

#38

go!

CAMP FOOD CELEBRATE OUR HERITAGE WITH A BRAAI

SEPTEMBER 2020 | ISSUE 38

Drive & Camp

Sundrenched

On the plains of the Camdeboo

WEEKEND BREAK

Always sunny on the South Coast

CAMP BOFFIN

Know how to knot

Boring R62 begone!

Back roads in the Little Karoo

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A Toyota
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COROLLA

That inner voice



“

You don't necessarily have to analyse where that voice comes from, but you can attune yourself to it. If you can learn to follow that voice, it will lead to fulfillment

”



I feel as though I've been writing the exact same editor's letter for the past five issues. "The lockdown is tough... don't despair... start planning your first trip so long... the end is hopefully in sight."

But as I sit here and write, we're in the 126th day of lockdown, my beer is finished, the liquor store is closed, the schools have shut again and I am not allowed to cross the borders of the Western Cape. Hours before going to print, we did hear we are now allowed to holiday inside our own provinces. So there's that, at least.

I don't easily lose my sense of humour, but goodness! Yes, I realise people's lives are at stake, but I can't help but be disgusted at how the government... No, wait. Let's rather leave it there for all our sakes.

To help me escape from our current reality, I dusted off some of the travel books on my bookshelf to read again. I just finished one titled *McCarthy's Bar* by author Pete McCarthy. He toured through Ireland and applied the eighth rule of travel (according to him) that states: "Never walk past a bar that has your name on it." And let's just say there's an abundance of pubs in Ireland called McCarthy.

Needless to say, he encounters a variety of colourful characters as he experiences the wonders of Irish culture, history and landscape.

He meets a Dara Molloy at Inishmore, one of the Aran Islands in Galway Bay, who relates to McCarthy how certain places call to us. He talks about the magic some destinations hold and about that

special feeling that embraces landscape and history and our personal associations. It's a feeling we can't really explain, but it's a very real experience we cannot deny.

Molloy tells McCarthy that each of us has an inner voice, and we should all learn to obey it. You don't necessarily have to analyse where that voice comes from, but you can attune yourself to it. If you can learn to follow that voice, it will lead to fulfillment.

I hear that voice inside me every day, and the message remains unchanged: "You need to get out."

HERE'S A REMINDER that this September issue is the final monthly issue of *Drive & Camp* and that going forth the magazine will only appear on shelf every second month. As I explained last month, it was a difficult but necessary decision to ensure that we can continue to provide you with travel advice in these trying times.

Do remember, though, that in-between we will also be working on special projects such as the ever-popular *Resort guide*, *4x4 guide* and *Activity book*, and that at any given time, one of our printed publications will be on shelf.

The October-November issue should reach subscribers by 22 September and appear on shelf from 25 September.

Till then, stay safe!

Schalk

EDITOR

schalk.jonker@media24.com

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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 MANAGEMENT RAJ LALBAHADUR
FINANCIAL MANAGER MUNEEB ADAMS
CIRCULATION MANAGER RIAAN WEYERS riaan.weyers@media24.com

BUSINESS MANAGER: SALES DANIE NELL danie.nell@media24.com

SALES TEAM - CAPE TOWN

HANNES BURGER hannes.burger@media24.com 076 152 4605
 NICK FITZELL nick.fitzell@media24.com 071 430 6311
 DANIELA DI GIOVANNI daniela.digiovanni@media24.com 083 709 7040
 SANETHA MEINTJES sanetha.meintjes@media24.com 084 416 5797

JOHANNESBURG

KYLEE ROBERTSON kylee.robertson@media24.com 076 263 9114
 JEANINE KRUGER jeanine.kruger@media24.com 082 342 2299
 LIZEL PAUW lizel.pauw@media24.com 082 876 8189
 SHARLENE SMITH sharlene.smith@media24.com 083 583 1604
 YUMNA ROJAN yumna.rojan@media24.com 072 399 5789
 YELANDA MITCHELL yelanda.mitchell@media24.com 074 897 576

DURBAN

MARISKA VENTER mariska.venter@media24.com 082 898 4376

MEDIA24 LIFESTYLE CREATE STUDIO

CREATIVE DIRECTOR MICHAEL DE BEER 021 406 3512
COMMERCIAL MANAGING EDITOR GERDA ENGELBRECHT 021 406 2217



HEAD OF EVENTS FRANCOIS MALAN 021 406 2376
HEAD OF SPONSORSHIPS NIKKI RUTTIMANN 011 713 9147
MARKETING MANAGER ANDILE NKOSI 021 406 2257
COMMERCIAL MANAGER LISE COETSEE

ADVERT PRODUCTION MEGAN LUITERS
COPY EDITOR BRIGITTE BLANCKENBERG

PRODUCTION KERRY NASH and GERDA ENGELBRECHT
SHOP QUERIES DONVÉ MYBURGH donve.myburgh@media24.com

CONTACT US

DONVÉ MYBURGH 021 406 2387 donve.myburgh@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



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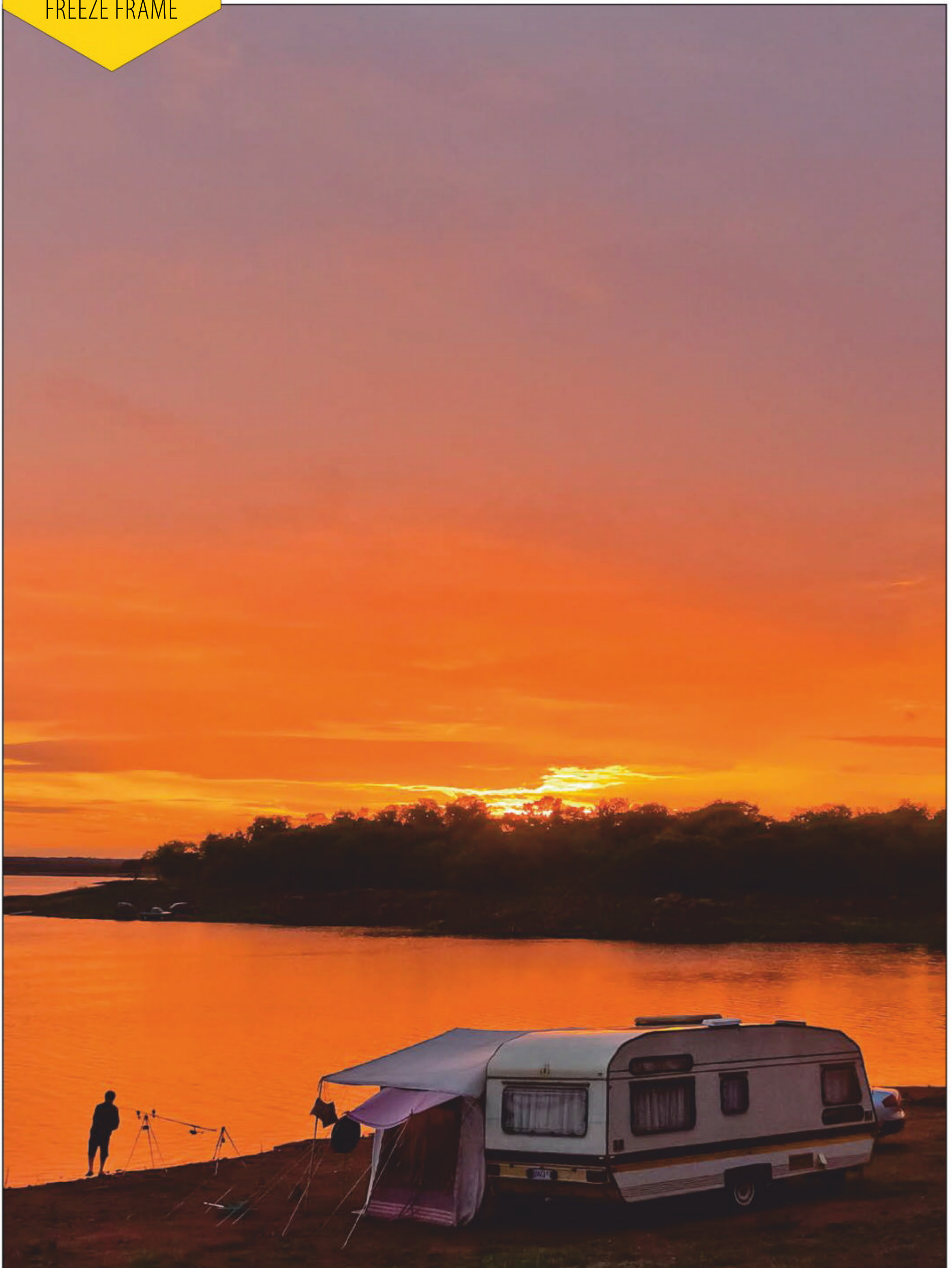


#38 MAIN COVER IMAGE – CYRIL KLOPPER

“Not everyone appreciates a dirty car. Some say it’s a sign of laxness while others assume you must have gotten lost and accidentally strayed off the good roads. We regard mud smears in the same way that dogs do. It’s a badge of esteem worn by those who went somewhere interesting and had fun doing so. It was almost sad to wash away this gift of the wet Camdeboo plains.”

Camera settings Canon EOS 5D mk.1; F9; ISO 250;
 1/250 sec; 24 mm





THE LONG GOODBYE. It feels like a lifetime has gone by since one could simply park your caravan next to a dam and fish — like at the Vaal Dam shown here. The COVID-19 pandemic has grounded the entire camping community, and nobody has been able to leave their province to camp elsewhere. Hopefully we can beat this pandemic so that we are allowed to travel around our country like before.

PHOTO **LEON BOTHA**



MORNING HAS BROKEN. This was Rick Schampers' first trip in his Volvo Valp, into the Norwegian hinterland during winter. He used to have a woodburning stove in the cabin to ward off the chill of -20°C nights. Here, the first of the sun's rays break the monotonous snowy landscape and grey sky, while the Valp's 'chimney' puffs away. See page 68 for more on the Valp.

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



The Kgalagadi is our other home

Since 2009, my wife, Andriëtte, and I have visited the Kgalagadi Transfrontier Park a total of 17 times. This includes the section in Botswana that extends to Mabuasehube. In June, I wanted to book again, but I got the bad news that the park is apparently fully booked for the next year.

For now, this is not the end of the world, because I can still 'visit' the park digitally on YouTube, for example. If everything goes according to plan – while I keep my fingers crossed – I will wait my turn and see if we do get a spot somewhere next year.

In the meantime, I sit and read the July issue of *Drive & Camp* and see you mention that you're publishing an article about the Kgalagadi in the August issue. I can hardly wait, because then I will have the opportunity with your magazine in hand to visit all those nooks and crannies.

After all, the Kgalagadi feels like home to Andriëtte and me.

DIRK BURGER
Kleinmond



WINNING
LETTER



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





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In Cyril's tracks

Paging through copies of my old *Drive & Camp* magazines, I was intrigued to find the article '4 days along the Molopo' in the July 2019 issue. My wife, Sue, and I have travelled up there from the Cape on a number of occasions. However, few people visit Riemvasmaak, and that is what attracted my attention.

In September, 2013, we camped at the Augrabies National Park before heading to Riemvasmaak. We even took our mountain bikes to ride in the kloof. That cycle up the steep hill was enjoyable, but strenuous, and not something for everyone.

Like Cyril Klopper, who wrote the article, we also passed some sociable weavers' nests on the way.

Six years later, we also followed the Molopo after returning from Mabuasehube in southern Botswana.

MARTIN BRIGGS
Onrusrivier



Never too old

In January this year, my wife, Johanna, and I enjoyed a caravanning holiday at the Glensheiling Caravan Park between Howick and Mooi River in KwaZulu-Natal. Here, we had the privilege of meeting a remarkable camper: Angie Laughton, a 72-year-old pensioner and nature lover.

She set up camp next to us and told us she drove all the way from Randburg in her motorhome, and that she'll be exploring the area. Before the turn of the century, she camped with tents and then caravans – until she bought her motorhome in 2014 and joined her local motorhome club.

Angie was going to the Dolphin resort in Ballito after stopping here for a while.

We salute her – for her camping enthusiasm and because she does it alone.

JOSEF TOLMAY
Vereeniging

COMMENT OF THE MONTH!



On our Facebook page, a Free Stater says he built a toolbox on the hood of his Toyota Land Cruiser. But Ampie Britz isn't too sure about that.

"In my army days, I drove a Ratel armoured vehicle using a periscope, and it wasn't fun at all. No thanks, how does the Cruiser driver see where he's going?" 🤖



A sticker bonanZA!

As you probably know, we included a magnetic ZA sticker in copies of our on-shelf July issue. Many readers sent photos of their vehicles with the sticker – congratulations to **Jan Kruger**, winner of a *Drive & Camp* camera bag worth R650, for his photo.

For his daily bread, Jan Kruger of Pearly Beach has to be within four walls, but his first love is nature.

"We have several sandy tracks among the dunes here in Pearly Beach. This pic was taken a day after a big storm here in the Cape in July. I just waited for the wind to calm down before I went to the beach. It was a crisp, fresh morning.

As you can see, I didn't take my fishing rods with me that day. I would usually walk down to the beach, from where I cast my line.

In a way, this was a mini getaway for me, because the two trips we had planned to

Namibia this year fell through because of COVID-19. We usually visit Namibia every May.

And that's exactly where the ZA sticker will come into play. Ironically, this bakkie of mine has not yet crossed our border, because with only 3 000 km on the clock, it's still brand new. The license plate, 'Nommer 7', refers to the number of Toyota Land Cruisers I've owned. But it also has another reference: back in the day, the Afrikaans-dubbed TV series Jopie Adam (originally Grizzly Adams) featured a donkey called Number 7. This Cruiser has a straight-six engine without a turbo. It's therefore highly reliable, but not the fastest – just like that donkey!"



Jan wins a camera bag worth R650. Congratulations, Jan!

Even though he's had to change his reservation in the Kgalagadi a second time, John Whitlow from Constantiakloof in Roodepoort won't give up.

"The changes in the booking are a result, of course, of the national lockdown, but that doesn't mean I've stopped booking. The Kgalagadi is my favourite destination, but in the meantime I've also booked a spot in Hazyview for later this month – I hope that doesn't get cancelled as well. From there, we'll be close to the Kruger National Park, a place where I can easily sit next to a waterhole all day long and watch the animals.

My Mazda, a 2004 model B2500 D, has done 374 000 km – I've been all over South Africa with it, as well as Zambia, Botswana, Zimbabwe and Mozambique.

I'm crossing my fingers that this lockdown will end as I've also got a booking for Satara and Crocodile Bridge in the Kruger for March next year."



Whether on four wheels or two, Lindsay Weir of Hillcrest happily swaps the KZN hills for the plains of the Karoo.

"Here's a pic of that cool ZA magnetic sticker on the back of my Suzuki Jimny. It is a 2005 model, but I've owned it for just under a year. It's a lovely vehicle. I've been to the top of the Sani Pass with the Jimny – it's about 2,5 hours drive from our home. Namibia and Botswana are still future destinations for the Jimny.

My other big love is adventure motorcycling. I have a Honda Varadero – it is a dual-purpose bike that also works well for touring. When we get the chance, my wife Lynda and I hit the road with the motorbike and a tent. We love farm campsites... and the ones in the Karoo are at the top of my list."

This Jeep Wrangler, belonging to Guy Sheehan from Salt Rock in KwaZulu-Natal, got its first sticker.

"I happened to be sitting in the Jeep while reading Drive & Camp when I saw you asking for pics of vehicles and ZA stickers.

I must admit: this July issue was the first of your magazines I've bought. I read it from cover to cover and enjoyed it immensely. It now has a spot on my desk.

When I get the chance, we like to shoot through to the Hluhluwe-Imfolozi Reserve. We usually stay in one of the full-time tents or a chalet. The Jeep is a 2011 model 3.8 JK Unlimited."



ZA STICKERS

Depending on where they go, Alain Beltran from Hillcrest near Durban has a choice between two vehicles: a Toyota Fortuner to tow his Jurgens Xcape, or his equipped Nissan Sani for the sandy roads in Africa.

"Thank you so much for the ZA sticker and your excellent magazine – we loyally read it every month."

There was still a gap for the sticker on our 1995 Nissan Sani V6 3.0. He's got close to 300 000 km on the clock and has taken us

everywhere around the country and Botswana. Our last long trip was from Durban to Chobe, and also included Victoria Falls and Moremi. We have, of course, also visited the three so-called SKL camps in Botswana: Savuti, Khwai and Linyanti.

Who could have foreseen this lockdown during which we can pretty much camp only in our front yard? It's scary, but you have to stay positive. Meanwhile, we dream of nature, endless roads, campfires, the roar of lions and the call of a hyena."



They now have a 'forever' ZA sticker, say Ansie and Lucas Fuchs from Riversdal.

"It was definitely worth paying the extra R15 for the ZA sticker included in the July issue."

It has found its spot already on our 2018 Ford Ranger 2.2. I was particularly impressed with its quality.

The sticker doesn't scratch the vehicle when you take it off and the edges also don't curl up like so many others."

He's named his bakkie Optimus, because it's just as unstoppable as the Transformers character, says Jaco Coetzee from Rustenburg.

"Although I haven't yet visited our neighbouring countries in my 2000 Mitsubishi Colt Rodeo 2800 TD, the ZA sticker has found its place."

I enjoy Bushveld holidays that also have 4x4 routes – that makes us very happy.

Optimus is now 20 years old and has been mine for 11 of those years. I won't easily exchange it for another vehicle – the new ones have too much electronic

gimmickry in my view.

My dream is to tour Namibia with Optimus.

Thank you for a magazine that's such a great read. I enjoy all the places you visit as well as the articles on equipment and accessories to purchase when heading to the veld.



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you look at the lines around the rock where it flowed. It feels as though it just happened, because the stone is wet and reflects the brightness of the light above it.

Again: if colour doesn't play a significant role in a pic, there is no reason not to get rid of it. So, if you don't mind editing your photo you could turn it into even more of an artwork.

For example, you can also crop the frame so the stone is 100% in the middle of the photo. In this case, it works well because the stone's oval shape complements the passive composition. You can further increase the contrast to get more definite blacks in the photo, which in turn further highlights the texture – including those on the stone itself.

When you up the contrast, the highlights also become more burnt out, which means you can lose detail in the clear sky. Don't overdo it, that way you preserve some of the detail (as in the example). Even though you can't see the sun, your subconscious mind interprets the white as the source of the light.

The photo also has further depth: in the background is another stone on its own, and behind it there are seven piles of sand in a row that look just like separate molehills. The dark section to the left behind that is, of course, part of the landscape. All these elements – together with the stone in front – are apart from each other, but work well.

Early, close up and late



Huawei P9

The world is a mere photograph away, as demonstrated by three of our readers.

Bullseye

He considers himself a beginner, but there's nothing wrong with the 'photographic eye' of Fanie Kruger from Dana Bay.

"I took this photo one early morning

after I decided to go for a walk on the beach. So I didn't have my camera with me, just my cellphone. The round stone caught my attention."

You can sum up the success of Fanie's winning photo with one

word: simplicity. The stone – which is, so to speak, in the centre of the photo – just about hits you between the eyes. You know where to look and you know what you're looking at.

The seawater seems to have receded from left to right as

On track

As the sun set on Petrusburg, Betsie Venter stood ready with her cellphone.

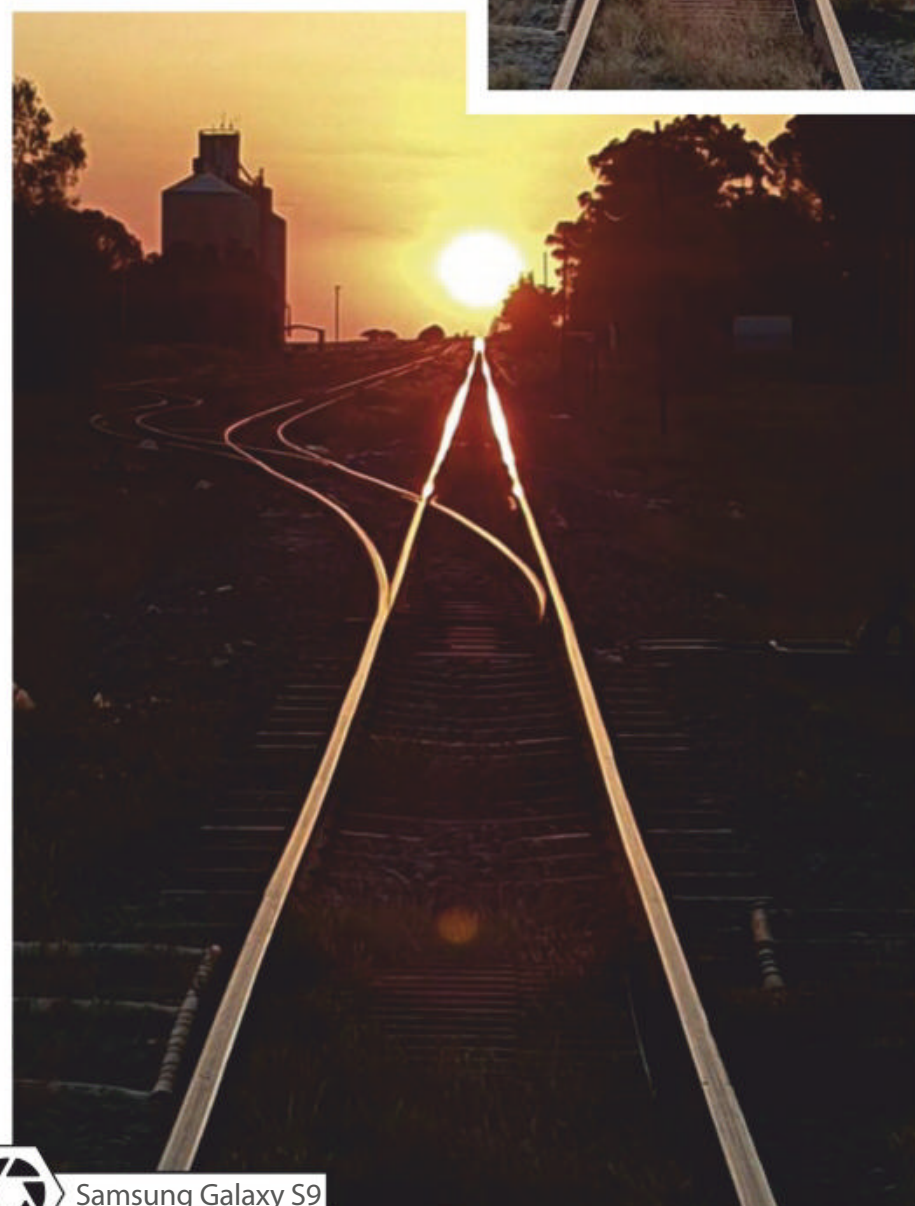
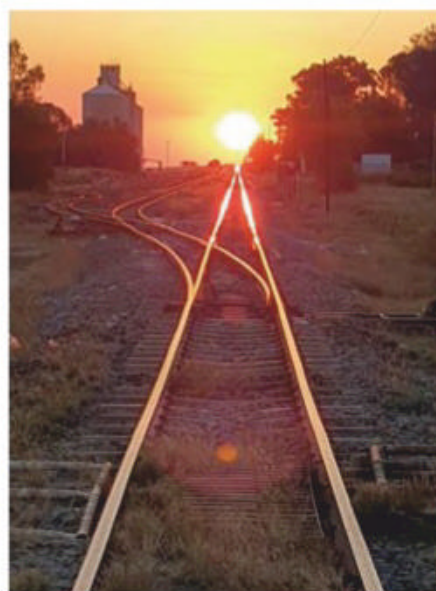
"I took this photo after we returned from the farm to Petrusburg. The farm lies 20 km outside the town, but we live in the town itself. I saw the sunset over the train tracks and immediately took a picture. I always see a deeper meaning in a photo, and the same is true here: there is light at the end of the track – which means there is hope."

This is a classic composition in which the lines lead your eye to the focal point. Because the sun is the brightest point in the pic, you'd think you'd look at it first. But the reflection on the railway tracks that run like two signposts to the sun, is more prominent.

Because the Samsung's software cleverly compensates for the sharp light, the photo is slightly overexposed. This means that some detail in the highlights is lost. As a result, there

is less black in the shaded areas. Coupled with this, there is a large flare in the middle between the two tracks which also reduces the contrast in the photo. It therefore helps to darken the photo to see more detail – and is also a more accurate representation of the circumstances when the photo was taken. Remember, when you darken the photo, the colours also become more saturated. You can reduce it with photo-editing software for a natural version.

Finally: The lost detail in the highlights is a plus. The farthest point of the tracks almost seems to glow and gives life to this atmospheric photo.



Samsung Galaxy S9



Nikon D3000

Come closer

They live in Brackenfell, and Delicia van Rooyen and her husband, Nicky, love the country's dirt roads. That's when she focuses on the finer details around her.

"I took this photo on a foggy morning on the way to Malmesbury. We pulled over to drink coffee when I saw the flower next to the road. I like close-up photos and took this one without a macro lens, but with my 18-55mm lens on my Nikon D3000. I was really surprised how clear the detail is in the photo."

Macro photography is a whole field in itself – it is a poignant way to look at the ordinary world around us differently. Morning dew on a flower in the field is nothing new, and many of us would simply get back in the car after a coffee and drive on.



But Delicia opens up a new world next to the road simply by looking at the flower really closely. The detail on it stands out because the flash was used. Firstly, it illuminates the flower, which means the background appears darker. It also makes the dew drops stand out.

Because there is virtually no focus depth in macro photography, the subject you're focusing on is easily isolated. All the negative space – the background – in the original photo is superfluous. It helps to crop the frame closer to the object where your eye can jump from one drop to the next. 📸

SEND US YOUR PICTURES

and we might publish them here. We're not looking for traditional "prize winners", just regular pics. Think of the type of pic you'd use as your Facebook cover photo; or something charming, such as kids warming their hands over a campfire. Whether the pic was taken with an expensive DSLR camera or a cellphone, if it's good enough for your photo album it's good enough for us.

Fanie Kruger wins a Drive & Camp camera bag worth R650 – congratulations!

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



Okto gets another dirt-road model

Okto, having sold more than 70 caravans in the two years since its inception, has just introduced a new model: the Okto Villa En-Suite Gravelor.

Yes, it's a mouthful, but is actually simply an Okto Villa En-Suite adapted for towing on gravel roads.

Okto started out as a road caravan manufacturer with two models: the Villa and the Cabana, for four and three people respectively, then their first dirt-road caravan, the Cabana Gravelor, launched earlier this year. In addition, the Villa En-Suite got a built-in bathroom.

The next logical step was therefore a Gravelor version. The layout of the En-Suite is the same as that of the original model, but it's adapted for tougher road conditions.

The Gravelor's reinforcements start at the Al-Ko chassis. These are specially manufactured in Germany and include a sturdier axle. The En-Suite Gravelor gets a 1,8 t axle, unlike the regular 1,5 t version. The 14" wheels give way for

15" tyres, and a bullbar runs along the lower corner around the caravan. The fibreglass cover over the A-frame is replaced with a flat steel shelf and you now have storage space for a bag of braai wood. The hinges of the cupboard doors are fixed even more securely for the bumps and grinds of a dirt road.

The Gravelor is 170 kg heavier than the standard Villa En-Suite. Its tare weight is 1 370 kg and gross vehicle mass (GVM) 1 700 kg. The length and width of the caravan are identical, but the Gravelor is 11 cm higher.

Because the bathroom is in the rear, two beds had to be sacrificed. The En-Suite Gravelor can therefore only accommodate two people instead of four – on an island bed close to the nose.

This Gravelor model is equipped with, among other items, a 192 l Defy fridge (12 V), a Dometic two-plate gas stove, a microwave oven, sink and hand basin, a 220 V gas/electric geyser and a cassette toilet. Then there's also a built-in 75 l water tank with a gauge, gas cylinder,





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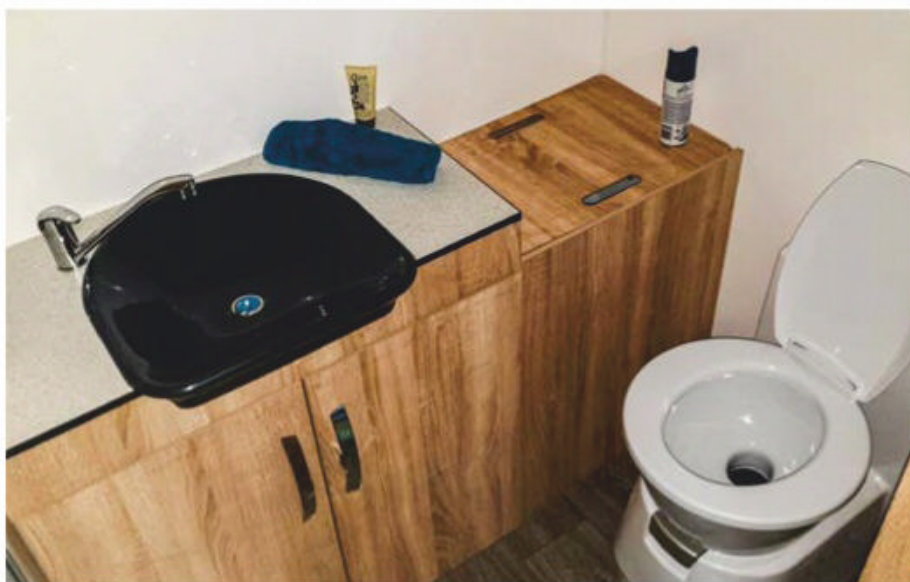
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105 Ah battery (along with a Victron smart charging system that you can control with your phone), remote-controlled lights and a pressure fan to keep the dirt road's dust out of the caravan. You also get a full tent and travel blanket.

The Villa and Cabana have a pop-up roof, and the Chateau – Okto's double-axle flagship – has a solid roof. The Chateau won't get a Gravellor version, but a smaller version with a single axle, also with a fixed roof, is in the pipeline.

The numbers 6,85 (l) x 2,362 (w) x 2,13 m (h); tare weight 1 370 kg; loading capacity 330 kg; GVM 1 700 kg

Price R447 500

Contact Okto caravans are available from Loftus Caravan City in Randburg (011 792 1456) and Cara-Camp Caravan & Outdoor Centre in Somerset West (021 852 8215) info@oktocaravans.co.za

More logos go retro

The eighties and nineties of the previous century were known for three-dimensional chrome logos – not only on the grilles of vehicles, but also on the manufacturers' letterheads, brochures and websites. This phenomenon of simulating three-dimensional objects – including enamel and chrome – on two-dimensional surfaces is called skeuomorphic design.

Designers, however, are moving away from this trend and flattening logos to the way they looked like in the middle the previous century. Mini was the first to launch a simple black illustration in 2015. Volkswagen, BMW, Citroën, Audi, Nissan and Toyota soon followed.

Note: in many cases, the three-dimensional logo will still be seen on physical vehicles, but you'll see the simpler two-dimensional version in two-dimensional media.



1953



1997



2020



1949



1985



2020



1985



2009



2020



1969



2001



2015



1969



1989



2020



1945



2000



2019



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Ford's Jeep slayer

Ford in the US recently unveiled its new Bronco and the Yanks are going bananas over it.

But how does this news affect us? The 2021 Bronco model has the same 2.3 EcoBoost engine and 10-speed automatic transmission as in the Ford Ranger. You can therefore have a Bronco serviced locally if Ford decides to make it available in right-hand drive. The Bronco is, of sorts, a cross between the F150 and Ranger bakkies.

The Bronco is also available with a 2.7-V6 EcoBoost engine – from the F150 bakkie and a brand new seven-speed manual gearbox (one reverse gear, five forward gears and one crawler gear with a ratio of 95: 1).

In terms of suspension, the Bronco has a Dana 44 fixed rear axle and independent

front suspension, also by Dana. We're not so sure if independent suspension was the right decision, but if you look at how the Americans' so-called Trophy Trucks perform with their independent suspension in the Baja desert races, Ford may have a point.

The front stabiliser rod can be disengaged from within the cab at the push of a button. The suspension allows you to fit 35" tyres without the need for any modifications.

The gearbox can switch from two-wheel drive to four-wheel drive on the go and there are optional electric differential locks for the front and rear axles. The Bronco has seven ride modes that will make life easier for rookies, but experienced drivers can bypass the ride modes and take control of the mechanics themselves if they wish it.

Two features we particularly like are the so-called Trail Assist which enables you to handle slow acceleration and the brakes with just one foot pedal. This system can also brake one wheel when you turn sharply so that the Bronco rotates around that braked wheel as if it were an anchored pivot point.

Ford says it is designing the Bronco so that customers can replace the standard bumpers and body panels with custom parts. Ford also claims you can strip the Bronco down to its basic shell and power train on the ladder-frame chassis within an hour.

Practical elements are waterproof switches in the interior, a tactical rail on the dashboard to mount a GPS and all sorts of goodies, and drain plugs in the floor to let water out



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SWIFT



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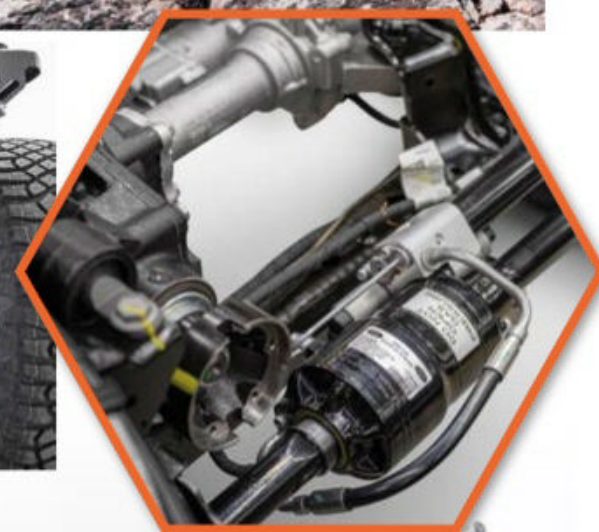
Tel: 021-852-8215

after you've driven through a deep river or want to hose down the mud-splattered interior – yes, even the seats.

It seems clear the Bronco will be proverbial Tonka toy that will challenge the Jeep Rubicon, but whether it will be suitable for overlanding isn't so clear. Sure, its wading depth of 850 mm is good, as is its ground clearance of 210 mm, but with a loading capacity of only 620 kg, it will hardly be able to carry four occupants and a dome tent before you break the law. That's before fitting a bullbar with a winch and a roof rack with a rooftop tent. That said, if you can overland in a Suzuki Jimny, then nothing stops you from doing the same with a Bronco.

Will it come to South Africa? Ford South Africa says no, but didn't elaborate on the reasons why. However, it seems like a soft no, because Australia is making some headway in convincing Ford USA to eventually sell the F150 with right-hand drive in that country. And if the Aussies can do it, so can we!

Prices for the Ford Bronco start at \$30 000 (about R500 000) to \$60 000 (a million rand or so) for the top of the range model. We can but dream.



Newbie gets named

Tuff Cats in Centurion is known for its Shumba and Mbada off-road caravans, but it also had one model that hadn't yet been named. The manufacturer then decided to have the public name the new model and launched a competition for their suggestions.

Tuff Cats' third model is now called the Nzudzi, and just like the other two Shona model names, Nzudzi means 'serval'. (Shumba is 'lion' and Mbada is 'leopard'.)

Other proposals included Chikara (Shona for 'predator'), Duma (Swahili for 'cheetah'), Tau (Tswana for 'lion') and even Flat Liner (because it is a flat collapsible caravan).

Christo Ferreira from Klerksdorp came up with 'Nzudzi' and has won a free getaway in a Tuff Cats caravan.

Contact 083 609 6947 tuffcats.co.za
jaco@tuffcats.co.za



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Reimagining an icon



The first-generation Defender remained almost unchanged over a three-decade production run. The new model, fresh on local soil, has large tyre tracks to follow, says Kyle Kock.

Of all the models in the Land Rover line-up, the Defender was the one that was most true to the original ethos of the Series 1. It was put to pasture indefinitely four years ago, as a relic of ancient motoring when emissions regulations and crash-test safety standards were not yet as important as they are today.

But the motoring world and 4x4 community waited with bated breath as the Solihull-based firm worked on a successor. Finally, after a long build-up and much-hyped unveiling, the all-new Defender is available locally.

Much like any new product reveal around the world, the Defender was introduced to our market via live YouTube broadcast.

What do we have here?

For now, only the five-door long-wheelbase 110, codenamed L851, will be available in South Africa, with the short-wheelbase Defender 90 planned to land locally in the first half of next year.

The original series Land Rover profile has been labelled as one of the most recognisable profiles in the automotive world, up there with the Volkswagen Beetle and Mini Cooper. It also has an interesting origin story.

Rover designer Maurice Wilks who had extensively driven the Willys Jeep, wanted to improve the model somewhat and drew the outline of what would become the Series 1 in the sand on a beach in Wales. And the Defender resembled the Series 1 the most.

Being tasked with trying to recreate a legend like the Defender might be unenviable to most, but Jaguar Land Rover design head Gerry McGovern and his team at the firm's lab in Gaydon, Warwickshire have brought something to market that brings the Defender nameplate into the modern era while still paying homage to the original.

On the outside and inside

This reverence for the Defender's legacy is particularly evident in the vertical rear end,

and the way the rear three-quarter panels stop abruptly for the flat side-hinged tailgate. It's better like that, because any design lines or creases would make fitment of a spare wheel a little awkward anyway.

Then there are also the short front and rear overhangs – a hallmark of any true off-roader worth its salt. The approach and departure angles vary depending on which mode you have the air suspension in: 30,1° and 37,7° as you drive about town, and 38° and 40° in off-road mode. Then there's also the 'alpine' glass, which are strips of glass on each side of the roof that let maximum light into the cabin.

Standard features include modernities like auto-on and rain-sensing self-levelling LED headlamps, LED taillights, anti-trap electric windows, puddle lights, tyre-pressure monitoring system, dual-zone climate control and rubber flooring throughout the cabin. Land Rover's latest generation infotainment system is accessed via a 10" touchscreen, through which you'll also be able to



SPECIFICATIONS

Model	Land Rover Defender 110 D240 First Edition
Engine	1 998 cc, turbodiesel, four-cylinder
Power	177 kW/4 000 r/min
Torque	430 Nm/1 400 r/min
Transmission	8-speed automatic
Tank	85 ℓ
Fuel consumption	7,7 ℓ/100 km
Top Speed	188 km/h
Gross vehicle mass	2 940 kg
Towing capacity	3 500 kg
Luggage capacity	916 ℓ (2nd row up)/ 231 ℓ (3rd row up)
Safety rating	untested at time of going to print
Warranty	5 years/100 000 km
Service plan	5 years/100 000 km
PRICE	R1 260 600

LUDDITE NO LONGER. Utilitarian the Land Rover Defender is not, because while there are deep rubber mats on the floor so it's easy to clean, there are a host of electronics in the cabin that will entertain and inform.



COMPETITORS

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R1 107 900 **Toyota Land Cruiser 200 4.5 D V8 GX-R**

Even a base model Cruiser is supremely luxurious, and in this company, the cheapest too. Undeniable overlanding ability, but is it still the King of Africa?



R1 500 700 **Nissan Patrol 5.6 V8 LE 4WD**

We got this a little late, but it's still Nissan's pinnacle off-roader. You'll also need oil baron money to keep up with its drinking habits.



R1 489 000 **Mercedes-Benz GLE400D 4Matic**

A pioneer for luxury SUVs, and our choice of an off-roader from the teutonic trio. It's supremely powerful too. 🇩🇪

download the latest vehicle updates.

Land Rover is claiming that this new Defender is its most capable model yet and to this end, it's got the aforementioned height-adjustable air-suspension, a wade sensing system that shows you how deep you are in water (maximum depth is 900 mm), and 3D surround camera system that will help place you perfectly between obstacles without scuffing up your vehicle. The same technology also gives you a view between the front wheels for when you've ascending steep inclines and can only see the sky from behind the steering wheel. You're going to have to spec up your Defender to include tech like the electronic diff.

Regardless of which spec level you decide to go for between the base, S, SE and HSE models, there are four packs that we suspect will be a hit with consumers looking to customise their rig from the factory as much as possible.

The Explorer Pack includes a raised air intake, lightweight roof rack and 24 ℓ side pannier. The Adventure Pack has a rinse system for washing off dirty gear, 20 ℓ seat backpack, and integrated compressor. The Country Pack has what Land Rover calls classic mud flaps, a load space partition, and wheel-arch protection. The Urban Pack has bright metal pedals, a spare-wheel

cover and front underbody protection and a bright rear scuff plate.

These packs are also further customisable with other options off the long list which includes deployable side steps, roof ladders, front frame protection bars, deep-sided floor and boot mats and multiple wheel options. You can spend hours swapping things out on the online configurator, and we strongly suggest you do that before you get your cheque book out, so you get exactly what you want.

Under the bonnet

There are three engine options available, including the one we'd probably opt for the most; a 2,0 ℓ twin-turbodiesel model with 177kw and 430 Nm, that will probably be enough for most. There are also motors that drink unleaded fuel, a 2,0 ℓ turbopetrol with 221 kW and 400 Nm, and the range-topping 3,0 ℓ straight-six that features a turbocharger, supercharger and an electric motor that essentially makes this a hybrid. The halo model offers 294 kW and 550 Nm.

For the first year of being on sale, Land Rover will make 'first edition' models available that will be specced optimally for your money.

We'll have one in white, please!

Long way round to the Cape

Join seven couples as they camp their way from the Free State down to the Western Cape.

Compiled by **Leon Botha**



The West Coast is quite simply a dream destination, and it's a good idea to set aside a couple of weeks when going there on holiday. Then again, we all know that a camping holiday doesn't start when you drive into the campsite, but rather it starts as soon as you lock the front door of your house.

That's exactly how it was for a group of friends from the Free State when they decided to take a long road trip, past Augrabies, then down the West Coast to

Montagu, where they would camp for the last few nights.

For this long journey, they double-checked the road conditions as some of the caravans are only meant to be towed on tar roads. After choosing nine campsites along their planned route, it was time to hit the road.

Pieter van der Merwe tells us more...



“WE’RE ONE OF FIVE COUPLES from Riebeeckstad. Joining my wife, Anette, and I are Jurie and Adriana Blom, Sarel and Ester Griesel, Gert and Christien Viljoen and Pedro and Elize Erasmus. Callie and Santa Jager come from Hennenman, and then we were to meet Francois and Maretha de Wet, all the way from Montagu, in Upington.

Our group drives a variety of towing vehicles ranging from some Toyota Hilux pickups and Fortuners to a Ford Ranger, a Chevrolet Trailblazer – and then there’s our Nissan Navara.

Jurie tows a Conqueror Companion and Pedro a Bush Lapa, but the rest of us have road caravans: a Gypsy Raven and a Rapsody, and three Sprite caravans – two Swing models and Francois’s Tourer, which also is geared for dirt roads.

It’s time to say goodbye to Riebeeckstad on the Free State goldfields for the first stretch to Kimberley.

We drive through Bloemfontein – even though it’s a detour of about 80 km, we prefer it to the awful road via Bultfontein.

We decide on Riverside Country Club and Caravan Park near Ritchie for our first camping night.

It’s about 40 km south of Kimberley, close to the N12 that shoots through to Hopetown. This means we’re covering 340 km on the first day of towing and the corner steadies can come out on the banks of the Riet River.

Ten of the stands are laid out against the banks, with the rest of the 23 stands further away from the river. There are many loose steel braais – drums and skottels – in case you didn’t bring your own.

In terms of convenience, stand 24 is best as here you get your own bathroom.

Depending on who is interested in what, it’s a good idea to make a detour

to the Magersfontein battlefield – it is just across the N12 and only 16 km from here. And as you’re now driving in the direction of Kimberley on an excursion, you may as well stop at the Big Hole.

Briefly | Riverside Country Club and Caravan Park



Campsite 33 stands of which 10 are against a river bank.

Ablution facilities Separate facilities for men and women. Stand 24 has its own facilities.

Price Due to the Covid-19 measures, one tariff currently applies: R330 per stand for the first 2 people, thereafter R70 pppn (maximum 6 people per stand).

Arrival and departure 10:00-18:00 and 10:00. If you there on a weekend, you may leave at 17:00 on Sunday.

Contact 082 924 3075 riverside-country-club-and-caravan-park.business.site

riversidecountryclub@absamail.co.za

Nearest town Modder River, 3 km.

Road condition Tar road to the gate.

GPS S29.038593 E24.610997

Drive & Camp says Bring the fishing rods and catch carp, catfish and sand fish.





IT'S JUST OVER 450 km to the Oranjerus Resort, our next stop. It's also where Francois and Maretha, all the way from Montagu, are to join us.

Just like Riverside, Oranjerus also lies against a river, this time the Orange. Across the river is the famous Kannoneiland (Cannon Island), the largest island in the entire river – it is 14 km long and up to 3 km wide, and a fertile piece of land where they

farm with grapes and pecans.

You may also fish in the river, although only four of the 25 stands are next to the water.

On either side of the campsite is a building with the ablution facilities – they're modern and painfully neat.

The stands are on a large lawn with enough shade trees. Each stand has its own power point (the blue caravan type), braai area and tap.

Briefly | Oranjerus Resort



Campsite 25 stands on grass with lots of shade, and 4 stands on the river bank.

Ablution facilities 2 neat bathroom buildings.

Price R175 pppn (R150 for pensioners; R110 for children; free for u.6s).

Arrival and departure 14:00 and 10:00.

Contact 082 772 5896

📧 oranjerus.com

📧 oranjerus@mweb.co.za

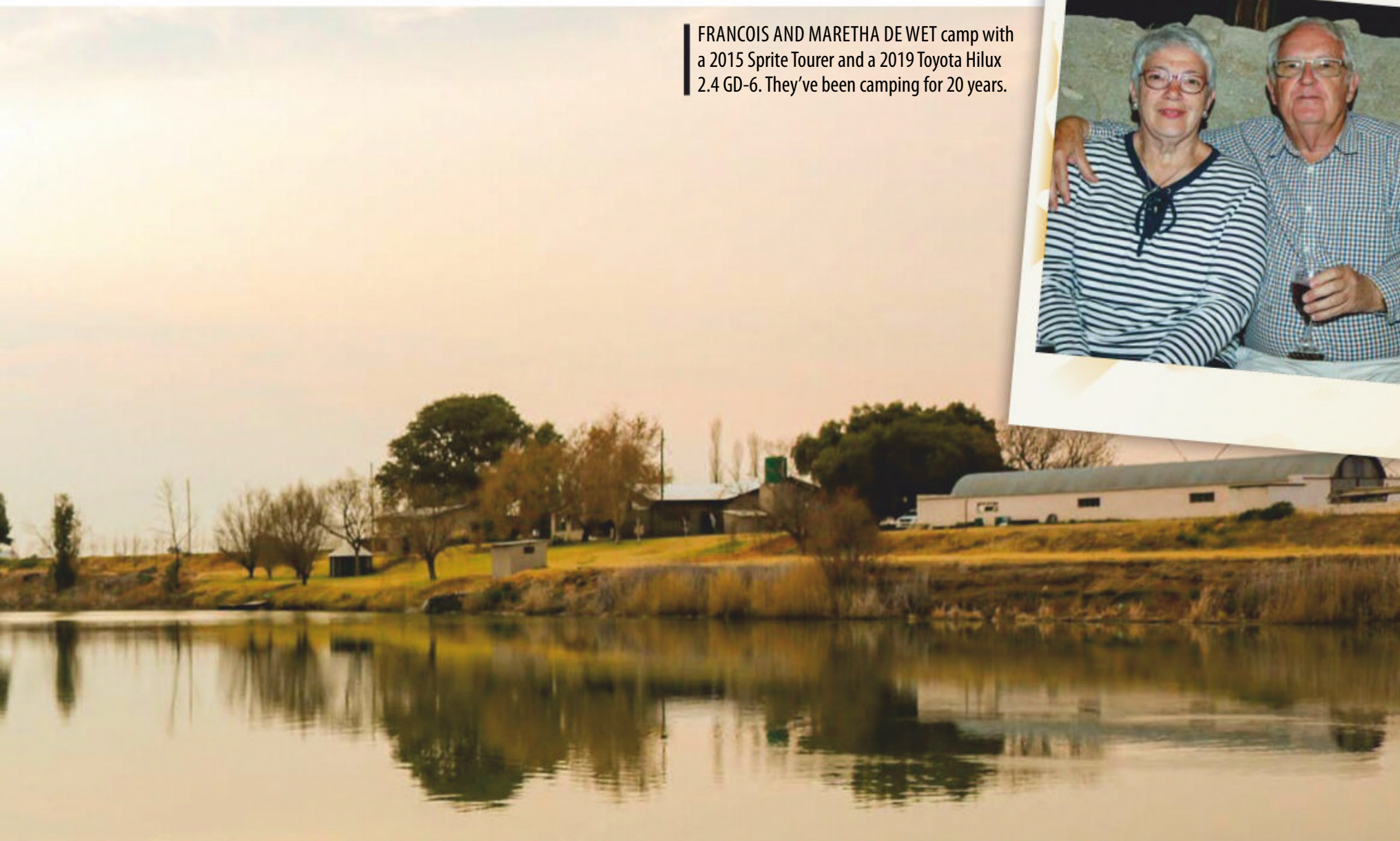
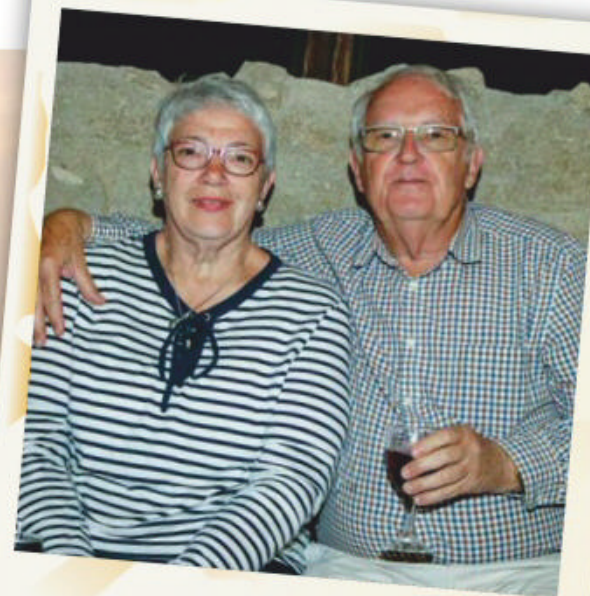
Nearest town Kanoneiland, 5 km.

Road condition The last 350 m is a decent dirt road.

GPS S28.639209 E21.118563

Drive & Camp says There's WiFi here, but you need to be near the office to use it.

FRANCOIS AND MARETHA DE WET camp with a 2015 Sprite Tourer and a 2019 Toyota Hilux 2.4 GD-6. They've been camping for 20 years.



CAMPING DESTINATION

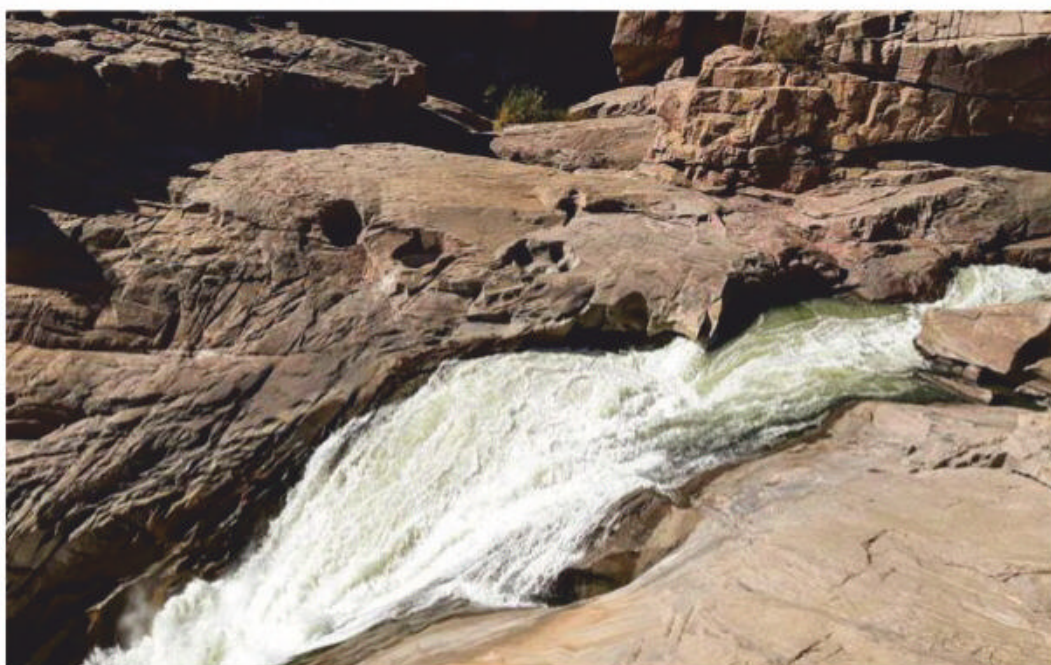
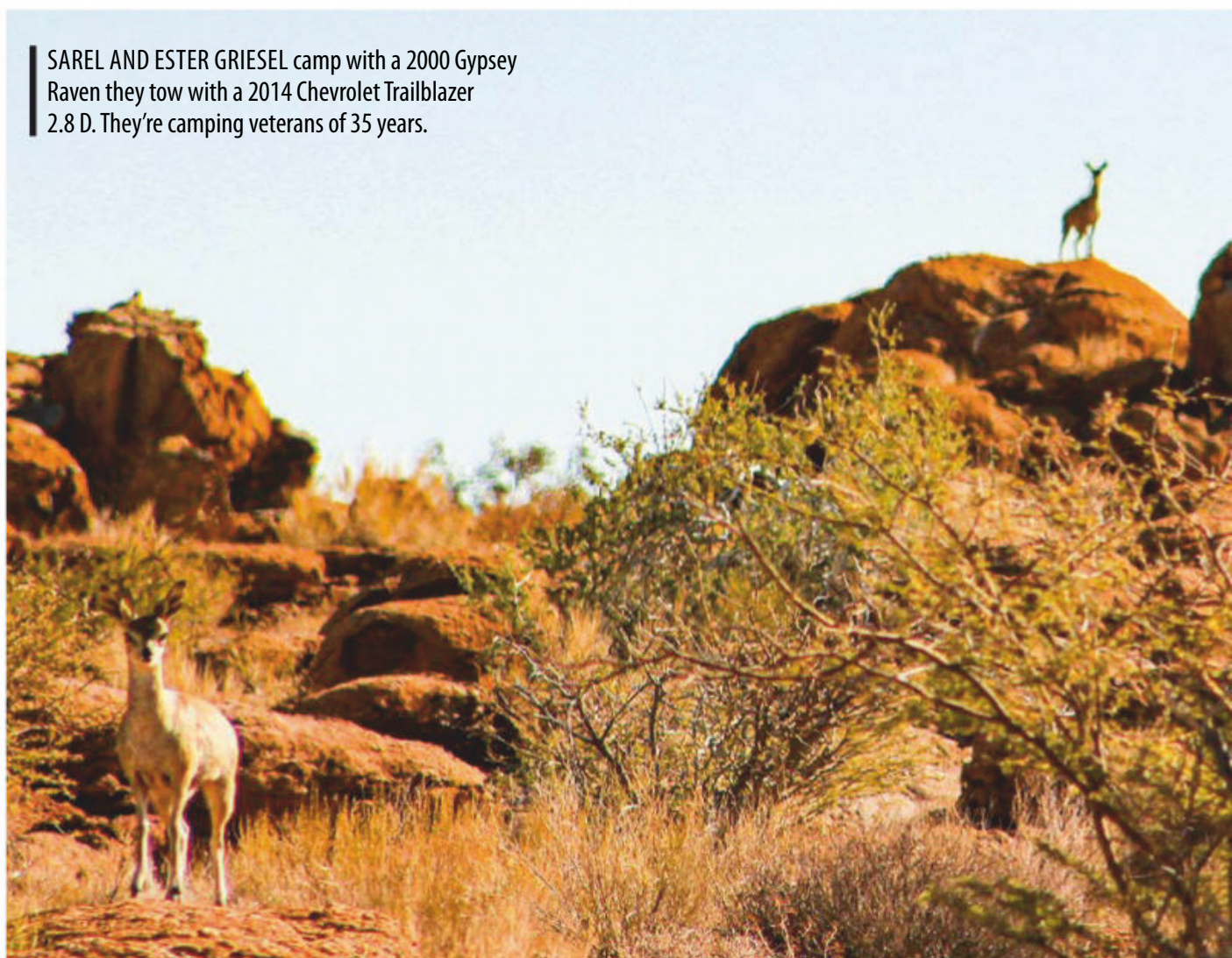


SAREL AND ESTER GRIESEL camp with a 2000 Gypsy Raven they tow with a 2014 Chevrolet Trailblazer 2.8 D. They're camping veterans of 35 years.

“

The view from the Oranjekom lookout point over the canyon through which the Orange River gently burbles, creates a tranquility that will have your soul smiling

”





THE AUGRABIES NATIONAL PARK IS barely 100 km from here, but don't be in a hurry to get there. First pull over at Die Pienk Padstal at Kakamas – it is barely 60 km (approximately 40 minutes' drive) from Oranjerus. Their early morning coffee (R25) and a panini sandwich are excellent, although the panini is not available since the lockdown restrictions.

While enjoying your coffee, you can't help but smile at the funny sayings all over the walls: "1904 – on this spot... nothing happened!" and "Very important notice! Small goats with short horns, old men with poor eyesight, please get closer. Thank you for visiting the Pienk Padstal." They're open during the week from 08:00 to 17:00 (Saturdays until 16:00; closed on Sundays).

The Augrabies campsite is 200 m from the river and the waterfall another 300 m farther upstream. You can hear the roar of the waterfall at the campsite – if you want to go and see it, you need to walk there. A number of elevated decking paths take you to different



PIETER AND ANNETTE VAN DER MERWE camp with a 2012 Sprite Swing and a 2015 Nissan Navara 2.5 dCi – they've been camping for 36 years.



vantage points that are equally far from the office or campsite.

Keep your eyes peeled for all the interesting rock formations around you, and the brightly coloured lizards baking in the sun.

A drive through the park reveals even more of this unique landscape. You see barren rocks that are mostly black, with other colours here and there. Rocky ledges dot the wide open spaces here in the Northern Cape – it looks as if it's a giants' playground – but even so there are wild animals that live in this unforgiving landscape.

The view from the Oranje-kom lookout point over the canyon through which the Orange River gently burbles, creates a tranquility that will have your soul smiling.



Briefly | Augrabies National Park



Campsite 40 level stands on the grounds of which most have a shade tree nearby.

Ablution facilities 2 bathroom buildings (one on either side of the campsite) with a kitchen and laundry.

Price Depending on the season, R285-R300 pp per stand for the first 2 people; thereafter R94-R100 pp (R47-R50 for children) up to 6 people per stand. Also remember the conservation fee of R56 pppd (R28 for children) if you don't have a Wild Card.

Arrival and departure 14:00 and 11:00.

Contact 054 452 9200 sanparks.org

Nearest town Keimoes, 76 km.

Road condition Tar to the office and good dirt roads in the campsite and on the game trails.

GPS S28.593177 E20.337481

Drive & Camp says The shop is at the reception office – you have to walk through the room to get there. Aside from the many souvenirs, the store is just as well-equipped as a small suburban shopping mall.

CAMPING DESTINATION

TODAY WE DRIVE TO the Springbok Caravan Park, but once again: don't go straight there – Pofadder is a busy rural town. It's only 140 km to here and Springbok is only an hour and a half (163 km) along.

At the Quality Pub & Grill, Joan Nieuwoudt goes out of her way to make us feel at home. Some of the antiques in the restaurant resembles a museum, and Basie, Joan's husband and co-owner, is an avid collector – he has no fewer than 1 450 LPs and 900 toy cars.

But it's the pool that attracts the most attention. Where have you ever seen a pool right in the middle of a restaurant? Joan says the pool came first, and they built the bar and restaurant around it over the years.

There are quite a few hills in the Springbok area, with the caravan park nestled against one of them. It's a small campsite and there's nothing wrong with its facilities.

There is also no reason why you wouldn't stay here a day or two as there's lots to see in the area. Stop over in Kamieskroon, 70 km to the south, and enjoy the Kuiervreugde Guesthouse's coffee shop with their delicious coffee.

And if it's still flower season and there's been good rain, the colourful veld at the nearby Namaqua National Park won't disappoint. (That's if lockdown allows a visit.)

The old mining towns in the area are also a throwback to yesteryear. Okiep (11 km) and Nababeep (19 km) are just around the corner and both make for a lovely day trip if you have the time.

You might think of Springbok as a remote town, but it has a large business hub that even boasts a modern shopping centre. Also visit the Springbok Lodge in town. Here you can see the hoof of the horse that belonged to one Charles James Darter, a lieutenant in the British army during the Second Anglo-Boer War. Jurie even took a photo of it, and there's more than one story about the death of Charles.

Jurie says he heard that the lieutenant would apparently visit local girls and so the farmers shot him dead one day. Another tale is that the Boers simply ambushed Charles as an enemy and shot him. Charles' grave is near Kamieskroon, close to the N7. Roelf Erasmus, who works at the lodge, says Charles and his horse were shot dead on the spot.

Briefly | Springbok Caravan Park



Campsite Of the 70 stands, 54 are on grass. Each stand has a tap, power point and its own braai area.

Ablution facilities 1 bathroom building approximately in the middle of the campsite, with a kitchen. At the office there are facilities for people in wheelchairs.

Price R120 pppn.

Arrival and departure 14:00 and 10:00.

Contact 027 718 1584 or 082 548 9286

springbokcaravanpark.co.za

info@springbokcaravanpark.co.za

Nearest town Springbok, 2 km.

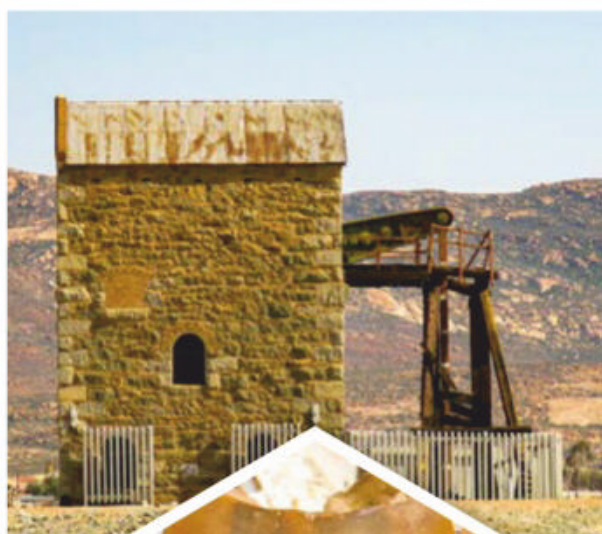
Road condition Tar to the gate.

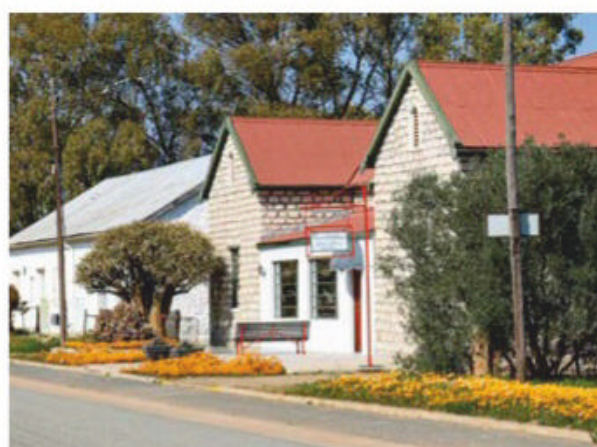
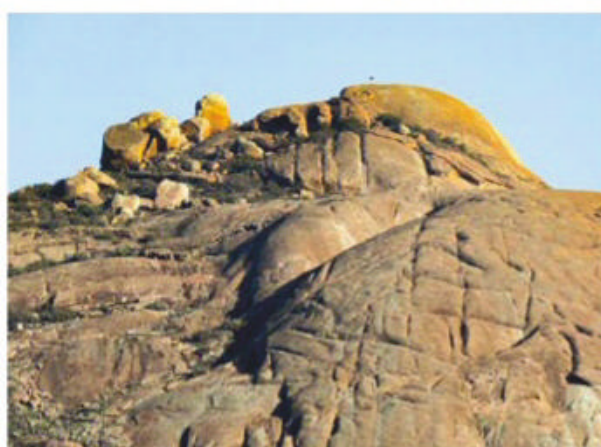
GPS S29.673387 E17.898516

Drive & Camp says They have a laundry room where the machines work with R5 coins. It's R30 per wash and R15 for drying.



PEDRO AND ELIZE ERASMUS camp with a 2017 Bush Lapa Miskruier and a 2017 Toyota Fortuner 2.8 GD-6 4x4. They've been camping for 10 years.





ONCE YOU HIT SPRINGBOK, you're close to the West Coast, and now you take the N7 that runs from Namibia to Cape Town. Today's drive to Strandfontein is a comfortable 270 km – if you take it easy, you'll be at the campsite before lunch.

But do say a proper goodbye to Kamieskroon before you leave. With the town on your left, there are three koppies, with Boesmankop to your right.

Garies lies 50 km from Kamieskroon and is one place where you simply have to

stop. Drop by the Garies tourist stall and enjoy delicious coffee and snacks served by the friendly staff.

Then, at Strandfontein you've finally reached the West Coast: here you camp next to the cold waters of the Atlantic Ocean. Strandfontein is anything but a fishing village, and rather a well-developed holiday town. The Strandfontein Holiday Resort with its caravan park is beautiful and boasts views over the ocean.

You can divide Strandfontein's campsite

into four: one strip of stands lies next to the sea; a few more stands are at right angle to this strip and veer towards the back between the houses; the Perdeskoen, reminiscent of an amphitheater, is laid out on terraces also among the town's houses; and the fourth group of stands are across the Perdeskoen on the left as you enter the town.

Strandfontein is a good base for exploring the area over a day or two. The impressive train bridge with its 22 pillars running across the road between Vredendal and Lutzville is noteworthy. This is the well-known railway line between Saldanha and Sishen. I estimate that the bridge, about 35 km from Strandfontein on the R363, is a good kilometre in length.

Once again: if you're allowed to drive around this month, Nieuwoudtville is a must. It is probably the centre of the floral splendour and lies at the top of the Vanrhyns Pass, just over 120 km from Strandfontein. Also visit the farm Matjiesfontein just outside the town where there are fields and fields of flowers.

Keep Doringbaai on the other side of Strandfontein for tomorrow.

Briefly | Strandfontein Holiday Resort



Campsite 151 stands in 4 blocks spread among Strandfontein's houses. Half have their own bathroom facilities and 23 are on the beach.

Ablution facilities Shared facilities or your own bathroom.

Price Depending on the season and stand, R200-R400 pn. Maximum 6 people per stand.

Arrival and departure 14:00 and 10:00.

Contact 027 201 3437 or 082 285 2798 Ivanwyk@matzikamamun.co.za westerncape.gov.za/facility/strandfontein-holiday-resort

Nearest town In Strandfontein.

Road condition Tar to the gate.

GPS S31.752798 E18.227128

Drive & Camp says You have a built-in braai area at your stand – bring a grid.



THE LAMBERT'S BAY CARAVAN PARK is up next, but we decide to first check out the oldest shoe factory in the country, Strassbergers in Clanwilliam. Luckily we'll be towing most of the 180 km on the N7, with Clanwilliam 130 km from Strandfontein.

At Strassbergers, which has existed since 1834, we see how a shoe takes shape – it's a long process that requires artisanal craftsmanship.

At Lamberts Bay we're once again camping right by the sea, and because it is on the west coast, we're among the last people to see the sun say goodbye across the horizon. The

campsite could do with some work, but how can you complain when you have facilities such as a hot shower and clean toilet? Depending on where you stand, you could have private facilities at your stand. Most stands are on sand with some patchy grass.

Kids have stuff to do here: mini golf costs R10 per game and 10 minutes on the trampoline is R7. There's also a jungle gym and swings.

Lambert's Bay's fishing harbour is an experience, and do take a walk to Bird Island opposite the harbour with its thousands of Cape gannets.

And what better way to experience West Coast hospitality first-hand than a tasty

meal? There is nothing wrong with a braai, but at the Bosduifklip restaurant, you can sit back and relax.

It's 5 km from the caravan park on the way to Clanwilliam. Kobus and Aletta Engelbrecht's delicious soup, home-made bread, snoek pâté, offal, all kinds of fish and the seafood paella form part of a delicious buffet. There's even a lamb on the spit. Lovely!

Briefly | Lambert's Bay Caravan Park



Campsite 268 stands, mostly on sand, with 40 that have private bathroom facilities.

Ablution facilities 4 communal bathroom buildings and private bathrooms at some of the stands.

Price Depending on the season and whether you have a private bathroom, R195-R250 pp for the first 4 people – thereafter R32 pp (maximum 6 people).

Arrival and departure No set times.

Contact 027 432 2238 or 076 981 5767

lamwwp@cederberggraad.co.za

cederbergmun.gov.za/resorts

Nearest town In Lamberts Bay.

Road condition Tar to the gate.

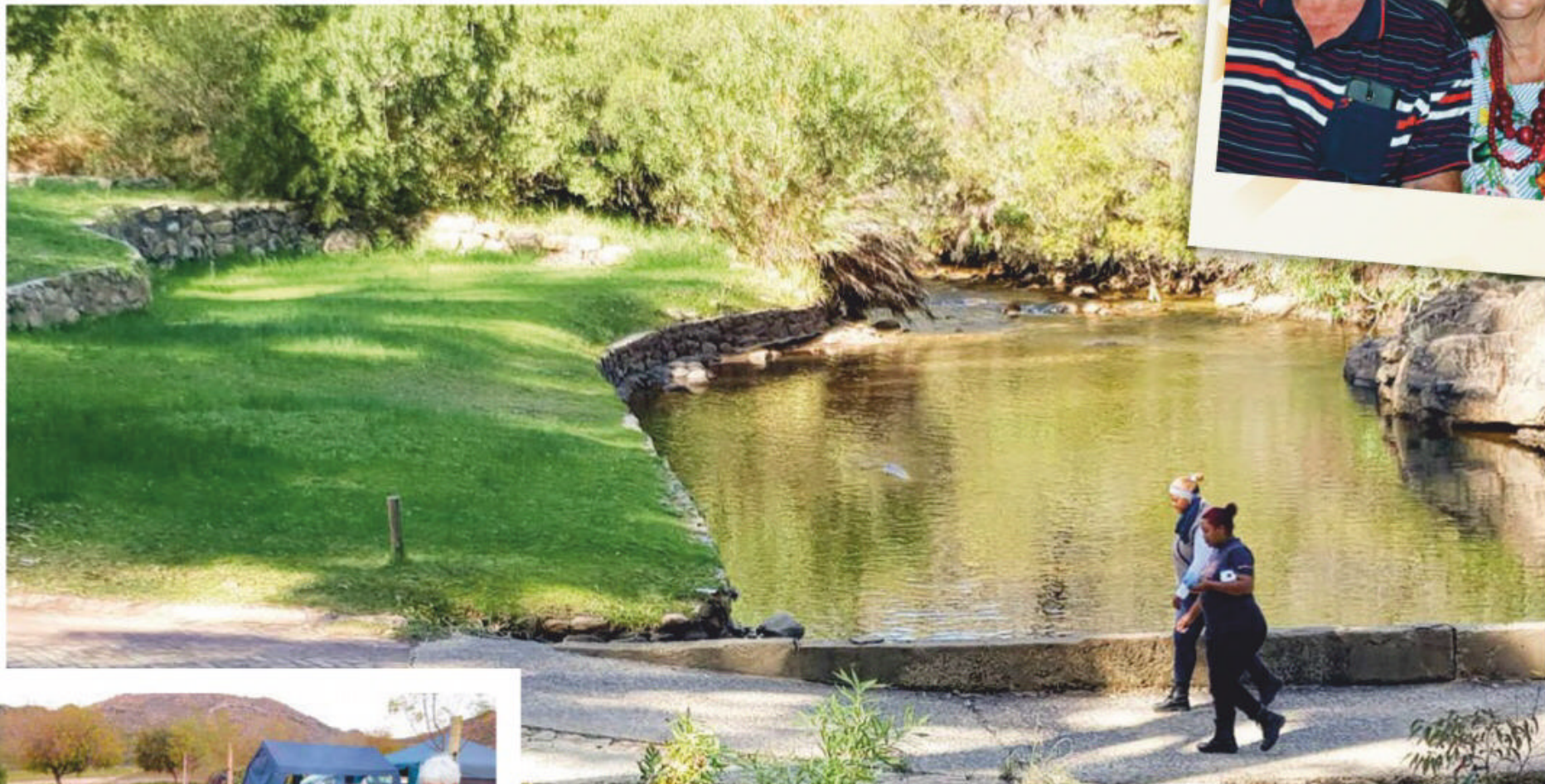
GPS S32.087655 E18.312554

Drive & Camp says There are laundry and tumble-drying facilities at the first bathroom building on the right as you enter the caravan park. Wash and dry is R12 per load (use regular coins).

GERT AND CHRISTIEN VILJOEN camp with a 2011 Gypsy Rapsody and a 2010 Toyota Fortuner 3.0 D-4D – they've been camping for 30 years.



JURIE AND ADRIANA BLOM camps with a 2015 Conqueror Companion and a 2017 Toyota Hilux 4.0 V6 4x4. They've been camping for 40 years.



EVERYONE KNOWS THE Kardoesie farm stall in the Piekenierskloof Pass just outside Citrusdal, but they also have a lovely campsite.

It's picturesque and luxurious – there's even a bag of wood waiting at your braai area (a free-standing one without a grid) plus a paper bag with toilet paper, a garbage bag and, of course, the welcome letter. The bathrooms are extremely modern and super clean.

From the campsite, there's a fantastic view over the valley with its wheat and canola fields to where the sun sets behind the mountains on the horizon.

We weren't very tired as it's only just over 120 km from Lambert's Bay. So if you want to do a little sightseeing after setting up camp, the Algeria Forestry Station is a great spot.

It's past Citrusdal (in Clanwilliam's direction) in the Cederberg. The trip is 150 km there and back. You'll see exceptional scenery: imposing cliffs, rippling streams and trees that tower metres high in the sky.

Pure peace for the soul. You could, of course, also camp at Algeria, but you'd have to brave the dirt road (18 km in one direction) with your caravan.

Briefly | Kardoesie Caravan Park



Campsite 17 demarcated stands with not much shade.

Ablution facilities 1 bathroom building with separate facilities for men and women, plus 1 family bathroom.

Price R130 pppn (R100 for pensioners; free for kids under 6).

Arrival and departure 14:00 and 11:00.

Contact 071 416 3820 bookings@kardoesien7.co.za kardoesie-n7.co.za

Nearest town Citrusdal, 9 km.

Road condition The last 400 m is a steep dirt road – some of the front-wheel drive vehicles don't make it, especially when it is raining. Unhitch at the farm stall – the owners will help you get your caravan to your stand.

GPS S32.630354 E18.950298

Drive & Camp says Even though the stands have been demarcated, a group of up to 40 caravans with one booking will manage just fine.

CAMPING DESTINATION

TODAY WE HEAD BACK to the sea again where we camp at the Leentjiesklip Caravan Park in Langebaan. As on the previous leg of our trip, the 120 km towing distance is not at all demanding.

It's a beautiful caravan park with a view of the Saldanha harbour. Here, too, you can choose a stand with a private bathroom, although those aren't by the sea.

The sea stands are in blocks A and B, we are in block C behind them, with block D next to us.

Now it's time to explore some of the West Coast towns, including Velddrif and Laaiplek. The latter is a typical fishing port where boats are anchored to the quay and the fishermen sit and check fishing nets.

Paternoster and all its white houses is obviously a must-visit. Have a braai another night and dine at the Voorstrandt restaurant: it's in a corrugated-iron building that's older than a century.

It's right on the water!



Briefly | Leentjiesklip Caravan Park



Campsite 147 stands – blocks A and B (75 stands) are at the sea. Private bathrooms at 24 stands. Some stands are paved, others are on grass.

Ablution facilities 2 bathroom buildings in block D, plus stands with own facilities.

Price Depending on the season, whether you have private facilities or whether you are at the sea R195-R428 pn per stand for up to 4 people per. Then R68 pp (up to 6 people), and R21 for a second tent and R39 for a third.

Arrival and departure Check with the resort.

Contact 022 772 2461

 lise.geldenhuys@sbm.gov.za

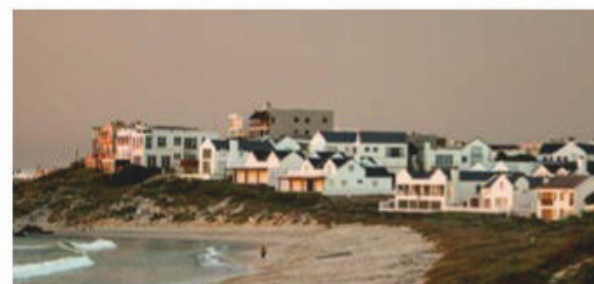
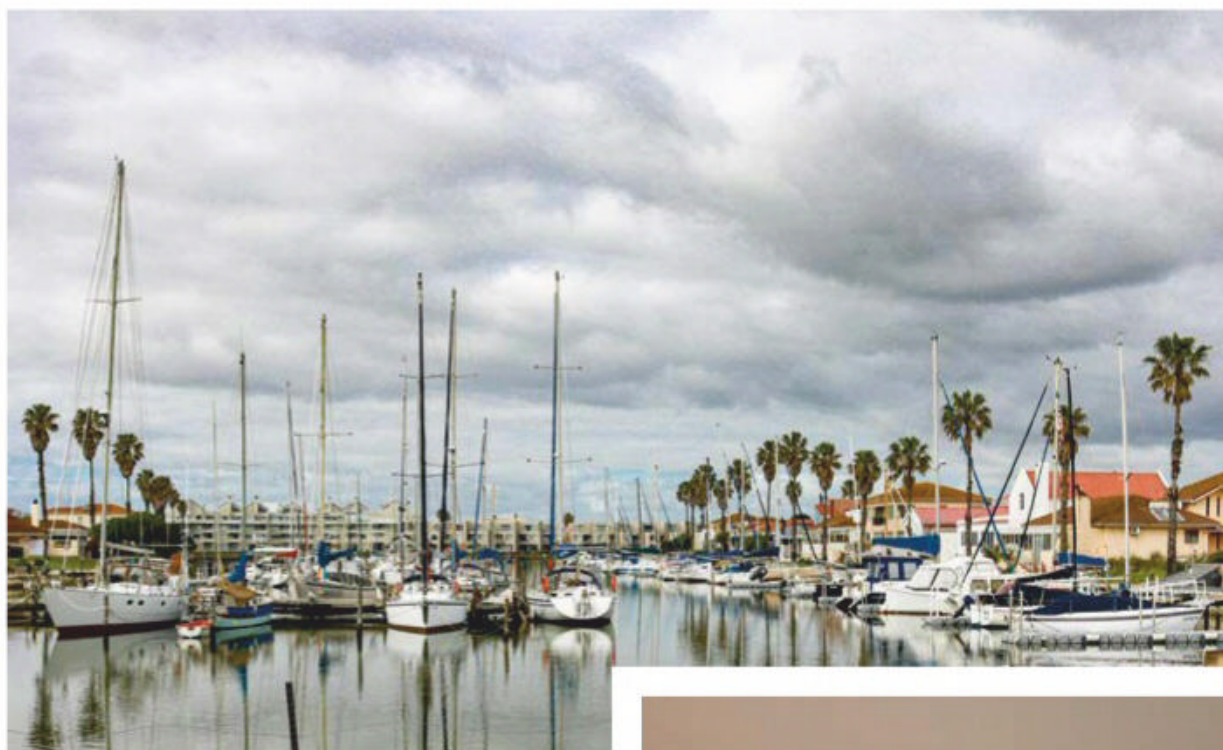
 sbm.gov.za/leentjiesklip-resort

Nearest town Langebaan, 1,5 km.

Road condition Tar to get here.

GPS S33.067461 E18.042556

Drive & Camp says Tents aren't allowed in the blocks A and C.





CALLIE AND SANTA DE JAGER camp with a 2018 Sprite Swing and a 2008 Ford Ranger 3.0 TDCi – they're experienced campers of 39 years.



OUR LAST LEG to get to Montagu lies ahead, but once again we make sure the drive also includes something extra.

We break the 270 km trip by visiting various attractions. Montagu is also a good five hours' of towing away as we want to cross the Bainskloof Pass just after Wellington.

First we turn in at Darling and visit Evita se Perron – yes, a bit of nostalgia related to Pieter-Dirk Uys's Evita Bezuidenhout – and order breakfast.

Here you can order anything from a cheese griller to a hearty Station Master Breakfast.

We visit another leather factory, this time Redemption just outside Wellington that specialises in leather items.

Then we take the famous Bainskloof Pass and its bends through the mountains toward Ceres. The narrow pass is an experience – it's hard to believe it was built over 150 years ago.

The Montagu Caravan Park is located

on the Ashton side as you enter the town on the R62.

It is a wonderful family resort with lovely grass stands and two indoor heated swimming pools, a small dam for fishing and laundry facilities (R40 per wash or tumble dry).

About a third of the stands are paved. Each stand has a built-in braai, but do remember your own grid. And there are plenty of shade trees.

Ans so we spoil ourselves one last time with another outing: a visit to the farm Protea, 30 km outside the town.

They take us up the Langeberg with a trailer that's pulled by a tractor – we climb to an altitude of 1 500 m above sea level. From here, you can even see Robertson in the distance.

And what's better than ending the excursion at the restaurant where we indulge in vetkoek and potjiekos (book in advance). The rides are on Wednesdays and Saturdays at 10:00 and cost R150 pp (R85 for pupils).

Francois and Maretha are back home in Montagu, and the rest of us return to the Free State... until the next time. 🍷

Briefly | Montagu Caravan Park



Campsite 82 stands on grass – around a third has paving and shade trees.

Ablution facilities 6 bathroom buildings.

Price Depending on the season R130-R220 pppn (R75-R90 for children from 2-12). The minimum rate is R260-R420.

Arrival and departure 13:00 and 11:00.

Contact 082 920 7863

montagucaravanpark.co.za

montagucp@gmail.com

Nearest town In Montagu.

Road condition The last 50 m is a decent dirt road.

GPS S33.787554 E20.113065

Drive & Camp says The dam has Mozambique tilapia, carp, and catfish.

THE WORLD'S MOST POPULAR CAMPING FRIDGE

What do you need to consider when you buy a new camping fridge?

The decision to buy a new camping fridge often starts with the question, "What volume should I get?" Next, you might look at value (what features does the fridge offer?), build quality (how long will the fridge last?) and back-up service (how well is the product supported?).

However, the question of size is often the toughest to answer. If you're a regular camper, you probably know your needs already; but if you're new to the camping scene, or if you've never owned a 12V fridge before, you may be unsure of which size to get.

Camping with a 12V fridge is quite different to camping with a cooler box. Usually, a cooler box requires the thickest insulation possible and, because you have to pack it full of ice (thereby sacrificing volume), you're often forced to buy the biggest, bulkiest cooler you can fit into your vehicle.

In contrast, a camping fridge is self-cooling; which means that although insulation is important, it's not as critical as it would be in the case of a cooler box. In most cases, you can get away with a fridge size that's significantly more compact than the cooler box you're currently using.



THE MOST POPULAR FRIDGE WORLDWIDE

If you're unsure of the size of camping fridge you need, perhaps the answer lies in the global average.

For many years, National Luna's research has shown that up to 60% of the 12V fridge market worldwide is made up of 50-litre sales. Incidentally, that statistic coincides with their own unit sales.

This information played an important role in their decision to launch the 50-litre Weekender back in 2005. As the name suggests, the Weekender was designed for weekend campers: travellers and families who go on holiday often, but usually for two to five days at a time. The unit was designed in such a way that the fridge

(40-litre) and freezer (10-litre) portions are set in a fixed ratio. In other words, if you set the fridge section to 5°C, the freezer will maintain an approximate temperature of -5°C – roughly 10°C less than the fridge portion.

This setup works well, but is not as versatile as some of their other dual-control units (such as the NL60 and NL90), which allow you to set the temperature of the fridge and freezer sections independently. This means that you can use the unit as a fridge and freezer, or as a dedicated fridge, or as a dedicated freezer.

Unfortunately, there was just no way of doing the same for the 50-litre volume, not without escalating costs and making the unit too expensive.

Until now...

Visit  nationalluna.com for more information,

THE FIRST OF ITS KIND

In 2002, National Luna was the first company worldwide to introduce Dual-Control Technology: the ability to run two compartments, each with different thermostats and controls, on one compressor. It took eight years before this unique National Luna technology was adopted by competing brands.

Thanks to recent valve developments, compressor technology, and overall better insulation, National Luna is proud to announce the introduction of their new Dual-Control NL50 Legacy fridge – the most advanced and versatile 50-litre unit in its class!

Today, National Luna boasts five fridge sizes that utilize Dual-Control Technology, as well as another six Single-Control units.



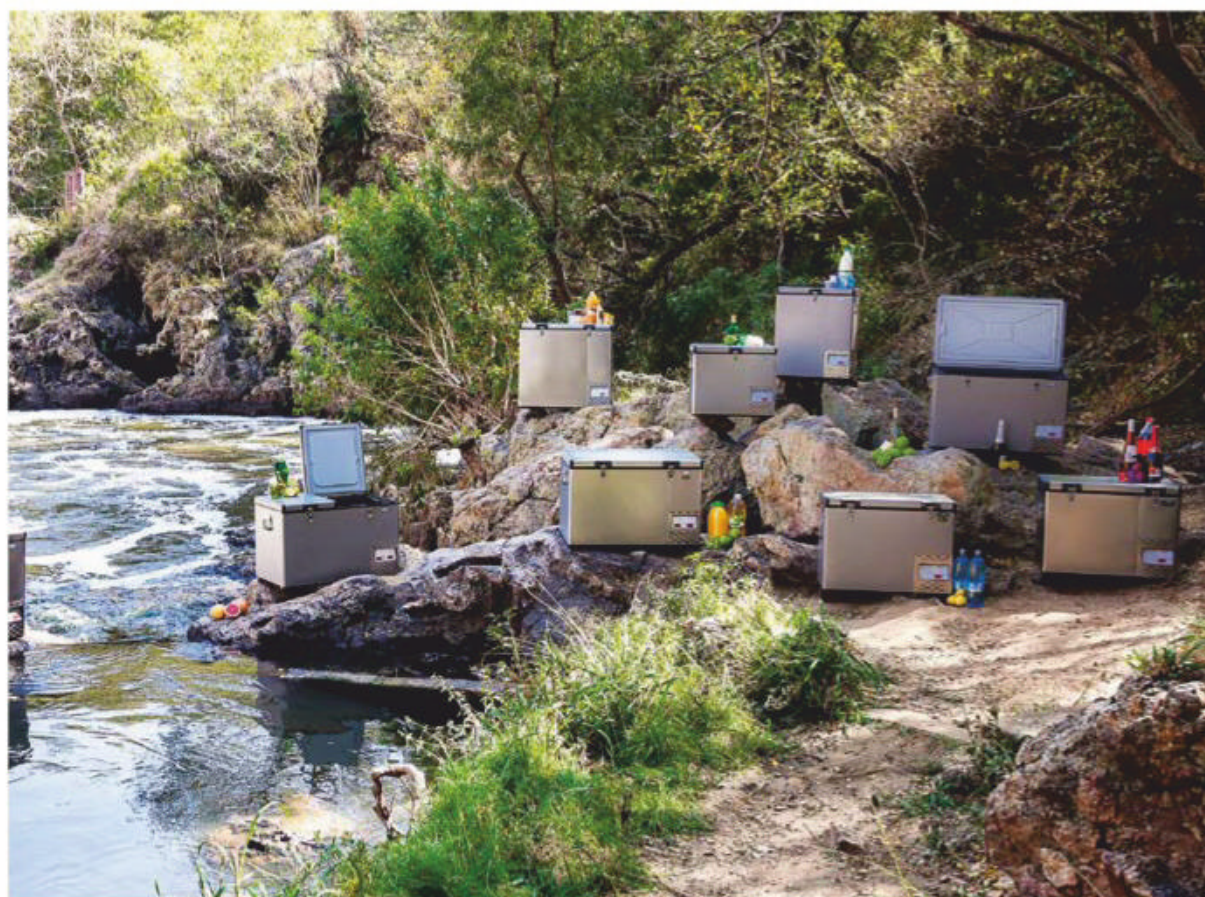
In the case of the dual-control unit, the fridge's two compartments can be set independently of one another, which in 2002 was a technological first that took more than eight years for competing brands to replicate.

BACK-UP SERVICE

Another notable feature of the new NL50 Legacy is that, because the fridge uses National Luna's very own proprietary compressor, they were able to keep manufacturing costs down, and thus ensure that the NL50 boasts the best "value-for-money" offering in its class.

The fridge also features extra versatility in its dual-opening lid (which may be opened either lengthways or along the unit's width), as well as a comprehensive three-year warranty. In addition, the NL50 boasts a world-first eight-year compressor warranty, as well as a service network of more than 400 approved National Luna stockists.

Although the 50-litre fridge volume may be the most common worldwide, the ability to control two compartments within a 50-litre unit is unique to the NL50 Legacy, where portability and functionality are supremely combined.



National Luna's fridges are designed, developed and manufactured in South Africa, making them the only locally produced camping fridge brand. Today, this proudly South African company globally exports the world's largest selection of 12V camping fridges and freezers, from 40-litre units right up to 125-litre capacity.

SPECIFICATIONS: NL50 LEGACY STAINLESS STEEL FRIDGE & FREEZER

The new NL50 Legacy is the ideal compact fridge-freezer combination for campers, 4x4 owners, boaters and caravan owners.



A unique feature of the NL50 Legacy is its ability to alter the opening direction of its lid, either lengthways or along its width.

FEATURES INCLUDE:

- Dual-compartment fridge/freezer with separate freezer lid
- 12/24VDC and 110/220VAC operation
- New National Luna off-road compressor
- Dual digital temperature controller
- Thermostat range 20°C to -24°C (right bin); 20°C to -18°C (left bin)
- 42 mm high-density polyurethane insulation
- Battery protection
- Internal LED light
- Stainless steel latches
- Dual-direction lid
- 3x baskets
- 3-year warranty
- 8-year limited compressor warranty
- Protection cover (optional)
- Base mounting plate (optional)

National Luna is a 33-year-old South African company that produces the world's largest selection of commercially available 12V fridges/freezers, and a global distributor of more than 200 outdoor products and accessories.

or call 011 452 5438 to find a distributor near you.



Through golden sunlands

Discover quaint villages, natural treasures and historical sights in the Camdeboo. Set aside two days for this circular route around the Graaff-Reinet region.

Words and photos **Cyril Kloppe**





Botanist and author Eve Palmer, a native of the Camdeboo, described her world as “a country flooded by sun”. It’s a great description of the treeless plains between the Sneeuwberg mountains in the north and the Grootrivier mountains in the south.

It’s also where the Murray missionary family found fertile soil for sowing the seeds of the Dutch Reformed Church. Quite a number of towns in the Camdeboo have the Murrys and their contribution to the religious revival in the 19th century to thank for their beautiful churches.

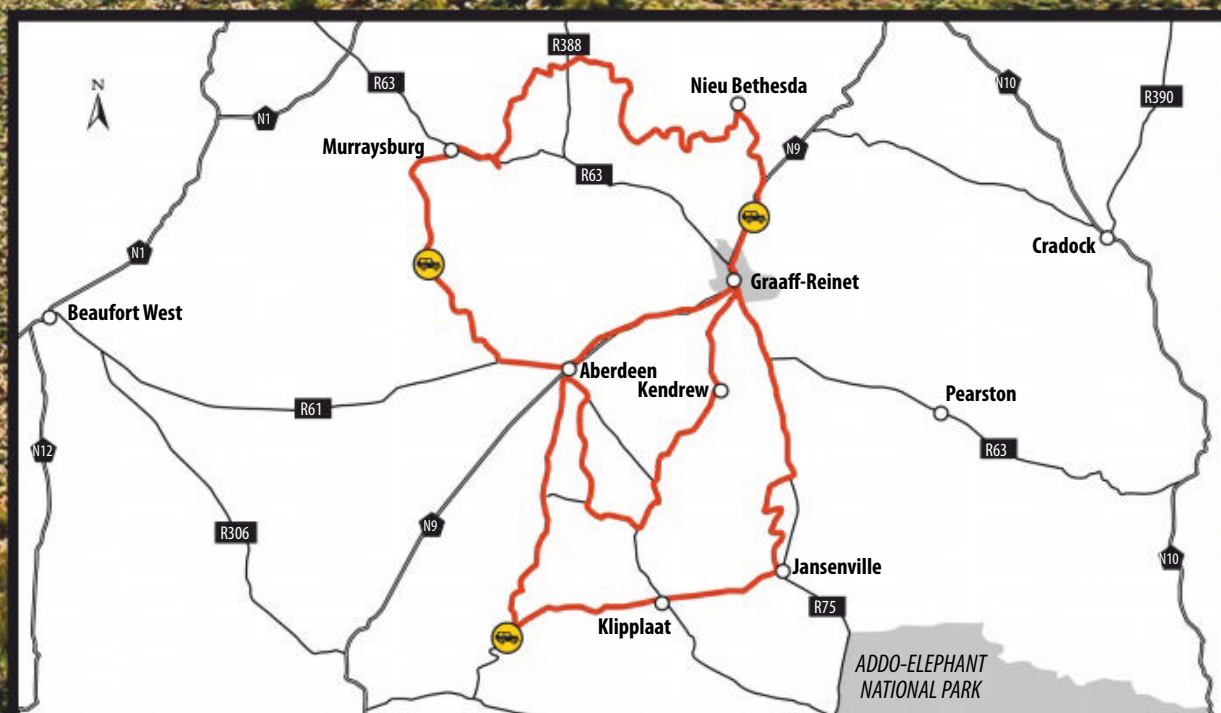
Around 200 million years before the dawn of man, mammal-like reptiles made their home in marshes of the Camdeboo. Yes, it was a wetland once. Fossils discovered here point to animal species that didn’t

follow quite the same evolutionary path as the dinosaurs, but rather became the ancient ancestors of all warm-blooded animals.

There are two circular routes here: each takes about eight hours and together they will add 800 km to your vehicle’s odometer – 500 km of which are dirt roads. One route takes you through the mountains and hills of the northern Camdeboo, and the other leads you across the southern plains.

On these two contrasting routes, you will pay an exorbitant price for a statue of an owl, drive through a ghost town inhabited by monkeys, and cross the historic Sundays River 11 times.

Pack meatballs and hard-boiled eggs in an empty ice-cream container, fasten your seat belt and join us on back roads flooded by sun.



THE FIRST DAY of this two-day route starts at Graaff-Reinet. Drive north on the N9 highway, cross the Sundays River and then over three mountain passes: the Perrieshoogte, Goliathskraal and Paardekloof passes. On these three tarred passes you have beautiful views over the northern Camdeboo with its Sneeuberg mountains.

About 27 km north of Graaff-Reinet, be on the lookout for the turn-off to Nieu Bethesda. Here you'll find a road sign welcoming you to the Owl Route. On the left of the road is a series of hills called the Loskoppe, and to the right is the farm Wellwood, which has been owned by the Rubidge family since 1838. The current owners, Marion and Robert Rubidge, are an excellent source of information about the area and they have several cottages in case you want to stay overnight. There's also a fossil museum on Wellwood where you can view the bones of those mammal-like reptiles. Visit wellwood.co.za for more information.

After about 25 km, you descend through a poort down the slope of the Toringberg and drive across the Gats River into Nieu Bethesda. The town shares its name with a biblical pool near Jerusalem and was named so by

Reverend Charles Murray, son of Andrew Murray (Jnr), also a reverend, when he came to establish a Dutch Reformed church here in 1875.

Martins Street takes you into the town, and on the corner of Martins and Hudson Streets you will find the Owl House, home of the late sculptor Helen Martins. Miss Helen, as she was known in the town, filled her backyard with eccentric sculptures of people, camels and other animals, but especially owls, who stare at you with wide eyes. The playwright Athol Fugard, who also lived in this town, immortalised the sculptor's unconventional life in the play (and later a film) *The Road to Mecca*.

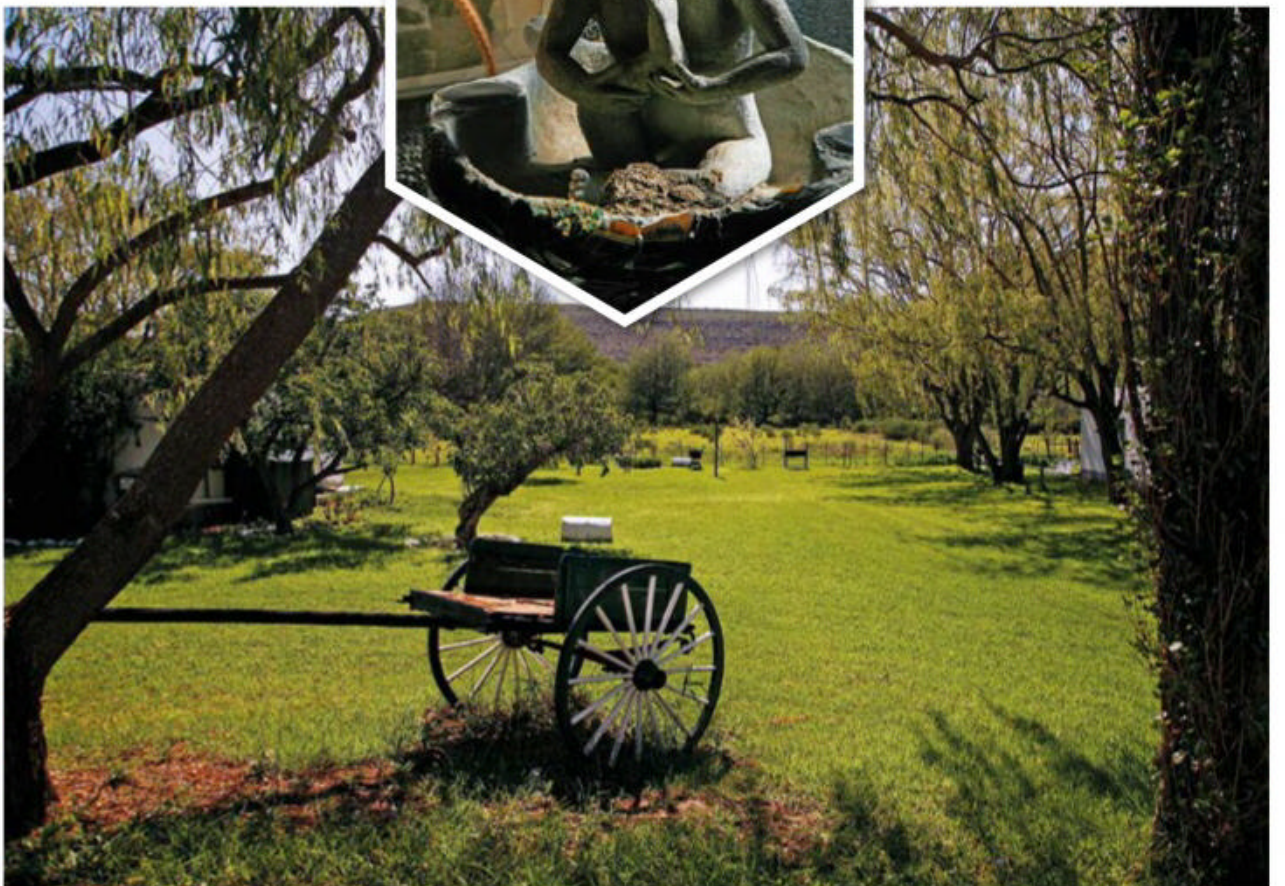
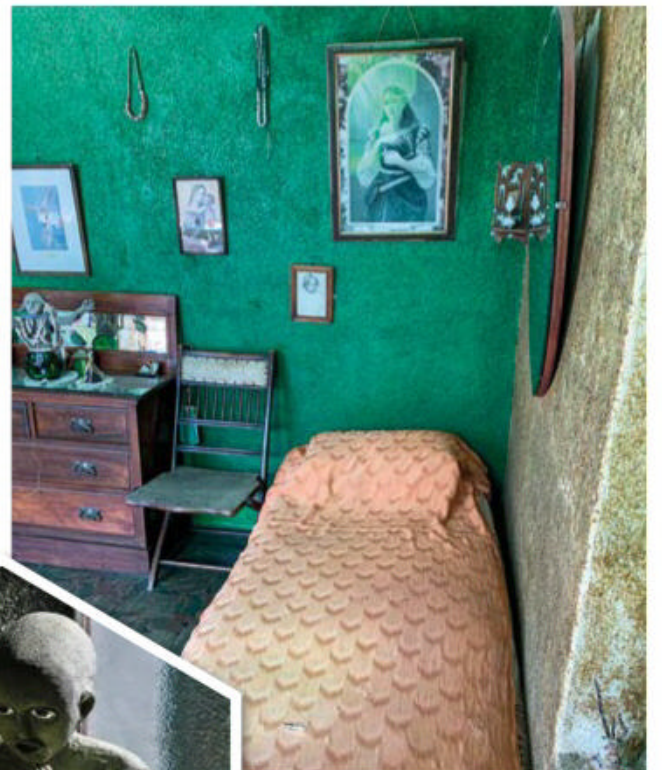
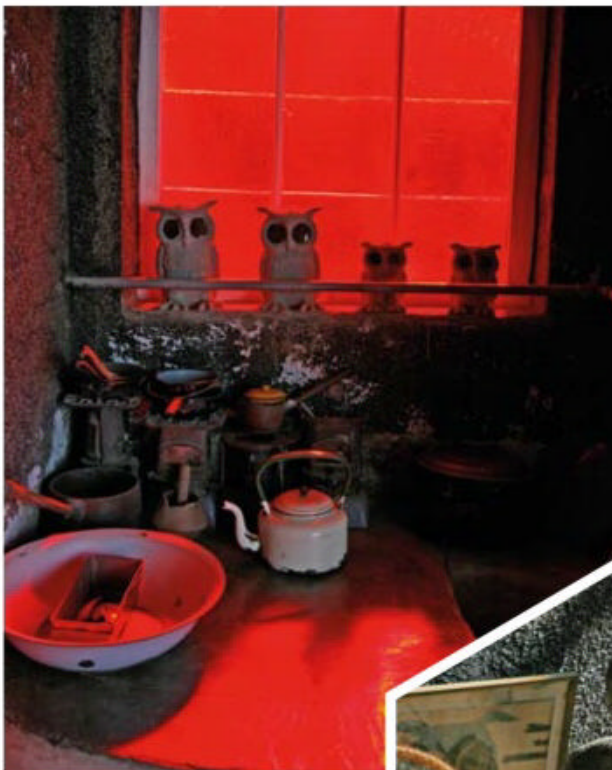
You pay R70 to walk through her sculpture garden and strange house – and it's definitely worth a visit. Drop in every day between 09:00 and 16:45.

Outside are stalls where you can buy imitations of Miss Helen and her faithful worker, Koos Malgas' owls. The average price of R300 may seem somewhat excessive, but as these are the only source of income for the street vendors their sales are much needed after the long absence of visitors during lockdown.





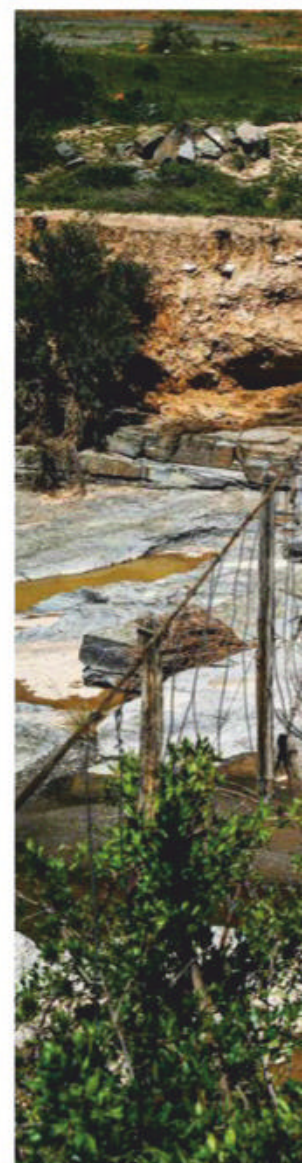
BUT IS IT ART? Helen Martins was born in this house (above and below) and she also died here. She suffered the unkind gossip of other townsfolk but her friends knew her as a generous host with a passion for her craft. The Zonnenstrahl campsite (bottom) is picturesque with an old mill (left) across the road from it.



“

The road winds uphill and crosses the Bloukrans River three times over low-water bridges

”



There are a number of restaurants and guest houses in Nieu Bethesda, and if you want to camp, head to the Zonnenstrahl campsite in Pienaar Street (on the far side of the Gats River). This campsite has a lovely lawn, and a quince-tree lane ensures privacy between your off-road caravan and the art gallery across the street. Call Elise on 073 833 2017 if you want to stay overnight.

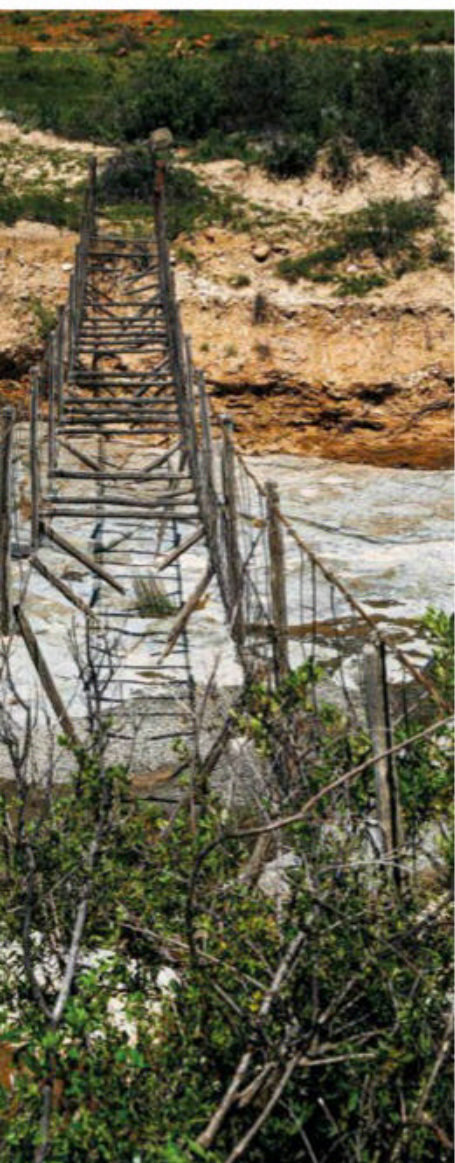
Drive back out of town the way you entered, and shortly after the bridge over the Gats River, turn right (S31.88580

E24.55687) to the Uitkyk Pass. This is the first dirt road on the route (all the dirt roads in these regions are relatively good with only a few eroded sections to traverse). You should be able to master it in a sedan provided you drive carefully, but note that city tyres will be shredded if you drive too fast. After it has rained – as it had during our visit – there'll be plenty of mud that can catch you out if you don't have four-wheel drive to get you through.

The road winds uphill and crosses the Bloukrans River three times over

low-water bridges until you reach a T-junction (S31.96384 E24.39727). A road sign directs you to turn left to Graaff-Reinet and right to Richmond.

Turn right here and drive 5,6 km north, then turn left (S31.91818 E24.39295). If you're worried about getting lost, simply follow the road signs to Richmond at every fork in the road. After about 90 km after leaving Nieu Bethesda, join the R388 regional road. Here you turn left and drive 1 km in the direction of Graaff-Reinet to the AP2404 turn-off (S31.77446 E24.06424) and



FARM LIFE. We came upon an overturned side-by-side (right), with its driver nowhere in sight. We imagine a shamefaced farmer's son apologising to his dad. The Camdeboo is an arid region but there are telltale signs that when it rains, it rains *hard*. Like a damaged suspension bridge (left) and emerald green veld with fat, happy cattle.



follow the farm road to Murraysburg.

This town was founded by the Dutch Reformed Church in 1855 and was named after Reverend Andrew Murray, father of Charles Murray and son of Andrew Murray (Snr) who was sent from Scotland to do missionary work for the Dutch Reformed Church in the then Cape Colony. According to legend, the 'burg' in Murraysburg is in honour of Barend Burger, the farmer who donated the land on which the town now stands. We don't want to be too cynical, but it sounds like someone was paying lip service to good

old Barend. After all, many town names end in 'burg'.

Drive 3 km out of town on the R63 in the direction of Victoria West and turn off where a road sign sends you to Aberdeen (S31.96320 E23.73165). A dirt road first takes you over the Afrikashoogte Pass to a T-junction – aim for Aberdeen – followed by the Jonkersnek Pass. Then join the R61 regional road and make your way to Aberdeen.

This town was named after the birthplace in Scotland of Reverend

Andrew Murray (Snr). On the outskirts of the town is the Camdeboo farm stall; a yellow-painted shop near the intersection of the N9 highway and the R51 regional road. Buy a bottle of prickly pear syrup (R50), a delicacy from the area, as a gift for your mom.

From the farm stall, drive 8 km in the direction of Graaff-Reinet until you notice an overgrown memorial stone on the opposite side of the road. The words: "Gordon's Kop, Aberdeen 1955" are engraved on a marble slab. The name Colonel Robert Jacob Gordon may

4X4 DESTINATION

not ring a bell at first, but his influence in South Africa is lasting. Gordon was a Dutch explorer, artist and naturalist employed by the House of Orange. He's the one who named the Orange River – after William V, the Prince of Orange. The prince was pretty pleased with Gordon and sent him two rams and four ewes – they were originally a gift to William from the King of Spain – so that Gordon could start his own sheep farm in the Cape Colony. The result was the first merino stud in Africa. With Gordon's death in 1795, the stud was auctioned off and the crew of a ship bought a number of lambs that were taken to a certain antipodean colony... hence the merino breed in Australia! And yes, the Cape coastal town of Gordon's Bay gets its name from this same Gordon in gratitude for creating accurate maps of the southern coastline.

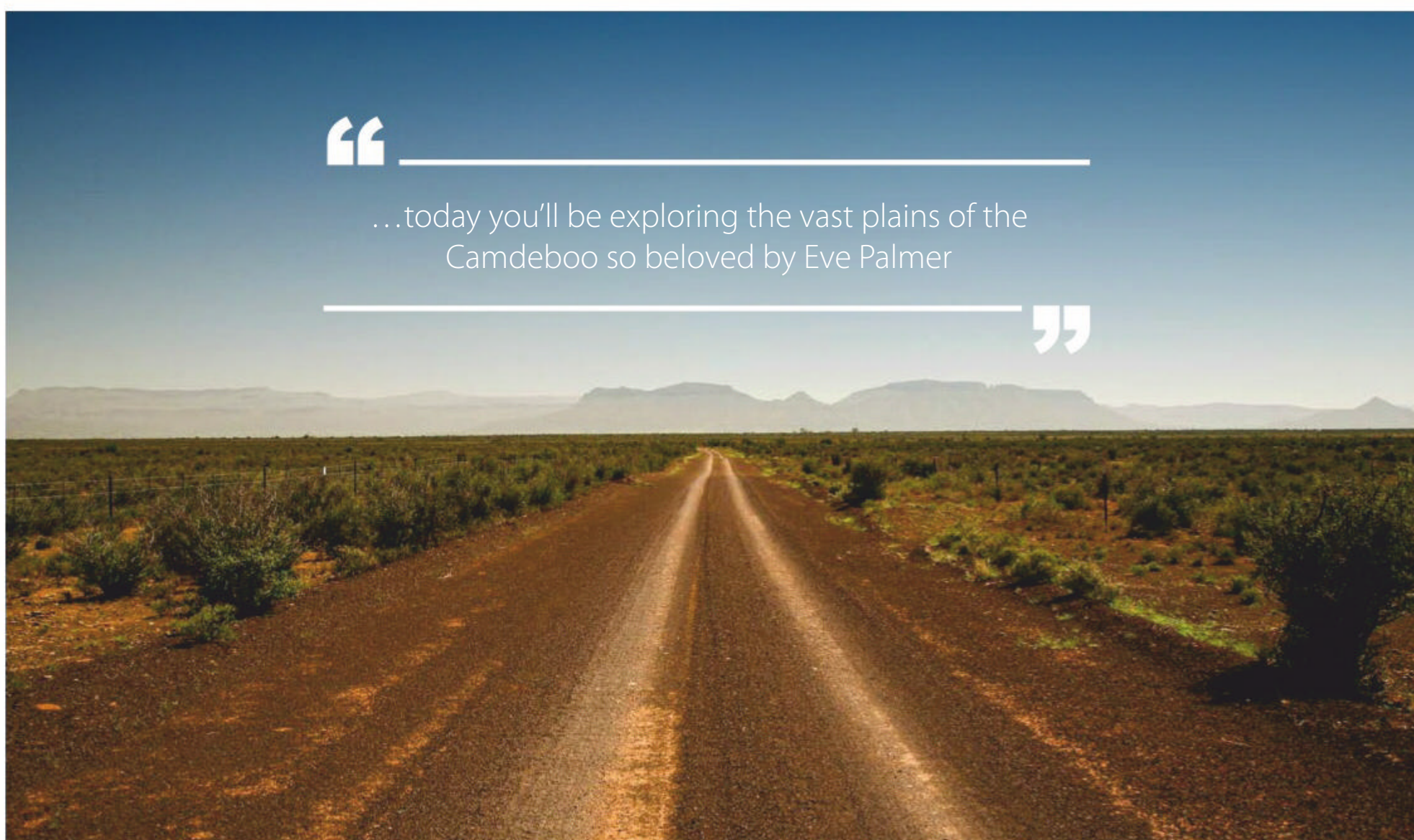
But enough history for now. You're thirsty and craving a braai. No worries, your campsite in Graaff-Reinet is less than 50 km away. Tonight, you can sit back with a cold beer in your favorite camping chair next to a campfire, examine your owl statue and drizzle some sweet prickly pear syrup over your dessert.



“

...today you'll be exploring the vast plains of the
Camdeboo so beloved by Eve Palmer

”



ALL ABOARD! The whistle is no longer blown at Kendrew station (above) and the town is all but abandoned. Aloes and prickly pears dot the landscape, and church towers ring their bells to call the faithful to Sunday prayer. As you can see from our dirty Isuzu mu-X (left) the roads can get pretty muddy after it had rained and the back roads of the Camdeboo therefore isn't accessible to regular cars all year round.



DAY TWO of the route again starts in Graaff-Reinet, but today you'll be exploring the vast plains of the Camdeboo so beloved by Eve Palmer. Drive 2 km south of the town centre and turn left onto the R63. Follow this regional road for 3 km, then turn right at the Adendorp turn-off.

Adendorp was named after NJ Adendorff, a farmer who subdivided his land into smallholdings in 1878 after running into financial difficulties. The resulting settlement was once a town in its own right, but Graaff-Reinet is expanding to the extent that nowadays it's something of a suburb – just don't say this out loud in front an Adendorpian. The Jesa Caravan Park here is a good alternative when the campsites in Graaff-Reinet are all full.

Follow the road through Adendorp and drive 30 km over wide plains covered in aloes as far as the eye can see. After crossing the Sundays River twice more, you arrive in the abandoned town of Kendrew (S32.52297 E24.50524).

The train station at Kendrew is overgrown with weeds and most of the houses collapsed years ago. To one side is a house with its walls and roof in a reasonably good condition, but inside there's a troop of vervet monkeys. They bare their teeth when you get too close to 'their' house, the babies hide in back

rooms and some nervously crisscross the front yard and climb into thorn trees.

Not all human residents have been evicted by the monkeys, because at the time of our visit there was one other habitable house with laundry hanging outside. Its residents, however, hid inside when we called a greeting from the gate.

Drive back out of Kendrew as arrived, and turn left at the Aberdeen road sign. The aloes flourish alongside the road for the next 35 km – so much so that you can barely see the plains. The dirt road ends at the R338 regional road. Turn left here and follow the R338 for 13 km until you get another dirt road turnoff to the

right with a road sign for Aberdeen.

You're now driving back toward Aberdeen where you bought prickly pear syrup yesterday, but shortly before you enter the town again, there's a crossroads with a road sign that says "iller 71". Turn here in the direction of Miller (the M went missing) and drive the 71 km southward over the vast Aberdeen plains until you reach Miller at the foot of the Grootrivier mountains.

Miller is a cattle post where the Kaalsfontein and Plessis rivers meet with its back against the Swanepoelspoort, a mountain pass that carves its way through the Grootrivier mountains into

the Willowmore district. We're going to stay in the Camdeboo, however, and follow the R337 eastward at the foot of the Grootrivier mountains to Klipplaat. Years ago, Klipplaat was an important railway junction where the track joining Cape Town, Port Elizabeth and Graaff-Reinet met. During both Anglo-Boer wars, it was a hive of activity as British soldiers were deployed inland after arriving on the coast.

In 1947, Queen Elizabeth (then still a princess) apparently bought a tube of toothpaste at Klipplaat's station shop when she and the royal family travelled through the Union of South Africa.



“

...drive the 71 km southward over the vast Aberdeen plains until you reach Miller at the foot of the Grootrivier mountains

”

PLAIN JANE. The copper fittings of the old loco (left) has long been turned into cash. Everyone loves the mountains, but the plains of the south are profoundly beautiful. If you love clouds and open skies as much as we do, then this is the place to be.



Instead of soldiers, the 1940s was a hive of activity thanks to the merino and angora farmers who sent their wool to markets, and travellers who had to switch trains here.

Today, an old 4-8-0 steam locomotive stands guard next to a derelict station building – a final reminder of the SAR's golden age. There still some life left in Klipplaat, though. During our visit, country crooner Tommy Dell's "Blue Eyes Crying in the Rain" blared from inside the Charles Hotel's bar.

Take the R337 to Jansenville on the banks of the Sundays River. This town was named after General JW Janssens, governor of the Cape Colony during the short-lived Batavian rule. Jansenville is considered the cradle of the angora wool industry thanks to the numerous angora goat studs in the area.

If the Sundays River is not in flood, you can drive up the dry riverbed. As soon as you've crossed the bridge over the Sundays River on the edge of town, immediately turn left into Boom Street. About 200 m on, you'll see several warnings prohibiting the dumping of rubbish – you turn left and take a twin-track through fresh piles of rubbish to the riverbed where you can take a closer look at the stone pillars of the original bridge. We wanted to see how far we could drive up the river bed, but just around the first bend we ran into rows upon rows of rocks our Isuzu mu-X couldn't conquer.

Return to Bridge Street – as soon as you drive past the Merino Museum, turn left into Main Street and leave town. 4 km outside of town, you again cross a low-water bridge over the Sundays River – this road will be closed when the river flows. About 6 km later, you cross the river again, and again and again until you join the R75 regional road and return to your camp in Graaff-Reinet.

Now then, that wasn't so gruelling – unless you had to change a flat tyre in the scorching heat like we had to. Now you can tell everyone you know the Camdeboo. Hop in your car one last time and drive to the Valley of Desolation's lookout point in the Camdeboo National Park where you can view the landscape you've explored over the past two days. Toast the sun as it sets, knowing that it will flood this country again. 📍



WHERE TO CAMP

Nqweba Camp, Graaff-Reinet

📞 049 892 4248 🌐 sanparks.org

Profcon Resort, Graaff-Reinet

📞 049 892 2887 🌐 profconresort.co.za

Jesa Caravan Park, Adendorp

📞 049 893 0966 🌐 jesa.co.za

Zonnenstrahl Campsite, Nieu Bethesda

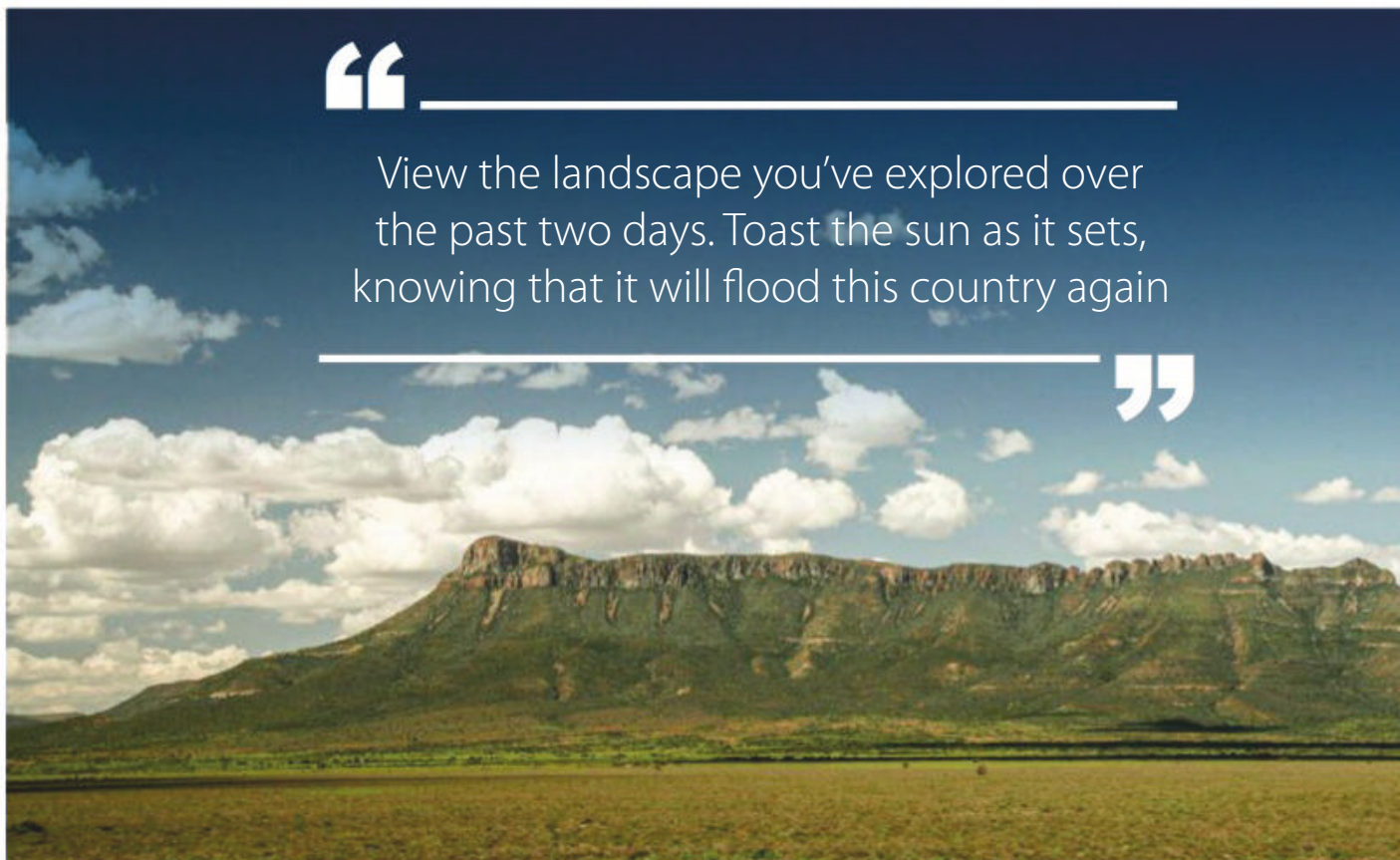
📞 073 833 2017 (Elise)

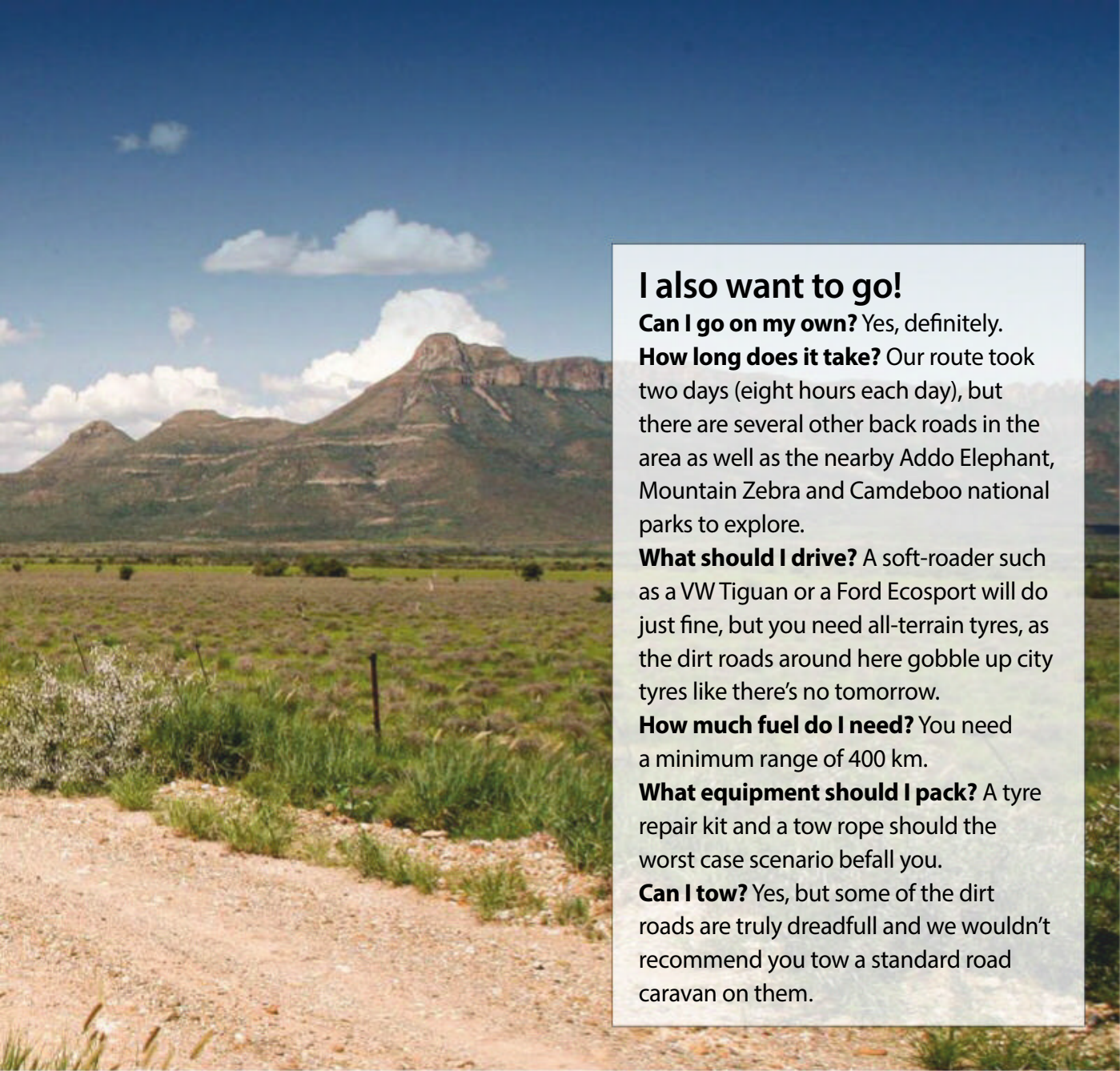


“

View the landscape you've explored over the past two days. Toast the sun as it sets, knowing that it will flood this country again

”





I also want to go!

Can I go on my own? Yes, definitely.

How long does it take? Our route took two days (eight hours each day), but there are several other back roads in the area as well as the nearby Addo Elephant, Mountain Zebra and Camdeboo national parks to explore.

What should I drive? A soft-roader such as a VW Tiguan or a Ford Ecosport will do just fine, but you need all-terrain tyres, as the dirt roads around here gobble up city tyres like there's no tomorrow.

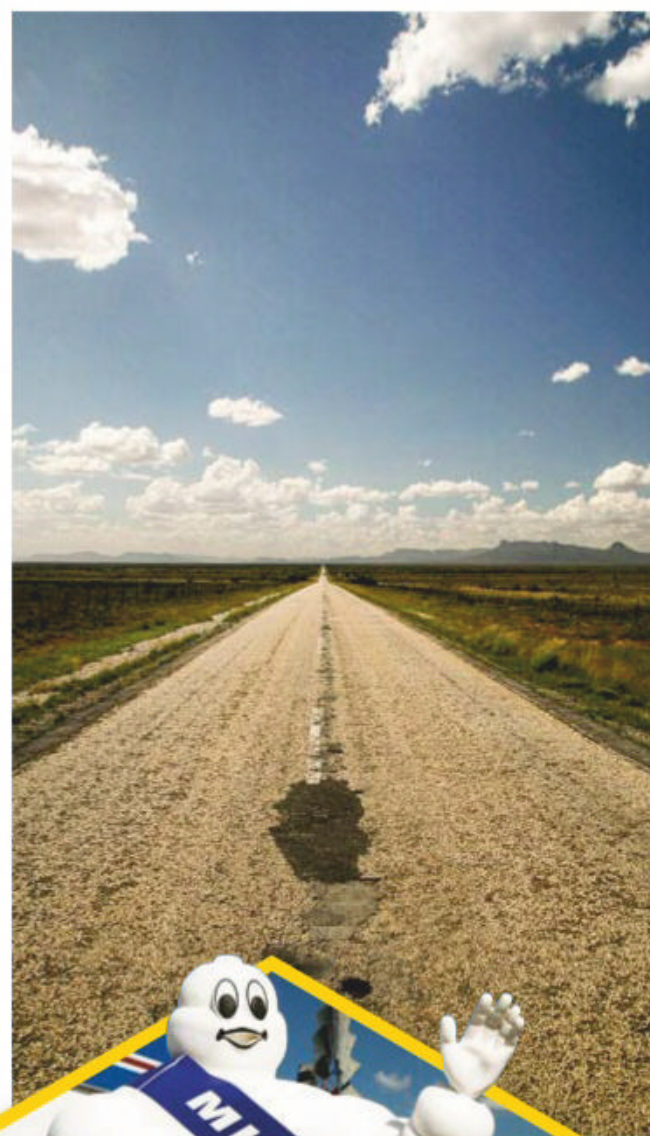
How much fuel do I need? You need a minimum range of 400 km.

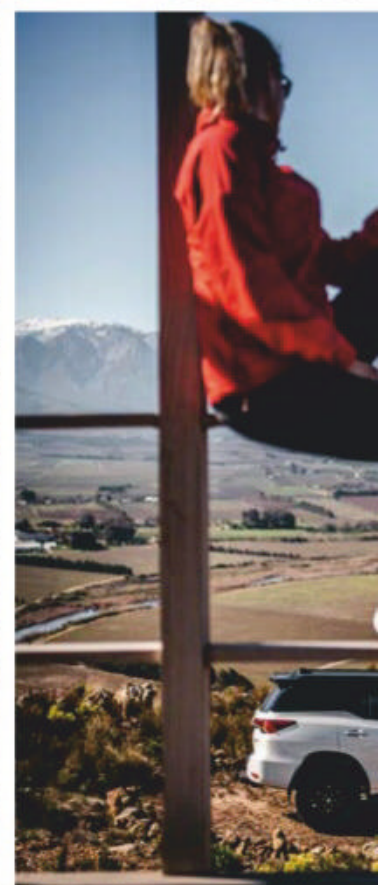
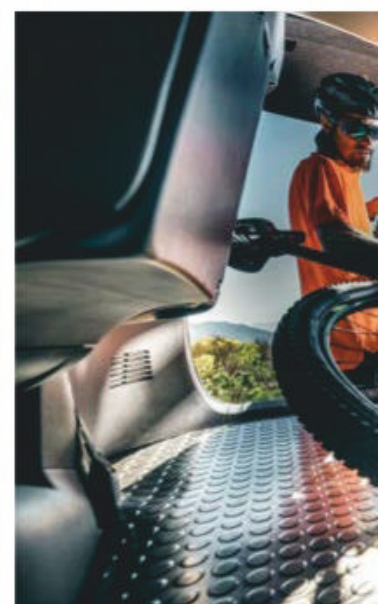
What equipment should I pack? A tyre repair kit and a tow rope should the worst case scenario befall you.

Can I tow? Yes, but some of the dirt roads are truly dreadful and we wouldn't recommend you tow a standard road caravan on them.



FREE WHEELING. It's almost as if the Michelin Man in Graaff-Reinet warns you that you'll be buying a replacement tyre from him soon. The back roads, though lovely, aren't kind to regular city tyres. In Jansenville you can enter the dry bed of the Sundays River (below) but you can't drive very far up it unless you own a monster truck.





Fortuner gets epic

South Africa's favourite SUV just got even more attractive.

The Toyota Fortuner has been a top seller among South Africans and certainly needs no introduction. Toyota South Africa has recently updated the beloved Fortuner's exterior to create this latest version, the intrepid Toyota Fortuner Epic.

What do we have here?

The Epic is available in two finishes: Epic and Epic Black. Both versions use Toyota's trusty 2.8 GD-6 engine.

The Fortuner Epic range can be further divided into four models: two rear-wheel drive 2.8s (Epic and Epic Black) and two part-time 4x4 models (Epic 4x4 and Epic Black 4x4).

On the outside

The Toyota Fortuner Epic gets a black nudge bar over the front bumper with a metal Epic name plate. There's a tow bar at the back, also in black, with a hitch and a tail light socket. An Epic emblem is affixed to the left below the model name.

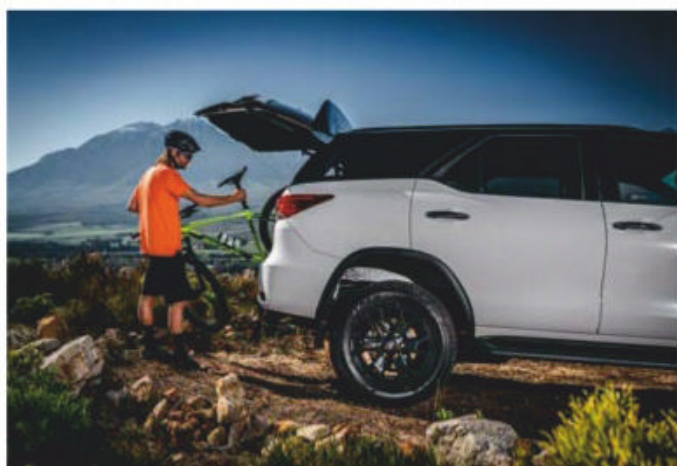
The Epic Black model has a two-tone design with a black roof, black roof rails, black side-view mirrors and black 18" alloy wheel rims. The Epic Black's body paint is limited to one colour, Glacier White, which contrasts well with the black elements.

With the standard Epic, you get a choice between the same glacial white or chrome silver, graphite gray or bronze.

On the inside

The name Fortuner is etched on the scuff plates and the word Epic is embroidered in silver on the carpets. You get the dual-zone climate control, keyless entry, starter button, touch screen with satellite navigation, camera, cruise control, steering switches, electrically adjustable seats and a myriad of buttons on the steering wheel.

The electronic aids remain unchanged with ABS, traction and stability control, brake-force distribution and hill-start assist. The 4x4 models get extra aids including Toyota's A-Trac off-road system and downhill control. A rotary knob switches between rear wheel, four-wheel drive and low range.



BACK YOUR HERO WIN A FORTUNER

VISIT FORTUNERCHALLENGE.CO.ZA OR @TOYOTASA ON FACEBOOK

SPECIFICATIONS

Model tested	2.8 Epic Black 4x4
Engine	2 755 cc four-cylinder turbo diesel
Power	130 kW @ 3 400 rpm
Torque	450 Nm @ 1 600 rpm
Transmission	6-speed automatic
Tank	80 l
Fuel consumption	8,5 l/100 km
Tow weight	3 000 kg
Approach and departure angles	29° and 25°
Ground clearance	279 mm
GVM	2 750 kg
Tyres	265 / 60R18
Safety rating	★★★★★ (ANCAP, 2019)
Service plan	9 services/90 000 km
Warranty	3 years/100 000 km
Service intervals	10 000 km/12 months
Price	R739 100



WANTED: WE'RE LOOKING FOR A FIT GO-GETTER WITH NERVES OF STEEL TO REPRESENT MEDIA24 IN THIS YEAR'S **FORTUNER** CHALLENGE 2020

One lucky *go! Drive & Camp* reader* will team up with a South African sports hero for the chance to win a Toyota Fortuner.

INTERESTED? Take a photo or make a video (optional, but it will make your entry stand out) and visit toyota.m24travel.co.za to fill in the online entry form. Keep an eye on our Facebook page for more details.

THIS YEAR'S HEROES

• JUNIOR POKOMELA • GINIEL DE VILLIERS
• HANNEKE DANNHAUSER • MAPULE NDHLOVU



UP FOR GRABS

OVERALL WINNER

Toyota Fortuner 2.4 GD-6 RB 6MT

Retail value: over

R540 000

CONTESTANT PRIZES

Specialized Stumpjumper Alloy 29er bike,
Garmin Fēnix smartwatch & active gear
worth over R40 000.

RUNNER-UP PRIZES

Garmin Fēnix Multisport Smartwatch
(1 per magazine/platform/title)



GARMIN.



*One finalist will be chosen from *go!Drive & Camp/Weg Ry & Sleep; Weg/go!; Men's Health; Women's Health* and *Bicycling* entrants. Entries close 11 September 2020. The finalist will compete in a series of physical challenges during a weekend in October.

Recharge on the *South Coast*

Take the Friday off, leave home nice and early and spend the evening basking in the glow of your campfire, listening to the sound of the Indian Ocean waves.

Words and photos **Schalk Jonker**



Spring has sprung, and slowly but surely the days are getting longer again – and the nights shorter. When lockdown relaxes sufficiently to allow us to cross provincial borders – and camp – the treat of a weekend on the KwaZulu-Natal South Coast is just the cure to forget about the icy winter (and that soul-destroying lockdown).

Not that anyone needs much convincing to tow their way to the South Coast. The glorious climate, the warm Mozambique current that flows past here, and the multitude of activities in the area make it a fantastic holiday destination – for everyone from families looking for fun and enjoyment to retirees who prefer rest and peace.

The ATKV-Natalia in the Winklespruit area boasts an excellent location. It's wonderfully central – Durban is barely 40 km away – and it's also not too far to drive for folks from the interior.



WEEKEND BREAK

NATALIA IS A WELL-PROPORTIONED family resort and one of those campsites where everything feels right from the start as you arrive.

It's neat, there's plenty of space, it's as safe as houses and there's more than enough to keep you and yours busy during your well-deserved break by the sea. There is even WiFi at your stand – you get 30 minutes of free internet access per day. If your teenage son uses up his half hour, he'll have to sacrifice an ice cream and use his pocket money to buy himself more data.

Natalia lies next to Illovo beach, and you can frolic all year round in the warm water and lie on the clean, expansive beach and sunbathe. Lifeguards are on duty most days of the year. If the weather doesn't play along one day, go swimming in the large heated pool or recline on loungers next to it.

Natalia's relaxation area is as comprehensive as any, and other than the pool (there's one for the little ones too), they have mini golf, a volleyball court, trampolines, a large jungle gym and one of those life-sized chessboards. You'll find video games and a pool table in the games room.

The resort store would embarrass many a small-town supermarket. Find anything from bread, magazines and fishing nets for the little ones to braai grids, T-shirts, wood, cool drinks, ice cream and ice. Next to the shop is the Koswerf restaurant where you can sit down for breakfast, light lunches or just cake and tea.

As with all ATKV resorts, there's entertainment by the pool during the holidays, as well as food stalls where you can buy treats like a potato on a stick.

The gate to the train bridge crossing the track to the beach is manned by a security guard. As you leave, he gives you an elastic band with a disc that you need to put on your wrist. The day of the week is written on this disc, and helps them control those who come back from the beach. Next to the security booth is an outdoor shower to wash away the salt water and sea sand on your return.

Even if you're camping on the front stands, it is a proper walk to the beach. But a little exercise is certainly not a bad thing, especially when you consider

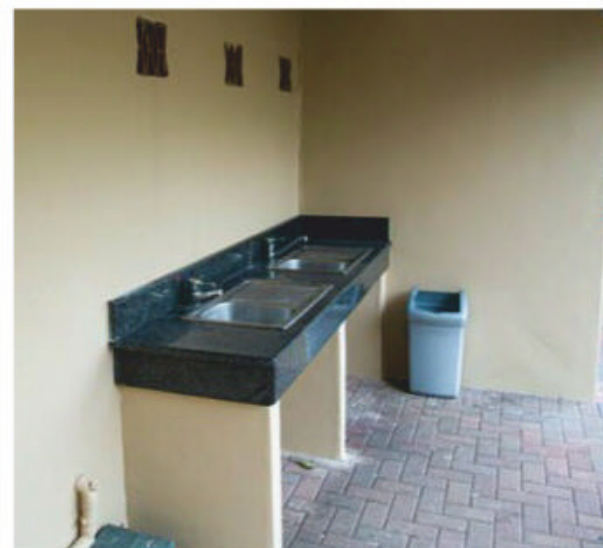


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There are more large trees on the upper terrace, but they're scattered throughout the campsite

”

WHAT MORE DO YOU NEED? The stands are roomy with grass, paving and plenty of shade. Most of the stands on the top-most terrace have views of the Indian Ocean. The ablution facilities are neat and clean, there are even recycling bins so that you can do your bit for Mother Nature.





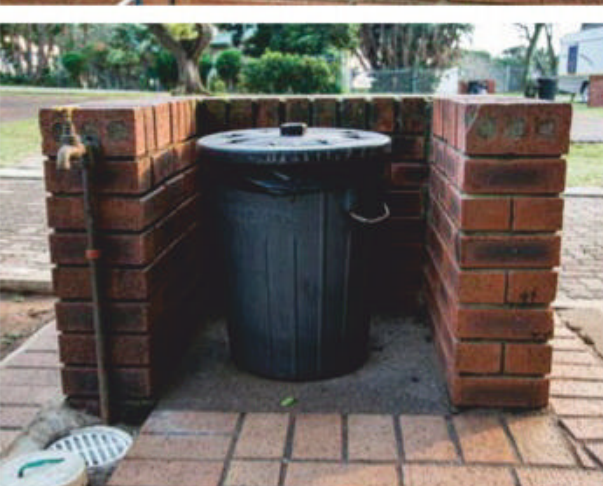
those extra kilos many of us gained during lockdown.

THE CARAVAN PARK IS DIVIDED into two. The first, with almost 80 stands, is near the gate on the lower terrace. You don't have a view of the sea from here, but you are more sheltered from the wind. The second section has 28 stands, and these are a few metres higher up on the upper terrace. From here you have an unobstructed view of the ocean, especially if you're right in front. Be warned, however, you'll bear the brunt of the wind if it picks up.

If you're aiming for the upper terrace, ask the person helping you with your

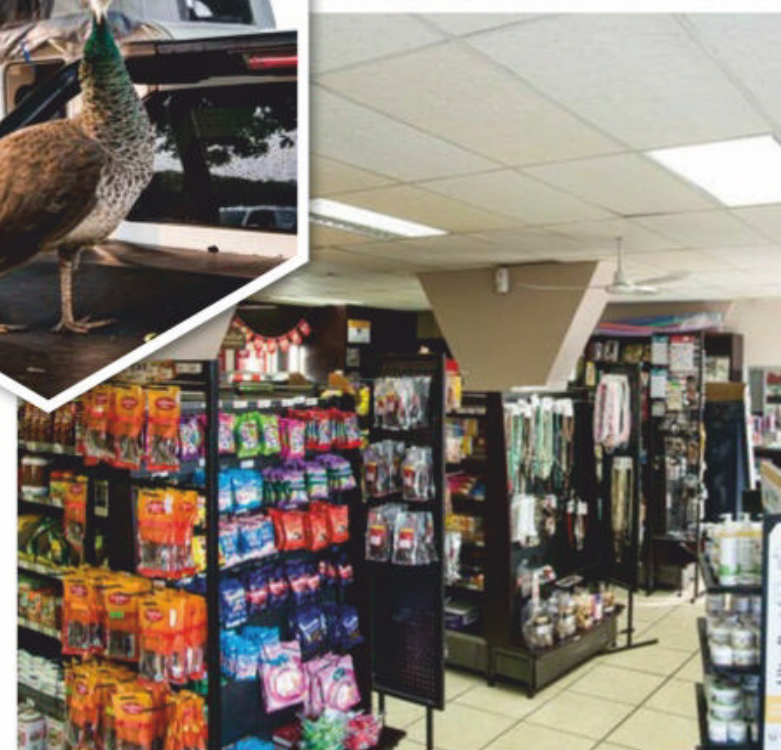
booking whether stands 114 or 117 are still available. These are the two best ones in this section of the caravan park as you camp under big trees that keep you cool all day – and in the sultry heat of the summer months, this is a welcome respite. You're also, so to speak, at the very front of the campsite, which means nobody can set up camp in front of you and spoil your view.

There are more large trees on the upper terrace, but they're scattered throughout the campsite and you're not guaranteed shade. So pack your reflective sheet and gazebo just to be safe. Of course, also remember your storm ropes and pegs.





ACTIVITIES. There are plenty of things to do at Natalia. Between the ocean, beach and swimming pools there are also trampolines and a shop.



When camping on one of the lower stands, try to put your name next to stands 31 to 41. They're on the middle island at the farthest point of this section of the campsite, and also completely in the shade. But when the whole family are gathering together for a Christmas camp, stands 47 to 51 are perfect for a large group. The five are of them are right in the corner, at the far end of the lower campsite, and you'll be more isolated there. It is nice and private

and there is also a leafy canopy above your head.

Ten of the lower stands each have a large shade net. Call ahead and hear if you can get one of them. If Lady Luck isn't on your side, your reflective sheet must be on your list of items to pack.

ALL THE STANDS ARE almost as big as a squash court, and most of them have a rectangular piece of paving with grass around. The power points have

blue sockets – remember to bring your caravan plug. The power points are close enough to the paving that it's not really necessary to bring an extension cord. Next to the power point is plug-in space for your caravan's satellite dish.

Each stand also has its own tap and rubbish bin that's cleaned daily. Take note that they recycle at Natalia and you are asked to keep your glass, cans, plastic and paper separate and throw them away in the coloured bins

“

The gate to the train bridge crossing the track to the beach is manned by a security guard. As you leave, he gives you an elastic band with a disc

”



Briefly | ATKV-Natalia



Campsite 108 stands on 2 terraces, most with paving slabs and grass and some with shade trees or shade net.

Ablution facilities 2 modern ablution blocks that are kept clean and tidy.

Price R290-R1 375 per pitch for 6 people, depending on where you stand and when you camp.

Arrival and departure 14:00 and 10:00.

Contact 031 916 4545

natalia@atkv.org.za natalia.co.za

Nearest town Winklespruit, 3 km.

Road condition Tar all the way.

GPS S30.121831 E30.845729

Drive & Camp says Forgot your blue plug at home? No problem – simply buy one at the resort shop.



at the two ablution blocks.

Remember to bring your own braai equipment, as you won't find a braai at your stand. If you haven't brought one, then sear your chops at the communal braai area next to the pool.

Whether you're on the lower or upper stands, you aren't more than 100 m from the ablution facilities. The ablution block at the stands closest to the sea is a modern building with separate facilities for men and women – and

during our visit it was being renovated.

The men have four showers, four basins with mirrors and three urinals. There are also two family bathrooms with a double shower and a basin in their own rooms. The lower block is equally modern, neat and clean, but has eight urinals, three toilets, four showers, a bath and eight basins with mirrors. One of the basins is low enough for when the kids come to brush their teeth.

The showers have glass doors and

are spacious. However, the dry area is slightly cramped and the folding bench has a weight limit of 100 kg. So if you played rugby in the front row at school, don't sit down to fasten your shoelaces here. There are more than enough hooks for your towel and clean clothes.

Both ablution blocks have a washing machine and tumble dryer that work with discs (buy them at the tuck shop). There is also a sink for your dishes and deep ones for laundry.



Lazy trails through the *Little Karoo*

Just about everyone knows the R62 through the Little Karoo, but tar roads don't always reach all a region's beauty spots. When you're driving there next, explore some of the back roads...

Words and photos **Evan Naudé**

The Little Karoo is one of our country's best destinations for long-distance drives. And rightly so – the famous R62 takes you past quaint rural towns, over impressive mountain passes and through vast landscapes. Then there's a network of dirt roads that get less traffic and shows you a different side

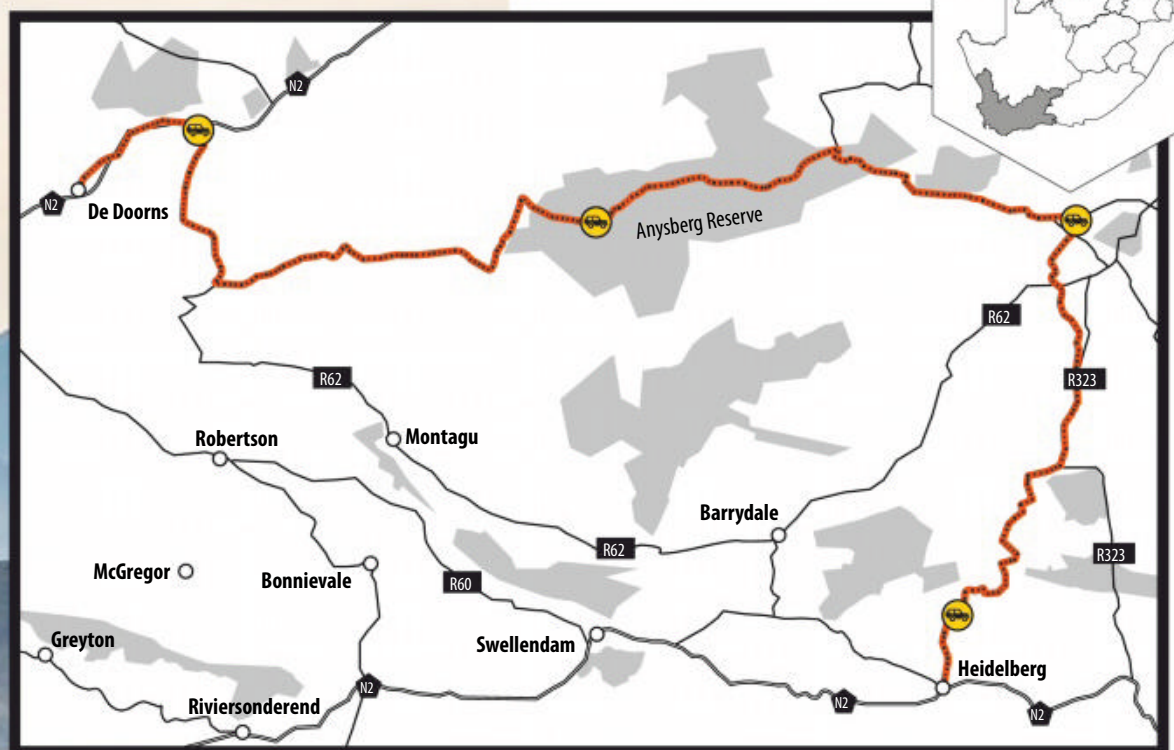
of this region. There's even a nature reserve along the way as well as some lovely guest farms with campsites and 4x4 trails where you can relax in remote peace and quiet.

Some of them don't even have any cellphone signal; so if you really want to get away from the world, these back roads are just what you need.

Your route

At 23km outside Touws River, turn off the N1 and drive south on the R318 in the direction of Montagu. Stay on the R318 for almost 27 km, until just before the Rooihogte Pass, before turning off onto the Nougaspoort gravel road on the left.

The Nougaspoort road takes you past Leeuwenboschfontein, an old favourite



among off-road enthusiasts. They've got a 20 km 4x4 route on which you can explore the surrounding mountains, as well as an obstacle course close to the campsite.

The Gecko Rock Private Nature Reserve lies a stone's throw farther down the road (8,5 km). Here you can camp and explore one of the two off-road trails.

Tackle the tranquil Bothashoek Trail (12 km) – no 4x4 needed – while the more challenging Seattle Trail leads you to an excellent vantage point on top of the mountain.

Head east for another 20,5 km past Gecko Rock to the T-junction with the P1432 gravel road. Turn left here and drive 10,5 km to the next T-junction,

where you turn right. From here, it's 2 km to the western entrance gate of the Anysberg Nature Reserve.

This 790 km² reserve lies in a vast valley among the Cape Fold Mountains. Take your time here and be on the lookout for zebra, kudu, gemsbok and eland. Also bring binoculars – the reserve boasts at least 180 bird species.

“

...in the middle of the reserve are five campsites and five chalets with a great big farm dam where you can cool off

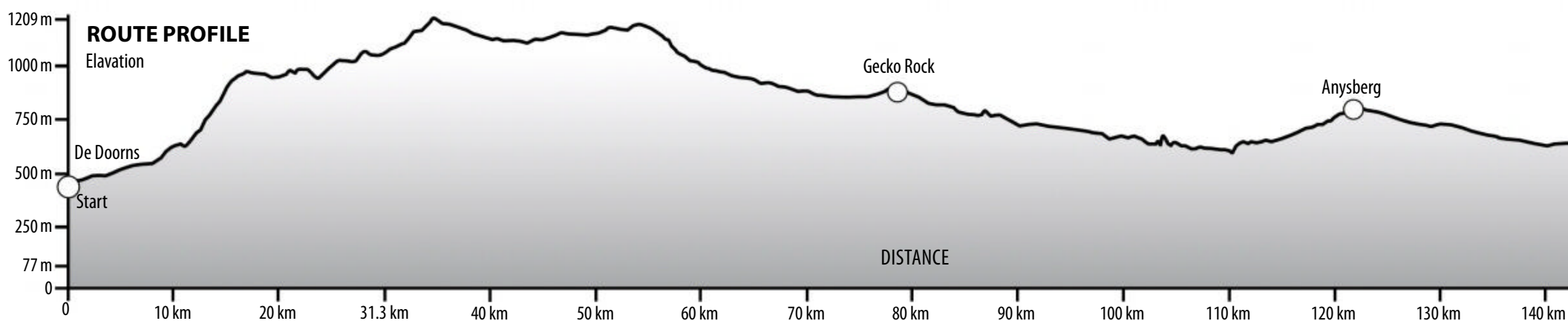
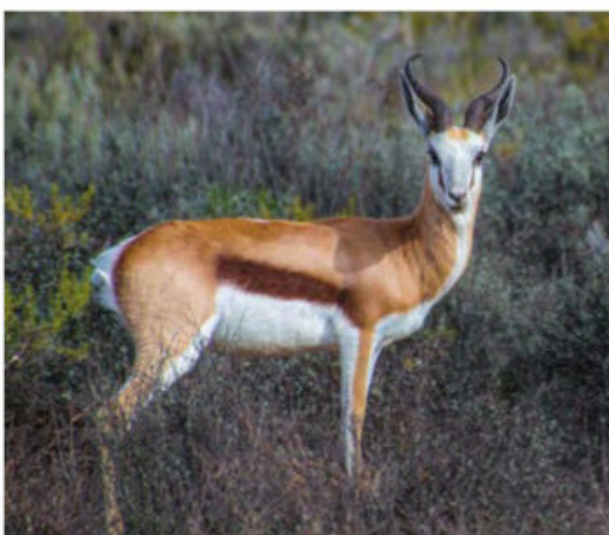
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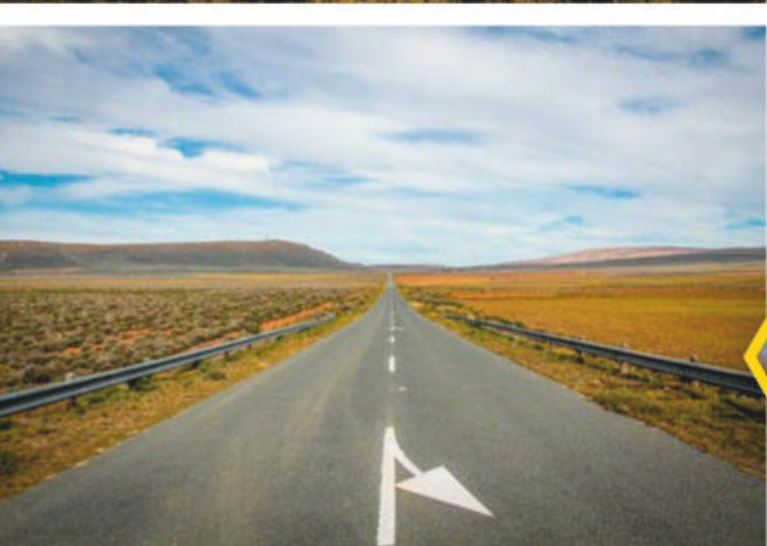
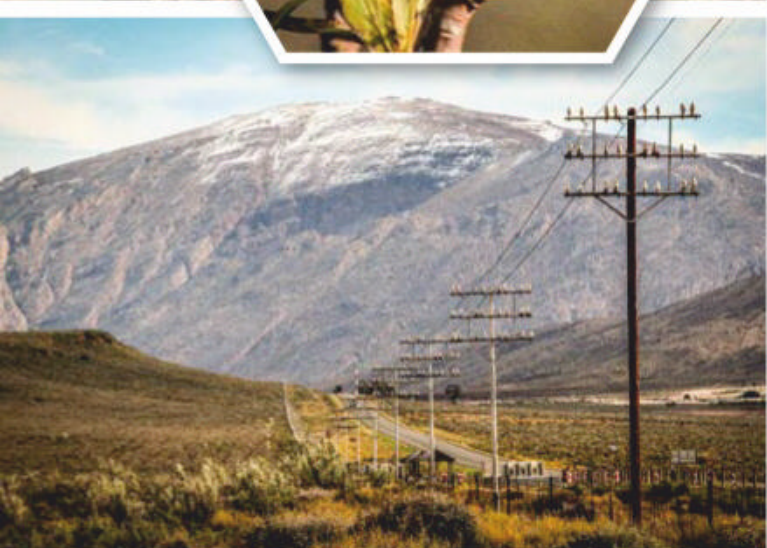
More or less in the middle of the reserve are five campsites and five chalets with a great big farm dam where you can cool off on a hot Karoo day. Other than hiking, mountain-biking and horse-riding trails, Anysberg also has a 4x4 route: the Tapfontein loop (21 km). And, if you want to properly escape from civilisation, spend the night at Tapfontein in one of four hidden Wendy houses. These cottages are only accessible in a 4x4 vehicle.

It's 22 km from the Anysberg campsite to the reserve's eastern gate. Turn right outside the gate and aim for the Klein Swartberg and Outol passes in the direction of Ladismith.

About 36 km after leaving the Anysberg gate, you'll get to the turn-off onto the R323 to Barrydale. Turn right here, but keep your eyes peeled for another turn-off, to the right again, about 4 km later. Almost immediately after turning off, the road forks – veer left. This dirt road takes you 10 km south through the Grootrivier Valley to a junction with the R62. Drive straight over the tarmac and keep going

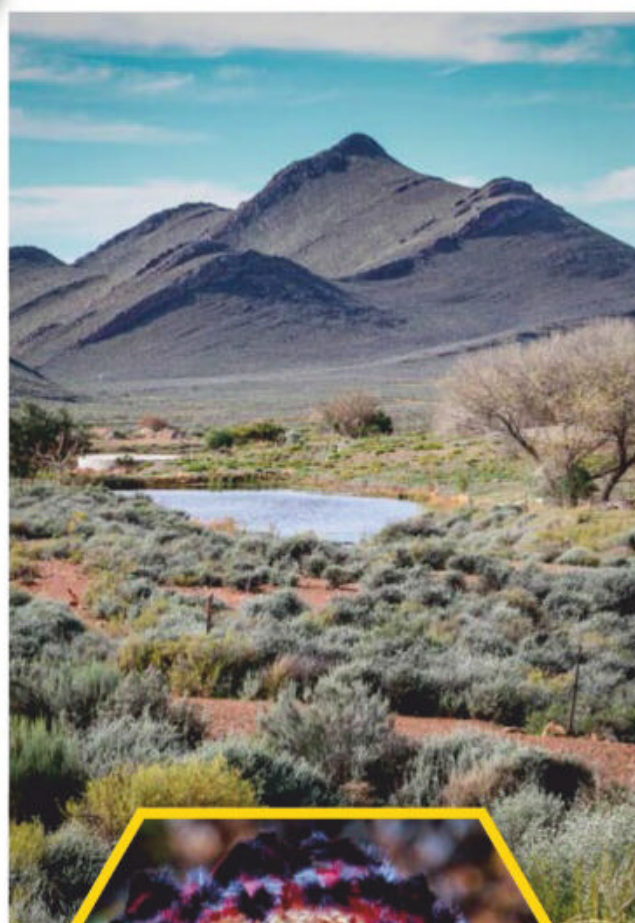
GREAT WIDE OPEN. They call the US state of Montana the Big Sky Country, but clearly the Yanks have never seen the Karoo. Here you'll feel humble under vast skies, distant mountains and wide landscapes.





south for another 13 km until you reach the R323 again. Turn right here, in the direction of Riversdale. You'll be on tar for 15 km to the Matjiesrivier turn-off to the right. Here your wheels hit the dirt road again and you cross the Brand River before getting to a T-junction 15,5 km later. Turn right, but immediately look for the turn-off to the left for the Gysmanshoek Pass. It is in the Boosmansbos conservancy, an area with many rare fynbos species. Follow the winding pass south over the Langeberg. At the top you get a panoramic view of the Garden Route – on a clear day you can even see the ocean.

And from here you can also spot your final destination, Heidelberg, next to the N2 highway.



Good to know



Length? About 300 km (excluding 4x4 routes); 6-8 hours.

4x4/low range/diff lock? You will manage with only 4x4.

Maximum number of vehicles None.

Do I get a map? No, but the roads are on Tracks4Africa and Google Maps.

Will I scratch my vehicle? No.

Do I have to take off my running boards? No.

Do I need to bring a compressor? It's not strictly necessary, but you do want to deflate your tyres somewhat for driving on dirt roads. There are garages with compressors in Touws River, Ladismith and Heidelberg.

Can I turn around halfway? Yes.

What about cellphone signal? You'll be sorted for the most part, but the signal disappears in the Anysberg Reserve and on the back roads around the Gysmanshoek Pass.

AROUND THE ROUTE

Best time to go? Autumn and spring when temperatures are milder.

Can I take my family along? Yes, definitely.

Just for the day or the weekend? Come for the weekend so you have plenty of time to explore the area.

Any ablution facilities on the trails?

The route takes you mostly on remote back roads. Only guest farms and nature reserves have ablution facilities.

Price Free; these are public roads.

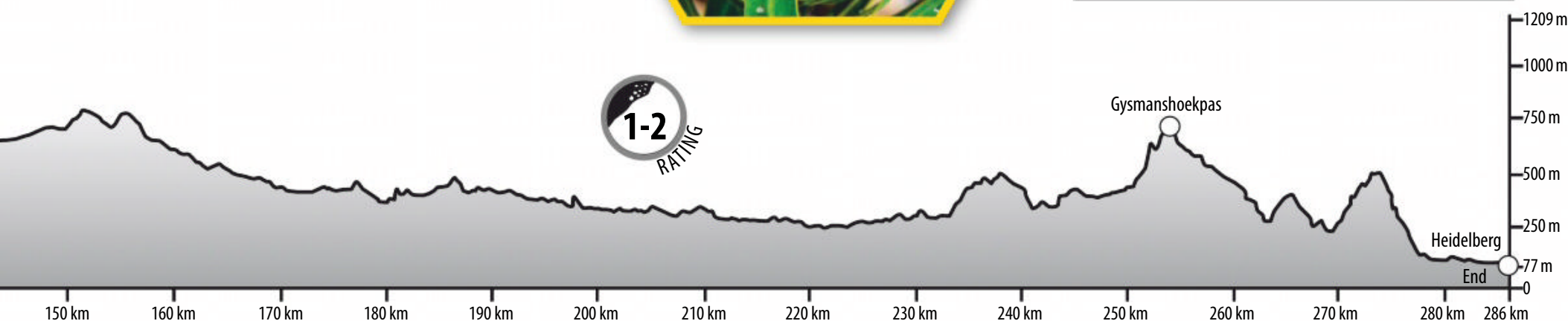
Contact Anysberg 087 087 8250

capenature.co.za Leeuwenboschfontein

023 004 1307 leeuwenboschfontein.

co.za. Gecko Rock 023 358 9902

geckorock.co.za





Deep in a valley

There's a group of seven camping families from Mossel Bay who try to go camping somewhere in the area once a month. Their previous visit to Molenrivier Farm was so lovely, they decided to visit it again, says Theron Strauss.

“We've been camping together as a group for the last three years. We're all in our forties and call ourselves the Campmasters. It's just a name and nothing official. A while back other friends of ours told us about Molenrivier, so the Campmasters headed there to see what it's like.

DID THE DIRT ROAD BOTHER YOU?

The campsite is on the other side of the Great Brak River, but on a farm – so you expect a dirt road. We needed to know exactly what we were getting ourselves into, because there are no less than four double-axle caravans among us: three Jurgens Exclusive models and an Elegance. For safety, Herman Liebenberg, Stan Fry and I decided to check out the road the day before. Our conclusion? We were willing to risk it!

The long caravans didn't get stuck or scratched anywhere. The twin-track

down the mountain eventually becomes a concrete twin-track, which means there's plenty of traction.

WHAT'S THE CAMPSITE LIKE?

You camp in a valley, and there are nine stands here on a large lawn. The first few are to the left next to one another as you enter the campsite with a cliff on one side. Most of the stands are a short distance away, right around a bend.

You have a three-point socket on your stand, as well as a tap and a free-standing braai. Some of the stands aren't too level, but it doesn't require that much effort to get the caravans level. If you occupy all nine stands with large caravans, it can get a bit cramped. We simply pitched our patio tents and had plenty of room for everyone.

AND THE ABLUTION FACILITIES?

Across from the last stands is a small





“

The twin-track down the mountain eventually becomes concrete, which means there's plenty of traction

”

dam, and the water extends under the bathroom building on its stilts.

The facilities are, of course, clean and tidy, but the kids found the water itself odd: it's brown and tastes somewhat brackish. It's safe to drink, but the kids thought it was dirty. We all took our own drinking water along.

RELAXING IS THE REAL IDEA, RIGHT?

You're in nature, away from the hustle and bustle, but it's also so much more enjoyable if you can enjoy the peaceful environment with your own close friends or family.

They've got a hiking trail, but it's challenging and I wouldn't recommend it for kids under the age of six. The three young hikers among us thoroughly enjoyed it, though.

We divided our group in half on the Saturday night for a potjiekos competition. The owners, Jerry Rademeyer and Marius Myburgh, helped with the judging.

WHAT'S THE COST?

From now until the beginning of December, it costs R130 pn per stand and R60 pppn (free for kids under the age

of six). They allow up to six people per stand. If you make prior arrangements with management, your pets may be welcome too.



CONTACT

083 216 0018 or 082 854 8805

myburghs.molen@gmail.com

facebook.com/molenriverfarm

GPS S33.972474 E22.180834

WIN

Theron Strauss wins a Camp Cover
Camera bag worth R400.

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

campcover.co.za



Retirees, mount up!

Whether they're staying within our borders or exploring well beyond them, these readers can't wait for lockdown to end.

Built to last

2009 TOYOTA LAND CRUISER 70 LX 4,2

Already loaded with kit, the demo Toyota Land Cruiser 70 LX that Hans Von Gordon from Port Elizabeth picked up, was a real steal.

“ I bought this year-old **Land Cruiser** in **2010** from a dealership in Cape Town, where it was being used as a **demo model**, and at the time had only registered **2 500 km** on the odometer.

It was fully loaded, with an **ARB bullbar**, **built-in compressor**, **drawer system**, and **Old Man Emu suspension** system. It was also fitted with a **Front Runner tow hitch**, **Escape Gear seat covers**, **dual-battery system**, **Front Runner roof rack** and a **long-range diesel tank** that takes its total fuel capacity to **165 ℓ**. All that for the bargain price of **R399 000**, which was more than reasonable given what kind of equipment it already came with, and its low mileage. Afterward, I also added an **Ironman 4x4 snorkel** and **12 000-pound winch**.

My wife, Erina, and I have enjoyed many excursions up into the rest of Africa in our Land Cruiser, which we nicknamed ‘**the Truck**’. We’ve seen **Botswana**, **Caprivi**, **Kaokoland**, **the Skeleton Coast**, **Zambia**, **Malawi**, **Mozambique** and **Swaziland**. The one that stands out the most was a self-drive **36-day tour of the Serengeti with Eco 4x4**



Safari, which comprised of a convoy of **10 vehicles** and resulted in our Cruiser clocking up **14 800 km**. I would highly recommend this to anyone thirsting for adventure.

In **2019**, I added a **Sprite Swing** road caravan to the equation because the off-road excursions with the old **Jurgens Xcape** were starting to make themselves felt in our old age.

The Cruiser is not the most budget friendly off-roader in terms of **fuel consumption** and returns of between **14-16 ℓ/100 km** at the pumps are average on my daily drives. Those figures quickly climb to **20 ℓ/100 km** when I’ve got **4x4 engaged** and **towing a caravan**.

But I can proudly say that there’s nothing

more reliable than a Land Cruiser. It’s really made for Africa, and parts and services are easily attainable anywhere on the continent. I gladly look past the fact that it requires **11 ℓ of oil** at every service.

Aside from the Land Cruiser’s overlanding credentials, it’s also quite capable of towing; even if it’s at speeds around **80-100 km/h**, and sometimes down to **50 or 60 km/h**. Some advice for when it’s really slow going on dirt roads: stop and **engage low range** because while your tyres might take a bit of an extra beating, that’s negligible given the extra grunt and lower revs that allow you, in some cases, to tow in fourth gear instead of using the second ratio.





Ranger second time around

**2014 FORD RANGER 2,2 AND
2019 FORD RANGER 2,2**

After a flawless performance in the five years they owned it, Dirk and Nadia Crafford from Kleinmond replaced their Ranger with a facelifted model.

“After retiring in 2014, we decided to start camping. We already had a **2014 Ford Ranger 2,2** and started out using borrowed tents. After a year, however, we wanted to commit



Show us your wheels

Send an email to

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

to something a little more substantial.

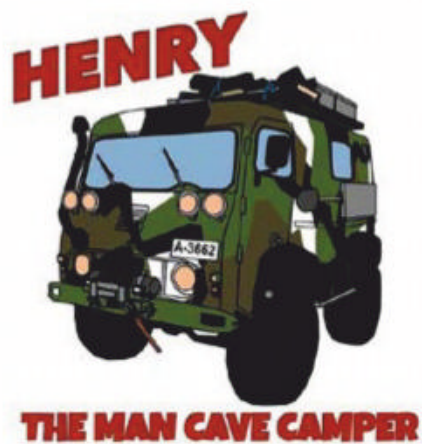
So, one Wednesday we set off in the direction of **Mossel Bay from Gansbaai**, hitched a **Jurgens Oryx** there and drove back. By that Friday our towing combination was ready for our first trip together to the **Kgalagadi and Namibia**. Both vehicles handled themselves with distinction and of course a **double-cab bakkie** is a wonderful thing in which to pack all the items that don't find a place in the caravan.

In **2019**, we decided an upgrade was in order. We traded in the **Oryx** for a brand-new **Jurgens Trooper X2** and the pre-facelift Ranger was swapped out for a **new 2,2 XL** model after a fuss-free **90 000 km**. We were fortunate enough to revisit **Kgalagadi** and also make a turn at **Mokala** with our new towing combination.

We had a massive itinerary planned for **2020**, though **COVID-19** and the subsequent **lockdown** has thrown the proverbial spanner in the works. Our favourite thing to do is to tie a few of the **SANParks reserves** together, like starting in the **Karoo** and then continue to **Camdeboo, Mountain Zebra, Addo, Ebb & Flow** and then **Bontebok**. We alternate the direction every second time. The **SANParks facilities** are always up to scratch and it's a joy to drive around during the day and listen to the different animals. 🗣️

Puppy on patrol

Safe and staid family vehicles aside, Volvo's military vehicles make for excellent conversions, says Rick Schampers from Oslo in Norway.



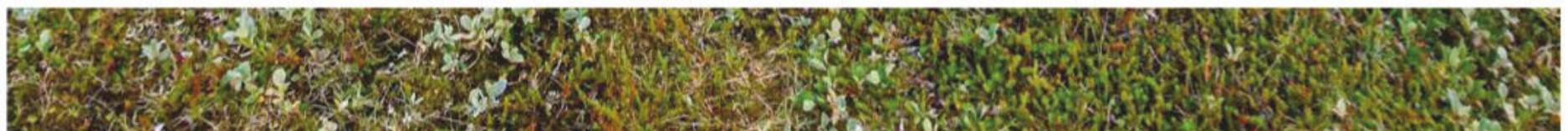
Many campers and off-road enthusiasts are biased toward certain brands. And who can blame them when they get years of great service from their gear or when the brand runs in the family? That was exactly the way Rick Schampers felt about Land Rover, and he happily admits to having owned

four before he laid his hands on this rare find.

“I’ve always had Land Rovers, and when I moved to Norway from Holland, I owned a 2003 Defender Td5. The import taxes in Norway are extremely high and when I enquired about taking my Land across with me, I was faced with

paying a sum of €15 000 (more than R250 000 in 2017) to get the car legally registered in the new country. The Defender wasn’t even worth that, so I sold it before I moved.

While browsing to buy a Land Rover in Norway I came across the Volvo L3314, or Valp (which loosely translates to puppy) – as it was dubbed throughout



Scandinavia because of its clumsy-looking exterior.

Although I've been an off-road enthusiast since I was a teenager, I'd never seen this type of vehicle before. They're quite rare, and only around 9 000 were built primarily for use by the Swedish military; though a small number of those

were for civilians too. A second generation, codenamed C202 got a production run of around 3 000 models and, aside from a few technical adjustments, these updated models were assembled in Hungary instead of at the Volvo plant in Sweden.

The L3314s piqued my interest because they looked

like a lot of fun and the prices were quite reasonable. I decided to give this 1968 model a shot three years ago and paid €3 000 for it (about R60 000 back then). Initially, my plan was only to keep it for a year or so until I could afford a Defender again.

But as 2017 rolled over into 2018, I got so attached to the

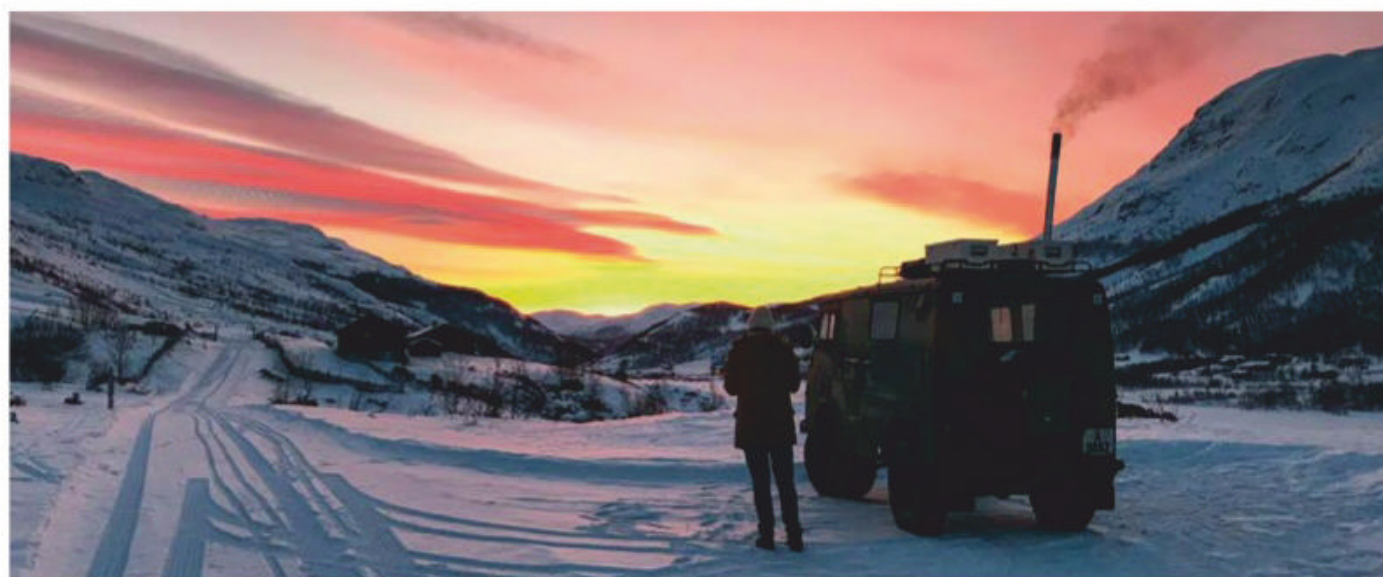
little truck that I couldn't sell it anymore. Instead of buying a Defender I started renovating and upgrading the little Valp into something more serious.

The Valp was 49 then. It had served its country in the army, and hadn't really been looked after much after it was retired. Although it was drivable, it needed a lot of TLC, and I immediately started planning renovations and modifications even though funds were low. The very first trip with the Volvo was as I bought it, during December 2017 in Norway.

Turning up the heat

Soon after leaving home, we realised the heater wasn't up to standard. As I didn't have the money for a conventional heater, I simply bought a lightweight wood stove like the type used in teepees and used it quite comfortably during that first year. It made for especially cosy camping during winter, but it did have a few drawbacks: for example, the cabin temperature was hard to regulate in such a small vehicle.

And while we were cosy, we dared not leave the stove on after bedtime and on certain winter mornings, it felt like the inside of a fridge in there. The cabin tended to get black and



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The country has a truly unique landscape that offers stunning scenery...

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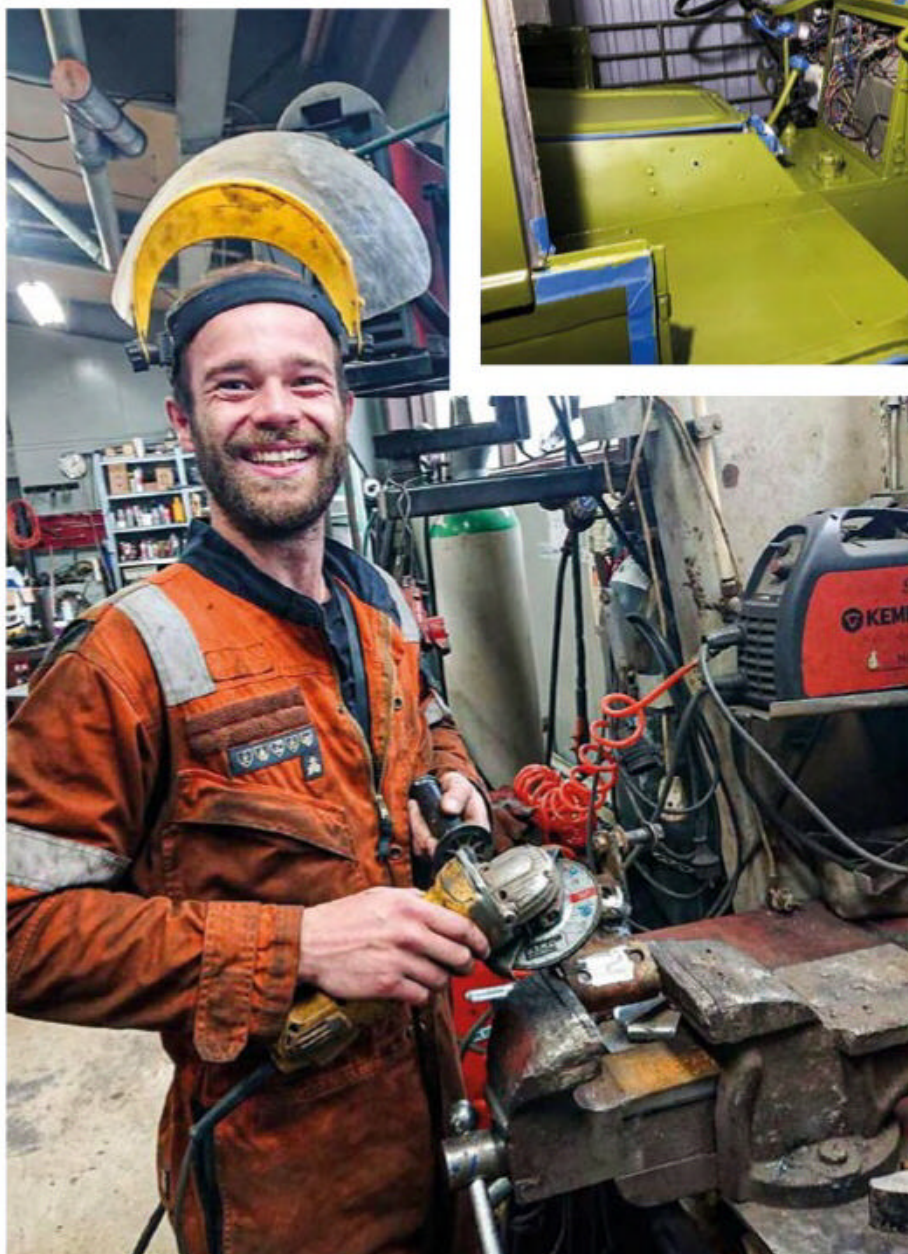
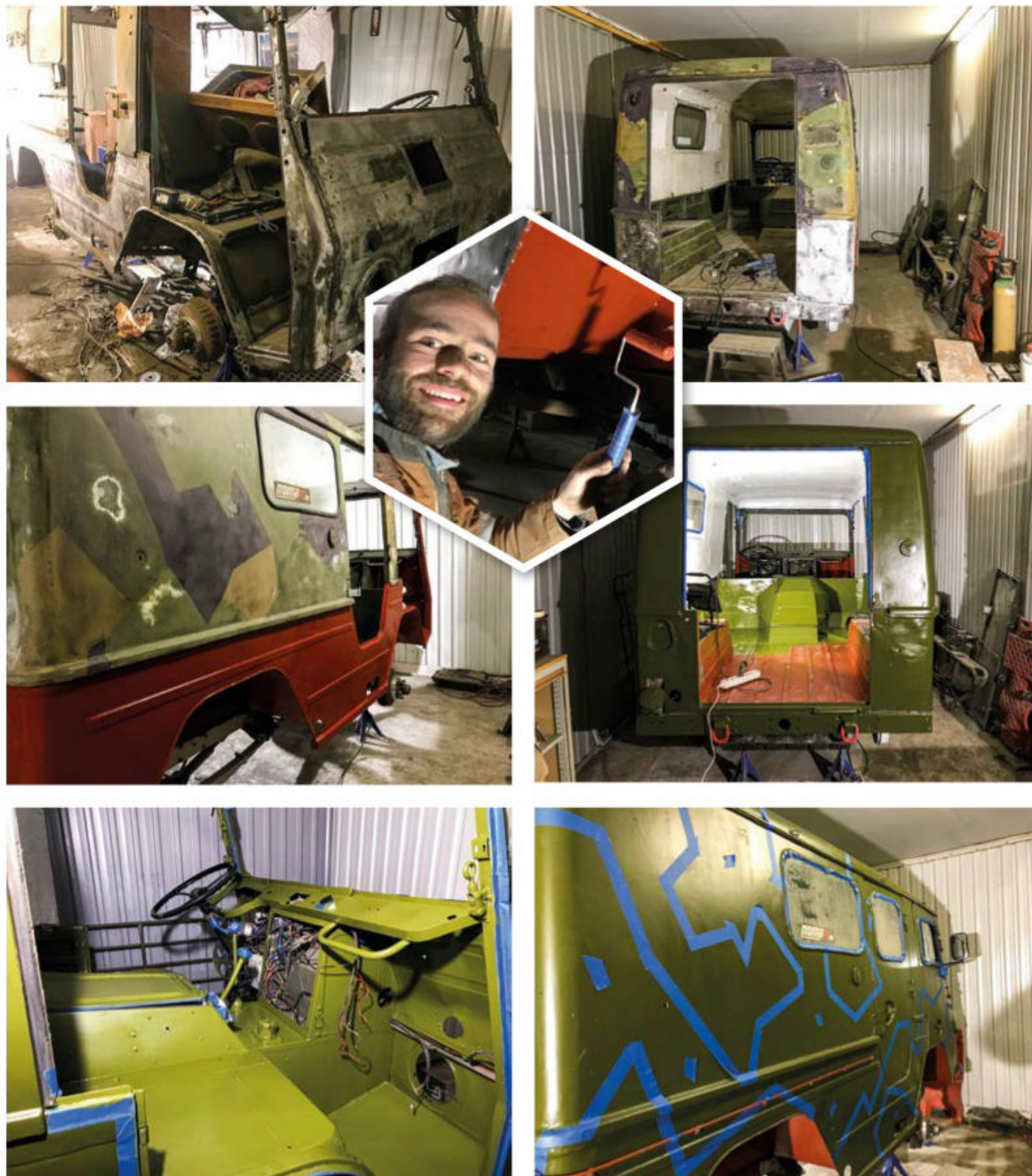
sooty over time as the stove door was opened while in use. And then of course, there was the issue of safety...

That first trip with the wood stove also brings up a memory. Although we were snug when we set up camp, driving was pretty miserable.

After three days of being cold and grumpy during overlanding, a friend sent a WhatsApp message asking why we don't simply fire up the wood stove while driving.

It sounded like a good idea, so we did exactly that. Well, until the first uphill in a long tunnel. The airflow of the stove was affected by forces unknown to me and the smoke was being pushed back into the stove and into the Valp! Unable to stop in the 7,5 km tunnel, we had to open the windscreen and handle the -20° chill right in our faces.

I'd been to Iceland twice as a kid with my father in his



Defender, so half a year into my ownership of the Valp, I returned to the Land of Fire and Ice. At this point, not much had yet been done to the Volvo, except for an aftermarket winch and the fitment of 35" mud-terrain tyres. I'd also replaced the brakes, clutch plates and fluids, and so off to Iceland we went.

The country has a truly unique landscape that offers stunning scenery, and it's magical to explore in a 4x4 vehicle, with great camping spots and 4x4 driving opportunities. The Valp lived up to the Volvo reputation for reliability after four weeks of exploring without a hitch.

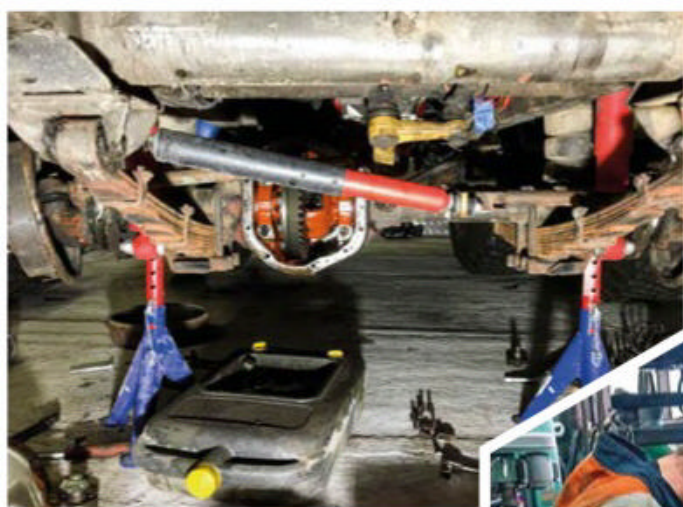
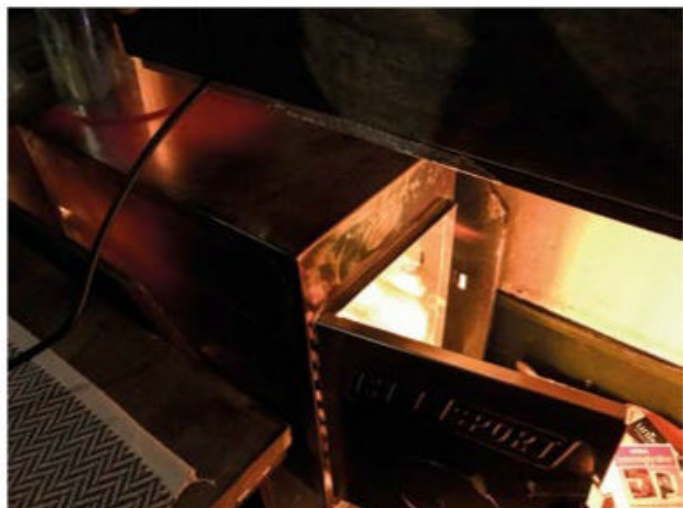
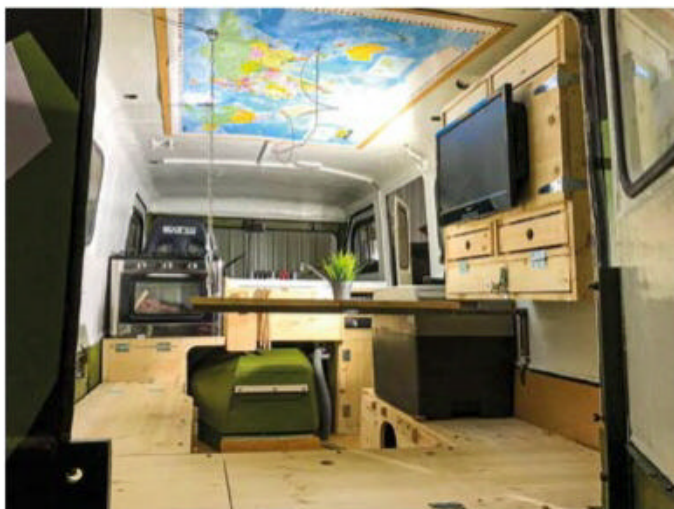
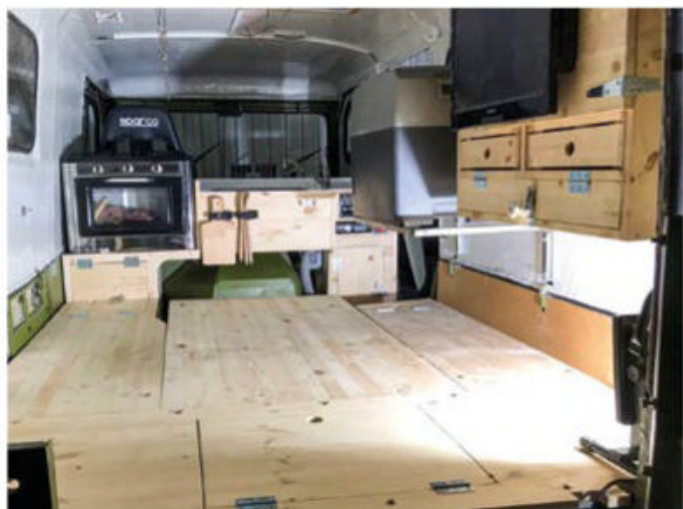
A brake hose managed to

break on the trip, but that was minor and quickly repaired. During the third week of the trip, we ran into some of the Defender drivers we had met on the ferry to Iceland and they were completely amazed that the Valp was still going.

Things get serious

Back home, I commenced with some much-needed upgrades. There aren't really modifications and accessories available for the Valp, so I had to custom fabricate a number of items and use parts from other 4x4s.

I stripped out the interior and adapted it to a living and sleeping arrangement, with



a table that can be lowered to form a bed. There's also a kitchenette now that has modern stove and oven, as well as a sink and running water that comes from a 40 l tank. The water is warmed through a Webasto diesel heater, which is less charming than the old wood stove, but way more practical. The Valp draws current from twin 150 Ah deep-cycle batteries and for the days it gets dark early, I fitted a television.

I decided to retain the original Volvo B20 engine, which is a 2,0 l four-cylinder normally aspirated motor, but it only produced about 55 kW from the factory. I had it overhauled

and tuned to produce more power, through an increased compression ratio, bigger valves, more aggressive camshaft, electronic ignition and a Weber 36 DCD carburettor. Now it's packing 82 kW –enough to keep up with traffic in Norway.

Next was the rear axle, which was converted from a semi-floating to a fully floating bearing setup with modified parts from a Dana44 with custom heavy-duty shafts by United States-based drivetrain specialists Dutchman Motorsports. There's also an ARB diff locker with 30 splines. Fortunately for me, the locker was an easy fit. Up front, the shafts are standard, with an auto locker and freewheel hubs.

The suspension system was upgraded with Koni Heavy Track shocks and air sleeve helper springs all-round. The air springs help to compensate for the additional weight from all the extra kit, and the ride height is adjustable by 80 mm between urban and off-road driving. To feed the air suspension system, and to also inflate the tyres when needed, I installed an ARB twin-cylinder compressor and two 10l air tanks.

Some of the donor parts





include a Front Runner roof rack that came off a Land Rover Discovery 3, while the wheel arches are from a James Bond Spectre Defender (*A special model we didn't get in South Africa. - Ed*), and the Koni shocks are from a Discovery 2. The ladder is from an old Series Landy, and the snorkel and mirrors are also from a Defender.

By far my favourite modification is the wheel-and-tyre combination. These are 38x15,5 R15 Arctic Truck

AT405 tyres wrapped around 14j 15" wheels. The tyres have a winter tread pattern, which is somewhere between all-terrain and mud-terrain rubber, and they perform well on all surfaces, including tarmac.

When driving in deep snow, we're able to drop the tyre pressure as low as 0,2 bars to maximise the tyre 'footprint' and allow for maximum traction. The bodywork had to be widened by 150 mm on each side to make the tyres fit, as they're

substantially larger than the standard military issue tyres were in 1968.

Imperfect, but I love it!

Unlike most campers, this one is small enough to do some proper off-roading too.

It fits on pretty much any trail that an average to large off-road vehicle would. Weighing in at 2,4 tonnes fully packed, the Valp is also a lot lighter than most other fully loaded campers. The low weight, in combination

with the large volume tyres, allows it to 'float' on soft snow, so we can still go on camping trips even in the winter when the forest tracks here are covered with a few metres of snow.

If I could offer some advice for anyone interested in converting an old military vehicle into an all-round camper and off-roader, it would be that continuous maintenance is key to avoiding breakdowns.

This is a high-maintenance





vehicle, but it also rewards the meticulous owner with outstanding reliability. The only problems I've had so far were the ruptured brake line mentioned earlier, a broken alternator mount bolt and a faulty spark plug – all of which were fixed on the side of the road in just a few hours.

There are many things about a 50-year-old military vehicle that could annoy you if you've become accustomed to the pleasures of modern motoring,

such as the noise, relative lack of power and speed, lack of power steering, lack of power-assisted brakes, lack of air conditioning and very high fuel consumption (20 l/100 km on road, and 25 l/100 km off-road).

But the driving experience it gives when off-roading is the whole point of buying something like this. My Valp isn't especially outstanding in any one area, but it can do almost everything, and that's enough for me. ”



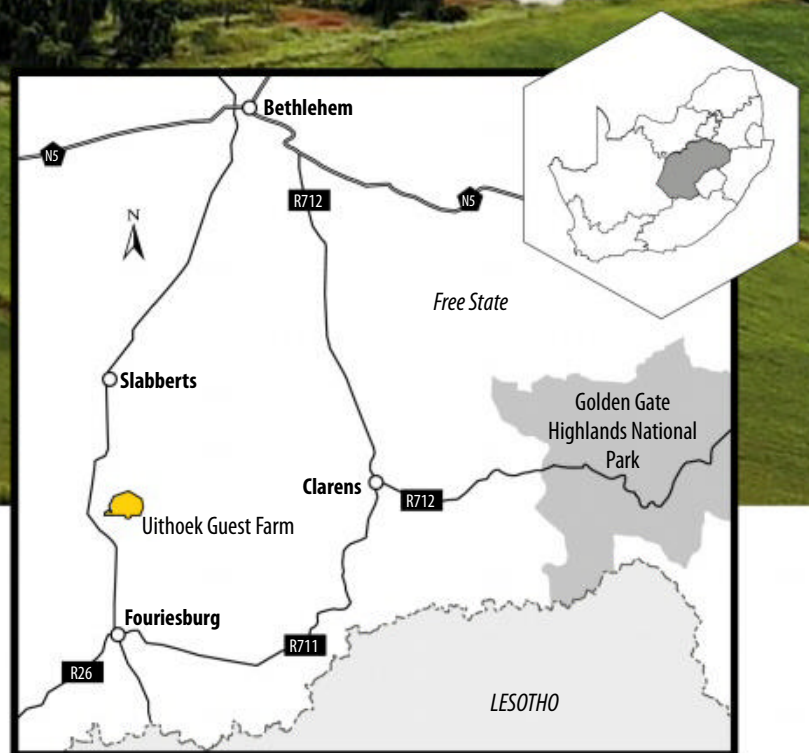
Follow the adventure

Rick's Volvo Valp is nicknamed Henry the Man Cave Camper because, as the moniker suggests, it's his very own man cave and campervan in one.

It also has its own *Instagram page* (@henrythemancavecamper) and *YouTube channel* (henrythemancavecamper) where you can follow their adventures.

Unpack at Uithoek

Pack your fishing gear, your hiking boots, bird book and cozzie – the Free State has a lovely new campsite.



UITHOEK GUEST FARM FISH AND VELD

The Eastern Free State is probably the best-known getaway spot in this province, and it now boasts a new campsite. Uithoek Guest Farm lies between Fouriesburg and Bethlehem and is the perfect place to find some peace in nature.

The campsite is located at the northern foot of the Ventersberg, and you drive into the campsite on a paved road. In the middle of the campsite, between the stands, are two ablution blocks. You're in sandstone world here, and the bathrooms are built from solid sandstone blocks. There's hot water and a place to wash dishes.

The pool is at the farthest point plus three lapas for shade. The campsite itself is one large lawn with several beautiful shade trees. Each of the 60 demarcated stands is 12 x 12 m in size and has its own three-point power point, tap and freestanding braai.

To the left of the campsite are two dams. This is where you can try to pull out a black bass or carp, but remember, the fish must be returned to the water.



The water level depends on rainfall, which means it is better to wet your lines in the summer months.

If the fish are shy, practice hitting a hole in one instead. In the middle of the first dam is an island with a golf hole. You don't have to bring along your clubs, the resort provides a club and balls.

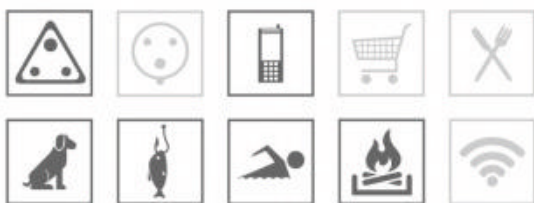
Once you're through the farm gate, chances are good that you'll spot some wild animals – these plains are, of course, home to the black wildebeest, but you can

also expect springbok, ostrich, gemsbok, waterbuck and zebra.

Other than fishing and game viewing, there are more than enough activities to keep you busy. Hike up the mountain on one of the two hiking trails or jump in your off-roader and tackle the 4x4 trail. Your vehicle should have low-range gears and the drive takes about 1,5 hours.

For the more adventurous, there is a zipline that's a total of 1,1 km in length. It costs R500 pp and includes transport.

Briefly | Uithoek Guest Farm



Fish Black bass and carp.

Campsite 60 stands on a lawn with quite a few shade trees.

Ablution facilities 2 neat blocks among the stands.



Price R100 pn per site, plus R100 pppn.
Arrival and departure 14:00 and 10:00.
Contact 072 660 0840 or 079 525 0401
 uithoek.com info@uithoek.com
Closest town Fouriesburg, 11 km.
Road condition The last 2,5 km is a decent dirt road that won't damage a road caravan.
GPS S28.542495 E28.213146

Drive & Camp says Dogs weighing 15 kg or less are allowed.



FISHING GEAR

Don't let go

Few things are as frustrating as losing your bait as you cast your line. You know the feeling... you just placed the sardine or mackerel head neatly onto the hook, and with the casting, the hook and sinker perform beautifully... but the bait comes off and that's the end of it.

One solution to this is the Dingle Dangle, which is designed to be used with a circle hook. Consider it an extension of the hook over which the bait fits, plus it has a spot where the sinker hooks up.

Two types are available: one is a bare wire with a loop on the one side that fits over the hook's barb, and the other has a flotation device covering the wire so the bait doesn't lie on the bottom, but drifts slightly above it. The hook itself is therefore almost completely open and ready to do its job when the fish bites. The latter is available in four sizes and is perfect for anything from cod to sharks. The

smaller ones work well for bait such as fish heads – mackerel, for example – and obviously have less buoyancy than the larger versions.

Because the bait is secured to the Dingle Dangle, you can cast the same bait much farther than if you were doing it the conventional way. The Dingle Dangle is tough enough that it won't break as it hits the water.

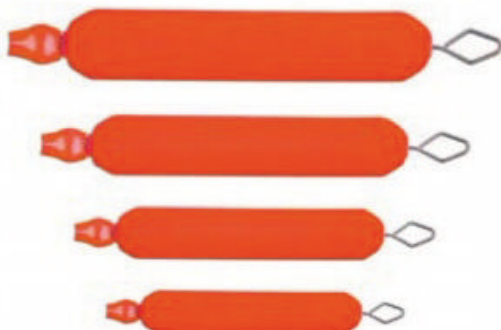
Price From R35 per pack (ranging from three to 10 Dingle Dangles, in different sizes). Available at angling stores nationwide and in Namibia.

Contact Adrenalin Importers & Distributors (importers)

021 982 1510

catches@4adrenalin.co.za

adrenalinfishing.co.za



FISH DISH



BLACK MUSSELS IN A CREAMY GARLIC SAUCE Starter deluxe

Clean the mussels properly and remove their beards – if you don't, you might get a few grains of sand in your potjie.

Ingredients

(serves 4 as starter)

- 300 ml dry white wine
- 1,5 kg fresh black mussels, scrubbed and beards removed
- 3 tablespoons garlic butter
- 1 tablespoon olive oil
- 1 small white onion, finely chopped or grated
- 1 teaspoon flour (optional)
- 1 cup cream
- 1 lemon
- 1 ciabatta, sliced

Here's how

1 Heat the wine in a potjie and bring it to boil. Add all the mussels, put the lid on and steam for 5-6 minutes until all the mussels have opened – remove and discard any that didn't open.

2 Scoop out the mussels and keep 1 cup of the cooking liquid. Open the mussels and pack the shells with the mussels flat in a heatproof dish – use foil if you want less washing up.

3 Melt the garlic butter and oil in a clean potjie and sauté the onion slowly until soft and glossy. Stir in the flour if you like a thicker sauce and let it fry for a minute.

4 Whisk in the cup of wine – a fork works just as well if you do not have a balloon whisk at hand – followed by the cream. Season the sauce to taste with grated lemon zest and simmer over low heat until thick and fragrant. Taste and season with salt and pepper.

4 Drizzle the sauce over the mussels – don't be shy! – and reheat the dish over the coals if it's cooled down too much. Enjoy the mussels with lemon wedges and a slice of ciabatta.

Drive & Camp says These mussels are just the ticket as a shared starter next to the campfire.

Recipe: Johane Neilson Photo: Ed O'Riley

The fifth musketeer...

Can the Mahindra Pik Up join South Africa's big four, especially now that it also boasts an automatic gearbox, or is it its destiny to remain in the background?

Words and photos **Cyril Kloppe**

MAHINDRA PIK UP S11 4X4

When you look at the sales figures, South Africa's four favorite bakkies are the Toyota Hilux, Ford Ranger, Isuzu D-Max and Nissan NP300 Hardbody. In fifth place is the Mahindra Pik Up. It would like to join the inseparable four musketeers –D'Artagnan, Aramis, Porthos and Athos – on their adventures, but it's often seen as an outsider.

During lockdown, we had the Pik Up and the streets to ourselves for a week and could drive it around before heading to the mountains to see how it fares off-road. Can the Mahindra Pik Up join the gang?

The drive

The Mahindra Pik Up's 2.2 turbodiesel engine runs like a dream in the city and the six-speed automatic gearbox shifts smoothly on the open road. We want to mention this, because unlike the Hilux, Ranger and D-Max you wouldn't think it when you saw it in a parking lot – that boxy bodywork is anything but aerodynamic, after all, and it's only the NP300 that looks (and is) slower than the Pik Up.

The ergonomics are good and the steering feels fine, but goodness, the Pik Up's turning radius is that of an ox-wagon. You have to plan ahead in a parking lot and prepare for five-point turns.

We like the large windows and blunt windshield. It's fantastic for birding as you can swing a 600 mm telephoto lens around without hitting the door frame – and thanks to the near vertical windscreen, the dashboard doesn't bake in the hot sun. This is better than the Hilux, Ranger and D-Max with their relatively narrow windows and sloping windscreens. The NP300 provides a similar view, but you sit lower than you do the Pik Up.

The Pik Up's back bench is a bit cramped and your passengers will complain about having to sit up straight. In that regard, we'd rather have the Toyota, Hilux or Isuzu.

And as an off-roader?

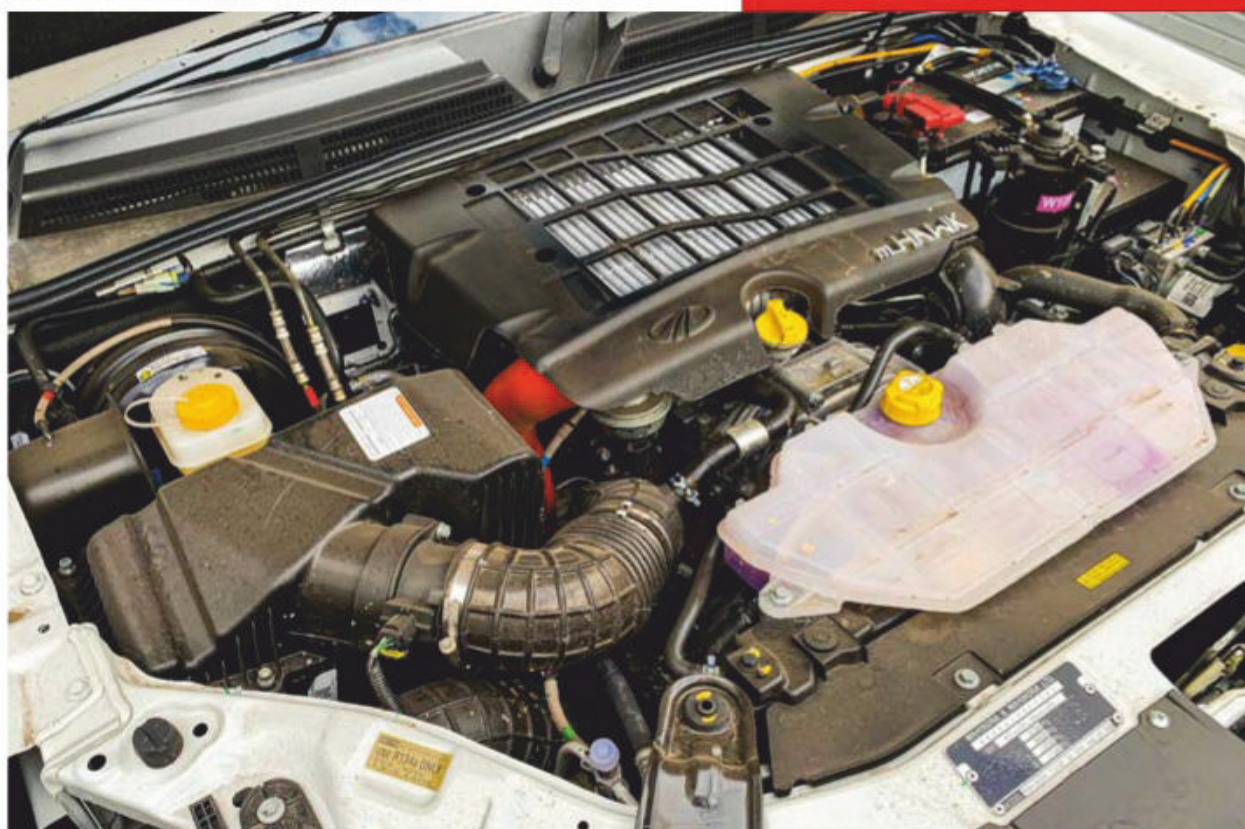
We took the Mahindra Pik Up to the Matroosberg Nature Reserve outside Ceres. At the time of our visit, the 4x4 trail – with its difficulty rating of 3 – was dry and without snow (see *Drive & Camp* #37).

We reduced the tyre pressure from 2,2 bar to 1,8 bar and tackled the first obstacle, Land Rover Hill, in 4H. This wasn't our first visit to this popular 4x4 trail and of all the vehicles we've taken up the mountain, the Pik Up struggled the most. We were certainly able to master the route, but it wasn't easy.

The electronic traction control was the



ALL WORK, SOME PLAY. At only 2,2 l the so-called mHawk engine (below) is no beast, but it does the job well enough. Despite the attempt to enter the leisure market, the Pik Up is still more utilitarian than its main rivals, and this isn't necessarily a bad thing.





Cardinal Richelieu in this tale, because it constantly cut power to the wheels to prevent wheel spin and when it tried to help it only made things worse. Eventually, we switched to 4L, not because the terrain required it, but simply so that we could turn off the electronic 'aids'. In 4L, the route was ridiculously easy, although of course we now burnt through more fuel.

The top of Matroosberg has a final obstacle with a difficulty rating of 4 (5 if it's snowing) that consists of high rocky steps, loose shale and a steep incline. All four of the Pik Up's wheels spun here and the bakkie skidded from side to side, but would not move an inch forward. This didn't surprise Waldo de Kock, owner of Matroosberg, who said that few bakkies can master the last obstacle – unless they carry some weight on the back.

We reckon the Pik Up is roughly equal to the Ranger, Hilux and D-Max when it comes to off-road ability, but better than the Hardbody as that one no longer has a diff lock.

What does count in the Pik Up and Hardbody's favour is that you don't feel so bad treating them roughly as you would a Ford, Toyota and Isuzu.

On our return, we switched on the Mahindra's electronic downhill control and sat back while the Pik Up handled the braking and gearing. This is a great feature not in the Hardbody, but the others also have it.

Conclusion

The Mahindra Pik Up can square up against its competitors. Sure, we aren't impressed by the electronic traction control, but we'll admit that someone who has never done a 4x4 trail can benefit from it.

We agree with the rest of South Africa's motoring media that the Mahindra Pik Up is good value for money. It may not be as cool as a Ranger Raptor or a Hilux Legend 50, but if you leave ego out of this and you're simply looking for a simple workhorse, the Mahindra Pik Up is one for all, and all for one.



HONESTY. There's nothing fancy about the Pik Up, except maybe the reverse camera. But it takes a couple of seconds to activate, which can be annoying. Come to think of it, maybe the Three Musketeers is the wrong analogy. Maybe the Pik Up is Don Quixote!

SPECIFICATIONS

Model tested	Pik Up S11 4x4 (auto)
Engine	2 179 cc, four-cylinder turbodiesel
Power	103 kW @ 3 750 rpm
Torque	320 Nm @ 1 500 rpm
Gearbox	6-speed automatic
Fuel consumption	7,9 l/100 km
Tank	80 l
Loading capacity	995 kg
Towing capacity	2 500 kg
Wheel size	245/75/R16
Ground clearance	210 mm
Approach and departure angles	34 ° and 15 °
Safety rating	★★★ (ANCAP, 2012)
Service plan	5 years/100,000 km
Service intervals	20 000 km
Warranty	4 years/120,000 km
Price	R414 999

COMPETITORS

The 4x4 musketeers of automatic double cabs.



R418 600 Nissan NP300 Hardbody 2.5 4x4

Porthos. NCAP aren't wild about his safety rating.



R454 174 Ford Ranger 2.2 XL 4x4

Athos. Appearance-wise he's getting on a bit, but many still find him desirable.



R519 200 Isuzu D-Max 250 X-Rider 4x4

D'Artagnan. This simple farm lad is turning into a great holiday bakkie.



R582 100 Toyota Hilux 2.4 SRX 4x4

Aramis. The favourite... or that's what Frederick Adriekus reckons on page 80. 📖

In a fix



You're far from civilisation when something goes wrong with your off-roader. What are the five items you should always have in your toolbox to get going again?

Few of us really know how to use a spanner when it comes to repairing a vehicle's engine or gearbox, but most of us do know how to replace windshield wipers and a light bulb

or plug a flat tyre – and some readers even know how to bleed air bubbles from brake hoses.

We asked our Facebook friends what they never leave home without when they head to the bundus.

“

Buy a Toyota!
– **Frederick Adriekus**

”

OK then, Fred... – Ed

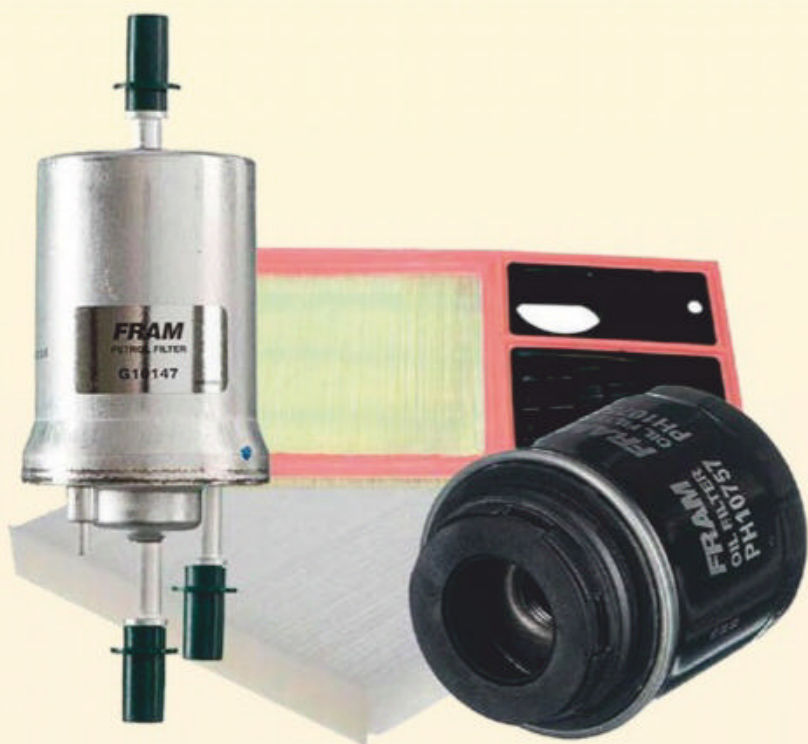


1 Swing that spanner
Spend an entire day in your garage and measure every nut on your vehicle to find the most common bolt sizes. They will typically require three spanners: a 10 mm, 13 mm and 15 mm, although a full

set of 8-21 mm is better. Take a shifting spanner as well for bolts larger than 21 mm.

“Tools, even though I don't know how to use them all. Someone who comes along, though, might know.”

– **Piet van Heerde**



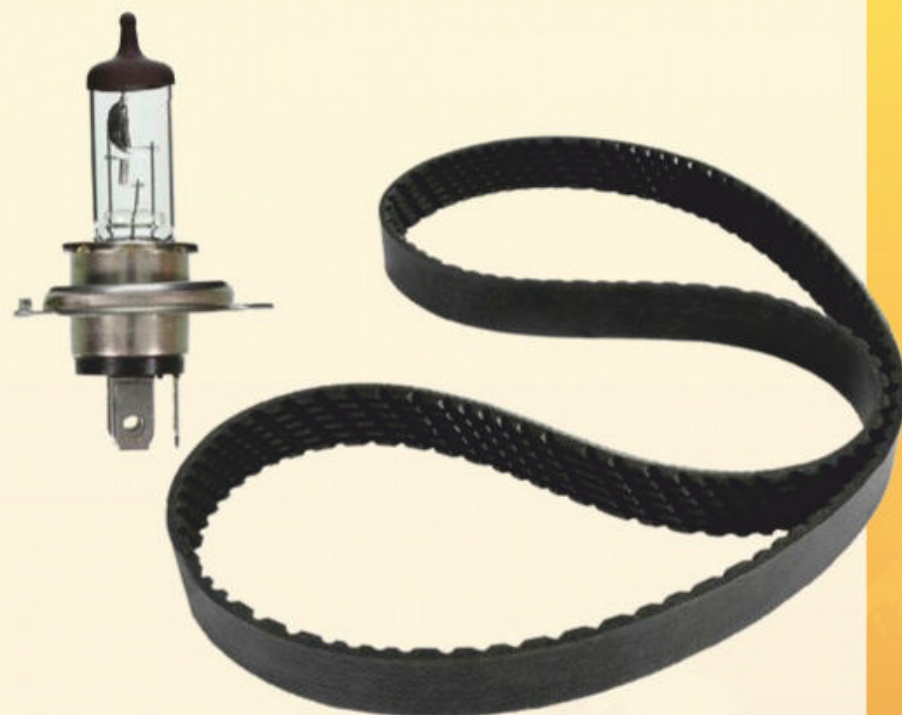
2 Wear a mask
Your truck has been wearing a mask long before the COVID-19 pandemic.

Off-roaders inhale dust and often have to rely on dirty fuel. If the engine loses

power, it's usually because of a clogged filter. Take along one or more of all the types of filters and learn how to install them.

"Diesel, oil and air filters."

– Brandon Danks



3 Lights and cooling
Corrugated roads and hot temperatures are synonymous with Africa, and the first parts that fail due to the vibration or wear out because of heat are bulbs and fan belts. They fall into the same

category as a spare wheel, so there is no excuse to not pack spare light bulbs and fan belts.

"My husband always has light bulbs and fan belts in his toolbox."

– Margaret Engelbrecht



4 Thirst aid
Just like you, your vehicle gets parched. In addition to fuel, it needs several other liquids – take a bottle of every conceivable lubricant and liquid your



rig uses, because you never know when grease might leak from a CV joint boot or when the radiator overheats.

"Take 500 ml of each type of oil and liquid." **– Piet van Heerde**



5 Stick and fix
Pack several types of adhesives in your toolbox. Epoxy glue can patch the cracked metal of a sump; silicone glue seals rattling windows; and superglue sticks a fallen rearview mirror back onto

the windscreen. Adhesive tape fixes leaking hoses and electrical systems. You can even repair a broken roof rack with cable ties and duct tape.

"Glue, epoxy, superglue and electrical tape."

– Agatha Ikking

Know your knots

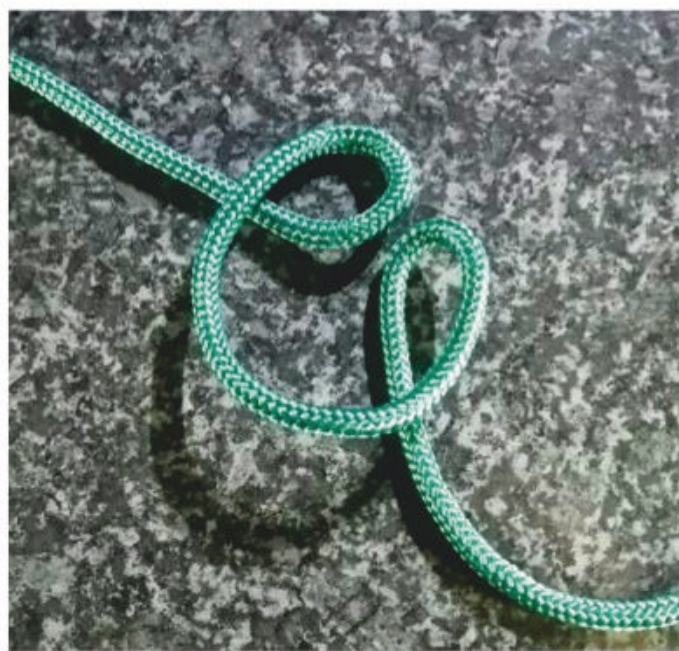
We're so spoilt by easy-to-use straps, bungee cords and other easy options to secure our essentials, but some basic knowledge of knots could make all the difference in a campsite or at water's edge.

Words **Kyle Kock** Images **Kyle Kock and Getty**

QUICK-RELEASE TRUCKER'S HITCH

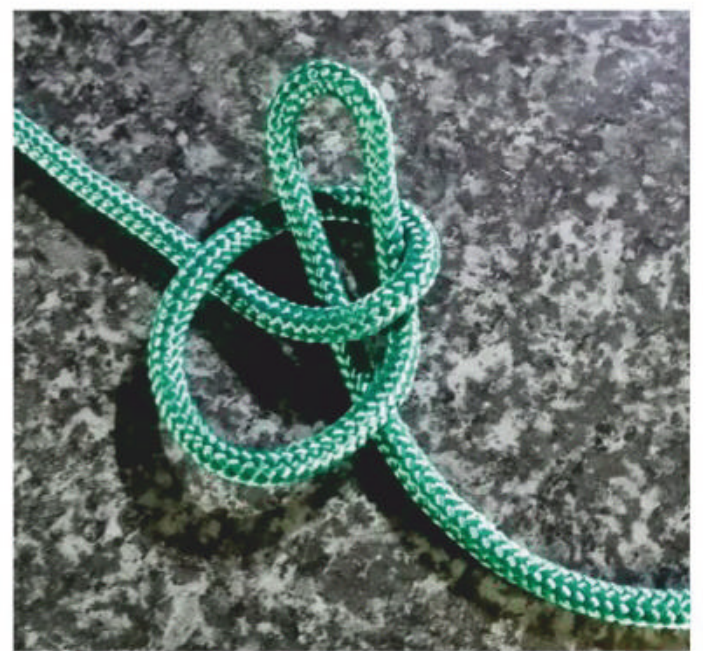
This popular trucker's hitch knot has its origins in the long-haul drivers, while other names for it, such as harvester's hitch – points in the direction of agriculture. Whether you want to call the lorry knot, it provides somewhat of a mechanical advantage when you tighten it – which comes in handy when you tie down something like a tarp. This is the quick-release variation, which provides a faster way of securing a load and also to then release it.

"This is one everyone uses to secure a load," says School of Mountain Leadership's Rob Thomas.



Step 1

Allow for slack, and then make a loop in the part of rope that's already securing the load. Repeat the loop in the working end and run it through the first loop to form a hanging bight.



Step 2

Feed the working end of the rope into the bight and around the hook.

BOWLINE

A real multi-purpose knot that makes a relatively secure loop at the end of a line, which can be used for various activities. While under load, you need not worry about it slipping or binding, but you can't undo it. The caveat is that when not under load it can come undone rather easily.

"Climbers use a variation which stops it from coming undone, but anytime you need a loop on the end of a rope, this is your go-to knot," says Justin Lawson from Climb ZA.

The bowline can also be tied one-handed, if need be.



Step 1

Form a small loop leaving enough rope for the desired loop size.



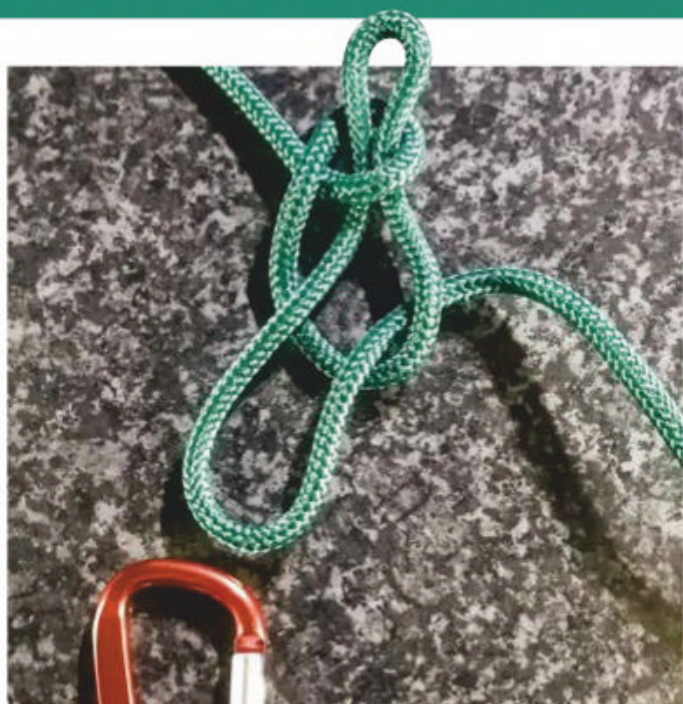
Step 2

Pass the end of the rope through the loop as though making an overhand knot.

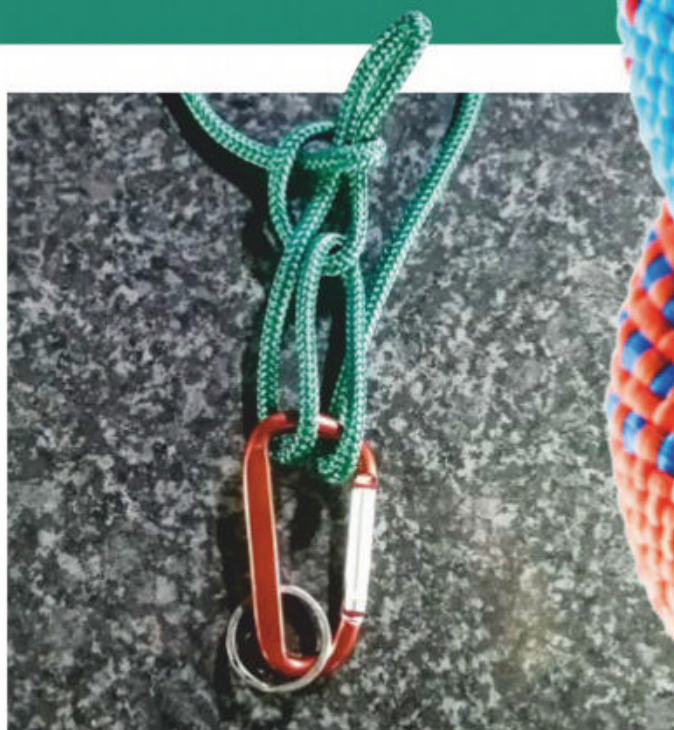
Most of us know how to tie our shoelaces, but beyond the basic structure of a reef knot, many might not be able to hitch something to a tree or secure heavy loads.

We got a few experts who make use of more knots than most of us on a daily basis to share their knot know-how.

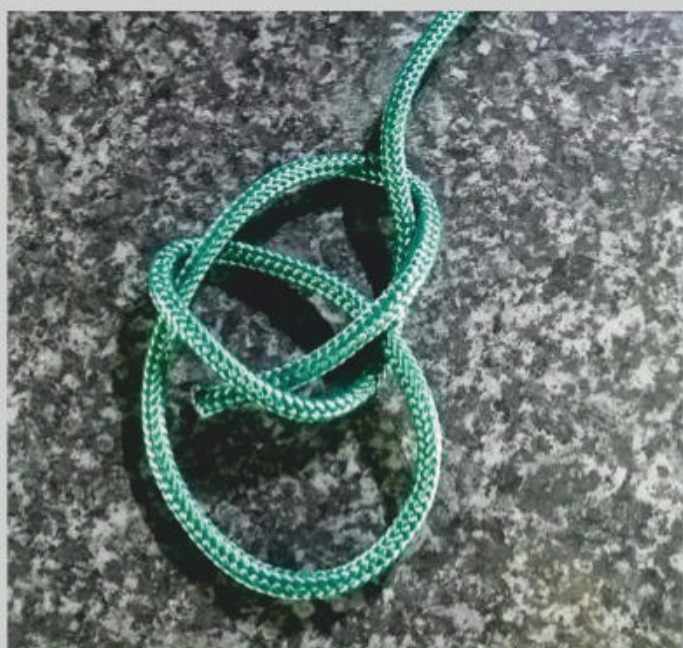
“...anytime you need a loop on the end of a rope, this is your go-to knot”



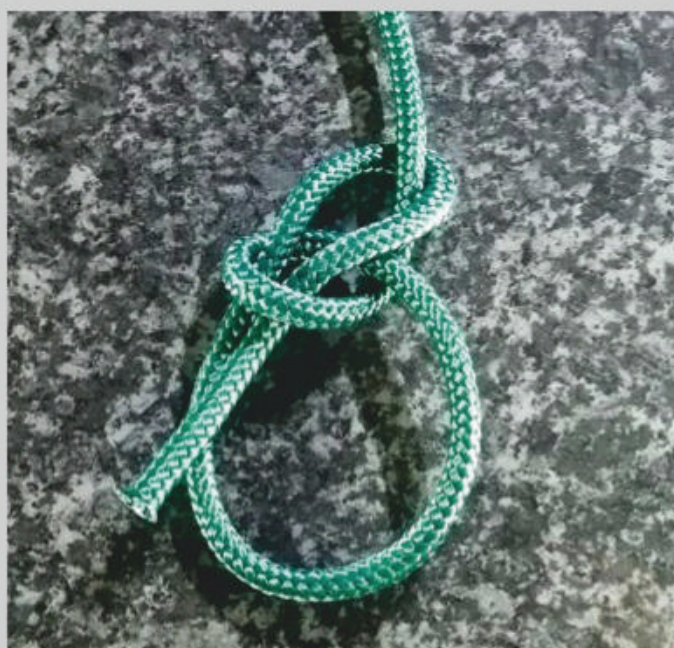
Step 3
Tighten the working end by passing it around the hook and pulling on it until tight.



Step 4
The release is simple. By pulling on the loop right on top of the knot – it all comes apart.



Step 3
Continue around the standing end.



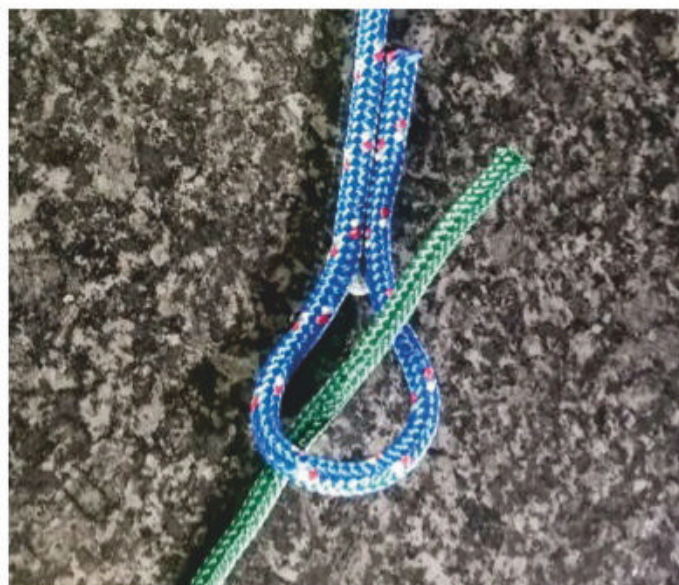
Step 4
And then back again to tighten. Remember that this knot can work itself loose when not under load.

SHEET BEND

This is for when you need a longer rope and have the option to tie two together.

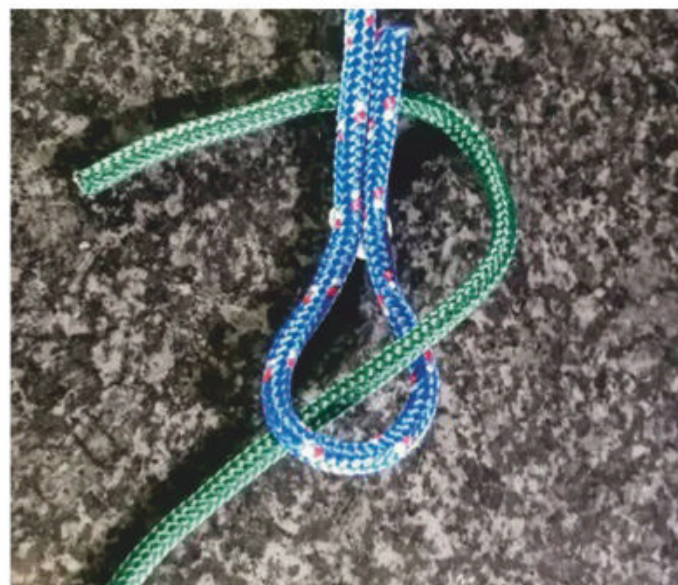
The reef or square knots are generally easier options, but the sheet bend's trick is that you can tie two ropes together that are of different thicknesses. It's less pretty than a reef knot, but more reliable in this instance.

A bonus is that you can combine two different materials to make one length.



Step 1

Form a bight with the thicker rope (blue, in our image), and pass one end of the thinner rope (green) through the bight.



Step 2

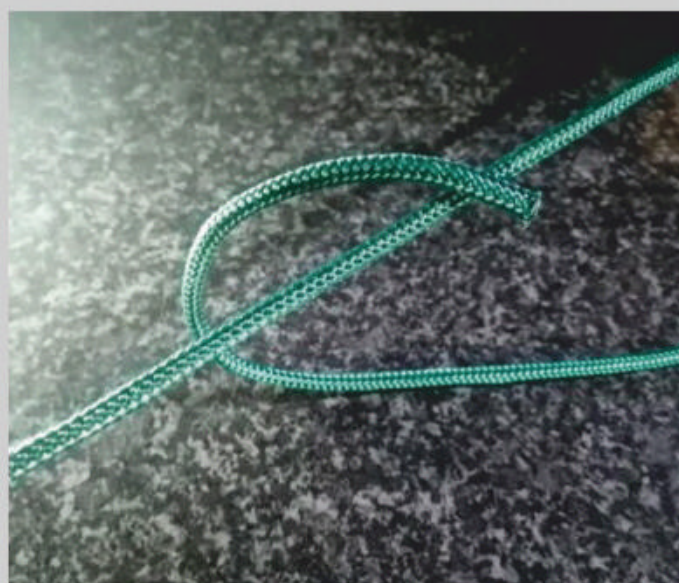
Run the thinner rope behind the thicker rope's tail and standing ends consecutively.

TAUT LINE HITCH

Long-term campers who might not have access to laundry facilities might recognise this one, which can also be used to string up a temporary washing line between trees or branches, for example.

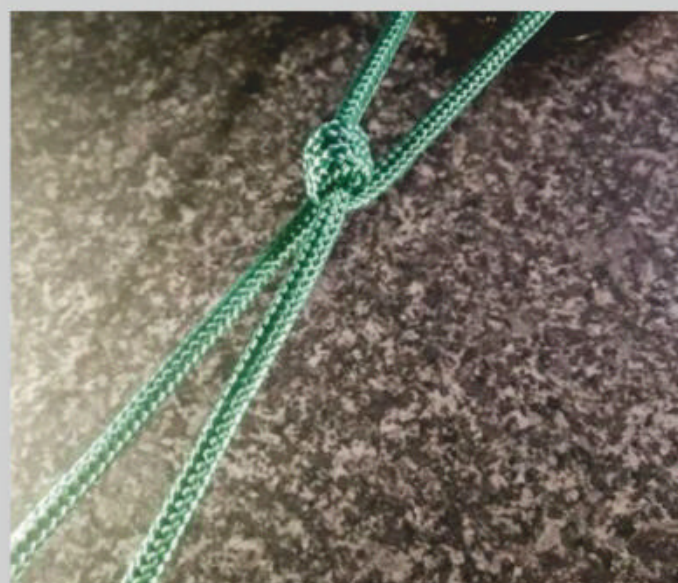
The other benefit to this is that it can also be used to vary tension, so you can use it to secure your tent's guy lines but then add some adjustability.

You can also use the taut line hitch to put up a hammock.



Step 1

Run a loop using the working end around and into the inside of the standing end (the part securing the line around a tree, for example).



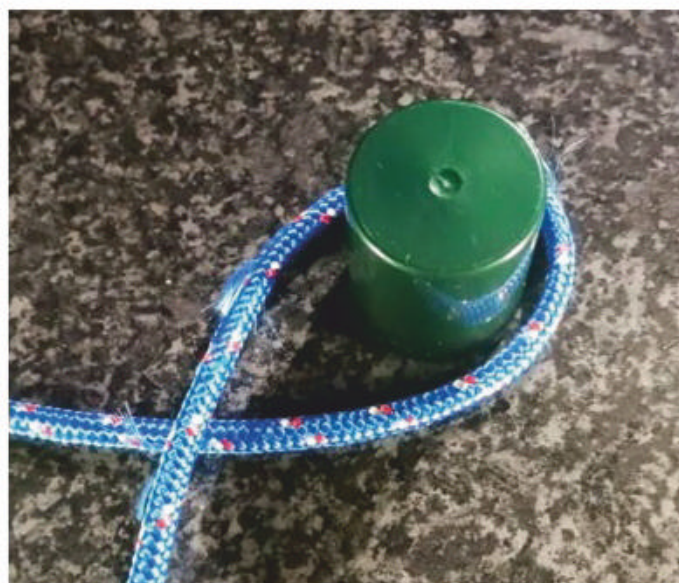
Step 2

Loop the rope one more time in the same direction, in front of the previous loop in the direction of the tree or post – and tighten.

CLOVE HITCH

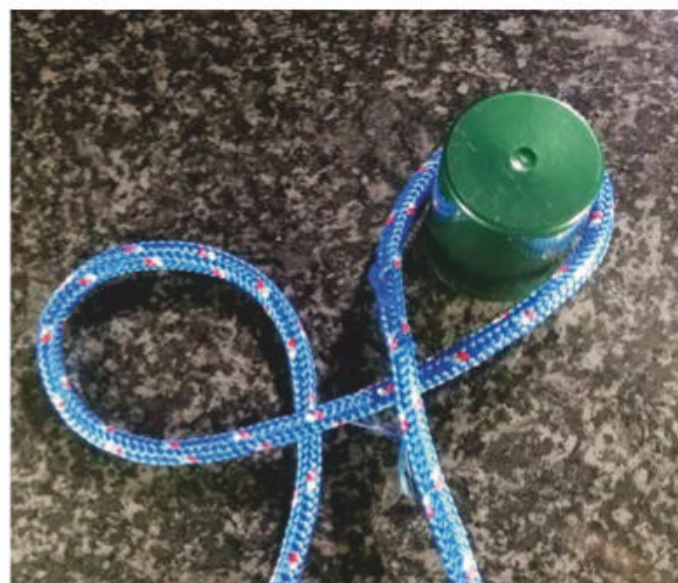
This is one of the more basic knots featured here, and has many uses, such as hanging cooking essentials from a line or securing guy lines to something like a post.

It's frequently also used to secure boats to a pier or jetty and when you want your horse to 'stay' after you've dismounted. It's also useful when climbing.



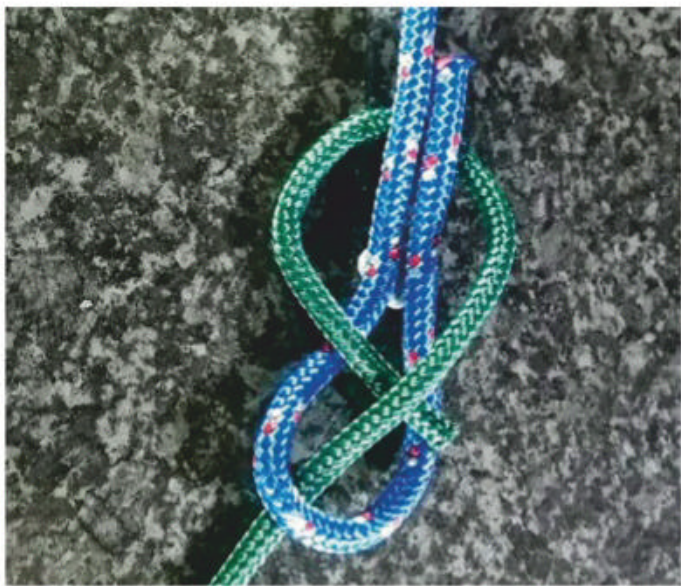
Step 1

Form a loop in the working end of the rope and place it over the post.



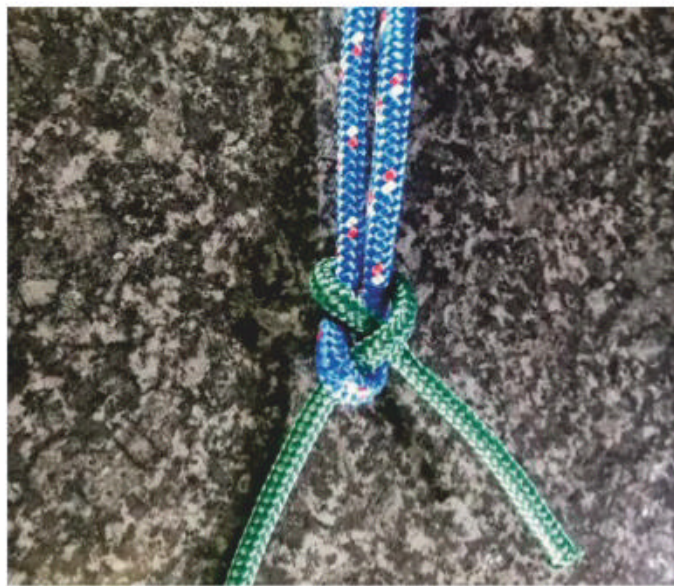
Step 2

Form a second loop identical to the first but ensure that the ends run over and under the line, instead of both over and/or under.

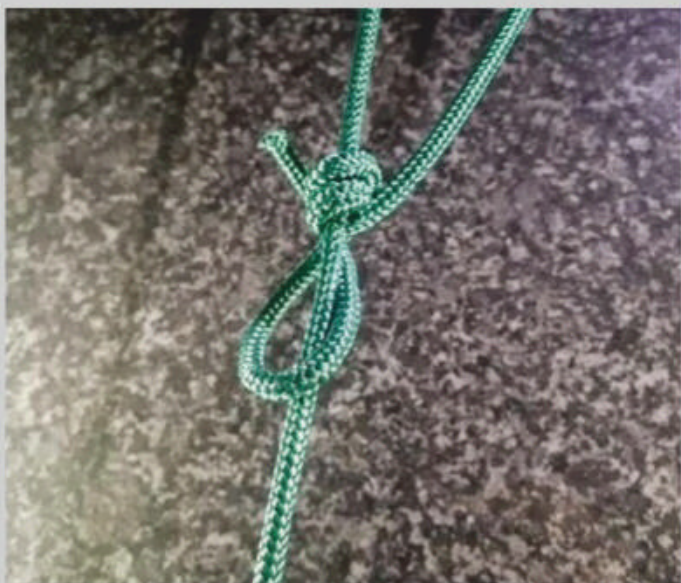


Step 3

To finish the knot, tuck the smaller rope in under itself and tighten.



Result

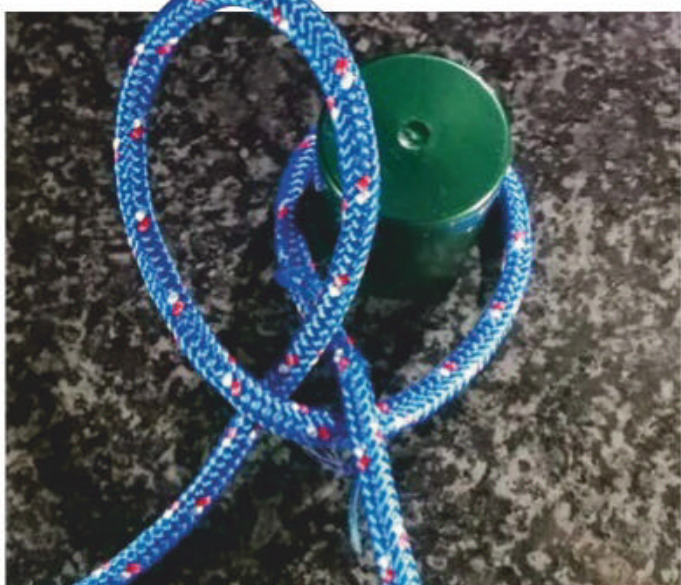


Step 3

In the same direction, loop the working end behind the hitch and through itself again. You can adjust the hitch by pulling on the standing end.

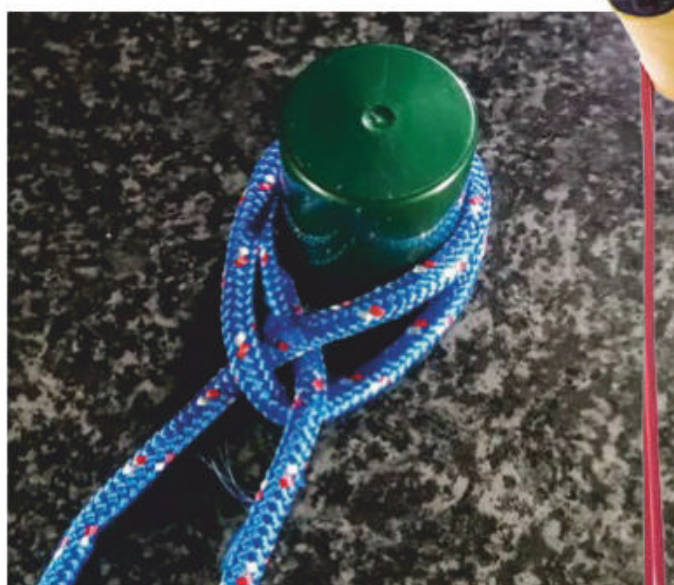


Result



Step 3

Place the second loop over the post and tighten.



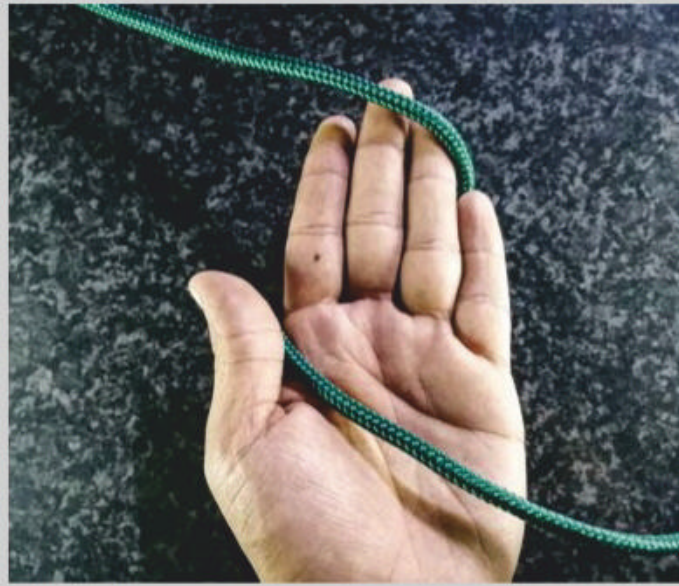
Result



ALPINE BUTTERFLY LOOP

This provides a secure loop in the middle of a rope, from which a load can be secured, or to one or either of the rope ends with the loop hanging free, from which you can hang something else.

"The loop can be pulled in three directions. If you used a Figure 8 on a bight in the middle of a rope, for example, and pulled the two tails it would roll itself undone. The Alpine Butterfly is very secure," says Rob.



Step 1
Wrap the rope around your hand twice. At the end of turn one, position it close to your fingertips.



Step 2
Continue around and complete turn two back near your thumb.

Attention, anglers

PALOMAR KNOT

One of the simpler fishing knots and generally considered one of the most reliable to tie a line to a hook or fly to a leader – especially in braided lines.

There's a variation of the Palomar that has the final loop positioned up against the shaft of the hook (we used a carabiner for illustrative purposes) instead of being pulled down further around the bight.



Step 1
Feed your line through the eye of the hook, and then back in the opposite direction, but make sure the loop is at least big enough for your hook.



Step 2
Tie an overhand knot with the doubled line and feed the hook through the loop.

UNI KNOT

A versatile knot that has many applications, and almost resembles a hangman's noose. Some also call this a grinner knot. It's said to work well with braided, fluorocarbon and monofilament lines, and goes through a bit of a transformation as it gets tightened, as the inner wraps become the outer loops.

"You can use it for connecting your main line to your leader line, it's also strong so boat anglers use it often, but you can also make your tracers based on a uni knot.

I use this for example when I'm 100 metres into the water and I'm struggling, or when my leader line breaks off," says Chad Adams, who has Western Provincial colours in rock and surf angling.



Step 1
Pass one end through the eye and form a loop parallel to the standing line.



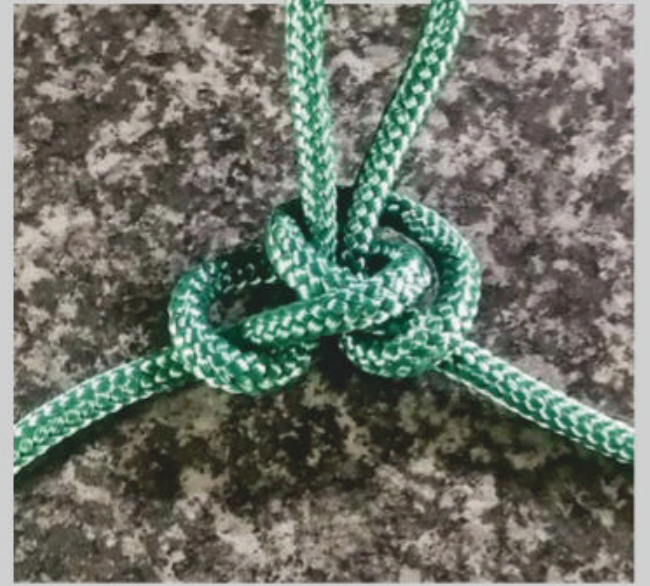
Step 3

Pick up the turn near your fingertips. Wrap it around and under the other two turns.



Step 4

Slide the knot off your hand and tighten by pulling up on the loop and the ends.

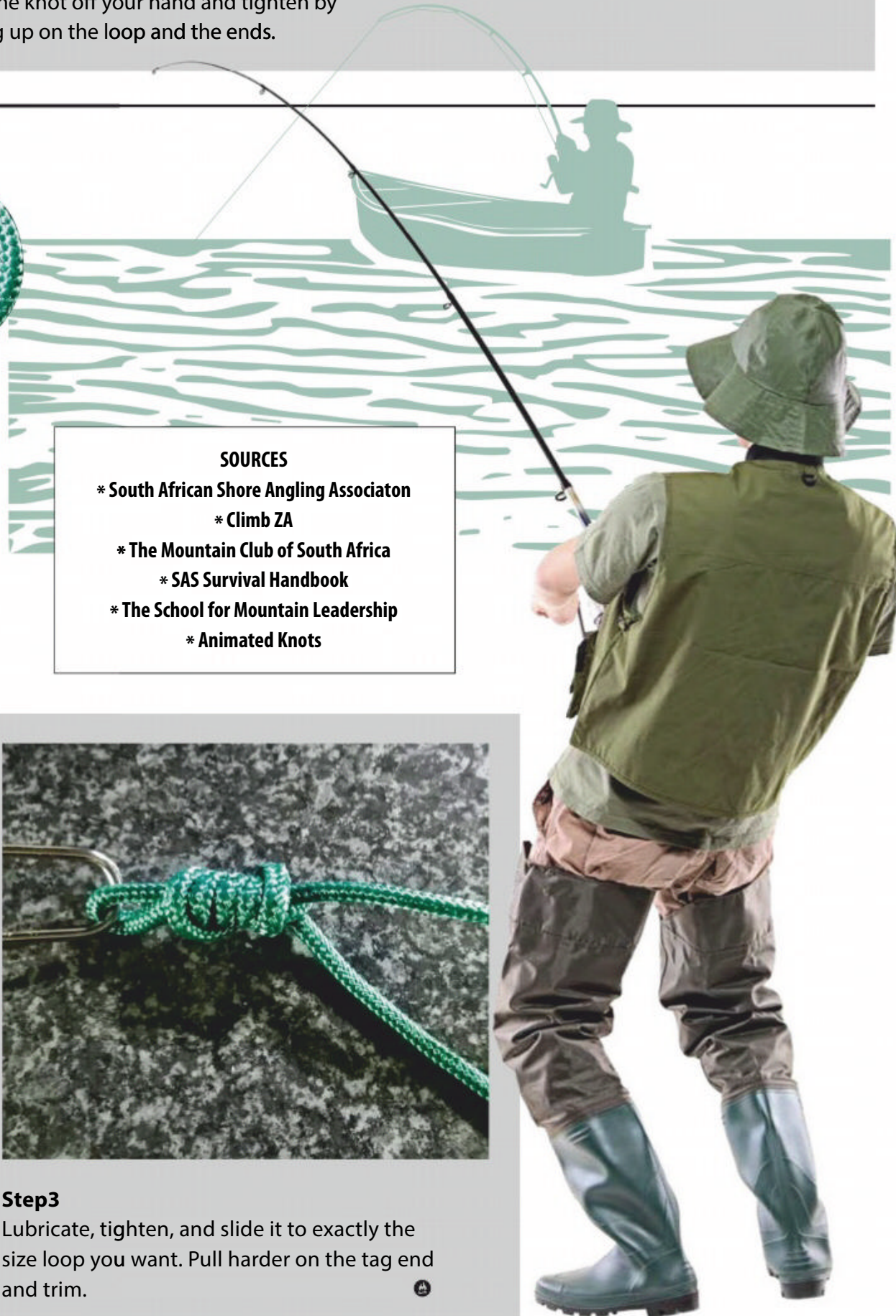


Result



Step 3

Pull the tag end to tighten the knot and trim the line or leave enough line for a dropshot.



SOURCES

- * South African Shore Angling Association
- * Climb ZA
- * The Mountain Club of South Africa
- * SAS Survival Handbook
- * The School for Mountain Leadership
- * Animated Knots



Step 2

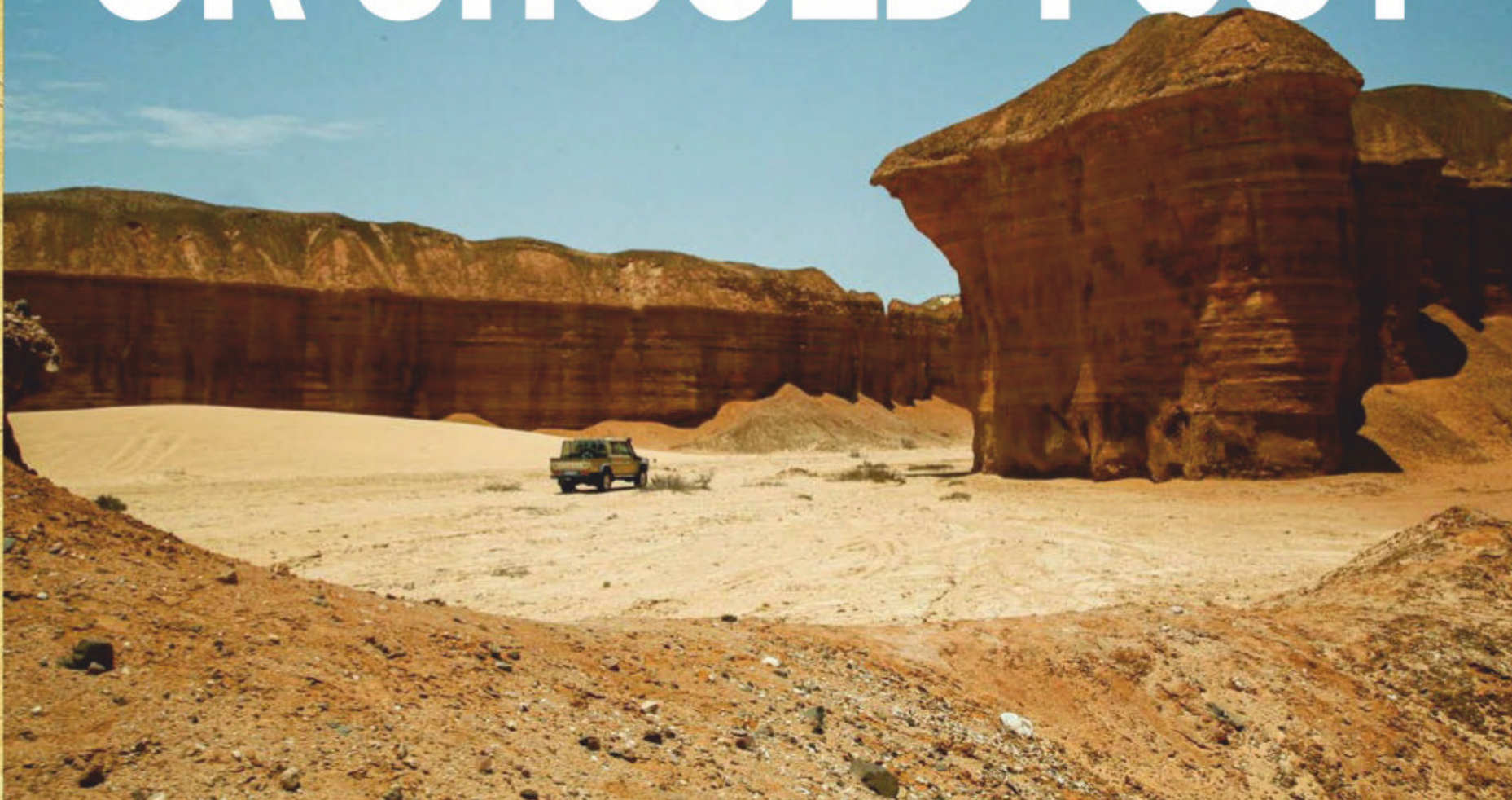
From the inside of the loop, wrap the end around both lines five times.



Step 3

Lubricate, tighten, and slide it to exactly the size loop you want. Pull harder on the tag end and trim.

SHOULD I STAY OR SHOULD I GO?



Some people believe that a credit card and cellphone are all you need to get by, but there are circumstances and places where these two items won't help you at all.

Words **Cyril Kloppe**

You and your companions are stuck alone in the middle of nowhere. Your off-roader has broken down, there is zero cellphone signal (you also don't have a satellite phone), and the nearest

human settlement is several hours – even days – away. You have one of two choices: stay with the vehicle or walk to seek help.

In the majority of cases, it's better for everyone to remain at the vehicle until

someone comes along, but sometimes you get that sinking feeling and know instinctively that someone will die if you don't start walking.

Here's what to do whether you decide to stay or go.



Stay with your vehicle

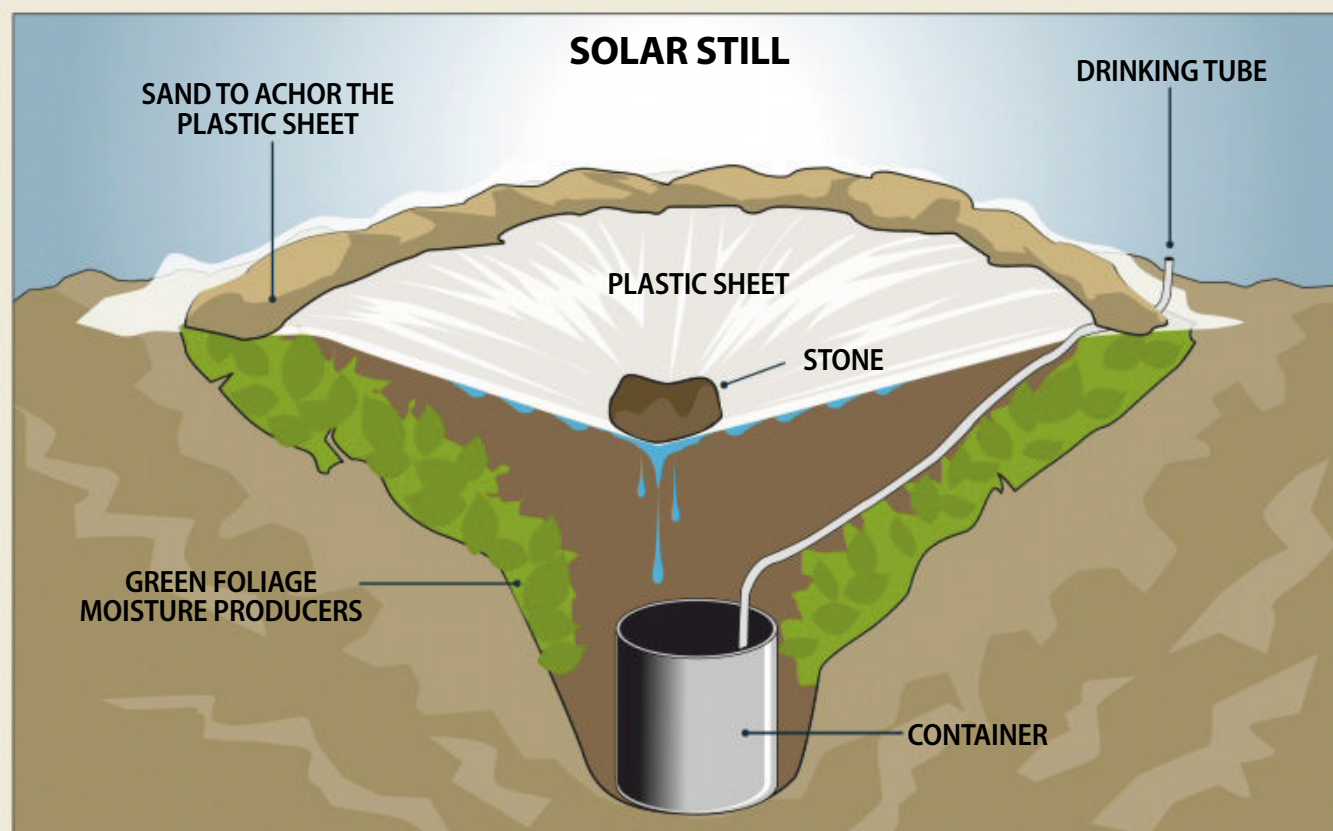
Hopefully you remembered to give your itinerary, with all the places and dates, to a trusted friend or family member at home. If they don't hear from you by a predetermined date, that person should get your itinerary to the appropriate authorities so they can get the rescue wheels rolling.

Water

Water is your first priority, and if it looks like you'll be stuck for a number of days, immediately start rationing. However, don't be too strict – it would be awfully ironic if you succumb to heat exhaustion while you still have water left in a can.

The human body has the ability to sweat up to 1,5 l water per hour, but that's in extreme temperatures that you aren't likely to encounter in southern Africa. Nevertheless, do keep physical exertions to a minimum during the day. Rather lie low when the sun is at its hottest, and then work when it is cooler.

The *British SAS survival guide* states that you should dig a hole, place a container in it,



then stretch a tarpaulin over the hole and place a stone on the tarp. Doing so will collect moisture in the container overnight. We tested this idea in the Richtersveld – with limited success. The problem is that southern Africa has a dry climate with little moisture in the air. On top of that, you sweat out just as much water digging the hole as you will collect. Plastic bags wrapped around

bushes to collect moisture may work in the Soutpansberg, but a Karoo bush won't give up its precious water that easily.

The very best advice we can give is to use the water you already have sparingly – or to look for a new water source, such as a fountain.

Veld food

You can survive without food for a relatively long time – two

weeks, with only light labour, is feasible, but why would you suffer when there is food in the veld around you?

Southern Africa has many abandoned farms, and even in the driest regions you'll sometimes come across an oak tree (*Quercus robur*) that a farmer planted. Gather dry acorns off the ground – leave the rotten ones – and peel them down to the fleshy bit. Filter out



Bulrush



Acorns

“

Do what the Namas in the Richtersveld do and sweep a large area around your camp

”

the bitter tannins by pouring the acorns into a bucket of warm water. Wait until the water turns brown, discard the water and then pour in fresh water (we're assuming you're near a water source). Once the water remains clear (the process takes a day or two), the acorns are ready to be roasted and eaten like peanuts. Back in the day, people would grind the acorns into flour and bake bread, but your focus is on survival rather than luxuries.

If you're stuck near a fountain or river, be on the lookout for bulrush (*Typha capensis*) – it grows all over Africa. Pull out a few clumps and chop off the roots and green leafy parts. The soft, white stems are edible – raw or cooked.

Dangerous animals

When staying with your vehicle, be especially careful of scorpions. Do what the Namas in the Richtersveld do and

sweep a large area around your camp, then keep a beady eye on it around dusk. Scorpions like to come out at night and then get hold of your big toe or heel. The guys with thin tails and large pincers (the *Scorpionidae* family) are harmless, but the ones with the thick tail and small pincers (the *Buthidae* family) can ruin your day. Adult humans are unlikely to die from a scorpion's sting. There is one species, however, the *Parabuthus granulates*, that claims a few lives annually in South Africa, Namibia and Botswana – sadly, it's more often children that die.

So have the youngsters put on their boots in the late afternoon and search the tent thoroughly before sending them to bed. The symptoms of a severe sting are palpitations, fever, excruciating

pain and restlessness. Painkillers can aggravate the symptoms and you should rather hold out until the pain goes away on its own.

Make your mark

If you decide to stay with your vehicle, it will help to create the following signs with rocks that a light aircraft can see from the air. An X means you need medical help and can't walk out, and an F means you need food and water.



Walk to seek help

If you didn't share your travel plans with anyone before you got into trouble, or you've strayed far from your planned route and are now on a trail that looks like it was last used

many months ago, you should consider walking for help. Leave a note on your vehicle's windscreen with your name, the date and contact details for your next of kin.



Water

Try to do most of your walking early morning or evening when it is cooler. Just be careful not to sprain an ankle. Take along as much water as you can carry and, if you have one, a purifier. In places such as the Karoo and Namaqualand, you will sometimes be tempted to take a shortcut over a koppie rather than walk around it. This is a mistake. Conserve water by walking on flat ground rather than sweating as you climb.

Veld food

You can get by with not much food if you stay with your vehicle, but if you go hiking, you will need extra energy. Here are some plants to look out for:

- The **African asparagus** or asparagus fern (*Asparagus africanus*) grows all over southern Africa, but more often in ravines and

riverbeds where it is cooler and clammier. Nibble on its soft twigs – they're not only a source of moisture, but also have loads of vitamin C. You'll recognise it by its small white flowers, small green berries and fern-like leaves.

- Another bush that occurs in southern Africa is the **real wild currant** (*Searcia tomentosa*). As you can tell from the name, this plant has raisin-like berries that you can eat. If they are green, they are sour and bitter, but once brown it's deliciously sweet.
- The seeds of the **baobab tree** (*Adansonia digitata*) taste great, almost like nougat, and will help fill you up. Also look out for bitter ghaap (*Hoodia gordonii*), also known as Bushman's hat, in the drier regions of our country. It's a spiny succulent with fleshy flowers and you eat it raw (first



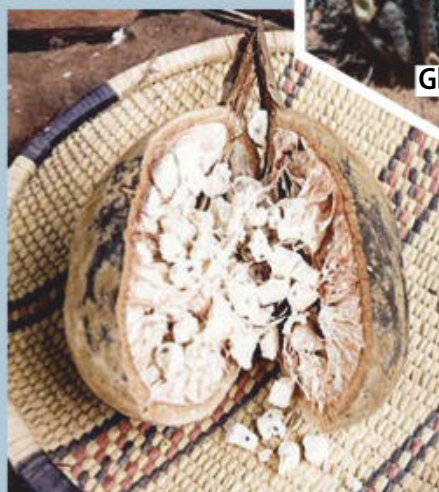
Asparagus



Wild currant



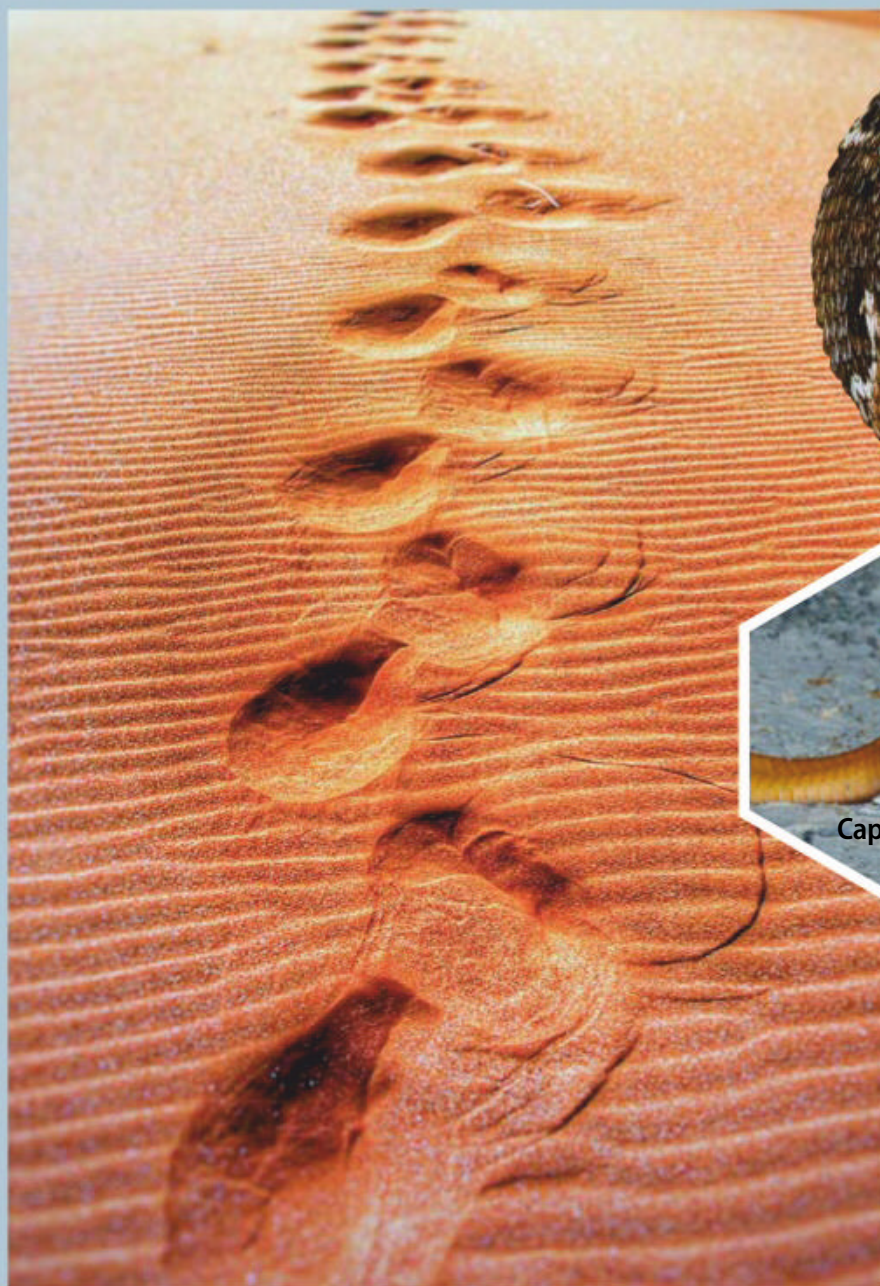
Ghaap



Boabab



Inaba



Cape cobra



Puff adder



Black mamba

peel off the thorns though). It will not only give you water, but it also suppresses your appetite so it feels as though you've just had a large meal.

- In May in the Namib and Kalahari, you'll find the delicious **!naba** – also known as the Kalahari or desert truffle. Look closely at the ground where cracks form, as if something is trying to push its way up from below: it could be a scaly ball reminiscent of a small potato. Braai it on the coals and peel before eating, or peel it and cook it in a pot.

Dangerous animals

Lions, buffalo and rhino are dangerous, yes, but you should mainly watch out for snakes. Only 11% of the approximately 170 snake species in southern Africa are potentially deadly, however, and if you've been

bitten by one of them, says Johan Marais, author of the guide *Snakes & Snakebite*, there's only a 20% chance that you'll need an antivenom. People bitten by a snake are usually okay – so fate is on your side. Even extremely venomous snakes can regulate their injections and it would be very rare for a snake to spend all its venom on you.

Do, however, wear boots, thick socks and trousers when you head out on foot.

The most dangerous snakes are mambas, cobras, adders and tree snakes. The Cape cobra and black mamba are responsible for the most deaths in southern Africa, though the Cape cobra found in Botswana and Namibia isn't nearly as venomous as those in the Western Cape. The treatment for snake bites varies wildly from one type of

snake to another.

For some, you need to wrap the wound in a pressure bandage; for others you simply have to leave it exposed. It's too complicated and you should rather buy Johan's book. Briefly, follow these basic commandments:

- Stay calm, but act fast and with a purpose.
- Try to identify the snake, but don't try to catch or kill it.
- Remove watches, jewelry and tight-fitting clothing in case of swelling.
- Don't use a tourniquet. Don't cut the wound or try to suck or pump out the venom. Don't apply ice or alcohol.
- Lie down until the worst symptoms subside. Yes, it may be extremely painful, but remember that snake-bite fatalities are relatively rare. Good luck, mate.



Make your mark

If you're going to walk out, pack a huge arrow with rocks (see above) near your vehicle that shows the direction you're walking. Stick to that heading and, every morning when you resume your trek, build another arrow that points the way.

THE BEAR GRYLLS COCKTAIL

This British adventurer claims that in an emergency you can drink your own urine. Do remember, though, that urine contains dissolved metals, lots of salt and a tiny amount of bacteria. If your urine is clear, like tap water with only a slight tint, it's relatively safe to drink, but if it is golden yellow, especially orangy yellow, you should not drink it at all. 'Good' urine is about as safe as seawater – and no one ever suggests drinking seawater for the sake of survival.

As soon as you get stuck and it's obvious you'll be there for a number of days, store your first, clear pee in an empty bottle for an emergency. You can distill that first pee by

evaporation to get rid of the worst taste and salts.

If you wait until your water is finished and you only now decide to pee in a bottle, that dark yellow urine will be toxic. If you drink this, you will probably vomit and dehydrate even further. And yes, a water filter can indeed remove the bacteria built up in yellow urine, but it can't do anything about the metals, urea and salts.

Basically, you have one shot, and that's to make use of your very first pee – provided it is clear and clean, and even then it is only for extreme emergencies. We generally discourage you from drinking pee. If you're on hormone therapy or chronic medication, you shouldn't even be considering it.



LEARN FROM THE PAST

1972 A Uruguayan passenger plane crashes in the Andes. Five of the 45 people on board die in the initial crash.

The survivors remain at the wreck, but after 60 days and 29 deaths, three brave rugby players decide to hike out and

find help. The last 16 of the 45 passengers are saved as a result.

2008 The vehicle of a South African couple breaks down on the Van Zyls Pass in Namibia. They wait for two days at their vehicle while slowly running out of water. As they face death,

a Himba herder emerges from out of nowhere. He shares his water with them and takes the couple to his camp in a gorge where health workers later fetch them.

2019 Three friends are exploring the Australian Outback when their vehicle

gets stuck in a dry riverbed. For three days they try to dig it out, but after the seventh day, two of them decide to walk in search of help.

The third person waiting at the vehicle is rescued after 12 days. The two hikers are still missing to this day.

Ready for your rack



What would a rig be without a roof rack loaded up with kit? We've put together a list of items that might come in handy on your next trip.

Words **Kyle Kock**

BE RESPONSIBLE

While we do love a properly specced rig, be mindful of the fact that you're affecting your vehicle's centre of gravity, and therefore its handling, negatively by adding weight to the top of your vehicle in this manner. Roof racks from a reputable brand will have a maximum weight rating, so you don't exceed its capacity. Even then, you must still apply common sense when stacking items.



CLANGING AND BANGING

Front Runner pot and carrier

There's always someone in the crew bragging about just how good their potjie is. Or maybe you're the camp's designated master chef. Lay down your claim with this all-in-one potjie and carrier set.

Price R1 827 from Front Runner.

Drive & Camp says It's the commonly used number 3 pot, so don't expect bigger or smaller. You won't be able to fit your sauce pot either, because only the size 3 fits in the holder.

ALL CODES

Front Runner pro canoe/kayak/SUP carrier

Just because there are a few rough roads between you and that spot you've heard about that's perfect for canoeing or playing on your stand-up paddleboard, doesn't mean you need to leave your water toys behind. This carrier system features multiple mounting angles so you can adjust perfectly to fit your equipment.

Price R2 767 from Front Runner.

Drive & Camp says The carriers include Front Runner's adjustable and stretchable stratchits to tie down your gear properly.



WHAT BIG EYES YOU HAVE

Ironman 4x4 twin led work light

The universal light from Ironman4x4 can be used across multiple applications, such as illuminating your campsite or even just helping you reverse your rig in the dark. You might just spin it around into the veld when you hear sniffing near your stand too.

Price R595 from 1st Outdoor & 4x4.

Drive & Camp says The 6 000 K colour temperature is akin to the power of the sun in the middle of the day.

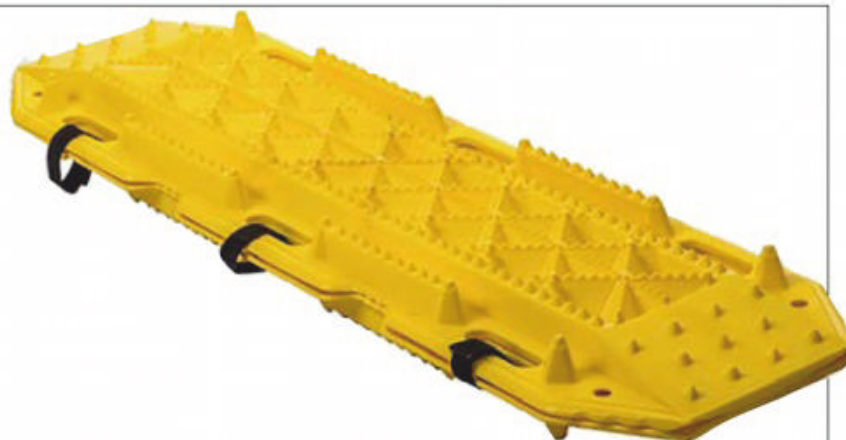
COME UNSTUCK

Desert escaper tracks

You'll find these being commonly used in sand, but with recent heavy snowfall you might just be using these in Ceres or Lesotho as well. The raised ridges and bumps should grant you maximum traction out of any sticky situation.

Price R4 490 (a pair) from 4x4 Mega World.

Drive & Camp says You can use these in mud or on ice too.



SLIDE OUT

Front Runner pro stainless steel prep table kit

The best thing about the Front Runner accessories is how they tie in nicely with the brand's roof racks. This aluminium-framed table with its stainless-steel top is designed to slide in beneath the brand's Slimline II roof rack using special brackets and is kept in place by a latch.

Price R4 650 from Front Runner.

Drive & Camp says By sliding in underneath the rack, this table uses previously unused space.



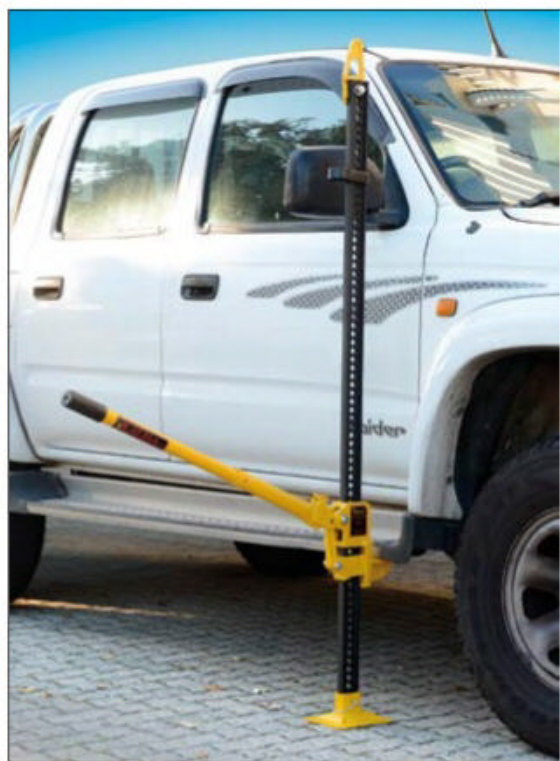
CATCH A WAVE

Thule surf pads

Heading down to the coast to catch some sun and waves? Don't leave your board behind because the Thule Surf pads are made of high-density foam to keep your gear free from scuff and scratches, while a no-slip grip design keeps the board in place.

Price R1 000 from Sport & Cargo.

Drive & Camp says They're designed to be used with the brand's own Locking Straps or Load Straps.



HEAVY LIFTING

T-max 60-inch farm jack

Don't leave home without one of these bad boys secured to the side of your roof rack – especially if your rig is packing a raised suspension system and if the terrain you're heading to is too rough for an air jack.

Price R1 562 from 4x4 Mega World.

Drive & Camp says It features a low lifting point, which will come in handy when you're in a tight spot.

GO-GO JUICE

Pro-quip metal 20 l jerry can

Aussie brand Pro-Quip makes a serious line-up of cans of varying sizes and uses, and their products are designed to military specification, and they say that these will not leak or rust.

Price R450 from Outdoor Warehouse

Drive & Camp says It comes with a proper 10-year warranty against manufacturing defects.



FLAT TOP

Alu-Cab roof rack tray

This nifty tray is designed to fit between Alu-Cab's load bars, and can handle up to 100 kg of cargo, but the real trick is that if the load bars are on your tent, roof-top tent or canopy, then you decide where the tray goes. It can store up to three large ammo boxes or three jerry cans.

Price 3 025 from 4x4 Mega World.

Drive & Camp says The manufacturer says that because it sits below the line of the load bars, it doesn't add wind drag.

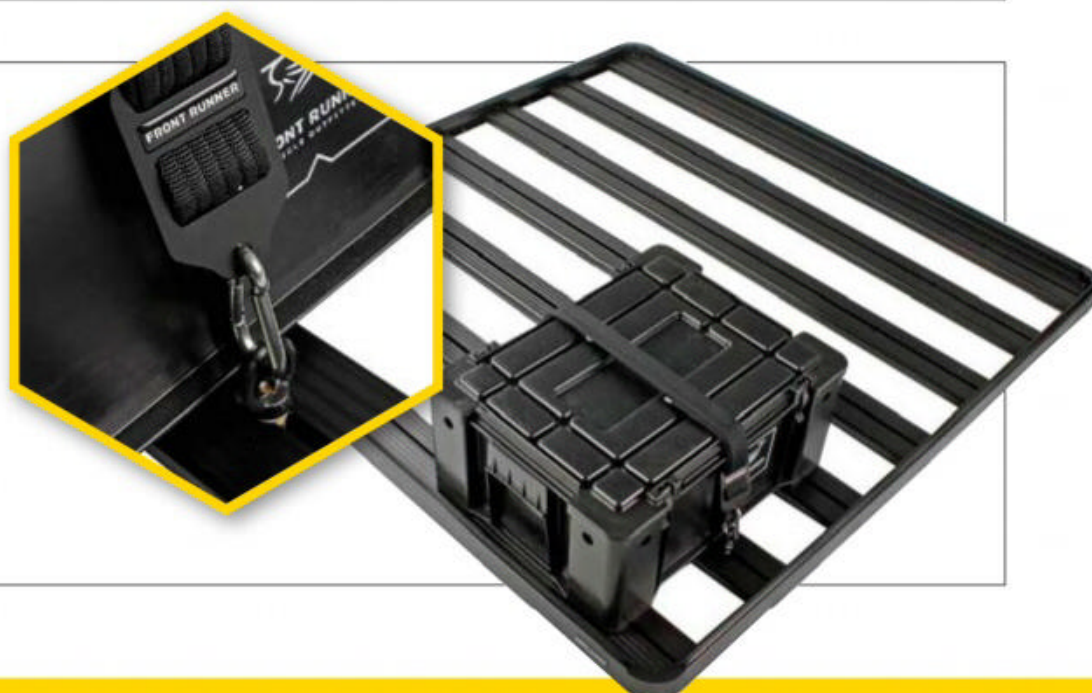
HOLD FAST

Front Runner storage box strap-down

This 40 mm wide steel reinforced polyester strap was designed with the brand's own Cub Pack and Wolf Pack in mind, but there's no reason you shouldn't be able to use other hard-shell cases too. It comes with a quick-release stainless steel latch with safety catch.

Price R490 from Front Runner.

Drive & Camp says Make sure the combined length of your box's sides and top are compatible with the strap's requirements of 700 mm (minimum) and 1 050 mm (maximum).



NO LUGGAGE LEFT BEHIND

Ironman 4x4 roof-top 500 ℓ cargo bag

When the drawer system, fridge/freezer and kitchen unit in your bakkie leaves precious little space for your weekender bags, then you can always throw everything into this massive cargo bag. The durable 500 D PVC bag is weatherproof and can mount to a roof-rack or luggage basket.

Price 2 495 from 1st Outdoor & 4x4.

Drive & Camp says There's a bigger bag with 100 ℓ more capacity if you need to pack in more clothing.



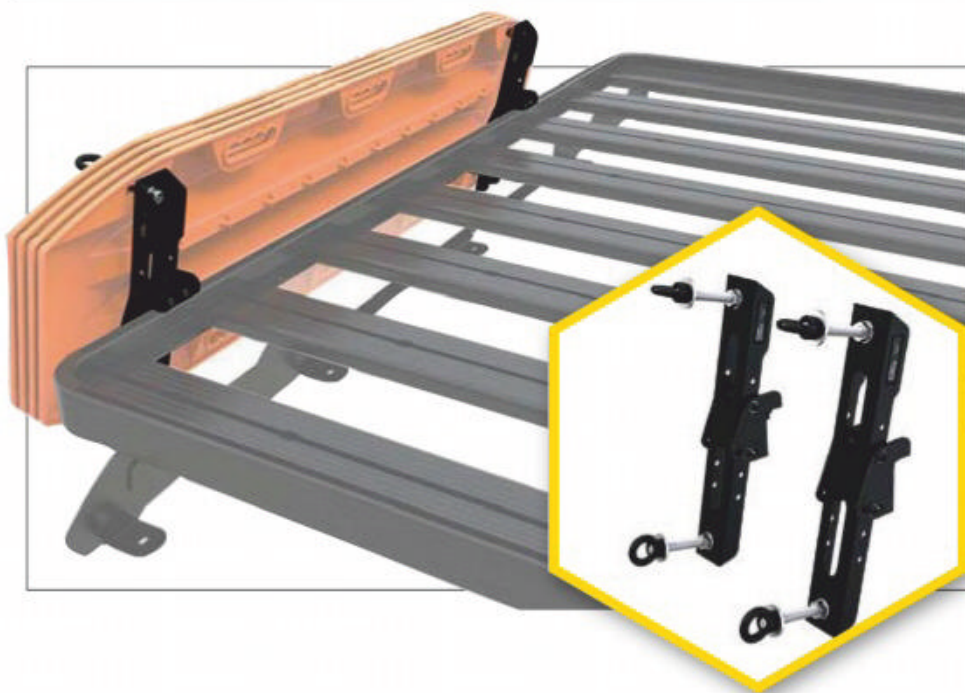
SWIVEL ME THIS

Front Runner articulating brackets

Keeps recovery devices and other essential gear exactly where you need it, especially gear from MaxTrax, TRED pro and other popular brands with similar hole spacing on the side of the Front Runner Slimline II rack.

Price R956 (a pair) from Front Runner.

Drive & Camp says They are also adjustable in height and angle, so as compliment the profile of different off-road vehicles.



TWIN TANKS

Desert double jerry can holder

What can be better than carrying a single jerry can full of extra fuel? Well, you could always carry two, with this dual can holder with two swivel arms so you can unlock a single can at a time

Price R961 from 4x4 Mega World.

Drive & Camp says You decide if it's diesel, petrol or water you want to carry.



FLY ZONE

Thule sailboard rack

Windsurfers always chasing high-speed need not feel left out, because Thule's got a carrier system ideally designed to carry a single board and two masts through simple protective pads and straps to keep your rig securely in place.

Price R1 300 from Sport & Cargo.

Drive & Camp says It has a simple design that's fuss free to use.



1st Outdoor & 4x4 1stoutdoor4x4.co.za

4x4 Mega World 4x4megaworldonline.com
Front Runner fronrunneroutfitters.com

Outdoor Warehouse outdoorwarehouse.co.za
Sport & Cargo sportandcargo.co.za

Chop chop!

It's Heritage Day on the 24th this month, or national braai day as it's known. Light the fire and join us for some chops on the braai, wherever you may be in the world.

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

PORK CHOPS WITH ROSEMARY

Cracklin' Rosie

Crisp crackling is a delicacy, but you need to braai carefully if you want to get it right.

Ingredients

(serves 4)

- 4 nice and fat pork chops with skin on
- a generous pinch of salt
- ¼ cup garlic butter

FOR THE ROSEMARY RUB

- 1 teaspoon sea salt flakes
- a generous pinch of freshly ground black pepper
- 1 sprig rosemary, leaves stripped
- a pinch of dry mixed herbs
- ½ teaspoon each dried onion and garlic

Here's how

1 Dab the meat dry, rub the pinch of salt into the skin and leave the meat – open – in the fridge overnight. This step is not necessary, but if you have the time – and your campsite the convenience – do consider it. The fridge helps extract the moisture and helps make the crackling crispy.

2 Finely grind the ingredients for the rub in a pestle and mortar and rub the mixture all over the meat. Arrange the chops side by side and push a skewer through them to keep them upright.

3 Now braai the chops, slowly with the skin side first, over moderate coals until the skin starts to bubble and go crispy. Pull out the skewer and braai the chops flat until they are nicely browned and cooked to your liking. Keep a close eye on them to get a juicy piece of meat with a crispy layer – so take your time.

4 Melt the garlic butter and baste it generously over the meat for the last minute or two. Allow the chops to rest for a few minutes and serve with the extra butter and baked potatoes.

Drive & Camp says Another way to get the crackling crispy is to cut the skin off the chop in one strip and then salt it, dry it and braai separately from the chops – over the coals or in a pan.



PORK CHOPS MARINATED IN SOY SAUCE

Asian persuasion

This fragrant marinade gives colour and flavour without tasting too foreign.

Ingredients

(serves 4)

- 4 pork loin chops, skin removed

FOR THE MARINADE

- 1/3 cup soy sauce (preferably the low-salt type)
- 2 tablespoons Worcester sauce
- 1 tablespoon brown sugar
- 1 teaspoon strong mustard
- 1 clove of garlic, finely chopped
- a generous pinch of black pepper
- 1 tablespoon sesame oil

Here's how

1 Mix together the marinade ingredients in a Ziploc bag, add the chops and mix everything well. Place the bag in the fridge for at least three hours – overnight is also good.

2 Remove the chops and dab them dry with kitchen paper towels.

3 Braai the chops over hot coals – braai the fat side first until it has a nice colour, and then braai them for 3-4 minutes on each side until nicely browned. Make sure the coals aren't so hot that the meat scorches before it's cooked. Baste the chops with some of the extra marinade and braai the chops for a few more minutes on each side until they're cooked (and not pink against the bone). Serve the juicy chops with roasted potatoes that's flavoured with orange and sesame seeds.

Drive & Camp says Use a pair of sharp kitchen scissors to cut the skin off the chops and make sure the fat layer is even.

CURRIED CHOPS**A touch of sweetness**

This mild curry sauce with just a hint of sweetness will be loved by the whole family.

Ingredients

(serves 6)

- 6 pork loin or rib chops, skin trimmed

FOR THE MARINADE

- ½ cup boiling water
- 2 tablespoons apricot jam
- 1 white onion, coarsely grated
- 2 cloves garlic, grated
- 1 tablespoon mild curry powder
- 2 tablespoons olive oil
- ¼ cup apple cider vinegar
- 4 bay leaves
- 1 teaspoon turmeric (or grate a finger of peeled fresh turmeric into the sauce)
- a generous pinch of salt, black pepper and ground coriander

Here's how

1 Stir the boiling water into the jam to melt it and then mix in the rest of the marinade ingredients. Allow to cool completely.

2 Place the chops in a flat braai dish and cover them with the marinade (or just use a Ziploc bag). Leave to marinate for at least 30 minutes.

3 Braai the marinated chops over hot coals until nicely golden brown and cooked – after 10 minutes you can start testing by pressing on the meat: it should feel firm, but not rock hard, and definitely no longer pink around the bone. Remember to give the fatty side a bit of colour – stack the chops upright next to one another with the fatty side down and hold them upright with your tongs.

4 Boil the marinade in a small potjie for a few minutes until it thickens, and if you like, you can use it as a baste for the last few minutes. Sprinkle another pinch of salt and freshly ground pepper over the chops while they're resting, and serve with your favourite side dishes.

Drive & Camp says The cooking time varies depending on the size of the chop and the heat of the coals. For a juicy pork chop, 15 minutes is usually more than enough. If in doubt, let the meat rest and test to make sure.





LAMB RACK WITH TAMARIND CHUTNEY

A French connection

A lamb rack is really just a few chops that are still stuck together – it looks very impressive when serving it with the sweet and sour chutney.

Ingredients

(serves 4)

- 1 lamb rack (about 850 g) – make sure there are 8 bones

FOR THE CHUTNEY

- 2 onions, finely chopped
- 2 tablespoons oil
- 3 garlic cloves, chopped
- 1 chilli, chopped
- 1 piece (2 cm) fresh ginger, peeled and grated
- a generous pinch of fine cloves

- 2 bay leaves
- 1 teaspoon masala curry powder
- 2 tablespoons sugar
- 2 tablespoons tamarind purée (or use chutney)
- 1 cup stock, boiling hot

Here's how

1 Make the chutney. Fry the onion in the oil until it is soft and shiny. Stir in the garlic, chilli and ginger and fry for another minute or two until fragrant. Now stir in the spices, sugar and tamarind purée until everything is well mixed. Finally, stir in the stock and simmer until the mixture is thick and glossy.

2 Trim any excess fat from the lamb rack so that the fatty layer is even. Use a sharp knife and score the fat layer without slicing into the meat. Rub the meat with salt and freshly ground black pepper plus a pinch of dry herbs if you have them on hand.

3 Braai the lamb rack until golden brown – start with the fatty side. You can use a cast-iron pan over the coals, but beware of grease that lands in the flames – it can catch fire. You need to pay your braai careful attention. Once the fat is nicely browned, stand the rack upright on the bone and braai it for 10 minutes – it would be good if you covered the rack with a lid or braai dish so that it almost forms an oven. **4 Now** turn the meat so the ribs are facing down and the fat is facing upward, and braai for another 15 -20 minutes in your pretend kettle braai. The goal is a lovely pink meat with a crisp layer of fat. Serve with the homemade chutney.

Drive & Camp says In classic French cuisine, the bones of such a lamb rack are 'Frenched', which means that the tastiest of the fatty meat is trimmed so that only the bones show. It's your call.

LAMB CHOPS WITH BAY LEAF SALT

Salt cravings

The classic combination of bay leaves, coriander and brown vinegar with lamb is masterful in its simplicity of flavour.

Ingredients

(serves 6)

- 12 one-bite lamb rib chops

FOR THE WET RUB

- 1½ teaspoon sea salt flakes
- 1 teaspoon coarsely mashed coriander seeds

- 6 dry bay leaves
- a generous pinch of ground black pepper
- a pinch of dry thyme (or use a few fresh twigs)
- grated zest of 1 lemon
- 1 tablespoon olive oil
- ¼ cup brown vinegar

Here's how

1 Prepare the rub. Pound the salt, coriander, bay leaf, pepper, thyme and lemon zest in a pestle and mortar until the bay leaf is properly broken up. (The back of a full beer bottle in a bowl works just as well.). Add the olive oil and vinegar and rub the mixture into the chops. Set aside for about

half an hour while lighting the fire for some hot coals.

2 Now braai the chops carefully so that the fat fries out nicely and the sides caramelize golden brown without the inside losing its full blush. Timing depends on the size of the chops, and everyone's taste differs on how cooked the meat should be. My father, Dirk van Schalkwyk, who always wears a watch (even when he's camping), braais them for a maximum of nine minutes.

Drive & Camp says The rub also works well with leg or loin chops. Make the flavoured salt at home without the oil and vinegar, then you have less to do at the braai.





GREEK SIRLOIN CHOPS

Pure goodness!

Treat sirloin or leg chops as though they're steaks when you braai – the secret is using high heat and a lick of flame.

Ingredients

(serves 6)

- 6 sirloin lamb chops

FOR THE MARINADE

- 1 cup Greek yogurt
- ½ teaspoon each dried mint and oregano
- 2 tablespoons grated onion
- 2 cloves garlic, grated
- 1 tablespoon fresh lemon juice
- 2 tablespoons olive oil
- a pinch of smoked paprika
- a pinch of dry turmeric (or use 1 teaspoon of grated fresh turmeric root)

Here's how

1 Mix all the marinade ingredients together and marinate the meat for 1-4 hours.

2 Now braai the chops over hot coals so that they get those great scorched patterns from the grid. Be careful not to burn them. Move the chops to a cooler section of the braai, season with salt and pepper to taste and braai for another 3-4 minutes on each side to make sure it is cooked medium and juicy. (The chops should braai for a total of 12-15 minutes, depending on how big they are.) Allow them to rest before you tuck in. It is delicious with a bean salad!

Drive & Camp says Mix 200 g cooked green beans; 1 tin white and 1 tin sugar beans; 1 small red onion, chopped; and 200 g medium-sized cherry tomatoes. Dress the salad with a salad dressing of white wine vinegar, good olive oil, a pinch of mustard and a pinch of sugar, and salt and pepper. Delicious! Oh, and the yogurt marinade also works wonders with a butterflied leg of lamb.

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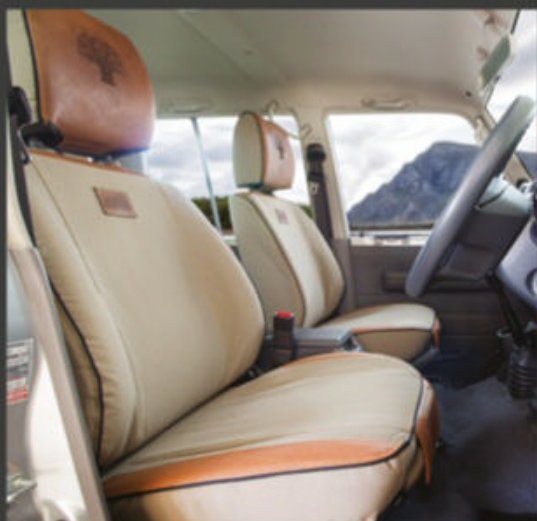
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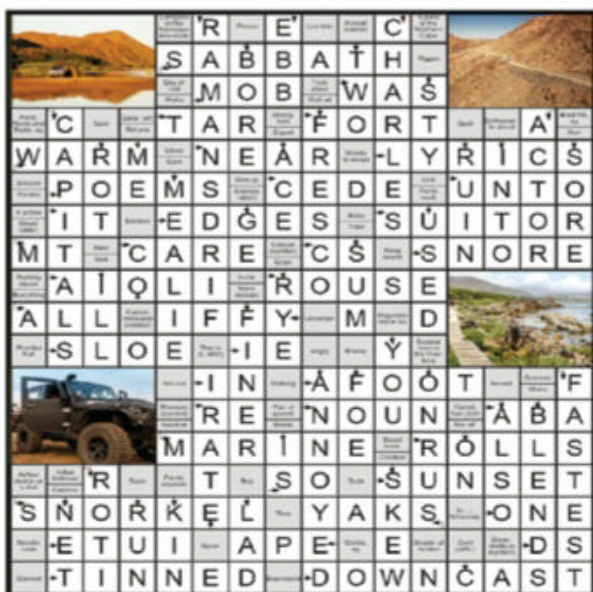


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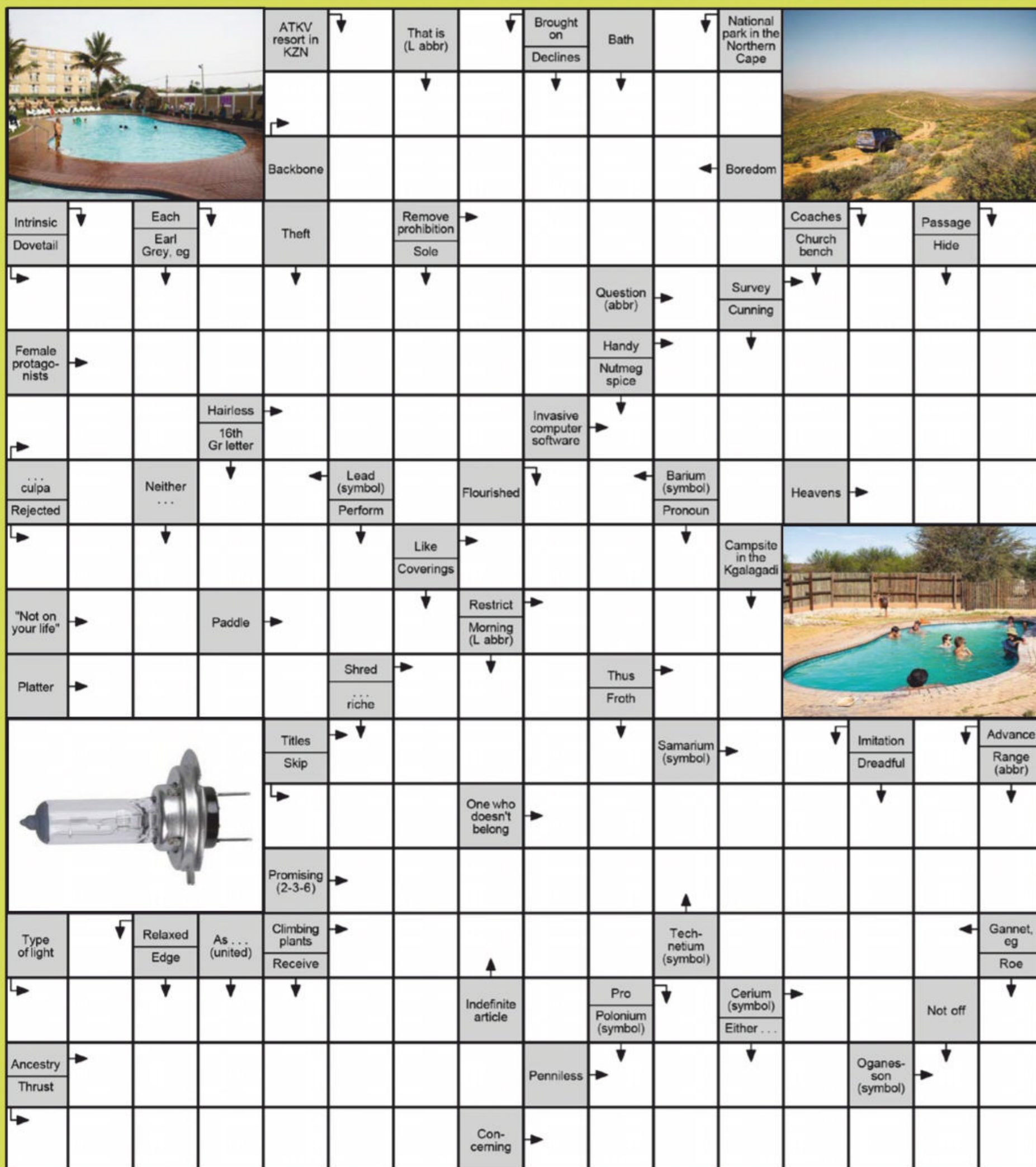
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CROSSWORD

Sonja Scheepers from Sedgefield has won **Van Loveren** wine worth R1 000 for her crossword entry in our July 2020 issue. This month you can win a cooler bag. Complete this one and e-mail a picture to 📧 drivecamp@gomag.co.za. Or do it at <https://bit.ly/3gcpwxM>. Last month's solution is on p 109.



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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.

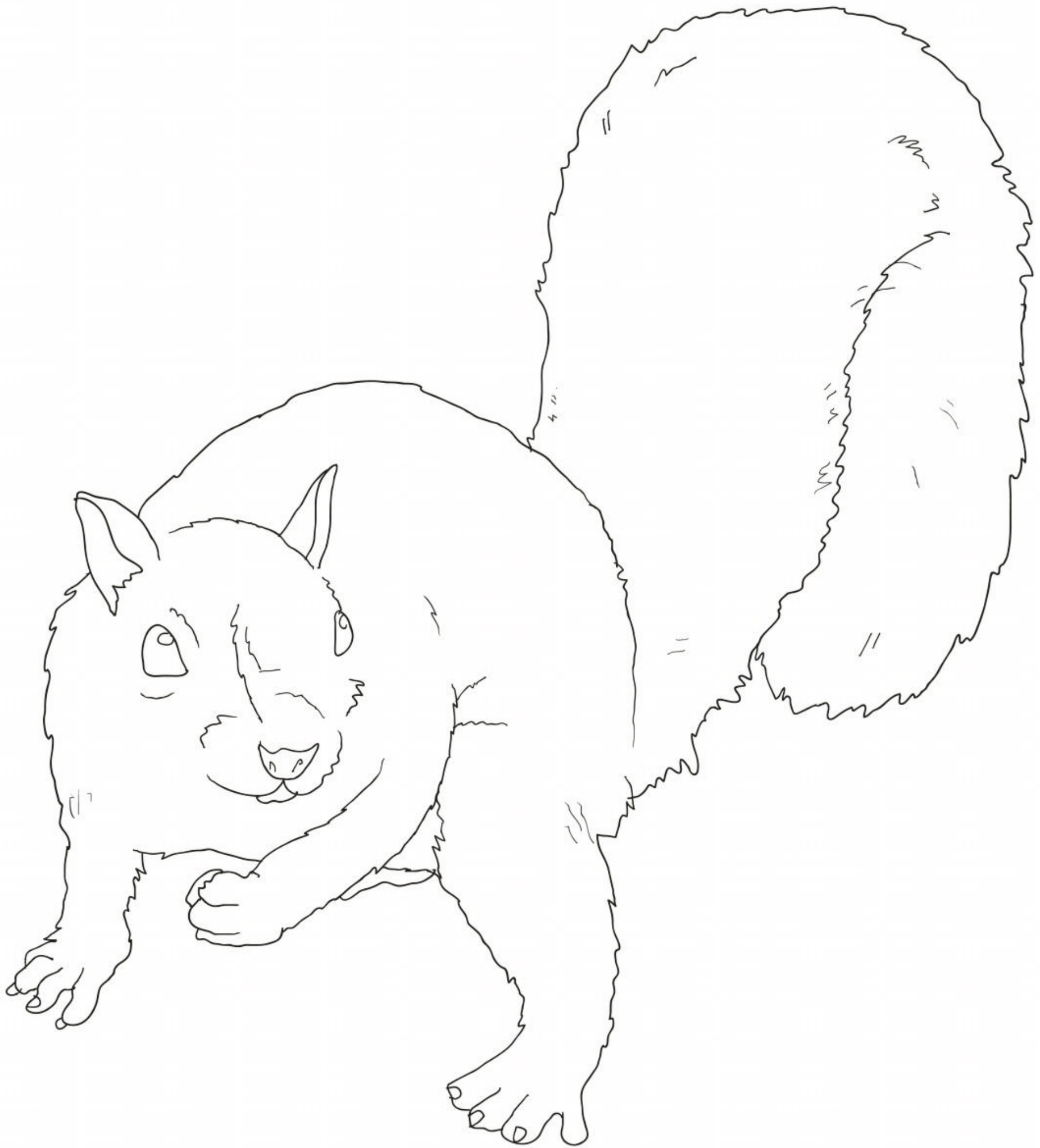
The interior is lined with PVC, which makes it easy to keep this bag clean and hygienic. The bag

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.

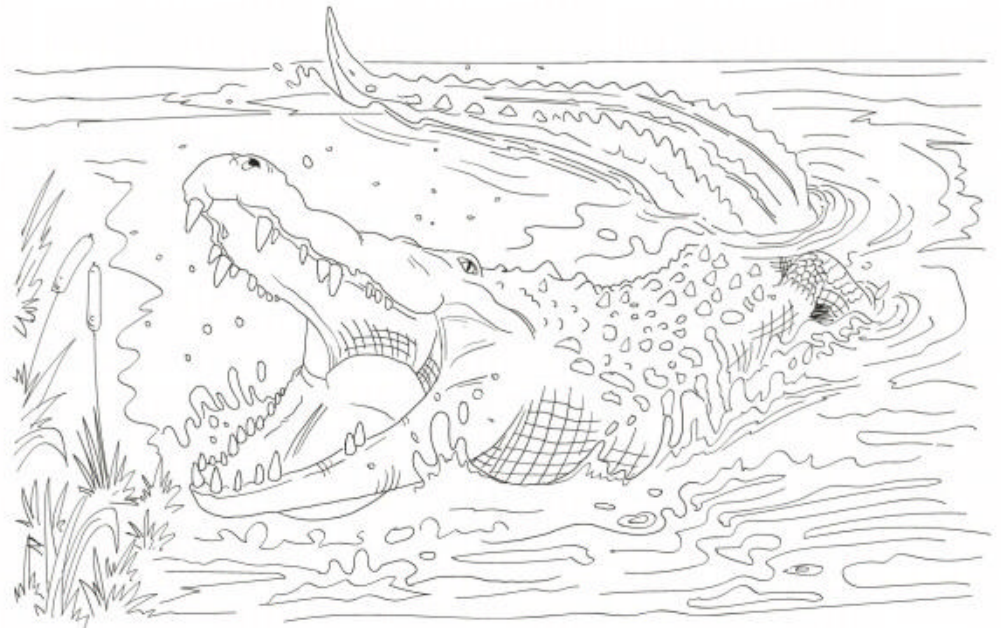
Word search

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

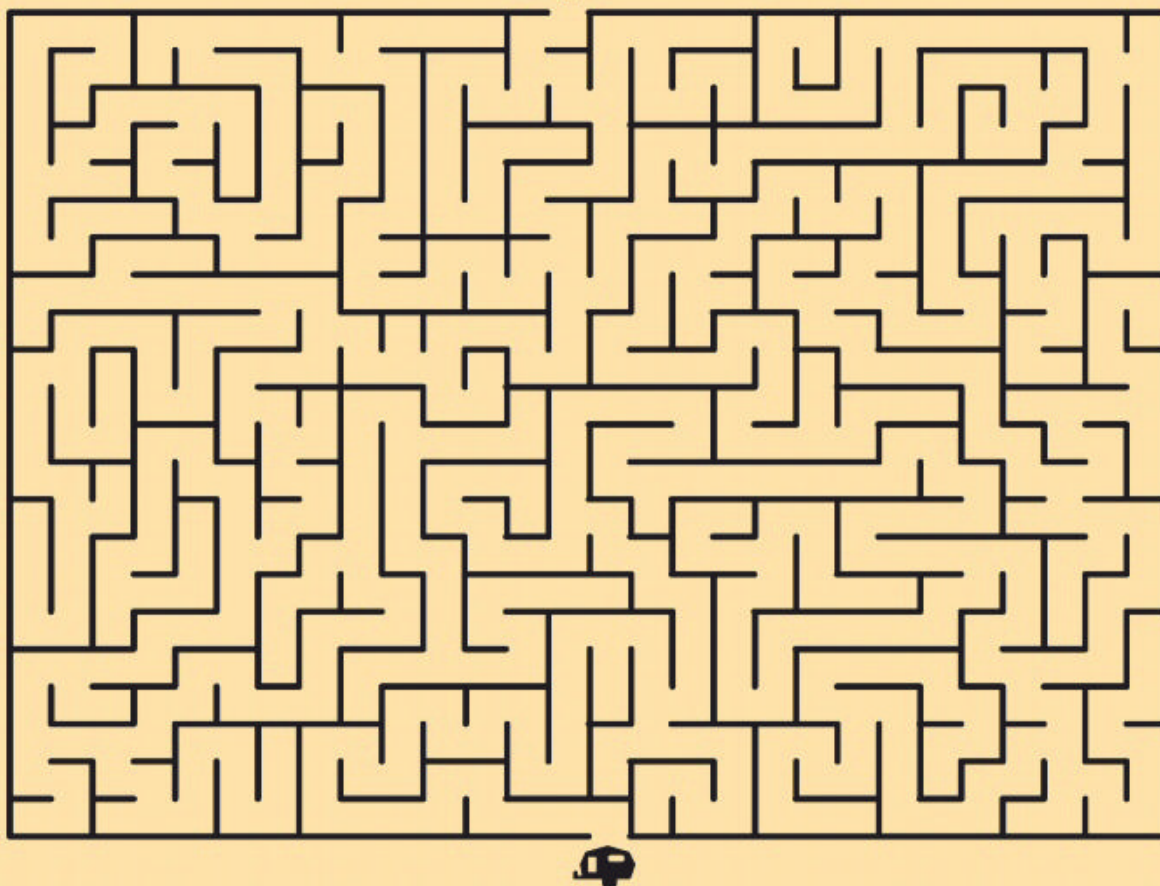
PRECIOUS AND SEMI-PRECIOUS STONES

Diamond	Agate	Garnet
Ruby	Opal	Peridot
Sapphire	Amethyst	Aquamarine
Emerald	Topaz	Cat's eye
Jade	Quartz	Lapis lazuli
Onyx	Amber	Chrysolite

Spot the differences



Maze



Animal facts



SCORPIONS

- They are found on every continent, except Antarctica, commonly in deserts and dry areas.
- There are around 30-40 scorpion species with a sting strong enough to kill a human.
- During food shortages they slow their metabolism down to living off one insect a year!
- Scorpions have been around for a long time, even since before the age of the dinosaurs.
- The lifespan of scorpions range from two to 10 years in the wild and up to 25 years in captivity.

The right to repair

In many developed countries around the world, the Right to Repair has progressed far. It would be interesting to see what happens in South Africa, says **Mic van Zyl**.

While the past couple of months have been challenging for all of us, it has afforded me the opportunity to catch up on quite a bit of reading. Something I revisited recently was the campaign regarding the Right to Repair in South Africa.

This has to do with the right of an owner to service and repair their vehicle at a non-franchised repair centre for the entire life of the vehicle thus not affecting the new vehicle warranty.

On the one

hand you have the vehicle manufacturer (OEM) that designs, develops and engineers a new vehicle. They then sell these vehicles and have to offer the new vehicle owner some type of warranty to give the vehicle owner peace of mind with their new, often expensive, acquisition.

Unlike household appliances, motor vehicles are very dynamic pieces of equipment with thousands of moving parts. It is imperative to regularly service a vehicle according to the service schedule as defined by the vehicle manufacturer.

Understandably, vehicle manufacturers specify that, for them to uphold the warranty that they have to offer, they require the vehicle to be serviced and maintained by their own workshops. I get this and I agree.

ON THE OTHER HAND, you have the non-OEM repair workshops like Joe's Auto repair down the road. In developed countries these small businesses often account for more than 60% of all jobs.

These workshops are excluded from the repair and maintenance of new vehicles due to the warranty implications as mentioned above. Furthermore, these independent workshops are excluded from repairs to modern vehicles due to the increasing complexity of these vehicles. They currently do not readily have access to the OEM repair manuals that are required for fault finding and repairing much of what can go wrong with these very complex new vehicles.

Currently in South Africa there are long and drawn-out negotiations underway to change the above scenario. In many developed countries around the world though, the Right to Repair has progressed far. Vehicle manufacturers are obliged to make available all technical aspects of their products to the

aftermarket manufacturing and repair industries to enable these industries to compete with the OEM's on a much more even footing.

While extended warranties and service plans have in the past been a means for OEM's to keep the repairs and maintenance on new vehicles 'in-house', this has changed significantly.

I MUST ASK HOWEVER, what is the impact on all of this for me? I've been fortunate that I have pretty much always bought my vehicles new from an official dealership. Some of them came with a service plan and some did not. Those that did not have a service plan have always been serviced by the dealership.

For the most part they have always been Toyotas. I have thus rarely had any vehicle issues outside of normal scheduled servicing. One could say that I have limited experience with vehicle repairs outside of the normal service schedule. Our company does, however, run a large fleet of delivery and staff company vehicles that I have been involved with for 27 years.

I have found that, as a general rule, repairs effected by non-OEM repair centres were often not up to the standard of the OEM repair centre. Not in all cases but often enough to be a concern.

Certainly, we have also had issues with repairs carried out by the OEMs, but these instances have been very few and far between. I think it would be good to be able to readily rely on an aftermarket repair centre to be able to repair a vehicle successfully that is outside of the original manufacturer's warranty.

Expecting a vehicle manufacturer, however, to honour a vehicle warranty when said vehicle has been serviced or repaired by a non-OEM workshop is, in my opinion, not fair.



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Stop the bickering already!

He is stunned to read that insurance companies are prepared to go to court in an attempt not to pay claims for loss of income due to COVID-19, says **Neels van Heerden**.

You don't have to search far online to see people complaining about insurers denying claims. Just the other day I read yet again about an incident where a claim was lodged with a bank after a gate motor was stolen. The quote to install a new motor was R4 500, but the insurer offered to pay out R2 500, because the gate motor was no longer new (are they serious?). Then they also deduct the excess.

The term 'all risk' is included in

every insurance policy, but what does it actually mean? A severe hailstorm breaks the crossbeams of a lean-to and a customer's caravan below it is damaged. The bank from which the client took out homeowners insurance refuses to repair the lean-to because it hadn't approved the building plan. (By the way – are all your canopies and shade nets on a building plan?)

Their short-term insurer also refuses to cover the caravan's repair costs. It believes the bank should repair the caravan or a claim should be instituted against the people who built the lean-to.

Have you read the fine print for the 'all risk' categories of all your insurance products carefully? What exactly do they cover and what is excluded?

NO WONDER INSURANCE is described in marketing textbooks as a grudge purchase: it is an emotional experience to take out insurance.

When a consumer purchases a product or service, they experience one of two emotions: the first is a feeling of joy because a very important consumer need is being fulfilled. Purchasing a new camping gadget makes you feel good, doesn't it? The other side of this coin is the sense of dissatisfaction because you know you need to have insurance, but you feel you could rather use the premium for something else that satisfies your immediate needs.

That's why marketers make such a big fuss about the benefits of insurance, and your temper flares when you read that one of the country's best-known insurers says certain claims will be denied because of the COVID-19 pandemic. It then also warns that it will dispute certain claims until they end up in court.

THE INSURANCE CONSULTANT

Insurance Claims Africa (ICA), which represents more than 500 businesses in the tourism and hospitality industry, is strongly opposed this.

The ICA's considered opinion is that insurance giants should not exploit vulnerable tourism-related businesses, while the Financial Services Conduct Authority (FSCA) has also taken a strong stance that insurers must comply with all legal claims for business interruption due to the COVID-19 pandemic.

I do not believe that any insurer will offer any such insurance products in the future. Only time will tell, but it will probably cost millions of rands and thousands of court hours.

The ICA suggested that insurers negotiate responsibly with their clients. Its view is that legal claims can be settled with a one-off payment of 50% and the remainder monthly.

Having FSCA and ICA on the case seems to be bearing fruit. An important test case will be heard in the Cape Town High Court in September.

I sincerely hope that campsites and businesses that provide products and services to the camping industry will benefit from the enormous work the ICA does. It has also made strongly worded representations to the National Minister of Finance, Tito Mboweni.

It leaves a bitter taste when insurers delay in settling claims. Claims 'evaporate' when a business is liquidated, because insurance related to business interruptions does not cover the customer if their doors close due to bankruptcy.

So they don't pay, but rather contest the claims until there is absolutely nothing left of the insured businesses.

Not cool, guys!



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Changing a flat in lion country...

He's well acquainted with flat tyres and how to change them, but not when a lion might be stalking, says Pieter Hoepfner.

I don't know which sighting is the most rare nowadays: a lion or a broken-down vehicle. Cars nowadays simply don't seem to break down. You may see a light blinking on the instrument cluster that politely warns you there's a problem somewhere with the computer, but that's not something you need to worry about immediately. Leave it to a technician with a laptop when you return to your dealer.

The days of men bending like half-cocked shotguns into the engine bays next to a deserted road are a thing of the past. You also don't find many people thumbing a ride – an empty jerrycan

in one hand, a R10 note in the other, indicating that they've run out of fuel.

The computer nannys you in so many ways: how much petrol is left in the tank, what your fuel consumption is, how many kilos you can still drive – and by way of speaking how angry your wife will be if you don't stop immediately to give the kids a loo break. If you run out of fuel in a modern car, someone needs to take back your matric certificate.

THERE IS, HOWEVER, still one big equaliser when it comes to being stranded on the side of the road, and that is the infamous flat tyre. It hits everyone:

young or old, male or female, rich or poor. Your car may have a huge number of buttons and lights, but if a shard of slate on the R355 between Ceres and Calvinia decides it's your turn, then that is that.

People with expensive German cars will argue that they have runflats and that they're not afraid of a flat tyre. A runflat will only take you to the nearest town, somewhere like Calvinia, Divundu or Stampriet, where you'll find that nobody can replace that battered runflat. Even in big cities, the natural habitat for expensive German cars, you sometimes wait weeks for a replacement.

There is a predictability as to which

wheel will probably go flat. When someone tells me they had a flat tyre, my party trick is to ask if it was on the left rear wheel. To everyone's surprise, I'm usually right. My secret is in knowing that larger stones are driven out to the edge of the road on a dirt road. The left front wheel tilts or bounces these stones, and they then hit the left rear wheel with their sharp edge before settling down on the ground again. That's why the left rear wheel has to endure such abuse. Most of my own flat tyres were the left rear ones, as well as most of the friends I've toured with – that's how I know.

Some roads are notorious. The R355 between Ceres and Calvinia has big guys trembling with trepidation. The slate of the Tankwa has very little respect for a tyre. If you want to see a travelling circus, clowns and all, all you have to do is stop at the Tankwa Padstal while the AfrikaBurn festival is in progress. The parking lot is filled with city slickers struggling to swap out flat tyres.

If your daily activities are mainly to take Instagram photos and drink expensive coffee in Sea Point, you'll obviously struggle to change a wheel in the Karoo. There's a good reason why even Calvinia farmers rather take the 100 km detour over Vanrhynsdorp to Cape Town – the R355 is no joke.

Another scary road is the C14 between Solitaire and Walvis Bay in Namibia. Back when there were plenty of road graders, it was a lovely road. Nowadays it is reminiscent of a post-apocalyptic battlefield as vehicles stand next to the road with flat tyres. That's even if there is room for them to pull over among all the overseas tourists who rolled their rentals after falling asleep because of too much apfelstrudel and Table Lager.

THREE YEARS AGO, our family went on vacation with friends. Stiaan and I have been friends for many years, since university days, and we get along well because we complement each other's weaknesses. He knows everything about computers while I'm almost a luddite. I know everything about fixing a flat tyre, while he can only stand by watching in amazement.

With these diverse talents we headed to Namibia. My family and I were driving ahead and Stiaan and his family followed. It was my job to, as it were, sweep the road for hazards, and clearly

I did my job a little too well, because 10 km outside Helmeringhausen I picked up a puncture: yes, the left rear tyre. I changed the tyre and we carried on. But an hour outside Solitaire I saw Stiaan was no longer behind us. It was tricky slowing down to wait for them to catch up, though, as the tourists in their rented bakkies were in such a hurry and I didn't want to take the chance of one of them crashing into me from behind with a stomach full of apfelstrudel.

Later, when my wife also started doubting the depth of my friendship with Stiaan, I finally pulled over and waited. I didn't turn back as I assumed he simply stopped for a loo break. But then, later, I did make a U-turn and drove back. I half expected to come upon a horrific accident scene and reprimanded myself for not turning around earlier. There was a deathly silence in our car as we drove back to Solitaire. Suddenly, Stiaan's car emerged from the dust and we stopped next to each other. I expected him to berate me for leaving them behind, accuse me of being a fair-weather friend, but instead he enthused how they got a flat tyre (left rear, of course) and how he changed it himself. The broad smile on his face made up for the shredded tyre in the boot.

We bought him a new tyre in Walvis Bay, because there was hardly enough rubber left on the old one to repair it.

“

I could hear a “plop” sound at the right front wheel, followed by a rhythmic “tap-tap-tap” sound of something metallic

”

We headed inland from Walvis Bay, over Okahandja en route to Tsumeb, with Etosha as our final destination. This would be our first time in Etosha, and from the Namutoni Gate we immediately started seeing game. We headed to Halali and spent the night there. At the waterhole of the same name, participants of the Put Foot Rally entertained us with their merriment. Apparently there were also wild animals in the vicinity.

THE NEXT MORNING we were ready to go looking for lions. A number of people around camp spoke of a large pride at the Rietfontein waterhole. When we got there, there were herds of game, but no sign of lions. As we had small kids with us, we couldn't wait around indefinitely because it would eventually become more dangerous inside the car than out.

Just as we were leaving, a Jeep Jockey in a game viewer told us that there was a pride of lions just a short distance from the Halali gate. We took that as a sign, and we headed back to Halali. We drove slowly and kept our eyes peeled for the big cats. The anticipation was palpable – even the kids lowered their voices. They whispered so softly that I could hear a “plop” sound at the right front wheel, followed by the rhythmic “tap-tap-tap” sound of something metallic going around and around. I stopped, coincidentally in the area where the lions had just been spotted, and after scanning the area, I got out to check the tyre. An 8 mm bolt with a large wing nut protruded from the tyre. Continuing on was out of the question, as the tyre would be torn to pieces before we reached Halali gate. I had to get the spare wheel out, right there

Stiaan stopped next to us and I explained my plan: I would change the wheel while he looked out for lions. I didn't feel like being jumped upon by a hungry predator while I loosened the wheel nuts. This weighty responsibility had Stiaan a little white around the gills, but we were far more afraid of our wives who wanted to get the kids home than of any old lion.

On that day I would have made Lewis Hamilton's pit crew look like rank amateurs. It's amazing how fast adrenaline will have you swapping out wheels. With encouragement from my kids and wife inside the car – and Stiaan's ominous “I don't see any lions yet” every couple of seconds – I set a new speed record for wheel changes that will undoubtedly remain unbroken for a very long time.

I kept the wing nut and bolt as a souvenir and when we got home I mounted it above my braai on the wall. It reminds me that the impossible is made possible with a little encouragement.

Someone simply has to stand behind you and occasionally whisper, “I don't see any lions yet.”

...AND FINALLY



When I grow up...

You want a Mercedes-Benz G-Class, but only have Suzuki Jimny money? Beijing Automotive might have the solution for you with the BJ80.

Usually, you'd only arrive at a vehicle like the G-Class after long years of hard work, and perhaps after the kids have already moved out of the house. Or you were born into old money, or maybe you've landed a lucrative tender...

But Chinese automotive giant Beijing Auto Works, a subsidiary of the state-owned BAIC Group that in turn holds the interests of several motor vehicle and machine manufacturers, doesn't think that you have to toil as hard to at least look like you've made it, because the BJ80 places you behind the wheel of a facsimile of a certain legendary German.

There's a long history of vehicles from China being accused as copycats, sort of like that kid at school who writes an exam looking at the papers to his left and right. And there's even a running joke in the

automotive industry that some of these brands don't have design departments; choosing to save the lucrative salaries of the artsy types and instead just buy reams of tracing paper.

To the BJ80's credit, the nose has been altered somewhat so that the grille and headlamps look a little out of place if your mind recognizes this as a G and, at the rear, the taillights are completely original. But the basic profile, exposed door hinges, multi-spoke wheel design, fender flares all smack of the three-pointed star.

In the cabin, the gloss black panels and brushed metal switchgear lend the BJ80 an air of sophistication, but the fonts and graphics of the digital instrument panel and quilted leather upholstery are hints of Stuttgart.

At least the BJ80 is supposed to have decent off-road credentials thanks to its

boxy design; with an approach angle of 39°, departure angle of 33° and 600 mm wading depth. Under the clamshell bonnet lies a 3,0 l turbopetrol V6 with 206 kW and 420 Nm, which sends torque to all four wheels via a six-speed automatic transmission.

There's no word on whether the BJ80 will ever make it to our shores (probably never), but at our current exchange rate it would be in excess of R600 000, which is still R2 million cheaper than an actual Mercedes-Benz G-Class.



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

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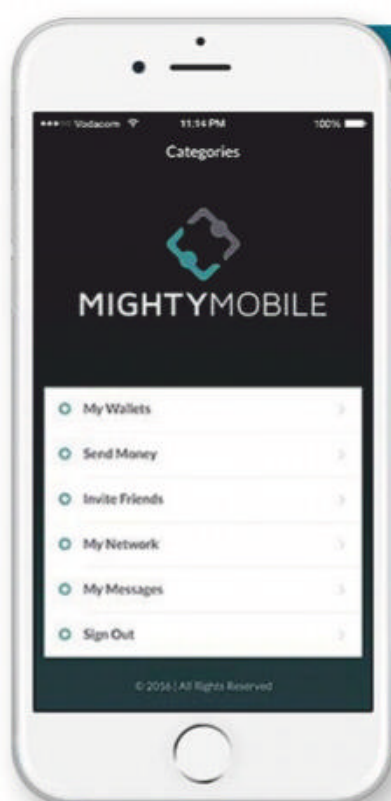
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