVICES
- E-WIKS MOVERS
- POWER TOUCH MOVERS
- REAR VIEW CAMERA
- SPAREWHEEL BRACKETS



Jacques of Cindy

072 413 3899

www.cj-aircons.co.za

info@cj-aircons.co.za

TCL **INFINITY** **ewiks** **powrtouch**

AIR CONDITIONERS **EVOLUTION**

powrtouch **EVOLUTION**

powrtouch **EVOLUTION**

powrtouch **EVOLUTION**

powrtouch **EVOLUTION**

powrtouch **EVOLUTION**

powrtouch **EVOLUTION**

LOOKING FOR GIFT IDEAS?

Nothing says "I love you" more than a caring gift:

- Detachable Bumper Guard - prevent damaged Bumpers
- BOOXE Car Caddy - Keep everything Tidy and Handy
- Anti-slip rubber Mats for over **70 vehicle types**
- Vehicle Accessories - that make life easier

BOOXETM
CUSTOMISED VEHICLE ACCESSORIES

Keep it Tidy...

PRESERVE THE VALUE OF YOUR CAR

Rubber Boot & Floor Mats with Raised Lip - contains dirt & spills

Robust Bakkie Bin Mats with Tailgate Extension - prevents chipping

ORIGINAL BOOT BOX FOR TOYOTA FORTUNER



ROAD TRIPPING FOR THE HOLIDAYS?

Store your Essential Gear in the sturdy, spacious BOOXE Original Boot Box for Fortuners or the Ultimate Boot Box for any other vehicle.

ULTIMATE BOOT BOX FOR ANY VEHICLE



SPECIAL OFFER! Get a **FREE** First Aid Kit when you purchase any BOOXE Boot Box during December 2020! **SAVE R350**

For our full Product range visit www.booxe.co.za PURCHASE ONLINE - WE DELIVER DIRECT

South Africa Tel: 066 176 2522
Email: info@booxe.co.za



JAGUAR CARAVANS

Cell: 073 333 5554 | E-mail: Jacques@jaguarcaravans.co.za
Bellville, Cape Town



Strong. Lightweight. Sets up in less than 10 minutes.

Kovu 4 - Stainless steel



Inkwe 4 - Stainless steel



Fits in a garage



www.jaguarcaravans.co.za

EAST RAND CARAVAN WORLD

CNR/ELIZABETH & NORTHRAND ROAD * BOKSBURG * GAUTENG

📞 082 876 8100 📞 011-0257639 www.eastrandcaravans.co.za

ADVENTURE TRAILERS

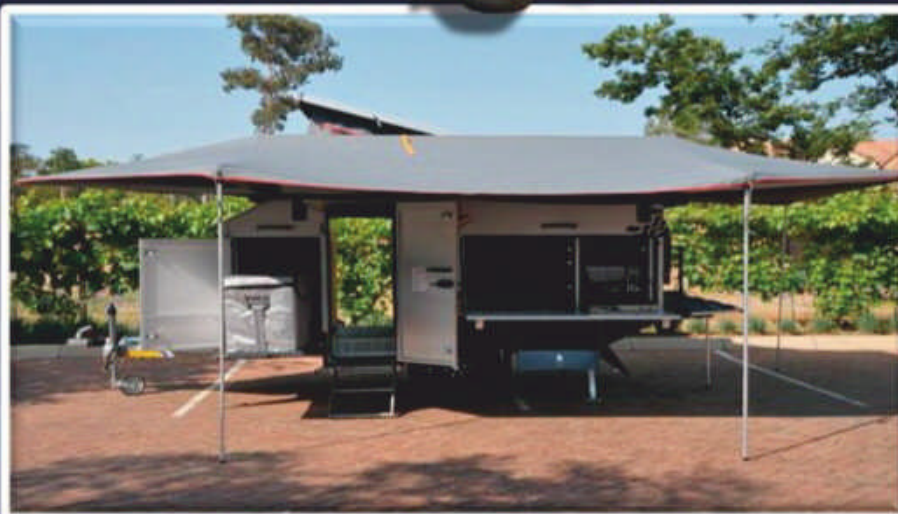
only available at these Dealers
East Rand Caravans & Silverlakes Caravans

ORDER
NOW

your 2020/ 2021 ADVENTURE



ADVENTURE
TRAILERS



Silverlakes

Caravans

📞 083 656 6456

📞 012-944 1919

www.silverlakescaravans.co.za

950 Lynnwood Road

Equestria

Pretoria East



PROAUTO RUBBER

PRESENTS:

Load Bin Dust Seal Kit for the Ford Ranger T6 Series single, double and extended cabs as well as new interior mats for most SUVs and single and double cab bakkies.

We have developed a Load Bin Sealing kit specifically for the Ford Ranger T6 series. It fits all the new model Rangers and completely seals the loadbin. The kit is complete and includes easy to follow instructions.

The kit includes the following parts:

1. Left and Right molded Plastic covers
2. Molded rubber gasket
3. Screw set
4. Double sided tape with 3M alcohol wipe

The product is manufactured to the highest standard. If you experience any problems you are welcome to contact Stephan at:

info@proautorubber.co.za
or on 0118235541

**Come visit our Megastore at:
8 Oscar St, Hughes X15, Boksburg**

www.proautorubber.co.za

Buy the new Ford Ranger interior mats and receive a **free dust seal kit.**

Price R2 500-00,

exc. VAT

**Save R1 000-00
and get free installation.
While stocks last.**



**We provide Total
sealing solutions for:**

- Vintage cars
- House and home
- Industrial

We supply silicone and rubber hoses, automotive clips and much more. We also supply custom-made bin liners and interior mats for the Ford Ranger. Don't hesitate to contact us for all our other products.

Bring this with you to the store to qualify for the special.



Wide range of interior mats now available

In the market for a caravan mover?

The entirely new and best in the world caravan mover

powrtouch
EVOLUTION
auto



automatic caravan mover

With 1-4 gradient operation. Only one set needed for for double-axle caravan. From R24 400.00 installation and VAT included. Battery, battery charger and battery box not included in price.

FREE
5 YEAR
NO QUIBBLE
PARTS AND WORK
GUARANTEE

SOMILL CC 058 821 0006,
RIETFontein,
R51 DISTRICT,
BALFOUR

CO-ORDINATES
S 26.977890 E 28.593968
• TEL: DIRK 082 494 6510
LEON 082 490 1809
(OFFICE HOURS)

**Safe-T-
Locksmiths**



- Transponder keys cut
- Key coding and programming
- Computer box repairs

**307A Commissioner Street,
Boksburg**
083 226 3003 or 011 917 2016

MACLAREN AIR

For info and pricing contact ■ Tel: 011 315 4348 ■ Email: maclaren@ust.co.za

**Maclaren HB9000 Under Bench
Caravan/Camper Aircon**

- Quiet operation
- Cooling & Heating (heat pump)
- Fully self-contained unit ready to plug in
- Easy installation (parts & template incl.)
- Ideal for pop-up roof caravans and others
- Unit can be run by inverter
- Lightweight, ideal for caravans
- No leakages causing wood to rot

**No interference
with any warranty
on your caravan/
camper if installed
according to
specifications**



1 year full supplier guarantee on unit

Alpha GTR



- Liggewig veselglas-konstruksie
- Grond- en teerpad
- Goeie grondvryhoogte
- Verskeie opsies beskikbaar

www.pantheraa.co.za | pantheroutdoorsa@gmail.com | Kontak: 074 820 6557 of 082 416 2578

GREAT GIFTS
—For Every—
ADVENTURE
AVAILABLE
IN STORE &
ONLINE



1 National Luna Stainless Steel 12kg 220V Ice Maker

2 Leatherman Wave + Bundle 18-in-1 Multi-tool

3 Stanley Trigger Action Travel Mug 350ml

4 Karu Leather Toiletry Bag

5 Bushnell Powerview 2 Binocular 10x50

6 Red-E RS80 II Solar Led Power Bank

7 Enamel No.3 3 Leg Cast Iron Pot

8 Veldskoen Heritage Shoes

9 Garmin Drive Etrax 10

**OUTDOOR
WAREHOUSE**
for every adventure

27 stores nationwide

For your nearest store call toll-free 0800 007 261

Go to outdoorwarehouse.co.za to learn more and shop online



one stop

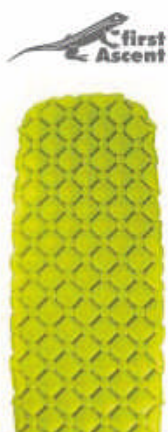
FOR EVERYTHING YOU NEED FOR A WEEKEND GETAWAY

Gear up for the perfect camping trip with the biggest range in South Africa. Get everything you're looking for under one roof, from tents to multi tools.

Tech-fibre Tents



Mattresses & Sleeping Bags



Accessories



LEATHERMAN

LEDLENSER

Bags



**OUTDOOR
WAREHOUSE**
for every adventure

27 stores nationwide

For your nearest store call toll-free 0800 007 261

Go to outdoorwarehouse.co.za to learn more and shop online



OutdoorW



Outdoorwarehouseza

ewiks

caravan mover
www.ewiks.co.za

Single handed moving of your caravan, big or small effortlessly by operating only 2 switches. Powered from caravan battery, permanently fitted to drive onto road wheels.

For further information information please contact:
Kyle ☎ 084 33 00 606 ✉ info@ewiks.co.za



DIY from only
R12 200
Vat and transport included



* Standard kits ex battery and charger weigh less than 30kgs

TO ADVERTISE YOUR PRODUCT OR SERVICE TO THIS COMMUNITY CONTACT:

DANIE NELL
Tel. 082 859 0542
danie.nell@media24.com

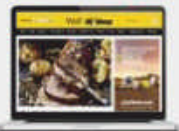
SHARLENE SMITH
Tel. 083 583 1604
sharlene.smith@media24.com

VERNETTE WESSELS
Tel. 082 766 1705
VRautenb@media24.com



CIRCULATION
21 483
READERSHIP
151 000

SOURCES: PAMS 2019,
ABC Q2 2020, TAMS/DSTV
AFRIKAANS ADULTS



UNIQUE BROWSERS 83 679
PAGE VIEWS 236 617



TOTAL VIEWS
331 964
TOTAL SUBS
332



FACEBOOK
FANS
66 410



TWITTER
FOLLOWERS
1 973



INSTAGRAM
FOLLOWERS
35 372

COMMUNITY
391 706

ANNUALS: ABC CORRESPONDING PERIOD, EFFECTIVE MEASURE SOUTH AFRICA ALL DEVICES JUL 2020



Unit 8, cnr. Noordrand and Elizabeth Road, Boksburg
Wessel 082 652 8139

WE DO INSURANCE
WORK AS WELL AS
PRIVATE WORK



WWW.CARAVANREPAIRS.CO.ZA

WILD
PREMIUM ALUMINIUM
CANOPIES
FIT FOR ADVENTURE

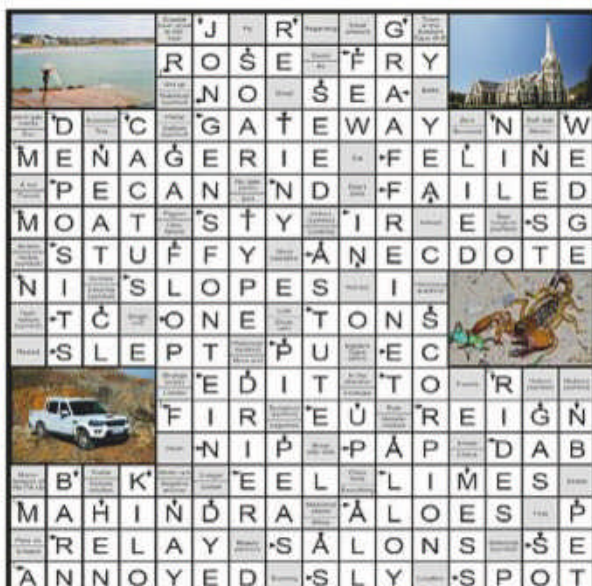
- Lightweight Aluminium
- Corrosion Resistant
- Dust Free, Positive Pressure Inside
- Dust Free, Vented Rear Window
- Waterproof Solid Hinges
- Toughened Rear Glass
- Hi Line LED Brake Light
- Gul Wing Side Doors
- Extra Large Side Door for Easy Access
- Aluminium Slide Roof Rails
- Key Alike Double Action Locks
- Color match available

Premium Aluminium
double cab canopies
now
R17500-00
(vat incl)

(012) 771 7940
(060) 963 4251
(082) 459 1896
Info@wildacc.co.za
www.wildacc.co.za

WILD
Accessories
FIT FOR ADVENTURE

Full Range Of
WILD Premium
Aluminium Canopies
available on our website.



LOCAL MANUFACTURERS OF **LUXURY CARAVANS**



Visit our website for the full range
of models and dealerships
www.quantumleisure.co.za



QUANTUM HITS THE NAIL ON THE HEAD WITH THE **NEW COMFORT DELUXE:**

- ⚡ Comfortable bathroom with toilet and shower
- ⚡ Spacious dinette (or extra sleeping space)
- ⚡ Outside kitchen with wash-up
- ⚡ Large double-door fridge/freezer
- ⚡ Full size island bed



Quantum Leisure
LUXURY CARAVAN MANUFACTURERS

Kempton Caravans (Edenvale)
011 974 5595

Middelburg Caravans
013 243 5060

GC Caravans (Witbank)
013 697 5121

Quantum Cape Town (Coming soon)



Spec and order your Continental online today!



Order your Mobi online:
www.mobilodge.com

f Mobi Lodge
news blog

You Tube

Leon 082 899 9999
Marius 083 230 6131
demonstrations

E&OE LR200902

go!
Drive & Camp
ACCOMMODATION

Limpopo

B
.....
BUNDOX

Experience our Africa
Private groups welcome

www.bundox.co.za     
reservations@bundox.co.za

Norther Cape


Kameelboomkoelte
★★★★

**Best stopover in Askham
in the Kalahari**



Contact us

Nina 076 991 2561

info@kameelboomkoelte.co.za

www.kameelboomkoelte.co.za

New self-catering units with fantastic facilities.



MIDWEEK, SPECIAL OFFER: CAMP FROM SUNDAY TO FRIDAY 2 PERSONS ONLY R650-00

UNITS, SPECIAL OFFER: STAY FROM SUNDAY TO FRIDAY 2 PERSONS ONLY R2 140-00

Nature reserve in malaria-free area. : Bushveld atmosphere – less than an hour from Pretoria and Johannesburg – close to Brits. Self-catering houses and caravan park with neat ablutions – wheelchair-friendly bathroom. Hikes – cycle trails – bird-watching – game drives – plenty of game

• Play park • Table tennis • Pool tables • Trampolines • Volley ball court • Putt-putt • Indoor heated pools • Jacuzzi • Cold water pools • Lazyriver • Water slides • Takeaways

Tel: +27 66 298 5379 / +27 66 298 1664 / +27 73 171 8331 / +27 82 375 6179 • E-mail: info@dubegame.co.za • www.dubegame.co.za
Book online: www.alloutbookings.co.za

NORTH WEST

BRITS

SCOTTBURGH CARAVAN PARK

THE ONE ON THE BEACH



DIE EEN OP DIE STRAND



*Top Resorts
2009 -
Present
Caravan and
Outdoor life*

- One kilometre beach frontage
- Rock Pools
- Sheltered Bathing
- Fresh Water Swimming Pools
- All Stands Hard or Grassed
- Beach Cottage Furnished
- T.V / Video & Electricity on all Sites



039 976 0291

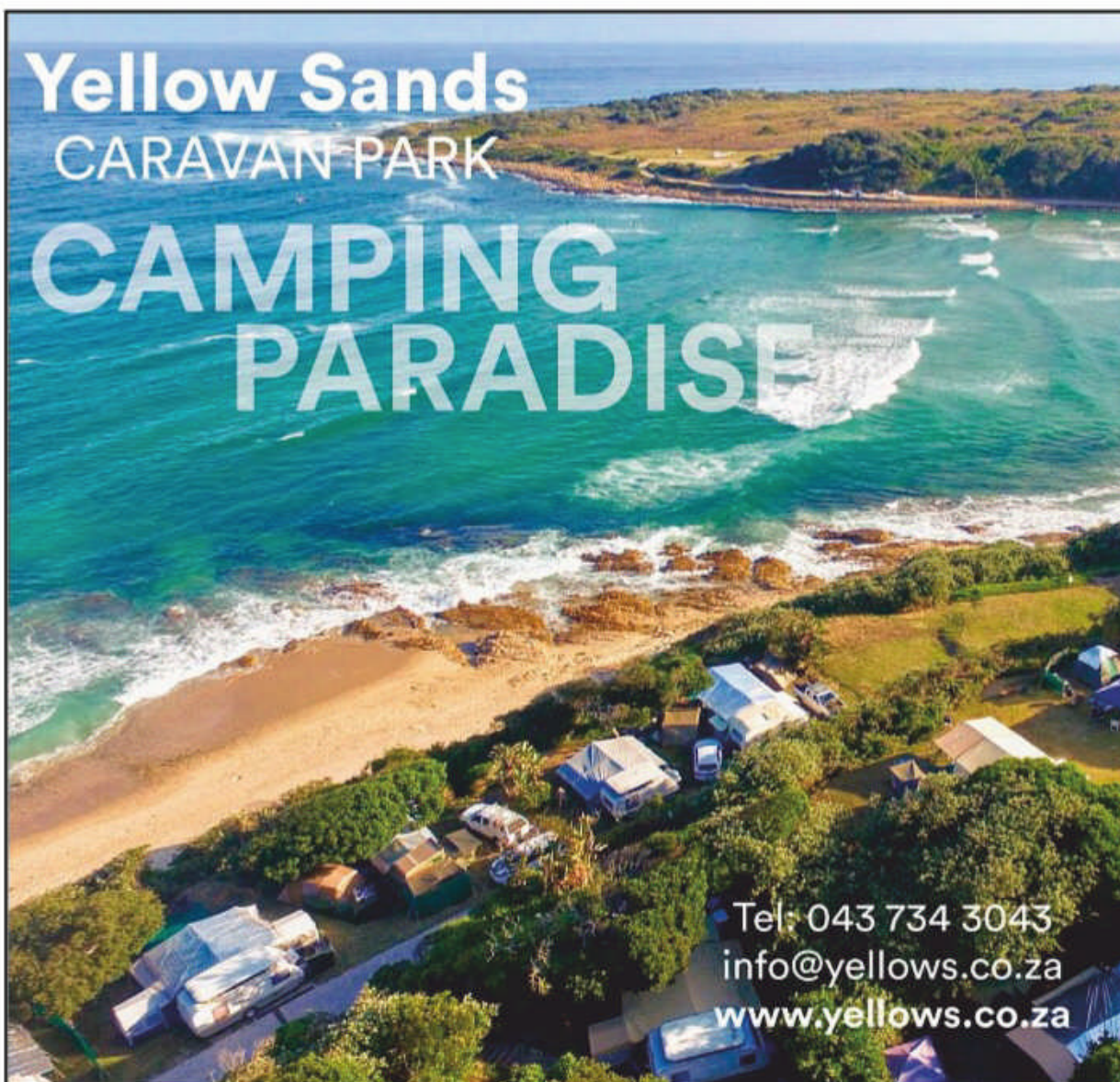
caravanpark@scottburgh.co.za
www.ScottburghCaravanPark.co.za

Free State,
North West,
KwaZulu-
Natal &
Eastern Cape

GPS: S26.51.74° & E27.28.11°

3xSwimming pools, Sports bar & Conference Venue.
Play area, Fishing & Boat Launch Area.
6 x 4-Sleeper Chalets
10 x 6-Sleeper Chalets
39 x Caravan/Camping Sites
MID-WEEK RATES ALSO AVAILABLE!!!
RESERVATIONS: 082 312 4123 | EMAIL:
info@umfula.net | WEB: www.umfula.net |

Yellow Sands CARAVAN PARK CAMPING PARADISE



Tel: 043 734 3043
info@yellows.co.za
www.yellows.co.za

EASTERN CAPE

EAST LONDON

go! Drive&Camp



PRINTED VERSION



SUBSCRIBE & SAVE 40%

SAVE
R168
PER YEAR

R252.00 for 6 issues

DIGITAL VERSION



SUBSCRIBE & SAVE 40%

SAVE
R168
PER YEAR

R252.00 for 6 issues

**FREE
DELIVERY**



For digital subscriptions, visit Zinio.com or Magster.com
How to subscribe: New print subscriptions, SMS "GoSubs" to **32361** with your details and we will contact you.
SMS costs R1,50. Free minutes do not apply.

Renewal of print subscriptions, call 087 353 1300 OR +27 21 065 0033 for international subscription rates.
Email: subs@media24.com
Subscriptions WhatsApp number: 087 353 1333

FOR PRINT EDITIONS



EMAIL US AT
subs@media24.com



CALL
087 353 1300



SMS the word "gosubs" to 32361 and we will call you back.

FOR DIGITAL

visit Zinio.com or Magzter.com



WHATSAPP
087 353 1333



TERMS & CONDITIONS: Print offers are valid only in RSA. We may amend the fees payable in respect of your subscription from time to time to facilitate cover price increases. We may alter the payment instruction to correspond with any changes in your fees. This offer is valid until 26 January 2021.

CROSSWORD

Madeleine Bothma from Kraaifontein has won a **cooler bag worth R220** for her crossword entry in our September 2020 issue. You can too. Complete this crossword puzzle and e-mail a picture to 📧 drivecamp@gomag.co.za. Or do it at <https://bit.ly/3phhlQe>. Last month's solution is on p 107.



COMPILED BY GERDA ENGELBRECHT

Win a cooler bag worth R220!

Whether you're a camper, fisherman, or sports fan next to a cricket pitch, this cooler bag has room for a lunch box and a 1,5 l 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



Colour in



COLOUR IN

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

WORD SEARCH

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

SPOT THE DIFFERENCE

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

MAZE

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

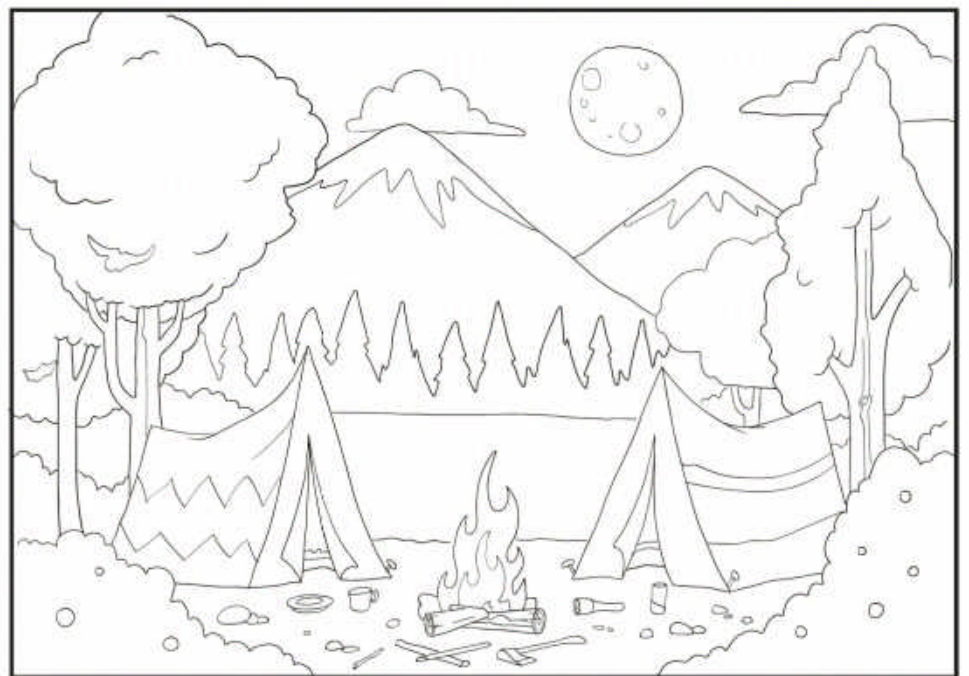
Word search

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

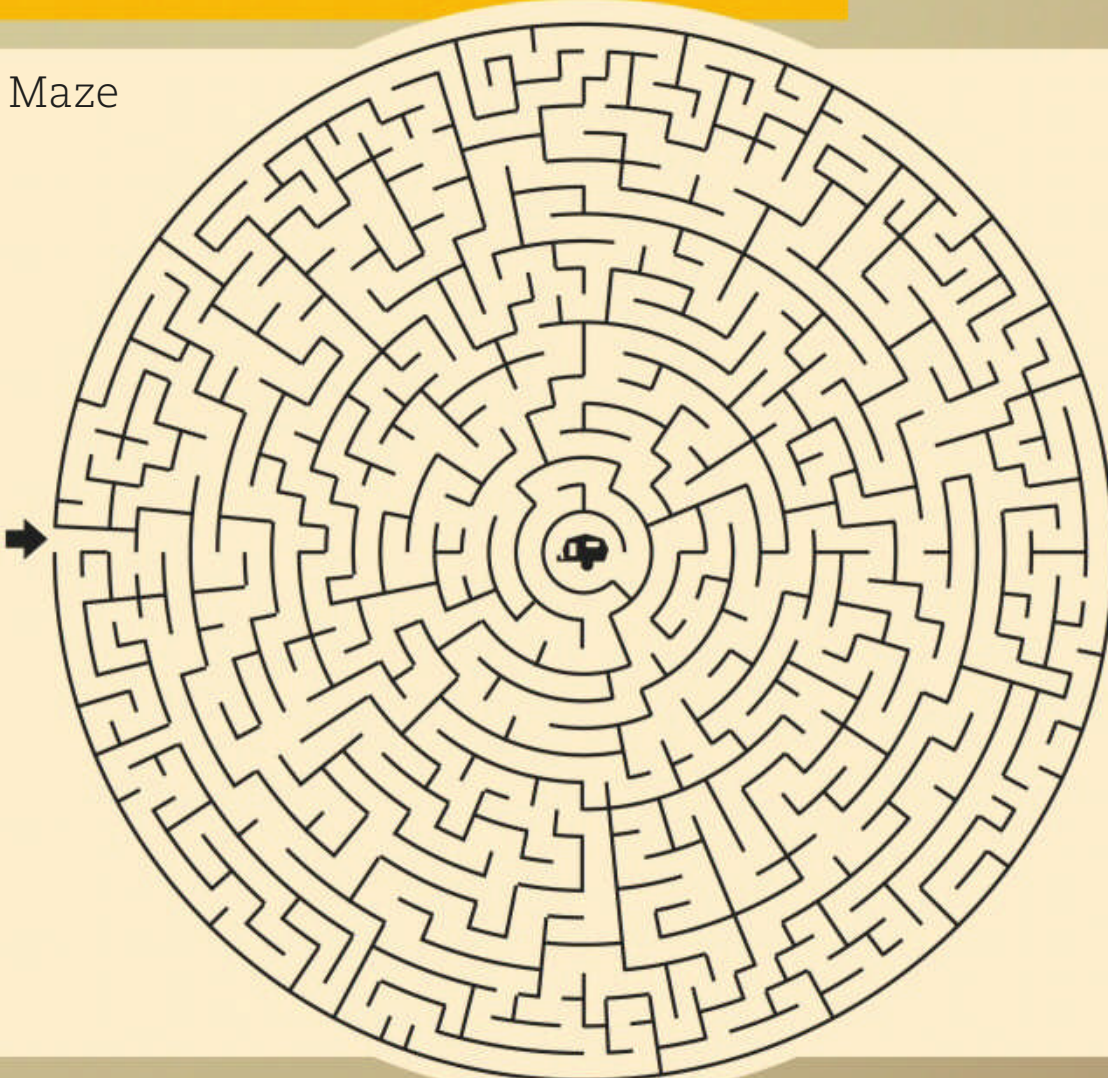
MUSICAL INSTRUMENTS

Cymbals	Fiddle	French horn
Viola	Kazoo	Tuba
Xylophone	Flute	Banjo
Bass guitar	Cowbell	Bagpipes
Harmonica	Saxophone	Ukulele
Trumpet	Bongos	Drums

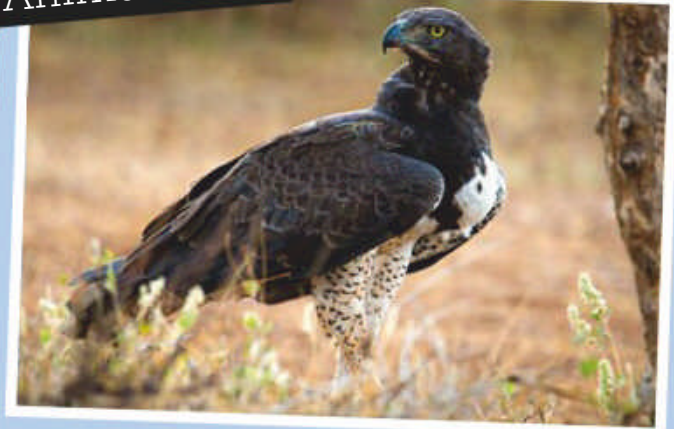
Spot the differences



Maze



Animal facts



MARTIAL EAGLES (*Polemaetus bellicosus*)

- Martial eagles are the largest of the African eagles, powerful enough to knock down an adult human.
- They weigh around 6,5 kg and have a wingspan of almost 2 metres (193 cm).
- Their diet consists of monkeys, small goats, lambs, snakes, large lizards and impala calves.
- Nests are built in trees, at a height from 6 to 24 m above ground, often in the largest tree in the area.
- These birds glide on air thermals so as to use little energy and as the air cools, so do their activities.

Nitrogen in your tyres

The much-touted advice to use nitrogen in your tyres as opposed to normal air has been around for many years and it's time to have a closer look at the subject, says **Mic van Zyl**.

According to some tyre centres, nitrogen offers improvements in tyre life, steering, braking, grip, economy, reduced pressure loss over time, reduced tyre failures, lower temperatures, and improved performance and safety for you and your vehicle.

You would apparently be an idiot to use normal air in your new, expensive tyres.

I was sitting in a wheel-and-tyre centre recently having the tyres on my Land Cruiser rotated. I am fortunate not to have to pay for the tyres on my

company vehicle. Notwithstanding this fact, I am meticulous when it comes to my tyres, suspension and brakes. They are my big three safety critical items. I rotate religiously and I constantly check my tyre pressure monitor when driving.

My eyes literally watered when I heard a salesman quote a customer for a new set of tyres for her performance SUV. He then proceeded to offer her nitrogen at R38 per tyre. His sales pitch for the nitrogen was truly mesmerising. He managed to convince the lady that the additional R190 for the nitrogen in her five tyres would save her thousands in the long run. This, of course, had me sit up and ponder the subject.

SO, WHAT IS THE DEAL with nitrogen in your tyres? Many of these fantastic claims are somewhat true. When we look at them scientifically, however, the advantages are minor. Atmospheric air is already 79% nitrogen. The nitrogen pumped into your tyres at the tyre centre is 95% pure. The best improvement you could thus enjoy by using nitrogen would be 16% at best.

It is true that tyres running with pure (95%) nitrogen will run cooler than with normal air. But by how much? The specific heat of normal air at around 30% is 1 joules per gramme kelvin (J/g K) and for nitrogen it is 1,04. A difference of 4%. Take a tyre inflated with air at a cold temperature of 20 °C and a pressure of 2 bar. After some driving and an operational temperature of 40 °C, the pressure would have increased to 2,36 bar.

The same tyre filled with nitrogen starting at 20 °C and ending at 38,4 °C (allowing for the 4% difference in specific heat) would end up with a pressure of 2,35 bar. Hardly significant.

Another claim is that the lack of oxygen in the nitrogen will prevent the oxidation

of the inner surface of the tyre. Another true fact that has very little real-world significance. Bear in mind that the outer surface of the tyre is also exposed to oxygen along with a host of added harsh elements and we just do not see tyres falling apart due to the rubber oxidising.

We replace our tyres due to wear or age long before this becomes an issue. All the claims regarding steering, braking, grip, economy and improved performance are pure nonsense. These characteristics are all a function of the tyre tread, road condition, tyre pressure and temperature. The tyre couldn't care less what type of gas is exerting the required pressure on its inner surface. If the pressure is correct, it doesn't matter.

THE PRIZE FOR the most ridiculous nitrogen claim has to be the fact that nitrogen permeates or leaks through the rubber of the tyre at a much slower rate than air. Absolutely true. The size of an oxygen molecule is around 0,299 nanometre and nitrogen is 0,305 nanometre – a difference of under 2%.

A controlled test conducted by the Organisation for Consumer Reports in the USA found that the loss in pressure of tyres filled with nitrogen was only 1,264 kPa (0,0126 bar) per week vs 2,010 kPa (0,0201 bar) for the same tyre filled with air. Again, negligible. The most disturbing aspect is the fact that people may end up checking their tyre pressures less frequently when using nitrogen.

Tyre failures and blow-outs due to incorrect pressures are a massive contributor to road fatalities. Advocating the use of a product that would cause motorists to neglect checking their tyre pressures regularly is grossly irresponsible. In my view, the advantages are just not worth the effort or money.



Prepare your 4x4 rig for adventure!

ON SALE NOW!



go!
Drive&Camp

| Learn more about off-road components, accessories and how to deal with nature's challenges.

Flights of fancy

How will the camping industry be doing in 30 years' time?
Neels van Heerden plays fortune teller.

There has been a significant increase in information spread on social media – true or fake – in recent years, and you have to think carefully about what to believe and what not to trust.

Think, for example, of all the rumours, opinions, fights and divisions about the origin and spread of COVID-19. By the end of October, strong rumours were circulating that the government would tighten the country's lockdown measures again. I'm sure you are, just like me, pretty fed up with the virus.

I recently wandered around the internet trying to determine what steps the

camping industry in other countries is taking to ensure their survival after the pandemic and an interesting prediction caught my eye.

In 2017, the sales manager of a company (one that manufactures castor oil, among other things) decided to predict the future and said the internal combustion engine would soon be extinct. This view has since been repeated word for word and without foundation on a multitude of Facebook pages and websites. The castor-oil salesman also claimed that kids born in 2017 would one day only be able to see fuel-powered vehicles in museums next to fossils of dinosaurs. He further speculated that cars as we know them would go the way of the oxwagon – and I involuntarily wonder what that would mean for motorhomes and towing vehicles.

Finally, the prophet claimed that in the future it would be very impractical to own your own vehicle, even if it's an electric one. He reckoned you'd be able to order an autonomous vehicle that will pick you up at home and drop you off at your destination without anyone driving.

If this ever happens, it would at least solve the headache of code EB driving licenses and nobody will ever have to take a day off again to stand in a queue to renew your driving license.

THIS IS INDEED an interesting view of the future, and I began to wonder how this would affect the camping industry. And just like the castor-oil dude, I also took a flight of imagination. Join me...

In the year 2050, you order a towing vehicle to tow your caravan to your favourite campsite. Or is that already too old-fashioned? What about the following: you order a vehicle that's already loaded with provisions, refreshments and all the latest camping technology. Upon arrival, the vehicle adjusts itself so it's level, directs a dish at the nearest satellite for

“

In the year 2050, you order a towing vehicle to tow your caravan to your favourite campsite

”

WiFi and Netflix, deploys a rally tent, and serves a pre-programmed snack and drink. In fact, the entire weekend's menu has already been planned so that carnivores, vegetarians and vegans can enjoy their own pre-made food and drink.

Each campsite offers a large variety of virtual experiences – also booked in advance and included in the camping fee. Everyone gets his or her own virtual headset and armchair. Should you want to go for a walk in nature to watch plants, birds and animals, there's a program loaded onto your virtual device. That's how you walk in the veld while actually relaxing in your armchair. The same goes for the kids. John Jnr “chases” around the track in a go-kart, while Little Suzy goes horse riding on a beach somewhere.

THE FAMOUS PHYSICIST Albert Einstein once said that imagination is more important than knowledge, because knowledge is limited. Imagination can go right around the world.

Imagine someone advising Louis Pasteur against using his imagination... then he would not have been able to prove that people can be protected against diseases by vaccinating them with weakened versions of the germs that make us ill.

Suddenly I think again of the current battle to develop a vaccine for COVID-19... and that thought brings me back to earth with a hard jolt.



There are more
than two teams
in this game....

GETROUD
MET RUGBY

Mondays to Fridays 18:00

#getroudmetrugby

K
kykNET
Channel 144

f t i
kykNET.tv

Summer, sun, sea and driving on sand

You should always look twice before you buy. Even when you're suffering from a case of beach fever, says **Christie Gerber**.

What could be lovelier than to drive for kilometres on end along the beach next to the waves and breathe in the fresh sea air – then braai next to the ocean far from everyone else?

You're not allowed to do that anymore. This practice was stopped shortly after

the turn of the century in an attempt to protect the dunes and wildlife. These days you need a permit to drive on the sand, and even then you're not allowed to drive very far.

There was a time, however, when beach driving was a perfectly normal outdoor activity. Come weekend and you'd see

people fishing all along the beach in places you couldn't reach with a family sedan. And so you had to have the right vehicle, and in the early 80s, SUVs weren't as common as they are today.

So, it was either a dune buggy or a Land Rover or a proper 4x4 bakkie – back then only farmers drove the latter two.



ILLUSTRATION FRED MOUTON

WHEN THE CIVIL SERVICE therefore relocated you to Eshowe, about 30 km from the sea, one of the first things you started looking for was something to drive on the beach. Especially if you shared an office with someone like Matt. This guy was one of those people who didn't hesitate to venture onto the sand with his Chevrolet 3800. He simply deflated the tyres a bit and then headed off... just to prove he could.

Hein moved to Eshowe, all the way from the Free State, and as the gods of the beach decreed, he worked in the same department as Matt. Matt very quickly convinced Hein he needed to get a beach vehicle. You had to get a Free Stater to find out for himself what a wonderful experience it is to drive on the beach.

But Hein was nervous. He'd just bought a house and didn't want to be too out of pocket for what was essentially a toy.

"I've lived here a long time. I'll help you find a vehicle. Leave it to me," Matt, who called the car industry his 'second nature', reassured the hesitant Hein.

A day or three later, Matt stormed into the office and showed Hein the newspaper. "I've got it" he announced triumphantly. The advertisement was circled in red: "BARGAIN BUY! 1965 Land Rover, ex-army, low kilos, only R2 000."

"It's in Durban," declares Matt. "I've already called the owner and he says we're welcome to come and see it. I reckon we shoot through on Wednesday afternoon."

And that's what happened. On Wednesday, Hein and Matt were on their way to Durban. The address was in the south of the city and they ended up stuck in rush hour. As a result, they only arrived at the seller in the late afternoon.

A stocky man in a brown oil-stained overall with an army beret on his head, walked towards them, a cigarette in hand, and introduced himself as Jakes. "I talked to you on the phone," said Matt. "We're here for the Landie."

Jakes said the Landie was almost ready... they still had a few final finishing touches to do. So if Hein and Matt wouldn't mind having a beer at the eatery around the corner for an hour or so, he could be done soon. "A satisfied buyer is a happy buyer," he said.

It was already dusk when Matt and Hein returned. The white Land Rover stood there and they checked it out from

all sides. They opened the bonnet, kicked the tyres – that kind of thing. Jakes was overflowing with kindness and told them he was saying goodbye to the Land Rover with a heavy heart, as he'd travelled the world with it. "You're getting a proper bargain," Jakes said, shaking his head as if he himself couldn't quite believe he was selling the car for so little.

That's when the hazard lights started flickering for Hein. Jakes was just a little too eager to get rid of the Land Rover and it was already 20 years old. But Matt said no, it was a bargain they shouldn't let slip through their fingers. "With this Landie, we'll be scaling Sodwana's dunes," he promised.

Hein relented and concluded the "bargain buy".

“

...the Landie's headlights
looked like two searchlights
scanning the night sky

”

ON THE WAY HOME, no matter how hard he tried, Hein struggled to reach 90 km/h. The Land Rover simply wouldn't cooperate. On top of that, the lights were dim and he decided this would be the first on his list to fix.

Shortly after 21:00, he finally got home after dropping off Matt. He parked in the garage, got out and walked around his new purchase to take a closer look. Here and there, he spotted the rust breaking through, but he comforted himself that the Landie was really only for the beach.

The work week passed slowly, but when Friday afternoon finally arrived, they loaded their fishing gear and the necessary supplies. The plan was to drive to Amatikulu and then along the beach to Mtunzini.

The trip to the sea went well and Hein was feeling really chuffed about his vehicle. At the beach, there were already loads of people fishing, and Hein deflated the Landie's tyres. "You're right," he said to Matt as they stopped. "With this Landie we'll be scaling Sodwana's dunes... man, this is the life!"

It was getting dark when they packed

up their fishing gear. They'd not caught anything big, but that wasn't what it was about. Just knowing that they could drive there and stand next to the sea was already a bonus. Now they headed along the beach to Mtunzini.

It was when they drove over the first dune that Hein felt something wasn't right. The lights were now even dimmer; in fact, it would appear that the lights went up in the air and didn't illuminate the ground in front of the Landie at all.

The closer they got to the last dune – the tall one in front of the car park – the more the Landie's headlights looked like two searchlights scanning the night sky. "There's something wrong here," said Hein. "We need to get home."

They stopped at the first petrol station to inflate the tyres and could now see that it was the Landie's whole nose pointing upwards, not just the lights. "I don't like this," admitted Matt.

THE 40 KM BACK to Eshowe progressed slowly and was done in silence. At home, they parked the Landie in the garage and Matt took a torch to see under the vehicle, only to emerge within minutes.

"The chassis is cracked on both sides. Someone welded it, but they made a mess of it. We should be grateful we made it this far. That's also why the front is tilted – no wonder Jakes was that friendly."

Hein shook his head and wondered out loud where to from here. But Matt had a plan. "Tomorrow, we buy steel bars at the scrap yard and then we lift this Landie up until it's nice and level. Then we weld the rods where the chassis is cracked, paint the whole thing black and sell it as soon as possible."

Within a week, a newspaper ad caught the eye of a Landie enthusiast. It read: "BARGAIN BUY! 1965 Land Rover, ex-army, low kilos, R2 000, owner moving, must sell." The enthusiast arrived with cash in hand and reckoned when he was done, Hein wouldn't recognise the Landie.

Hein felt relieved, but that money burnt a hole in his pocket. He was now really looking for something for the beach. "What fresh new mechanical torture awaits you next?" asked his wife.

Hein's quick answer caught her off guard. "A dune buggie," he said. "That yellow one I saw. We'll have a ball with it. That is the life!"



Snowly does it

On a trip to one of the coldest towns in South Africa, **Martin Briggs** from Onrusrivier was delighted to also take a nostalgic journey into yesteryear.

Sutherland is famous not just for the four telescopes in the arsenal of the South African Astronomical Observatory, but also for being one of the coldest places in the country. The latter is exactly why Martin Briggs headed there in August.

Apart from a chance to frolic in the snow, there was an ulterior motive for Martin's journey "We knew that somewhere in Sutherland there was a spot where there were supposedly lots of old cars standing, sort of a graveyard. And because

the town is quite small, and there's not much else to do in Sutherland, it didn't take us long to find this place.

"When I was a boy, there were plenty of American rear-wheel drive pickups not just in the urban areas of South Africa but on back roads and farmland – they were everywhere. My family would visit the Karoo quite often and with their large torquey motors, often fitted with large tyres, these things would be unstoppable on those dusty dirt roads. Long before Japanese 4WD vehicles became popular for these

types of excursions, we used to rely on good old American muscle to get the job done."

The vehicle Martin is pictured sitting in, is an early 1960s Ford 150 Stepside. This derivative of the vehicle named because of the how the rear fender is shaped just ahead of the rear axle, so you can easily load or offload whatever's on the bed. It's one of the many vehicles parked on the facility of Exclusive Rods & Customs – an automotive customisation shop that specialises in these types of vehicles.

Drive & Camp spoke to co-owner Shelly Van Eck, whose

husband Johan has been building cars for 25 years.

"What Martin was pictured in was definitely outside, but inside is where we keep all the good stuff, customer vehicles and project cars. We haven't been in Sutherland long, but we'd been visiting the town for around nine years before deciding two and a half years ago to relocate here."

Originally based near the Killarney Raceway in Cape Town, Exclusive Rods & Customs started out as more of a panel shop 18 years ago. Their automotive passion led them to working with racing cars, then classic cars and the business eventually evolved into the hot-rod one it is today.

If you're ever in Sutherland and can't find a spot at the Sterland campsite where *Drive & Camp* pitched camp in issue #25, then right next door to Exclusive Rods & Customs is the V8 Guesthouse. Also owned by the Van Ecks, this themed house sleeps eight. The beds are fashioned from the load beds of old American bakkies, and old number plates on the walls, an engine block table, and classic motor oil tins dotted around the self-catering unit for decor. Contact Shelly on 083 280 2449 to book the guesthouse.



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



INVADER

Off-Road Campers

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

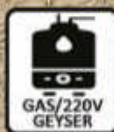


Equally at home in a caravan park or exploring the remote parts of Africa



QUATTRO

Designed for the adventurer on the move...



GAUTENG

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

KWAZULU-NATAL

Natal Caravans 031 702 7291

WESTERN CAPE

Tygerberg Caravans 021 982 4670

MPUMALANGA

Middelburg Caravans 013 243 5060



Follow us on
Facebook & Instagram



EMAIL: sales@invader.co.za | WEBSITE: www.invader.co.za | NATIONAL SALES: 0861 INVADER