

#37

go!

GEAR 12 STRETCHER BEDS FOR A GOOD NIGHT'S REST

AUGUST 2020 | ISSUE 37

Drive & Camp

Winter wonderland Load your family and go!

Kgalagadi adventure
Three campsites and a 4x4 trail

TRAIL GUIDE

Caracal route through
fields of flowers

HIGH 5!

A camping chair affair

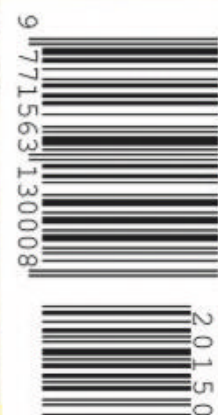
WIN!
A Toyota
Fortuner

Walking with
hippos

The Lowveld's
lush waterfront

NEW WHEELS Mazda BT-50 Volkswagen T-Roc | **NEWS** Latest
caravans and a 'Defender' | **4X4 PROFESSOR** We cast a beam on
spotlights | **CAMP FOOD** Spice it up | **WE DRIVE** Mitsubishi ASX

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CAPRIVI 2 & 3



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SNR SAHARA



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AFRICA NO.1 BEST SELLER

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COROLLA

Changing gears



“

Our magazine's sole reason for being is to improve your camping, 4x4 and travel experiences and we are grateful for your contribution to our existence and the journey you take with us

”



They say two things in life are certain: death and taxes. I believe change also belongs with these two certainties, especially in these uncertain times.

The only constant, as a wise person once said, is change.

Nowhere is this more obvious than in the printed media which *Drive & Camp* is a part of. By now, you've probably read the announcement regarding the closures and changes to Media24's publications.

The good news is that *Drive & Camp* has escaped the proverbial guillotine, although our frequency will change from a monthly magazine to one that appears every two months. The first bimonthly magazine will be our October-November issue; so you can still expect your September issue next month.

Although there'll only be a new issue every second month, we'll still be doing our special projects including the ever-popular *Resort guide*, *4x4 guide* and *Activity book*. And this means that one or the other of our printed publications will be available regularly.

A drastic decision like this one has far-reaching consequences and I can assure you it wasn't taken lightly. The global economy is in tatters due to the COVID-19 pandemic and print media has been under pressure for some time already. We had no choice but to come up with a different way of doing things.

On the editorial side, we still have the right people and resources to create South Africa's leading camp and off-roading magazine. You'll just have to wait a little longer for each issue. On that note, our subscription department will be in touch with subscribers soon to explain how it will work going forward.

Since the announcement, we have received several messages of support for which we're eternally grateful. Our magazine's sole reason for being is to improve your camping, 4x4 and travel experiences and we are grateful for your contribution to our existence and the journey you take with us.

Stay safe!

Schalk

EDITOR

schalk.jonker@media24.com

Contents

#37 | August 2020

REEL & WHEEL 78

4

1

4x4 DESTINATION 26

3



2

WEEKEND BREAK 64

CAMPING DESTINATION 38

EVERY MONTH

3 EDITOR'S LETTER

6 FREEZE FRAME

8 INBOX

10 YOUR PHOTO

12 NEWS

22 NEW WHEELS

36 TAKE A BREAK

74 MY SPOT

76 MY WHEELS

80 DRIVING IMPRESSION

82 HIGH 5!

84 CAMP BOFFIN

88 4x4 PROFESSOR

92 GEAR

96 CAMP FOOD

113 CROSSWORD

114 KIDS' CORNER

116 MIC'S MEMOS

118 NEELS' RALLY TENT

120 COLUMN

122 ...AND FINALLY

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MEDIA24



SPECIAL REPORT 52

TRAIL GUIDE 70



#37 COVER IMAGE – CYRIL KLOPPER

“We South Africans tend to go gaga over snow because it’s not something we see very often. The white surface reflects the sunlight, warming you up until you start to sweat, but once you remove your jacket it is suddenly freezing. So cold in fact that even the Afrikaans oles wore long pants.”

Settings Canon EOS 5D Mk. I; f14; 1/200 sec;
 24 mm; ISO 200



SUMMER ON YOUR DOORSTEP. At a yearly minimum average of 10 °C for Sabie — reached last month — it appears that the cold snap is receding. The mercury can drop to around 8 °C in Sabie, but in August it usually rises to a balmy 24 °C. This picture was taken in the campsite Merry Pebbles in Sabie where chilly winter mist is a common sight.



PHOTO LEON BOTHA



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 long road to our winter home

At the start of winter last year, my wife, Tersia, and I were about to leave Somerset West to head to our winter home, Marloth Park in Mpumalanga.

To make sure we'd be able to leave early the next morning, I loaded our Skipper caravan and Toyota Fortuner the night before. There was a problem, however: when I switched the fridge/freezer from 220 V to the Fortuner's 12 V in the morning, there was only the kind of silence load shedding brings. What's more, the freezer was full of meat so I needed to quickly make a plan. I couldn't find the problem, so I got an auto electrician to help. He found a short circuit in the freezer and fixed it.

We finally set off, and stopped at the Dassiefontein farm stall near Caledon where you can buy anything and everything. We left there with a fresh bread, straight from the oven, and some farm butter, and we stopped at the first rest stop next to the road. Here we enjoyed the delicious bread and butter.

At Swellendam, we turned into the Bontebok National Park. A friendly man helped us at reception and we drove to the campsite where we pitched camp. As with most of the SANPark campsites, the bathroom facilities are very clean and tidy. A small-spotted genet came to visit, but of course we didn't feed it.

After exploring the park, we left for Hartenbos. Here we slept at our friends

Freddie and Gerda Strauss, because the next day it was up to Tsitsikamma, which is part of the Garden Route National Park. Initially we only booked for two nights, but with a stand so close to the sea where you can properly feel, smell, hear and see the waves, we decided to stay longer. Just like Bontebok, the bathroom facilities were a pleasure.

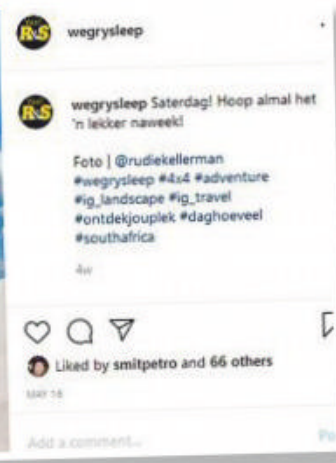
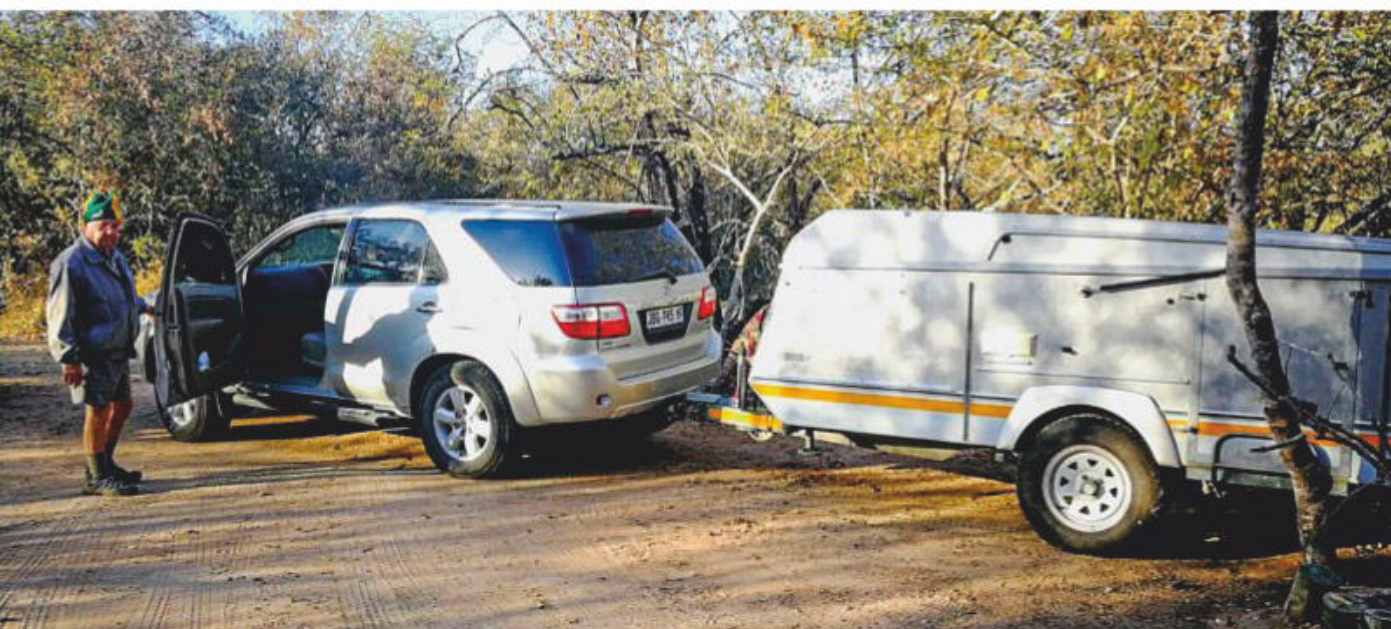
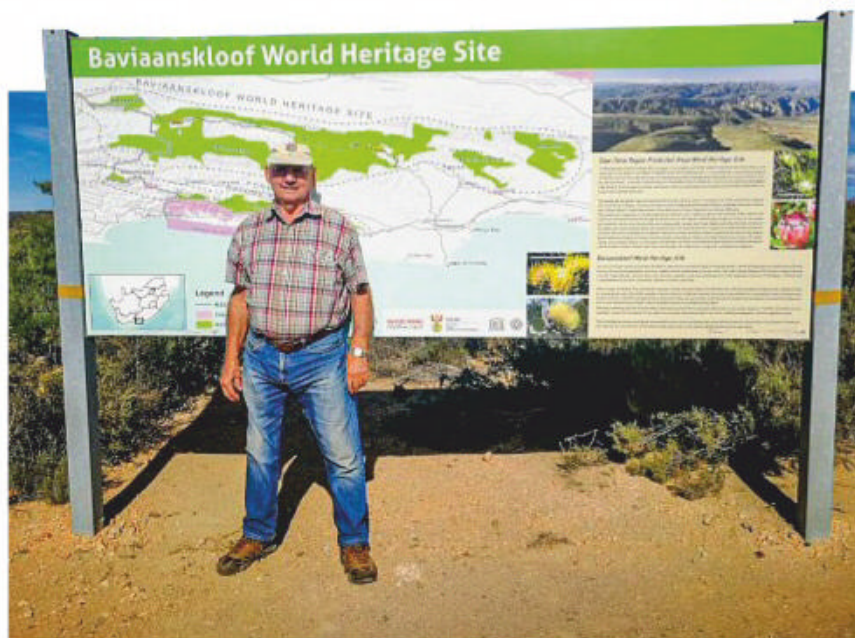
Patensie was up next, after which we wanted to tackle the Baviaanskloof. At the gate, the friendly official told us the road wasn't really meant for a caravan. Still, I decided to push on with the Skipper. We camped at Doodsklip where the camp fee was roughly the same as the SANParks

WINNING
LETTER



Thinus 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





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

ones over the past few days. But this campsite was dreary and you had to climb a hill to reach the pit latrine.

The next day we went deeper into the mountains, over rocks and through valleys, to where a road worker advised us to it would be foolish to continue towing the Skipper. But there was nowhere to turn around, so we pushed through. All that bumping and shaking around caused the Skipper's door latch to open, and so water ran in as we drove through a river – that was the worst of it. After two days of crawling at 5 km/h, I must say the Fortuner and the Skipper did us proud.

Driving the Baviaans has always been a dream of mine. It's a beautiful and pristine piece of earth.

Graaff-Reinet was next, where we again visited a SANParks campsite, Camdeboo. We arrived at 19:00 when reception was already closed, but the security guard allowed us access. And, of course, the campsite is well cared for – the same goes for the bathrooms.

There remained only one more night's sleep at Maselspoort near Bloemfontein, and the day after that, we arrived at our winter home.

TINUS GROBLER
Somerset West

COMMENT OF THE MONTH!



Responding to a Facebook question asking whether an automatic or manual transmission is best, here's **André Cloete's** practical take on the issue.

"It depends on the user's need, and also on the specific manufacturer and model. In my case, it's definitely automatic, because I only have one leg."



Baby, it's cold outside



A year or two ago, they exchanged the Cape for Sutherland says Chantél Fourie. Now she captures the tranquil environment's windmills, clean nights and dramatic clouds on her Huawei P10 phone.

By **Leon Botha**

Bright spark

"It hardly ever rains in Sutherland, and we'd been here for about a year when these dark clouds convened. My daughter, Xanté, and I were on our way to the shops, and as I stopped at a stop sign and looked to the side, the shiny blades of a windpump caught my attention. I got my phone out, wiped the lens and started shooting."

The clever composition immediately draws you in, and aside from the distinct blades of the windpump, the lines of composition lead your eye to the focal point: the tops of

the three trees to the left of the windpump forming a diagonal line toward the blades; the grass (starting sparsely on the right) running in the direction of the windpump; and the dark bushes in the foreground that seem to direct your attention to the windpump. These three elements work well together while the dark clouds in the background make the bright foreground stand out even more. The clouds also give the photo a dramatic feel.

The picture doesn't have that much colour. So, if you were to change it to black and white,

it would have even greater impact. And when you increase the contrast, it feels as though a thunderstorm is about to erupt. Because the grass is now the lightest element in the photo, it first catches your attention – and it, along with the windpump, becomes the focal point. The grass is now reminiscent of those black-and-white versions of infrared photos where everything that uses photosynthesis shows up white.

The structure in the background is a bit distracting, but the photo remains a winner



SEND YOUR PICTURES

and we might publish them here.

We're not looking for traditional "prize winners", just regular pics that you love. Think of the type of pic you'd use as your Facebook cover photo; or something charming, such as kids warming their hands over a campfire. Whether the pic was taken with an expensive DSLR camera or a run-of-the-mill cellphone, if it's good enough for your family photo album it's good enough for us. **CHANTÉL FOURIE** wins a *Drive & Camp* camera bag worth R520 with her photo – congratulations, Chantél.

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

Icy splendour

"On 11 June this year everything was white outside. I wanted to go out to take pictures of my car covered in snow, but when I got to the gate I saw I was properly locked in. I had to take a picture right away to show just how cold it was, because I had to open the icy lock with my fingers. That morning it was -5 °C in Sutherland."

Nothing gives better proof of reality than

a photo, and that's true for this one Chantél took, too. But apart from its obvious value as a true reflection of what happened, it's also an interesting pic.

Because the car is in the background, it feels as though you are personally standing behind the gate. That gives the photo depth, but because the focal plain is on the gate, the car is slightly out of focus and its strong lines

don't interfere with the foreground and you immediately know where to look. The shape of the vehicle is clear enough that you know what you're looking at.

The photo basically has no colour either, but thanks to the light from behind, there's plenty of detail to see – including the ice on the fence to the right and on the gate's chicken wire.



Last light

"This picture is so typical of Sutherland in winter. When it's this cold and the sky is open, the stars really pop. That's when it's wonderful to light a big fire. This is a piece of heaven for us in South Africa."

This is a remarkable picture, especially from a technical point of view. There are two light sources: the fire and the sunset. Balancing these two in one photo isn't easy, especially with a camera when you have to select the settings yourself. This is a good example of how well cellphone light meters handle tricky lighting conditions. And then you even see a star or two as well as the hot embers of the fire as they fly up.

The photo consists of two parts: the fire and the background. Together they make a lovely image. The fire's flames licking upward draw your attention to the top of the pic, where you spot the clear outlines of the water tank and windpump. The curved night sky then brings your attention back to the photo.



Wanderer gets a

Sherpa Leisure's latest model, the Wanderer, has a new addition: the Wanderer C.

Until recently, customers could choose between two models: the Wanderer A or B. The A model is the standard version and includes a 220 V standing fridge, a mattress, a 45 Ah battery with a charger, three windows and a braking system. The B model is equipped with a bathroom and also has an extra window, a 90 l water tank with a pump, and a 220 V geyser with the necessary plumbing. Both of these caravans have a pop-up roof.

And that's where the new model C is different: it has a solid roof. And, says owner, Neville de Meillon, the C stands for 'conventional'. This model is therefore Sherpa's answer to a road caravan, although Wanderer's models are also built with dirt roads in mind.

As with the other models, buyers are able to plan the layout of their Wanderer C with Neville. The C can accommodate up to four people and the bed configuration is also up to the buyer – choose between single beds or double beds.

The first C model Neville built for a customer in Port Elizabeth came equipped with an island bed, a separate toilet and shower cubicle, an extra-large fridge, Ewoks movers, an Eezi-Awn 270° awning and a 2,5 tonne Burquip axle.

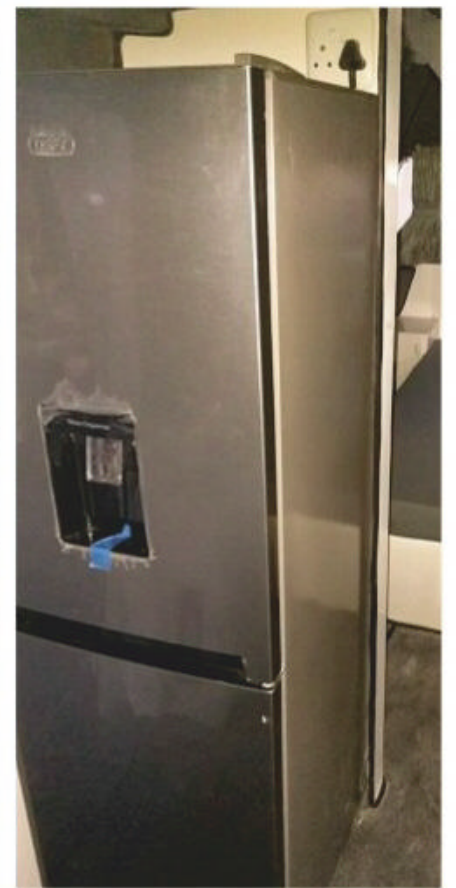
The numbers are 6,7 m (l) x 2,33 m (w) x 2,3 m (h); tare weight 1 150 kg; carrying capacity 450-850 kg; GVM 1 600 kg, 1 800 kg or 2 000 kg.

Price Around R390 000 (depending on the optional extras).

Contact 011 452 8188 or 082 554 8335
sherpaleisure.co.za
neville@sherpaleisure.co.za
sherpaleisure.co.za



solid roof



Compass expands

Rustenburg caravan manufacturer Compass Off Road Trailer began as a modest business 12 years ago. As demand grew, owner Piet van Niekerk decided it was time to expand.

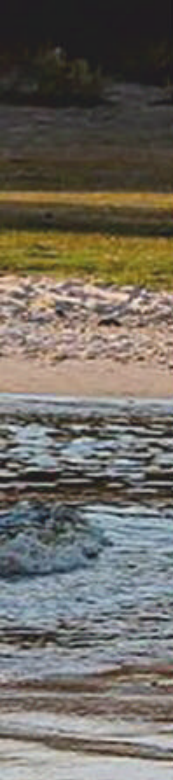
His new partner, Duan Myburgh, has joined Piet to establish a proper production line. If everything goes to plan, Compass's 62nd off-road caravan will be delivered early in August. Since the establishment of the partnership, the duo aim to build caravans in groups of eight, with the manufacturing cycle taking three months.

Piet says he initially started out with off-road trailers equipped with a rooftop tent – for which you needed a ladder. These were a hassle, so Piet designed an off-road caravan where you could sleep inside. Later, he also built caravans for some of his friends, who took them into countries such as Botswana and gave him feedback. And slowly the caravans as they look today evolved and emerged.

In essence, Piet's caravan consists of a bed that folds out over the A-frame, and if you order a two-bed caravan, the second one folds out from the right panel. The door sits on the back corner with the kitchen area to the left. You're able to specify the cupboard layouts or kitchen area according to your needs, without affecting the price.

The chassis is made of powder-coated steel and the rest of the caravan – the panels and doors – is made of aluminium, also powder coated. The standard caravan is equipped with, among other things, a 90 l water tank, a 3 kg and a 5 kg gas cylinder, a two-plate gas burner stove, a mattress, a sliding frame for the fridge/freezer, a 270° awning, storage space for a cassette toilet, plumbing for cold and hot water (inside and outside), a spacious nose cone and a spare wheel.





MOVERS AND SHAKERS. Piet van Niekerk (right) and Duan Myburgh.



The caravan sits lower than 2 m, which means it fits into a standard garage. The pop-up roof lifts by 65 cm.

Items such as the fridge/freezer, shower, battery, emergency tyre cover and canvas bags for the door are optional.

The numbers 4,69 m (l) x 1,8 m (w) x 1,95 m (h); tare weight 860 kg; carrying capacity 940 kg; GVM 1 800 kg; 2,5 t connector; 1,6 t braked axle and 16" wheels.

Price R175 000 (double bed); R185 000 (two double beds).

Contact 072 421 6815

compassoffroad.co.za

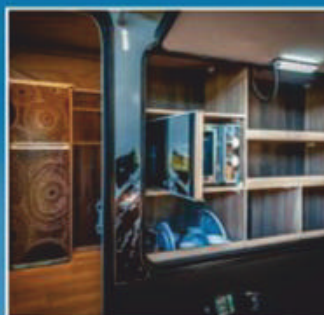
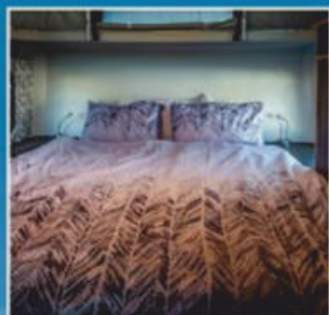
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- GVM 1800 kg
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- Awning in a bag
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- 158 lt/12V fridge
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CARA-CAMP

Loftus Caravan City
Middelburg Caravans

Silver Lakes
Caravans





Turn your panel van into a motorhome



Motorhome-World is known for its Discoverer motorhomes, but this manufacturer now gives owners of panel vans the chance to convert their own vehicle into a motorhome. Furthermore, an owner can collaborate with Motorhome-World to decide on the interior layout.

As a rule, Motorhome-World uses an Iveco or a Mercedes-Benz platform for the Discoverer range, and a Nissan NP300 for the Fun model.

Dennis Bouwers of Motorhome-World says they would do a rebuild on any panel van – small or big – provided it's interior is completely bare. Motorhome-World supplies all materials needed for

the conversion, including items such as basins, taps, toilets and fridges. If your panel van isn't new, Motorhome-World will do a pre-inspection.

These photos show a Motorhome-World Journey model, and are an example of a Fiat Ducato MH2 panel van that was converted into a motorhome. Depending on the factory's production line, the conversion should take 2-3 weeks.

Your vehicle registration documents must be in order, because when the conversion is done, the tare weight must be updated with the authorities.

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Waiting on the 'true' Defender...

Ineos, a multinational petrochemical company headquartered in London, decided to build a modern version of an old legend, and sent a series of media releases out into the world in July.

Sir Jim Ratcliffe, the head of Ineos and the fifth richest man in Britain, says he's unhappy with the direction Jaguar Land Rover took with the Defender – a vehicle close to Sir Jim's heart. So, he decided to return to the original motivation for the Defender with a vehicle called the Ineos Grenadier.

Sir Jim approached Jaguar Land Rover in 2016, when they discontinued production of the previous Defender and offered to buy the tooling, moulds and rights for the Defender, but Jaguar Land Rover declined.

So, Ineos, which owns a large portfolio of companies, immediately began developing its own vehicle that resembles the old Defender, but doesn't contain any Land Rover parts. Jaguar Land Rover tried to put a stop to it by applying for copyright on the old Defender's basic shape. The copyright claim, however, was rejected by the UK's Intellectual Property Office in October 2019 and Ineos was allowed to proceed with its Grenadier.

The Ineos Grenadier gets a ladder-frame chassis and Carraro beam axles at the front and rear – "because it's the only way to build a proper off-road vehicle," says Andreas Albrecht, chief engineer. By contrast, Jaguar Land Rover's new Defender has a unibody and independent suspension.

The Grenadier will be powered by a BMW 3.0 B57 turbodiesel and a 3.0 B58 turbopetrol engine, and an eight-speed automatic transmission by ZF. Ineos also confirmed that



OLD SCHOOL RULES. Sir Jim is a huge fan of the old Defender. A bakkie version of the Grenadier is also on the cards.



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there is an electric version on the cards that won't rely on batteries, but rather on hydrogen fuel cells, which is cheaper than batteries, doesn't require charging and offers a similar range as fossil fuel.

Sir Jim Ratcliffe promises that the Grenadier will fill the void left by "other manufacturers" when they abandoned the needs of the regular guy for the luxury vehicle market. Employees involved in the development of the Grenadier have been overheard referring to the new Defender as a "pavement princess"...

The Grenadier will be built in Wales, initially for the British car market (right-hand drive, just like us), but will also be exported to other countries if there's demand. Judging by the reaction on social media, there is already an eager fan club in the US – a lucrative market for any automaker.

The Welsh plant in the town of Bridgend will create 500 jobs and full-scale production is set to start by 2021 – working prototypes of the Grenadier have been seen on British roads. The Bridgend plant can build up to 25 000 units a year and the British are expected to pay £40 000 for a Grenadier (R850 000 without import duties). So it won't be cheap, but it might find favour with hardcore adventurers looking for a more utilitarian vehicle than the new Defender, something that most definitely won't spark joy with Jaguar Land Rover.

Further details were slim at the time of going to print, but do visit ineosgrenadier.com for the latest developments.



Another step closer to all electric

Volkswagen's plant in Zwickau, Germany – also known as the 'City of Motors' – has stopped manufacturing internal combustion engines and has switched to electric vehicles.

The plant has existed since 1904 and over six million Volkswagens have been assembled here since 1990. The approximately 8 000 employees exchanged their oil cans and grease guns for soldering irons and multimeters, in preparation for the ID.3 electric hatchback (below right), which will soon come on sale. The plant is also getting ready for the ID.4 SUV (bottom) – Volkswagen's electric answer to the Tesla Model Y.

Although the Zwickau plant can produce an astounding 330 000 cars a year, the plant is only one part in Volkswagen's bigger plan to make all its vehicles either electric or hybrid. 🌱



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Second chances

The BT-50 is regarded by some as an ugly duckling, but Mazda reckons it can change this opinion, says **Cyril Kloppe**.

The current Mazda BT-50 – based on the Ford Ranger – was launched back in 2006. At an average of 300 units a month, it sold relatively well, and some months even exceeded the 500 mark.

In September 2010, the Ford... sorry, the Mazda BT-50 got a facelift that would come to haunt to the manufacturer. Sales initially remained steady, but after a few months it first dropped to 100 sold a month, and eventually to only 20 a month in 2019. Mechanically there was no difference between the 2006 and 2010 models, so the fault must have lain somewhere else...

We don't like calling a car beautiful or ugly because it's subjective, after all. But when enough people call something ugly, others will start believing it and soon nobody will want it. Just ask Mitsubishi what happened when it replaced the Colt with the Triton.

On 17 June this year, Mazda announced that it will be releasing a brand-new, redesigned BT-50. This time around, the BT-50 will be based on the Isuzu D-Max and is even going to be built (and rebadged) by an Isuzu plant in Thailand.

In Australia, the first country to receive the new BT-50, the decision to have it built by Isuzu has caused some controversy. Isuzu doesn't enjoy quite the same reputation for reliability Down Under the way it does in South Africa. Perhaps it's because our Isuzu models (which are built locally) are better than those sold in Australia (built in Thailand). But let's leave it at that.

Let's rather discuss what we currently know about the Isuzu... sorry, Mazda BT-50.

MAZDA'S DECISION TO BASE the BT-50 on the D-Max is a logical step after Isuzu and Mazda forged an alliance in 2016. Mazda says it will follow its Kodo design philosophy with the new BT-50. This word can apparently be translated as 'soul of motion'.

All Mazdas follow the Kodo philosophy nowadays, which is why you may find that the new BT-50 looks somewhat familiar. It has the same grille with the three-dimensional 'wing' that extends to either side that you find on Mazda's CX crossovers, the MX-5 and the Mazda 3 and 5. The sharp-angled wide headlights are also similar. The new BT-50, however, couldn't get the same long bonnet as its stable mates because the D-Max platform doesn't allow it.

The loading bay is nice and spacious and

MAZDA BT-50



can carry more than one tonne of cargo. The bakkie's tailgate also follows the Kodo philosophy, with a similar 'wing' that you find in the front.

As far as we know, Isuzu's 3 ℓ turbodiesel engine and six-speed transmission (manual and automatic) is used in the BT-50, but we're not sure about power and torque yet, and this is why we're not including a specification list with this article.

The interior is beyond swanky, perhaps the smartest bakkie interior we've ever seen. It's leather everywhere you look, plus a big touchscreen and finishes the likes of which we've only seen in the Volkswagen Amarok.

This is where you get a hint of Mazda's plans. All companies who look to the bean counters to make business decisions when

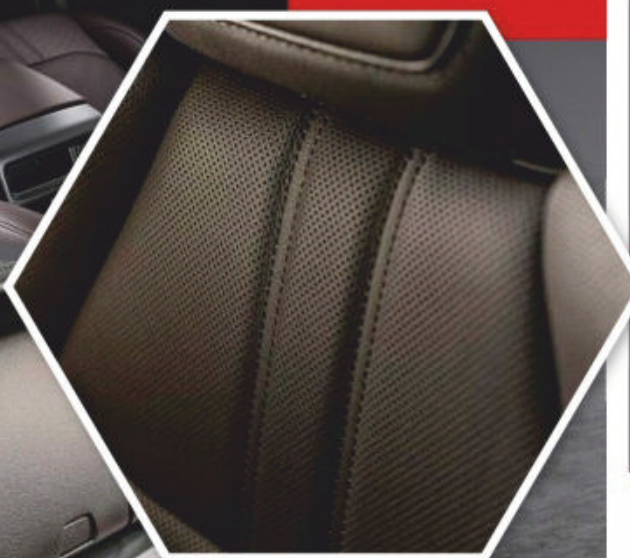
things are tight, follow the same route: they aim for high-income earners who are willing to pay a lot of money for a little extra.

The new BT-50 is fancy, and though we don't know what its price will be, we can make an educated guess that the bean counters prefer higher profits at lower sales figures above higher sales at smaller profit margins. It's a tactic that works for some.

Land Rover recently followed the same advice by raising its posh new Defender's price sky-high compared to the actual value of the vehicle, thereby putting it out of reach of the average Joe while earning extra cash at the expense of sales figures. We don't know if it will work out for Land Rover, but we do know how it ended up for the Nissan... sorry, the Mercedes-Benz X-Class.



LOOK AT ME NOW. The large grille looks fantastic, but how do you fit a bull bar to that front end? The interior looks smart but it doesn't embrace being a bakkie and tries too hard to be a family sedan.



COMPETITORS

Luxury bakkies that are pretty pricey



R634 783

Ford Ranger 2.0 WildTrak 4x4

One of these days, the Ranger will be updated to a fourth generation that shares its platform with Volkswagen.



R666 500

Isuzu D-Max 300 LX 4x4

Bakkies for farms and factories are all good and well, but the big bucks lies in the lifestyle market.



R752 900

Toyota Hilux 4.0 Legend 50 4x4

It literally costs the price of a Karoo farm, but it is also something the average South African aspires to own.



Trek in a T-Roc

Volkswagen's latest SUV was recently released in South Africa and it is the second smallest in the range, says **Cyril Kloppe**.



Volkswagen's first modern sports utility vehicle was the Touareg, named after the Tuareg tribe of the Sahara. Then followed the Tiguan, which is a portmanteau of tiger and iguana. We kid you not – German car magazine *Auto Bild* ran a competition in which readers could choose the name of Volkswagen's next SUV. That's German humour for you.

Volkswagen immediately noticed a pattern and decided to start the names of all its SUVs with a T. Next up was the T-Cross and now the T-Roc has made its appearance. (In other countries, you'll also find the Teramont, America's largest Volkswagen, and the Tayron, which is only available in China.)

With its X1 to X8, BMW proved you can make money if you flood the market with dozens of models, and Volkswagen admits it's trying the same 'model offensive'. So, together with the Tiguan Allspace, there are a total of seven T SUVs.

We attended the online launch of the T-Roc.

THE VOLKSWAGEN T-ROC is a compact SUV that fits in-between the T-Cross and the Tiguan. It's 80 mm longer than the T-Cross and 162 mm shorter than the Tiguan. Volkswagen says the T-Roc is their first SUV where the colour of the roof and the body differ. There are 10 body colours and three colours for the roof – red, white or black – and you can choose from a total of 25 colour combinations. The T-Roc is also one of the first models with Volkswagen's new simplified badge on the grille.

The T-Roc comes in two models: Design and R-Line. The Design is the entry-level model and is equipped with 17" alloy wheel rims that you can upgrade to 18". The R-Line gets 19" rims that are definitely not suitable for dirt roads.

South Africans will have two engine choices: a 1,4 ℓ turbocharged petrol engine with an eight-speed automatic transmission (Tiptronic) and a 2 ℓ turbopetrol with a seven-speed



DIAL THE FUTURE. The interior is all sci-fi with a strong digital offering. The inductive pad next to the gear selector lever (insert) can wirelessly charge certain phones.

automatic transmission (DSG). Volkswagen says the former has a fuel consumption of 6,9 l/100 km and a top speed of 205 km/h. The 2 l version consumes 8,3 l/100 km and reaches 216 km/h with an acceleration of 0 to 100 km/h in 7,2 s. Volkswagen has not provided a full list of specifications and all we know is that the 1,4 l engine delivers 110 kW of power and the 2 l 140 kW.

Inside, you can choose between three colour schemes that either match the body paint or contrast with it if you're looking for something a bit more dramatic. The interior mood lighting is white in the Design and red in the R-Line.

The T-Roc seats five adults and has a luggage capacity of 445 l (1 290 l when the rear seats are folded down). The former is almost twice the size of the luggage space of the Fiat 500X and Mazda CX-3; it's only the Opel Mokka X with its 356 l that gets remotely close to the T-Roc.

Like most modern vehicles, the T-Roc is

littered with electronic gadgets. There's an 8" touchscreen with two USB ports in the centre console that connect to your phone. You can also use Volkswagen's We Connect Go app to get information about your T-Roc via your phone, such as where your nearest service centre is and the current odometer reading for tax purposes.

The digital clocks behind the steering wheel are adjustable to display the readings you're most interested in. For example, you can shrink the speedometer and rev counter to focus more on trip information like range remaining and fuel consumption.

Due to the unpredictability of the rand and the global economy in general, Volkswagen did not want to give a price for the T-Roc at the time of launch, but they are accepting orders. Taking into consideration what other Volkswagens cost nowadays, we reckon the T-Roc is going to be around half a million Randelars, making it considerably more expensive than its competitors.



COMPETITORS

Cheeky SUVs for the city and the dirt road



R322 500

Mazda CX-3

The CX-3 has striking styling and it handles well.



R330 000

Fiat 500X

An adorable car, but you don't see many on the road.



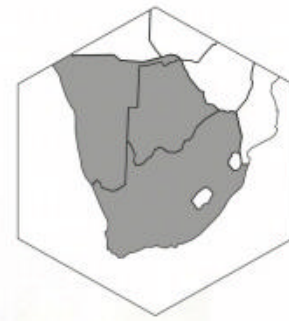
R400 000

Opel Mokka X

It's practical, but unfortunately also boring.

Barefoot through the *Kgalagadi*

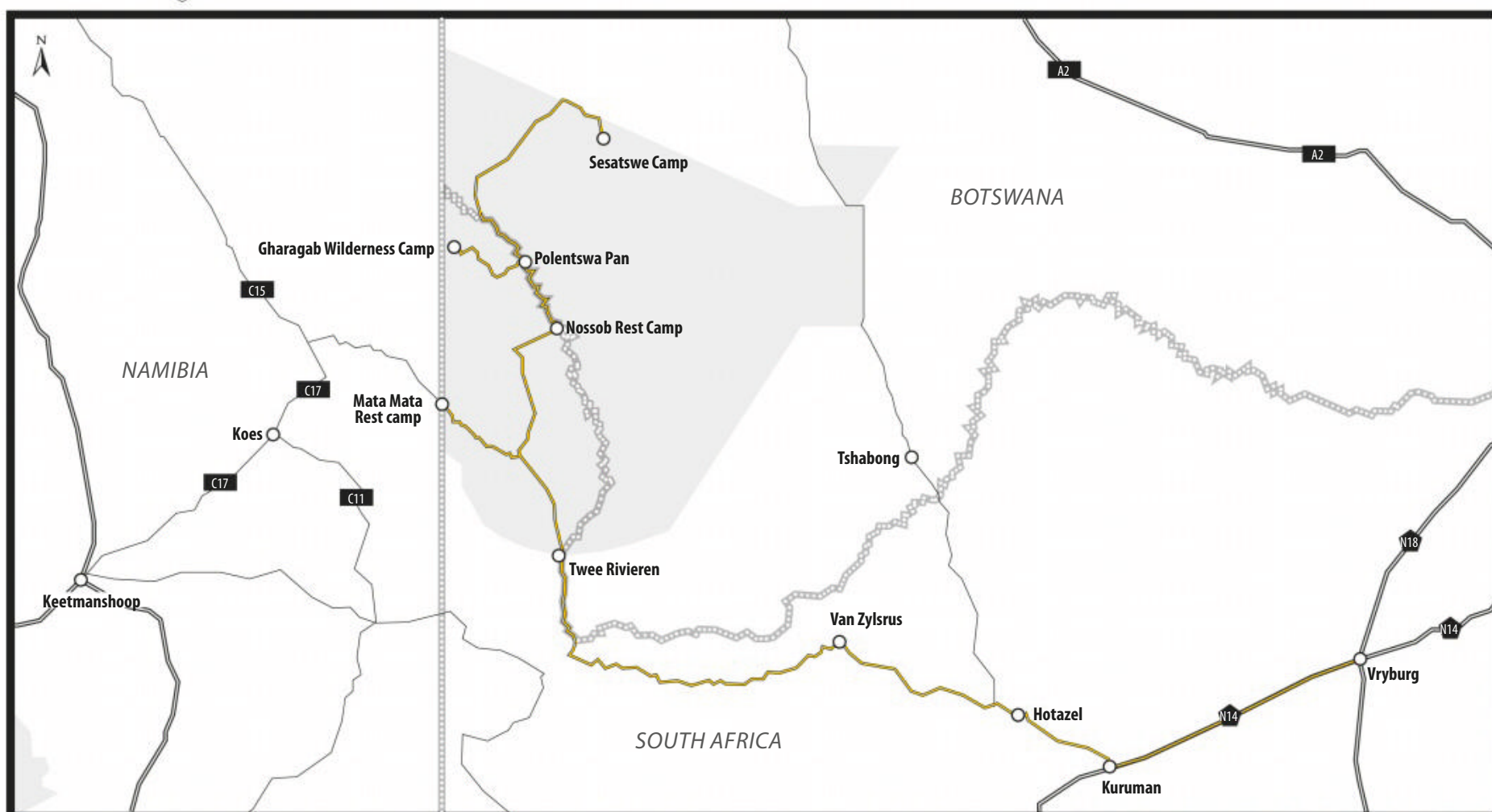




In this month's off-roading article, we travel with six of our readers as they tour the Kgalagadi.

Words and photos **Sulita de Kock**





Once you've felt the Kgalagadi's red sand between your toes, a longing stirs in you that doesn't let go. You simply know you must return to this part of the world.

This would be the case for my husband, Joop, and me too. And so, in September, we had the chance to return, three years after our last visit.

We met our friends Johan and Lynette Morkel at a petrol station in Vryburg. Their son Lewellyn and his best friend, Willie, were joining us on the trip, and we were all equally excited about what lay ahead. Our plan was to tour for 10 days, and one of the highlights of our tour was to be the Polentswa 4x4 route.

Before our departure, we made padkos and a flask of coffee while also testing the two-way radios. We'd learnt by now how important communication is on such a tour.

Joop hadn't been to Van Zylsrus since his army days, so we decided to drive through this interesting town on the banks of the dry Kuruman River on our way to the Kgalagadi. The road was long and corrugated, but the people and the cute hotel, formerly known as the Gemsbok Hotel, make the detour worthwhile. We took photos, chatted to the locals and had a drink at the hotel before continuing.

That night we slept at Molopo Kalahari Lodge. The people were helpful and even willing to loan the two boys some bedding when they discovered they'd forgotten theirs at home.

You know how it goes when you haven't seen friends for a long time – we spent that first night enjoying ourselves, tucking into T-bone steaks and papert.

JOOP AND I got up early the next morning to climb the dunes and capture the sunrise, after which we enjoyed a lovely breakfast at the lodge and then got underway again.

Our first stop was Tsee Rivieren, the Kgalagadi's largest rest camp. We checked in and everyone joined in on the selfie of the tour group and our vehicles to mark the official start of the tour.

We stopped at Jan se Draai waterhole to get pics of gemsbok. These remarkable animals are typical of this region.

We proceeded to Nossob where we set up our first camp of the tour. We lit a bonfire, of course, and because it was the boys' turn to cook, the rest of us could sit back and relax. Joop brought out his harmonica and serenaded us with peaceful bushveld music while we were chatting around the fire. Thinking about it now, Nossob will always remind me of







the nostalgic sounds of Joop's harmonica with the bushveld fire crackling in the background.

Nobody had warned us about the antics of the jackals at Nossob. Johan's Crocs were stolen that night and the straps of mine were chewed through. I went to Nossob's shop for replacements, but they only sell basic necessities. There weren't any shoes on the shelves.

And, right there, our tour got a theme. From here on out I would be barefoot through the Kgalagadi! Thorns and all...

THE NEXT DAY, we headed to Polentswa. As we didn't have far to go, we took it easy and took our time watching and enjoying the wildlife along the way.

Polentswa has three campsites – we'd booked a spot in the one closest to the pan. This is one of the bush camps in the Kgalagadi with A-frame shade-net structures, latrines and bucket showers. You have to be completely self-sufficient when camping here – you need to bring your own water, food and power. There is also no fence, which means that you have to keep your eyes open for predators that might be lurking about.

But there's a special tranquillity about



sitting in your camp chair and watching the sun disappear behind the Polentswa Pan. You become one with nature... and incredibly close to creation.

To round it all off, Lynette and Johan's potjie simmered quietly over the coals.

EARLY THE NEXT MORNING, we were still packing up when we were suddenly much



closer to nature than some of us were comfortable with: there was a hyena right on our doorstep.

We got such a fright, but Mr Hyena was totally chilled, walking through our campsite, almost as if he wasn't even aware of us. Like I said, not everyone was quite comfortable with this beast around.

That day marked the start of the great



“

And, right there, my tour got a theme. From here on out it would be Barefoot through the Kgalagadi! Thorns and all...

”

4x4 experience we were so excited about. The men ensured the air pressure in the tyres was appropriate for the sandy twin-tracks ahead, we made sure everything was secured in our vehicles... and then we set off.

We'd barely left before we encountered a secretary bird. It's quite an experience to see this big bird in full flight.

At one point we stopped to stretch our legs. For some or other reason, the men decided this would be a good time to have a dung-spitting competition. It was a lot of fun, and ultimately not easy picking a winner between these four skilled guys.

That night we stayed over in Sesatswe. This bush camp was even more basic than Polentswa – there wasn't even a latrine. Also no A-frame with shade net, and definitely no fence. At sunset, we took the most beautiful photos of the sun setting over the red Kalahari sand.

Around the campfire later that evening we could laugh at the frights Lynette got, and also at Willie for constantly hearing something in the bush. It was probably the lingering memory of that morning's hyena visit still messing with his head.

WE WERE HEADING to Lang Rambuka and hit the road early after packing up. We stopped along the way for breakfast and were horrified when a thorn tree nearly took Lynette's eye out.

We treated her eye and were all relieved that it wasn't a serious injury. The nearest hospital is in Upington...

We carried on to Kaa, the northernmost entrance of the park, where we stopped again. The word Kaa in San means 'nothing'. This is ironic, because this is where we met the first of many lions on our route. As far as we were concerned, it was definitely not 'nothing'!

There is just something different about the Kgalagadi lions... something you will only understand once you have experienced it yourself.

The one element characteristic of the Polentswa 4x4 route is that there are many threethorn bushes along the way. This is really the only downside of the experience and the resultant damage to our vehicles are still visible.

That night we stayed over at Lang Rambuka. This campsite also didn't have amenities or fences. That was fairly



WILD REMINDERS. The adventurers were surprised when their sandals were either stolen or chewed through by jackals. At Polentswa (top left), a hyena paraded through the camp early in the morning.



intimidating when you considered just how many predators, including lions, we had seen on the way there.

After a nice warm bush shower we sat socialising around the camp fire until late that night.

THE NEXT MORNING we packed up and got ready for the road to Gharagab. We would go via Union's End, the northwestern point of South Africa and the spot where three countries – Botswana, Namibia and South Africa – meet. That's also where the dry Nossob River enters South Africa from Namibia.

We spent some time at Union's End to read more about the history of the area. Previous visitors had started the trend of writing their names on plant pods, and so



we ‘immortalised’ our names that way too. And, of course, there’s the obligatory selfie before continuing our drive.

Everyone was excited about visiting Gharagab, a tented camp with one of the best waterholes in the Kgalagadi. The camp’s camelthorn trees and grassy plains are typical as this area gets a high rainfall. The equipped tents are very comfortable, and after all the bush camping we did on the way here, the joy of a hot shower was a huge treat.

There was wildlife at the waterhole throughout our visit. In addition to the ‘usual’ game you’d expect to encounter, two male lions and a brown hyena also came around.

Once again, it was the boys’ turn to cook and they spoilt us with delicious



lamb shanks. Once again, it was an unforgettable evening.

BITTERPAN WAS IN OUR SIGHTS the next day, and early that morning we came across more lions next to the road. We were really lucky to see so many big cats on the tour.

That was also a special day for me, as I got the chance to get behind the wheel for the 4x4 route between Nossob and Bitterpan. I drove the roughly 50 km of sandy road, and with Joop as instructor everything went smoothly.

Just remember to allow enough time when you come here, because it takes about two hours to drive this short stretch. It is also a one-way 4x4 route on which you drive from Nossob across Bitterpan in the direction of Mata Mata.

Bitterpan is extremely beautiful. The camp was cleverly designed and built on wooden stilts. The views over the pan were incredible and once again we didn’t have



to pitch our tent. We could simply relax and enjoy the quiet of the Kgalagadi.

That night it was Joop and my turn to cook, and on the menu was roosterkoek done on the coals. The sunset over Bitterpan will always remain with me – it ranks as one of my favourites of all time.

WE WOKE UP to our big 4x4 day! Our time in the Kgalagadi was coming to an end and so we took advantage of the loose sand and steep dunes. The three bakkies stormed the dunes over and over again until all of us had reached the top.

And of course there was intense rivalry between Ford and Toyota... but it's not my place to say who won in the end. Lynette and I captured everything on film – I took pictures and she shot video.

And here's another reason why the Kgalagadi is such a special place to us:

the fact that we could play on the dunes for hours and encountered very few other vehicles on the route. In that respect, the Kgalagadi is different from all the other parks we have visited. What a privilege!

Mata Mata's camp borders Namibia. It has a shop, a petrol station and a swimming pool, for which we were very grateful as the heat was intense.

We spent two days here and appreciated the break and the opportunity to switch off a bit before having to turn back.

The bird life in the Kgalagadi is incredible. We were especially impressed with the barn owl we saw in the camp. The crimson-breasted shrikes also quickly discovered the bowl of water we'd set out for them.

The first night as I walked to the ablution blocks another camper saw that I wasn't wearing any shoes. I told





her about our episode with the jackal at Nossob, and the next thing I knew, she'd brought me some flip flops. They were too big for me, but I've never been so grateful for sandals. This is the magic of travel: you get to meet incredible people, who are still willing to help, who share the same interest as you, and who value nature the way you do. Salt-of-the-earth people.

And so our time in the Kgalagadi came to an end, but we knew it wouldn't be our last visit to its red sands.



What does it cost?

Nossob R360-R715 pn per site for first 2 people, thereafter R94-R170 pp.

Polentswa, Sesatswe and Lang

Rambuka Price on request

Gharagab and Bitterpan R1 990-R2 125 pn per unit (maximum 2 people).

Mata Mata R360-R400 pn per site for first 2 people, thereafter R94-R100 pp.

A conservation fee of R96 pppd (R48 for children) is also payable unless you have a Wild Card.

Contact

Kgalagdi Transfrontier Park

☎ 054 561 2000 ✉ kgalagadi@sanparks.org

Polentswa, Sesatswe en Lang

Rambuka ☎ 067 391 0848

✉ inter-tourismgroup.com

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SEASONED TRAVELLER. I photographed this caravan eight years ago in the Tshipise Resort and I can't help but wonder how many places this caravan had been to since I saw it last. It has travel stickers from every corner of South Africa: L'Agulhas and Port Nolloth to Witsand and Cape Vidal. It even crossed into Eswatini and travelled to the Hlane Royal National Park. And if you're wondering about the Kgalagadi, yes, it even visited the Kgalagadi Transfrontier Park.



PHOTO LEON BOTHA

Kgalagadi for all

Everyone camps at least twice in the Kgalagadi. That's because you quickly realise that you simply have to return on your first visit.

Words and photos **Leon Botha**

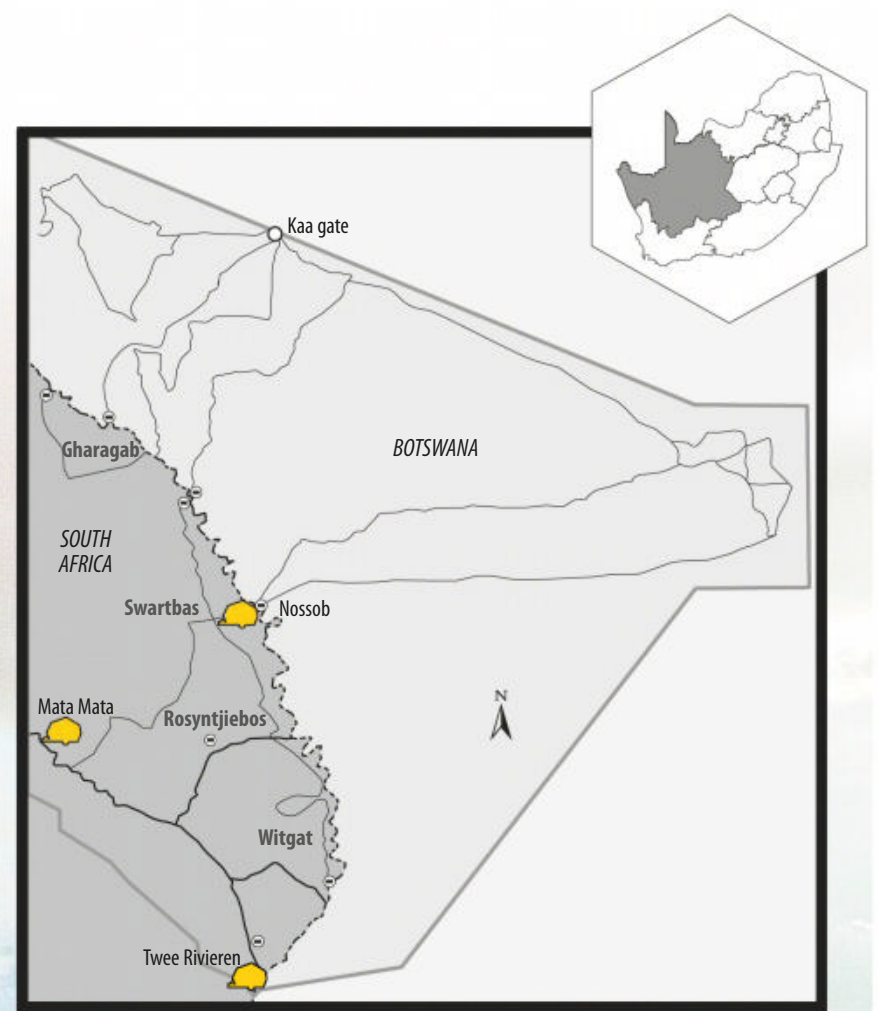


Anyone who has been on holiday in the Kgalagadi Transfrontier Park will know the most important rule: make sure you book early, especially if you want to stay in the three main camps of Twee Rivieren, Mata Mata and Nossob. This is a popular destination.

It's not Big Five country – of the five, you'll find only lions and leopards. But the Kgalagadi has its own charms: masses of camelthorn trees in a Kalahari landscape with huge herds of springbok and a host of unique animals. You might see an African wildcat stalking a sociable weaver nest as if it could be its last meal. And if you're lucky, you're going to see how a pygmy falcon lives in watchful peace in that very same nest... Pale chanting goshawks are as plentiful as sparrows in Pretoria, and gemsbok are a given – the park used to be called the Kalahari Gemsbok National Park after all.

Most of the park actually lies in Botswana, and on that side of the border you need an off-roader. But that's not the case if you stay inside our borders between the main camps. In one week, we spotted a Hyundai i10, a Ford Ecosport and a Nissan NP200 bakkie. There aren't any tar roads inside the park, but the main routes between the three camps are well maintained. You won't get stuck in the sand in your city car.

The worst are some corrugated sections, but we saw quite a few graders on the main routes between the camps. If you're mindful, nothing will prevent you from towing an ordinary road caravan here. We didn't see any, but saw lots of off-road trailers and caravans, 4x4 motorhomes, tents and a whole bunch of ordinary luggage trailers.





ONE OF THREE. You can cross the border into Namibia at Mata Mata, which makes it a convenient overnight stop. You'll find all the essentials here, like a shop and a neat campground. Although there is a garage, you should keep in mind that it sometimes runs low on fuel and you may not be able to fill up completely.



MATA MATA

Keep left

The South African section of the park lies like a wedge with the point extending north between Namibia and Botswana, and two of the three major camps – Mata Mata and Nossob – against each of those borders. Twee Rivieren, the third one, lies on the southern boundary of the park and this is also where you enter the park

and replenish your fuel and supplies.

It's a three-and-a-half hour drive from Twee Rivieren to Mata Mata and four and a half hours to Nossob. These are great distances, which is why you have to plan where and when you camp carefully. We camped just outside the park, so Mata Mata was first on our list, followed by Twee Rivieren and then Nossob.

From Upington you take the R360

north, past Askham, after which the tar road ends at the Kgalagadi gate. From here on, you're on dirt roads. But before you venture onto any of them, first stop at Twee Rivieren's garage and deflate your car and caravan's tyres. There's a large sign with the recommended tyre pressure on it: 1,6 bar for your vehicle's tyres, 2 bar for a caravan and 1,2 bar for trailers. The petrol attendant warned us

“

The road to Mata Mata runs along the Auob River, but even though the river is a blue strip in the Kgalagadi map book, don't expect any water

”



CAMPING

that they were running low on diesel at Mata Mata; so we filled up there.

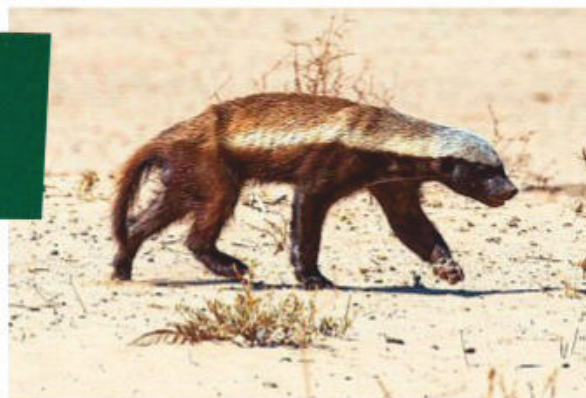
THE ROAD TO MATA MATA runs along the Auob River, but even though the river is a blue strip in the Kgalagadi map book, don't expect any water. The road is corrugated here and there, and it is sandy in other parts, but nothing a two-wheel-drive vehicle towing something

couldn't manage. Do, however, make sure your caravan's jockey wheel doesn't come loose from all the corrugation (that happened to us). There is, however, no sign of high medians, which means a higher ground clearance is not a requirement.

At Mata Mata, the road ends in a T-junction right in front of the office building. To the left you'll see a few

policemen: this is the border control into Namibia. The campsite is about 150 m further to the right.

The Total fuel pumps (petrol and diesel) are just past the office and shop. The attendant says he can give us only 30 ℓ diesel, as the fuel truck from the Cape is apparently still on the way. There's also a compressor available if you want to change your tyre pressure.



CAMPING DESTINATION

The shop stocks the essentials, but fresh produce is scarce. During our visit, there were potatoes and tomatoes and half a dozen eggs in the fridge – and a fair selection of frozen meat and frozen breads. But you can also order fresh bread or roosterkoek at R25 and R5 respectively. Make sure your order is placed before 14:30 and you'll have your bread by 19:00. They sell booze, but not on Sundays, and the card machine doesn't always work, so make sure you have cash.

The road to the campsite turns left past the pool and bathrooms down a slope to where the stands are laid out next to the dry Auob River. The first seven start from right across the pool and are marked with low wooden poles painted white. Each stand has a power point (the blue caravan sockets), a planted steel braai skottel (with a grid) that's cleaned every morning, and a tap. There are some shade trees, but they're still young. Two of the stands have no shade at all.

The rest of the stands aren't demarcated and about half of them are along the fence. Here, the trees are much larger than at the first stands, and the braais, power points and taps have been placed in groups near the trees. Choose stand 8 that's more or less in the middle of the campsite for the biggest shade tree – you could even fit a motorhome under it.

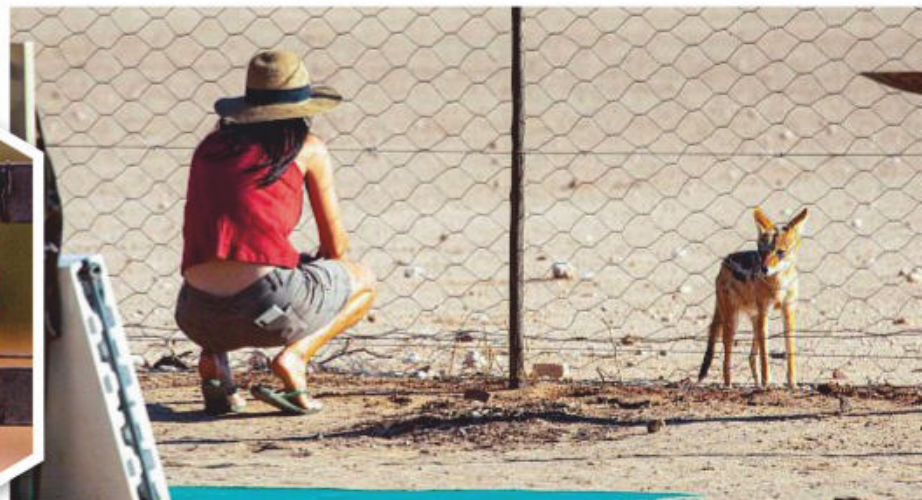
THE CAMPSITE is separated from the park only by a chicken-wire fence that's shoulder height and electrified at the lower end. So, when you camp near the fence, it almost feels as though the wild animals can walk right up to your rally tent. We saw a number of animals, including a gemsbok or two, a tortoise and a black-backed jackal scrounging for something to eat.

The campsite itself has its own wildlife. The noisy white-browed sparrow-weavers with their messy nests are an institution, as are the crimson-breasted shrikes. There's a colony of meerkats and a bunch of Cape ground squirrels. We even saw a slender mongoose running from one unoccupied stand to the next.

The bird hide is against the fence with



BARE NECESSITIES. Mata Mata is the most basic of the three main camps in the Kgalagadi Transfrontier Park. But like the other camps, there is a swimming pool here in which to cool off during the summer heat. Around a third of the stands are next to the game fence where you'll see nightly visitors.





Briefly | Mata Mata



Campsite 21 stands with varying degrees of shade – some are in full sun. Of these, 7 were demarcated, but these spots are far from the fence.

Ablution facilities Neat and sparkling clean, but no shelves in the shower cubicles. There are wheelchair-friendly facilities.

Price Depending on the season, R360-R400 per stand for the first 2 people. Then R94-R100 pp (R47-R50 for kids). A maximum of 6 people are allowed per site. Also, remember the conservation fee of R96 pppd (R48 for kids) if you don't have a Wild Card.

Arrival and departure 14:00 and 10:00.

Contact 054 561 0907 (Mata Mata), 012 428 9111 or 082 233 9111 (central reservations) sanparks.org reservations@sanparks.org

Distance to Twee Rivieren 117 km (a 3,5- hour drive).

GPS S25.766975 E20.000160

Drive & Camp says There's no cellphone signal, but you can buy data for WhatsApp at R75 for 350 MB.



a waterhole not too far in front of it. At night, a floodlight illuminates it, but when the power goes out for the night, it's pitch dark. (The electricity at your stand is available from 05:00 to 21:30.)

The bathrooms have a brand-new wheelchair ramp, and the first bathrooms on the left are wheelchair friendly. The men's and women's facilities are next, opposite each other in the corridor, with the dishwashing spot at the end.

The bathroom with its white tiles is sparkling clean and there's space for your toiletries next to the basins – each has a mirror. The shower cubicle with its glass door is spacious, but on the dry side there is only a towel rail with no place to put anything down.

Next to the pool with its wicket fence there are a few sun loungers. The pool is small, but welcome.

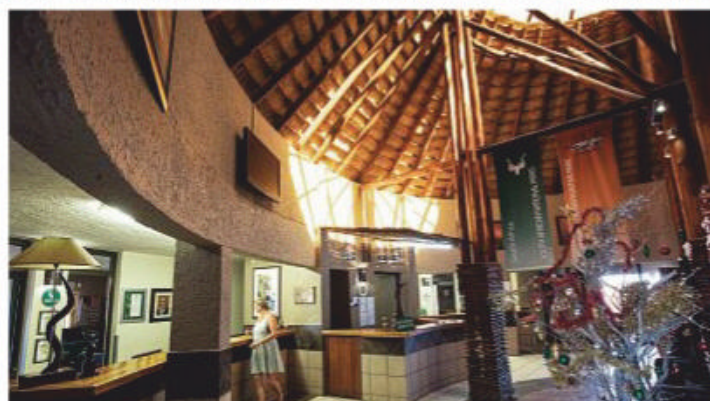


They say

Jannie and Anzél Nel of Kleinmond camp with a modified Jurgens BT670 trailer and their 2006 BMW X5 3.0d.

"I gave the trailer some corner steadies, but the chassis is standard. At the back, I added in a sliding frame and built in an old stove from a Sprite. I hoist a South African flag on a high

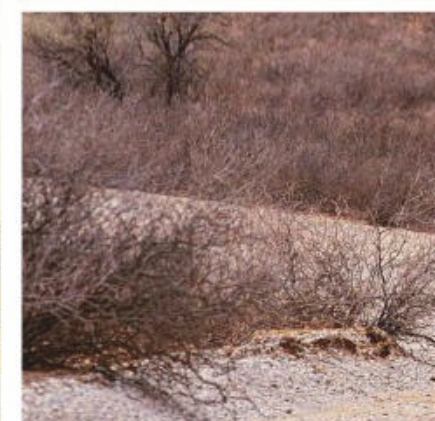
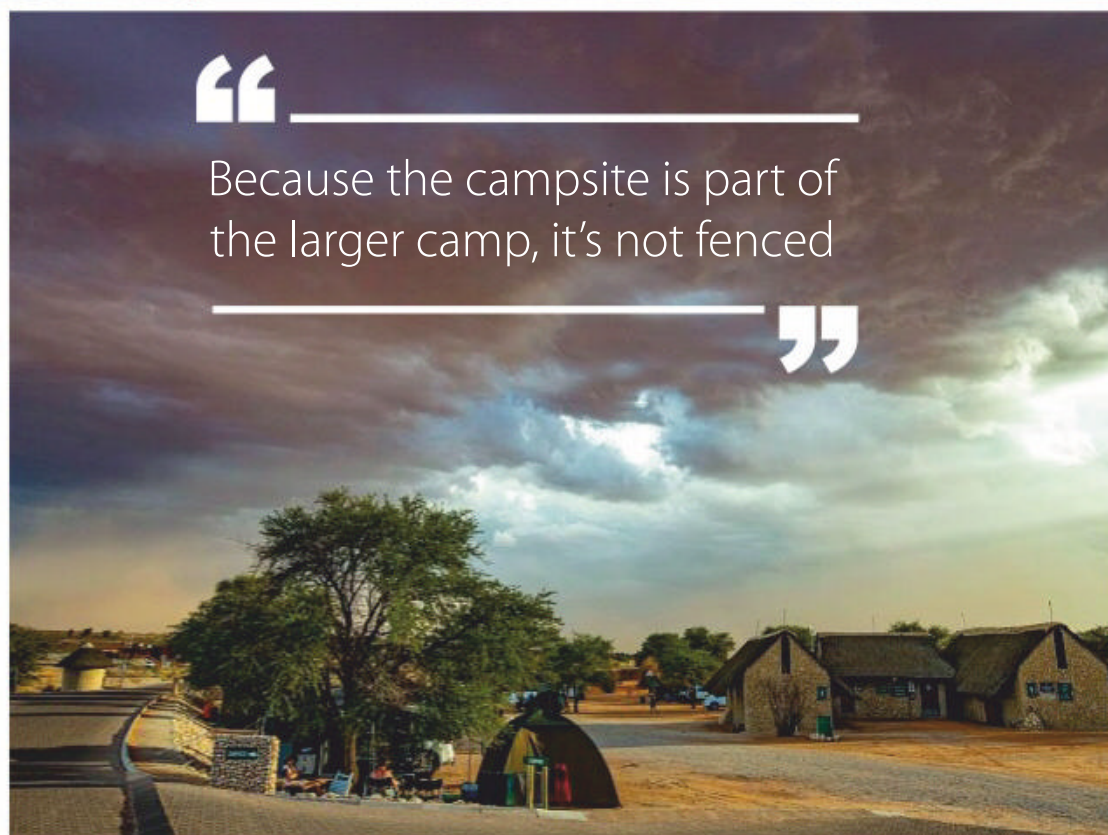
pole at the jockey wheel. It's a family tradition – you want to see which direction the wind is blowing. We find Mata Mata and Nossob have the cleanest facilities."



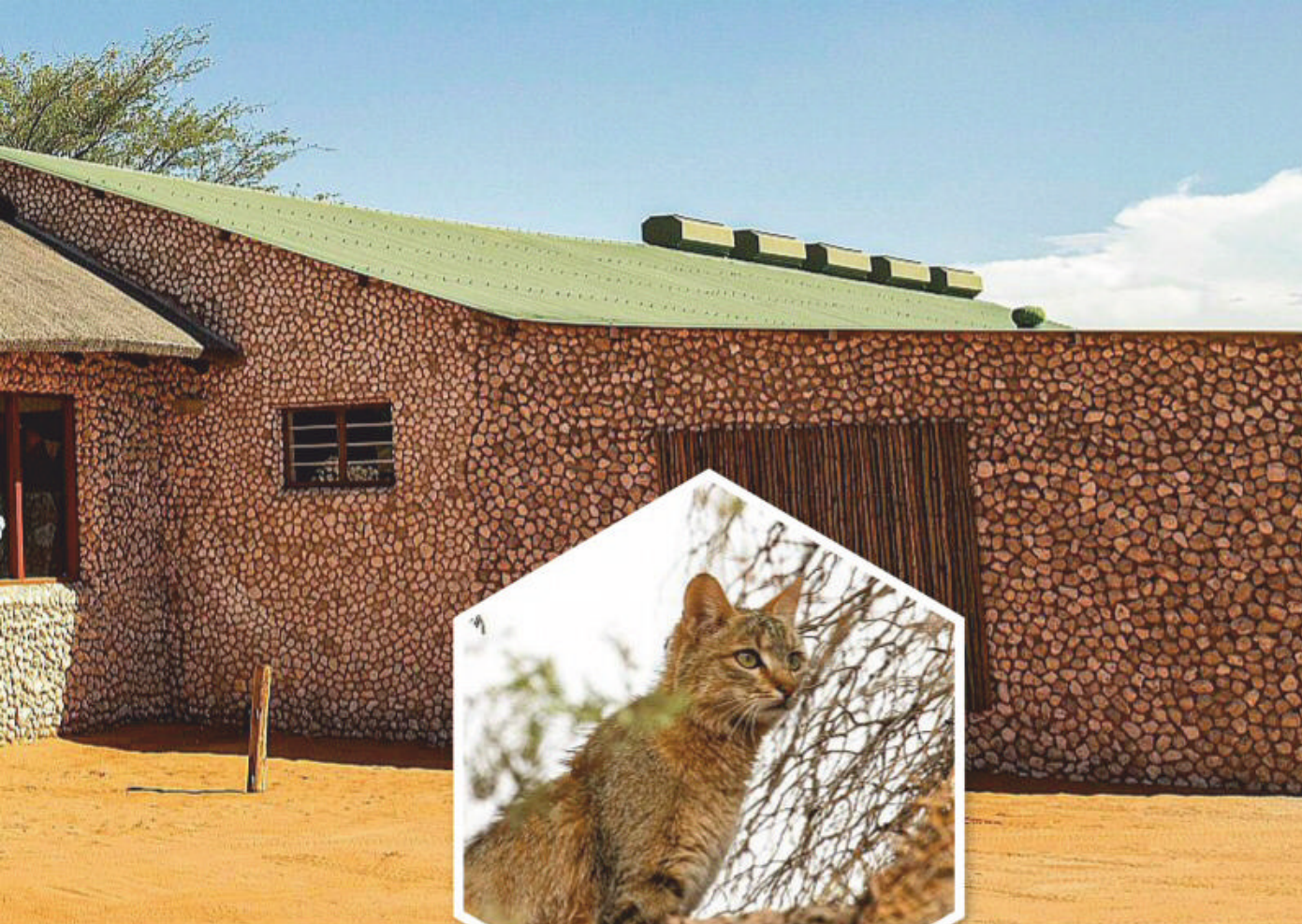
RECOMMENDED TYRE PRESSURE
FOR GRAVEL ROADS

MOTOR VEHICLE	FRONT 1.60 BAR	REAR 1.60 BAR
TRAILER	1.20 BAR	
CARAVAN	2.00 BAR	

DEAR VALUED CLIENTS, IN ORDER TO
IMPROVE OUR STANDARDS, KINDLY
DIRECT ALL COMPLAINTS IMMEDIATELY
TO THE NEAREST MAIN CAMP'S
DUTY MANAGER OR ALTERNATIVELY
THE TOURISM MANAGER
USE THE MANAGER'S NAME AS
FUTURE REFERENCE



“ Because the campsite is part of the larger camp, it's not fenced ”



TWEE RIVIEREN

Head back to base

When you get back to Twee Rivieren, you feel as though you're entering a small town. The reception at the gate is modern but fits neatly into the surroundings. (If you have a pile of laundry, you can get tokens for the laundry facilities – each load costs R21 to wash and R21 to dry.) From here, a paved road runs past the campsite to the fuel pumps, restaurant, shop, chalets and pool. Of the 24 stands, nine are next to this road. Because the campsite is part of the larger camp, it's not fenced. The bathrooms (with a laundry) are right in the middle of the campsite.

As you drive in, there are four timber sheds in front of you – a good choice if all the shady spots are occupied (there are some small trees casting shade here and there). Your stand has a steel braai and grid (the same as at Mata Mata) and you get a rubbish bin and a light that you can switch on and off yourself.

On a small hill behind these stands is another lot without electricity, and they also seem to have the biggest shade trees.

The bathrooms are clean and spacious and you have plenty of packing space around the basins. The mirrors are nice and big. But here you have to be content with a shower curtain in the shower cubicle. At least you get a bench where you can place your dry clothes.

FEW CAMPSITE SHOPS CAN hold a candle to those in the Kruger National Park, but Twee Rivieren is one of them. Here you will find everything from bird books and Kgalagadi guides to animal hides. Budget R800 for a springbok hide, while a zebra will cost you a hefty R12 500. The gemsbok, red hartebees, blue wildebeest, kudu and eland hides are somewhat more affordable with prices ranging from R2 000 to R3 000. There are also wines and other drinks to choose from and a whole clothing store with apparel in olive green, grey and khaki. For home-baked bread you pay R20 here and R5 for a roosterkoek, and in the fridge



CITY LIFE. Twee Rivieren is the largest of all the camps in the Kgalagadi Transfrontier Park, and also the first you'll come across as you enter the park from the direction of Upington. It has everything you need for an enjoyable stay.



CAMPING DESTINATION



Briefly | Twee Rivieren



Campsite 24 stands with electricity and 7 without. There aren't many shade trees, but a few stands have a canopy.

Ablution facilities Good with wheelchair-friendly amenities, as well as a laundry room with a washing machine and tumble dryer.

Price Depending on the season and whether you get a stand with or without power, R305-R400 per pitch for the first 2 people. Then R94-R100 pp (R47-R50 for kids). A maximum of 6 people per site. If you don't have a Wild Card, you will also need pay R96 pppd (R48 for kids).

Arrival and departure 14:00 and 10:00.

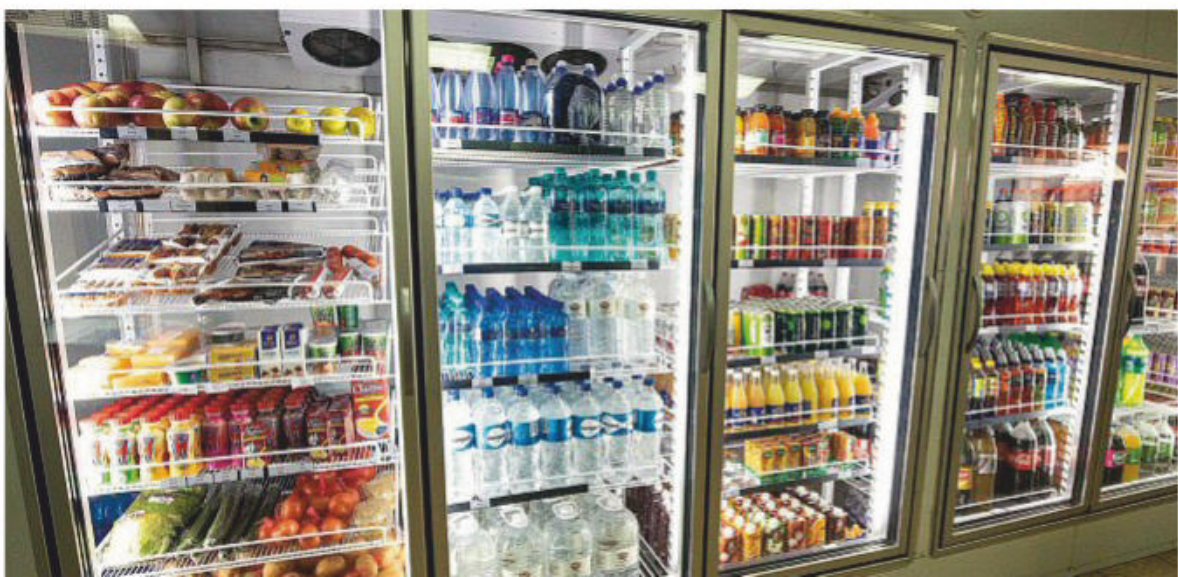
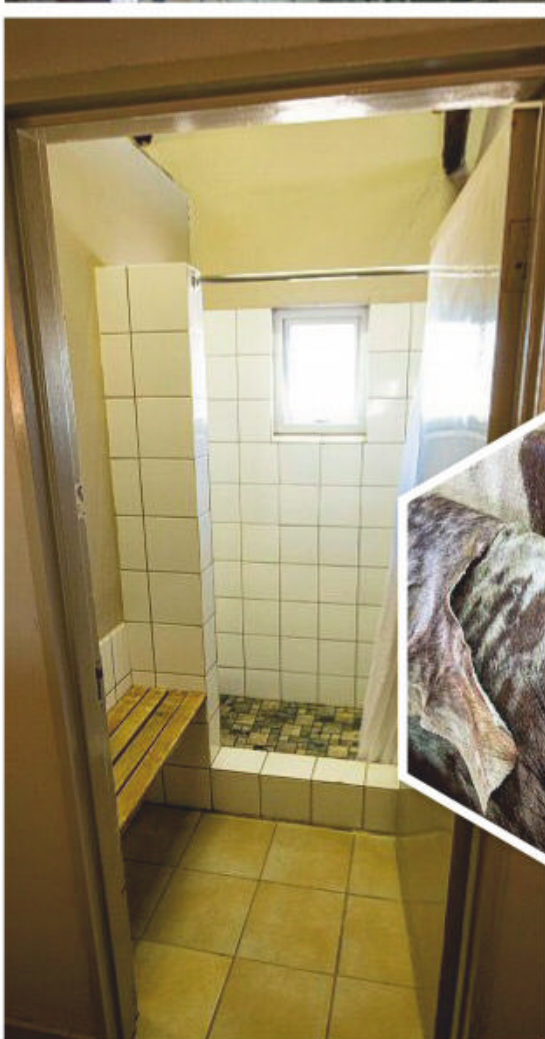
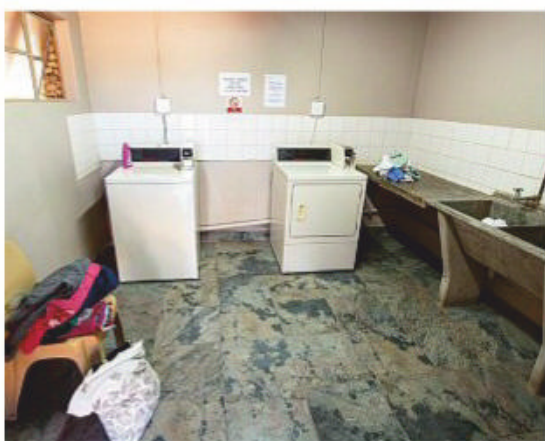
Contact ☎ 054 561 2000 (Twee Rivieren), 012 428 9111 or 082 233 9111 (central reservations) 📧 sanparks.org

📧 reservations@sanparks.org

Distance to other camps Mata Mata, 117 km (a 3,5-hour drive); Nossob, 158 km (a 4,5-hour drive).

GPS S26.473266 E20.612635

Drive & Camp says Arrive early and get a stand farther away from the road.

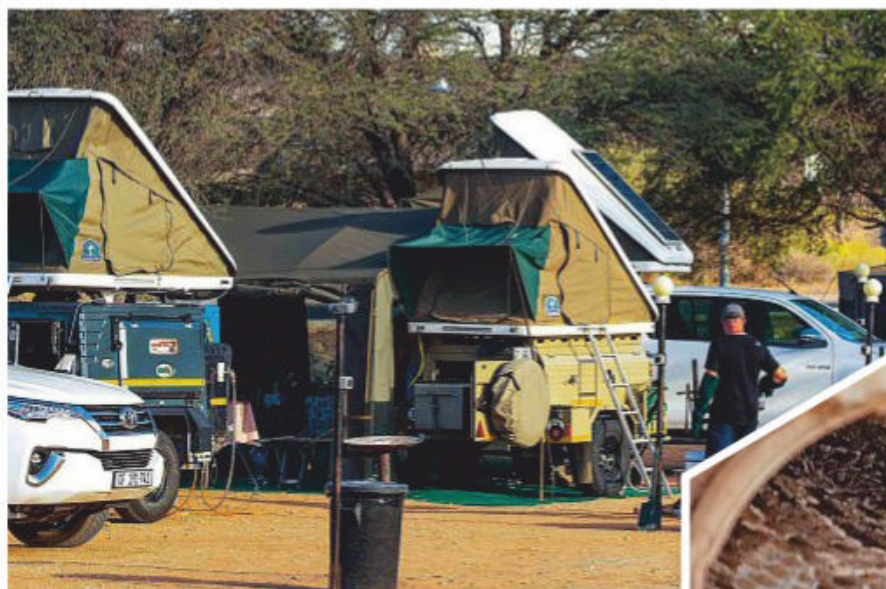


They say

Thomas and Engela Watson and sons, Tennant (far right) and Adrian, are from Benoni. They camped with their grandparents Thomas and Marietjie Watson.

"We've camped in the Kgalagadi over the past four Decembers, but this year we're only at Twee Rivieren. It's pretty peaceful here. Even though we've seen lions, cheetahs and jackals so far, we still

want to see the brown hyena, badger and leopard. I towed my 2008 Conqueror Conquest with my 2003 Mitsubishi Colt 2.8 and my parents arrived with their two dome tents and a 2007 Ford Bantam."



IT'S ALL IN THE NAME. The Nossob and Auob Rivers flow into each other here, although 'flow' isn't accurate since the rivers are almost always dry. The Nossob marks the border between South Africa and Namibia, but there isn't a fence to prevent animals from roaming where they wish.

there is fresh produce including tomatoes, lettuce, cucumbers and apples as well as cream, cheese and viennas. Of course, you can also buy venison – for a leg of eland or gemsbok, for example, you pay a staggering R366/kg.

There's a large selection of basic groceries, and if you need to draw cash, also an ATM.

The pool lies just past the shop, about 200 m from the campsite and you'll find benches here where you can sit while watching the kids swim.

AT THE DOOR where you enter the store is a warning that there are scorpions around. Take heed, especially at night when they are active: wear shoes when walking to the bathroom and take a torch. Remember, scorpions with the smaller pincers and thick tail are the most dangerous, while the so-called burrowing scorpions (with the small tail and large pincers) will make you cry, but they're not as venomous.

Always shake out your shoes before putting them on.

“

The road is sandier than the one between Twee Rivieren and Mata Mata, but it's quite compacted

”

NOSSOB

Top notch

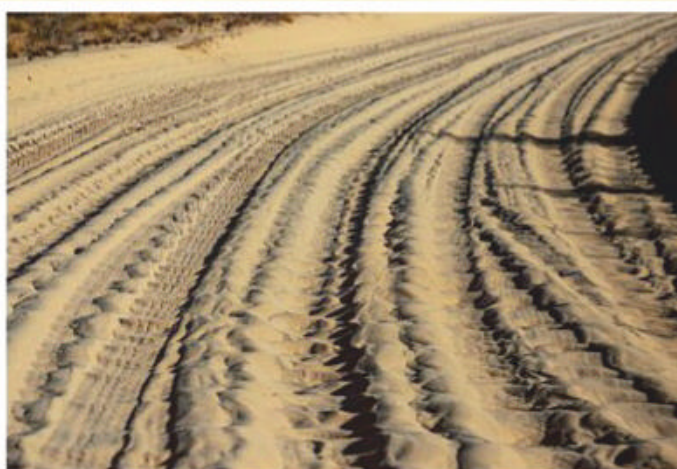
From Twee Rivieren, you follow the Nossob River to the Nossob Camp, but just like the Auob it is also dry. The river forms the border with Botswana – it's odd to drive next to another country with not a single fence in sight. There are a number of triangular concrete blocks next to the road indicating the border.

The road is sandier than the one between Twee Rivieren and Mata Mata, but it's quite compacted and you will be okay in a regular sedan.

As you enter the camp, the fuel pumps are right in front of you, and just like the other camps, 95 octane petrol and 50 ppm diesel are both available. (And there was no limit during our visit.)

The shop is brand new – when we were there, the staff were still unpacking supplies. They have similar groceries and fresh produce as at Twee Rivieren, but on a smaller scale. You clearly need ice here, because behind one of the fridge doors there's a tower of bags of ice.

As at Mata Mata, there's no cellphone reception here, but you can also buy WhatsApp data (at the same price) that does not have an expiry date. The WiFi signal doesn't reach everywhere, but at least you can have contact with the outside world here.





NATURE AT ITS BEST. Although the park is vast, you'll have no problem spotting game on the plains. Great herds of springbok are common sightings. The poison bulb (right) shows off after the rains during early to late summer. Its flowers are poisonous to animals according to the official Kgalagadi guide book.



THE CAMPSITE CONSISTS of two sections. The first with its flat and expansive spaces reminds one of the Shingwedzi camp in the Kruger National Park. You're further away from your camping neighbours, which is lovely, because the Kgalagadi camps are pretty full most of the time. Stand numbers indicate where to pitch.

Some of the stands against the back boundary are fairly close to one another and therefore better suited for tents. There are some lovely large mesquite trees that boast dense canopies.

Each power point serves roughly every second stand, and the same goes for the taps. But you have your own braai (like those in the other two camps). The bathroom building, right across from the stands, looks like the one at Mata Mata, inside and out. Your shower cubicle has a curtain and a loose bench for your stuff.

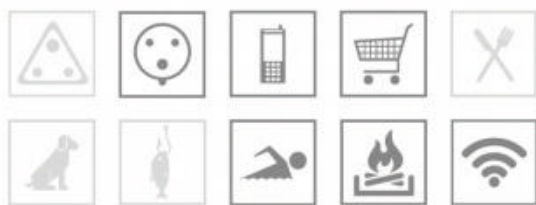
Behind the bathrooms are a few braai spots next to which you can camp, but there are no power points there.





PREMIUM CAMPSITES ↑
 ● RESIDENTS ONLY ●
 "➡ BITTERPAN "➡

Briefly | Nossob



Campsite 20 ordinary stands far apart on a plain with shade trees, and 10 luxury stands, each with its own bathroom and a canopy for shade.

Ablution facilities Neat amenities next to the first camp with its 20 stands, and private facilities at the luxury stands.

Price Depending on the season and whether you choose an ordinary or luxury stand, R360-R715 pn for the first 2 people. Then R94-R170 pp (R47-R85 for kids). Campers without a Wild Card also pay a conservation fee of R96 pppd (R48 for kids). A maximum of 6 people per site.

Arrival and departure 14:00 and 10:00.

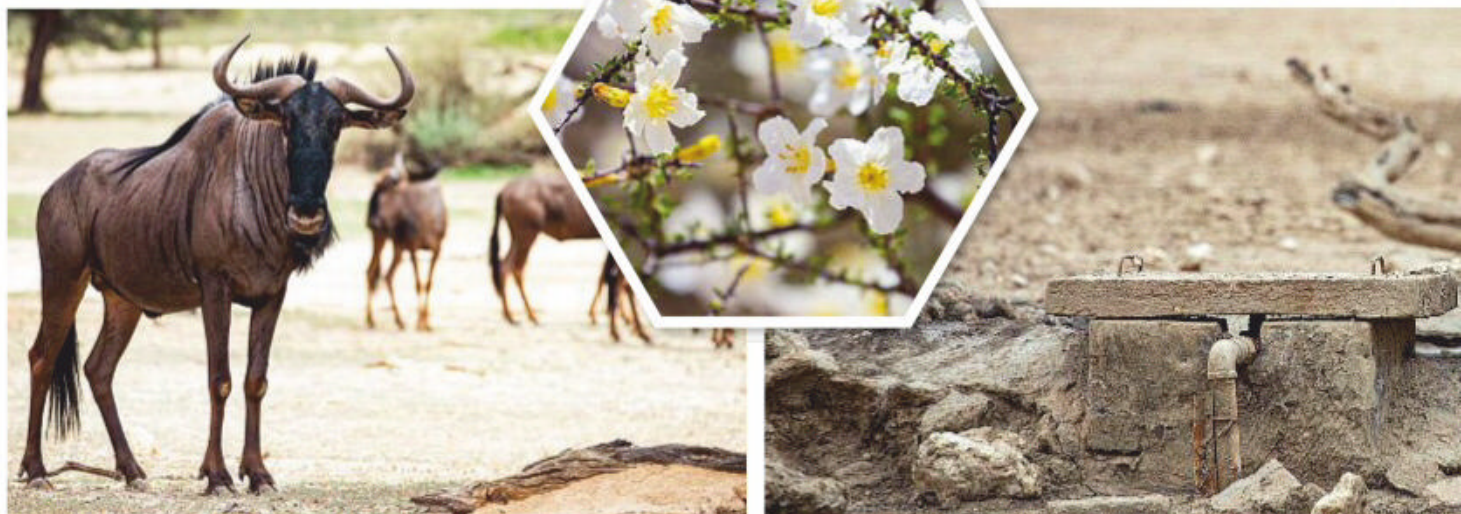
Contact ☎ 054 561 0903 (Nossob), 012 428 9111 or 082 233 9111 (central reservations) ✉ sanparks.org ✉ reservations@sanparks.org

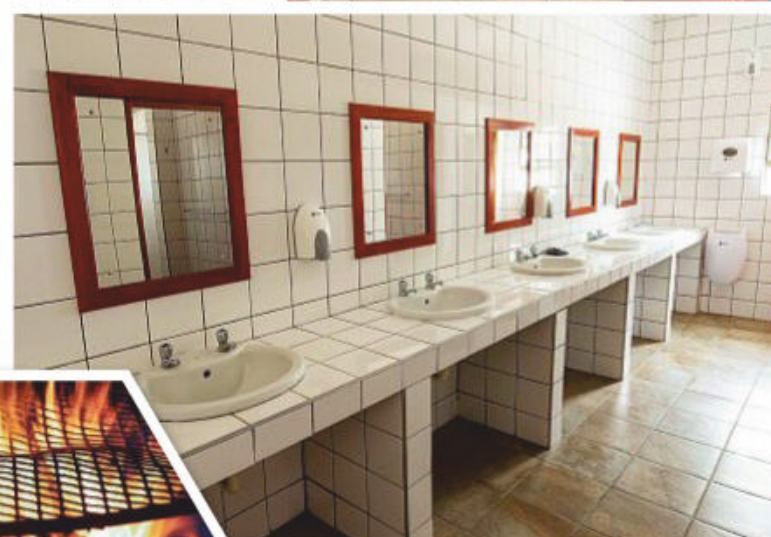
Distance to Twee Rivieren 158 km (a 4,5-hour drive).

GPS S25.421411 E20.597278

Drive & Camp says The pool is next to the first set of stands and is similar to the one at Mata Mata.

A CHOICE OF TWO. Nossob has two camps. The older camp has large thorn trees which cast good shade. At the second and newer camp you'll find 10 stands, each with their own ablution facilities. These are obviously welcome, but the downside is there are no shade trees.





As you walk through the camp, you come to a gate on the road to Bitterpan: this is also the entrance to the second group of 10 stands. Each one is in a 20 m x 20 m clearing in the bush, and each has its own private bathroom.

You don't have a shade tree in the middle of your clearing, but rather on the edge. Each of the bathroom buildings has a canopy next to which you can pitch. It makes a great place for socialising, because there's a tiled bench and worktop, plus another worktop with a sink. Your blue caravan plug is also here.

The toilet is separate in the bathroom and the dressing room with basin is next to the spacious shower cubicle – easily twice the size of a standard cubicle.

These stands have different braais. It's a loose yet sturdy steel pan and a grid with handles on either side – you need two people to move it.

When the fan stops next to your camp bed at 21:30 at night, it means the power will only be back (just like Mata Mata) at 05:00 the next morning.

AS WITH THE other camps, you need to keep your eyes peeled for bugs and animals in the campsite. A metre-long fork-mark sand snake came to check us out. Although he's not really a threat to campers, you feel a bit differently about the lions... Yes, you get a proper fright when a roar wakes you at midnight and it sounds like the lions have gathered around your stand. The camp with the private stands also has an electric fence around like the first camp. Those stands are close to the fence, and when you peek out your tent and shine a torch into the bush, you'll see quite a few pairs of bright eyes staring in your direction.

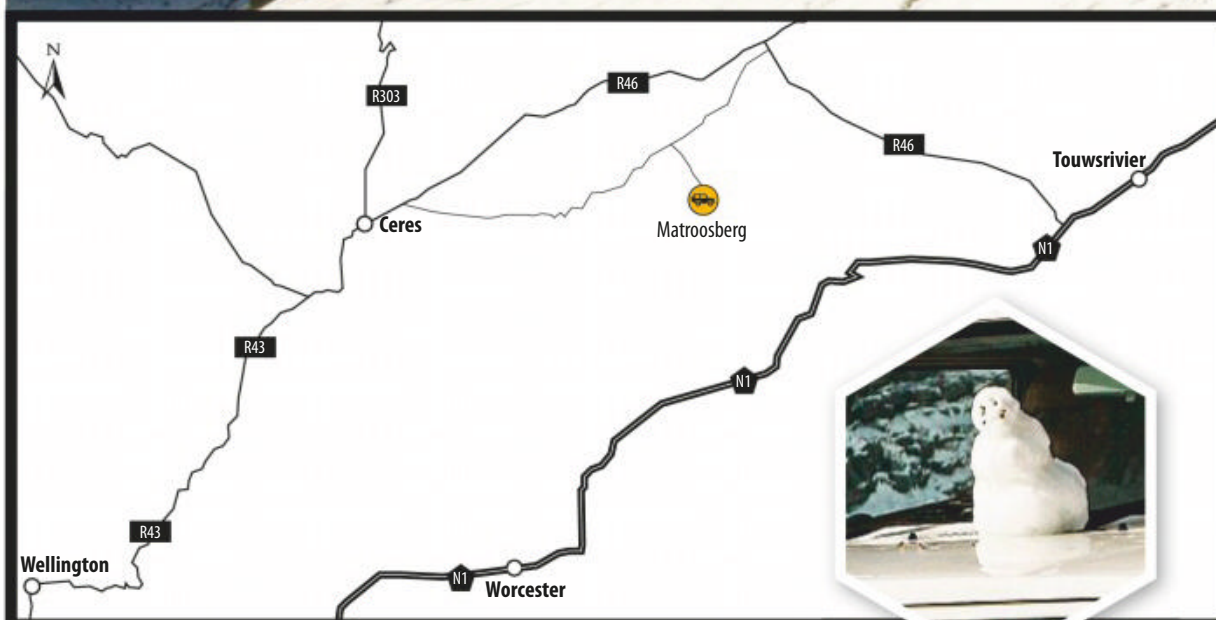
They say

Jasper and Adèle Dreyer and their son, Josua, are from Port Elizabeth and camp with their 2007 Toyota Hilux V6 4.0 with a roof tent on top of their RhinoCab canopy, plus a dome tent.

"We first came to camp in the Kgalagadi in 2013 as a family. Our daughter Dominique joined us and we visited all three camps. Since 2015, we've

been camping here every December. It feels as though the people who camp at Nossob, stay longer than at the other two camps."

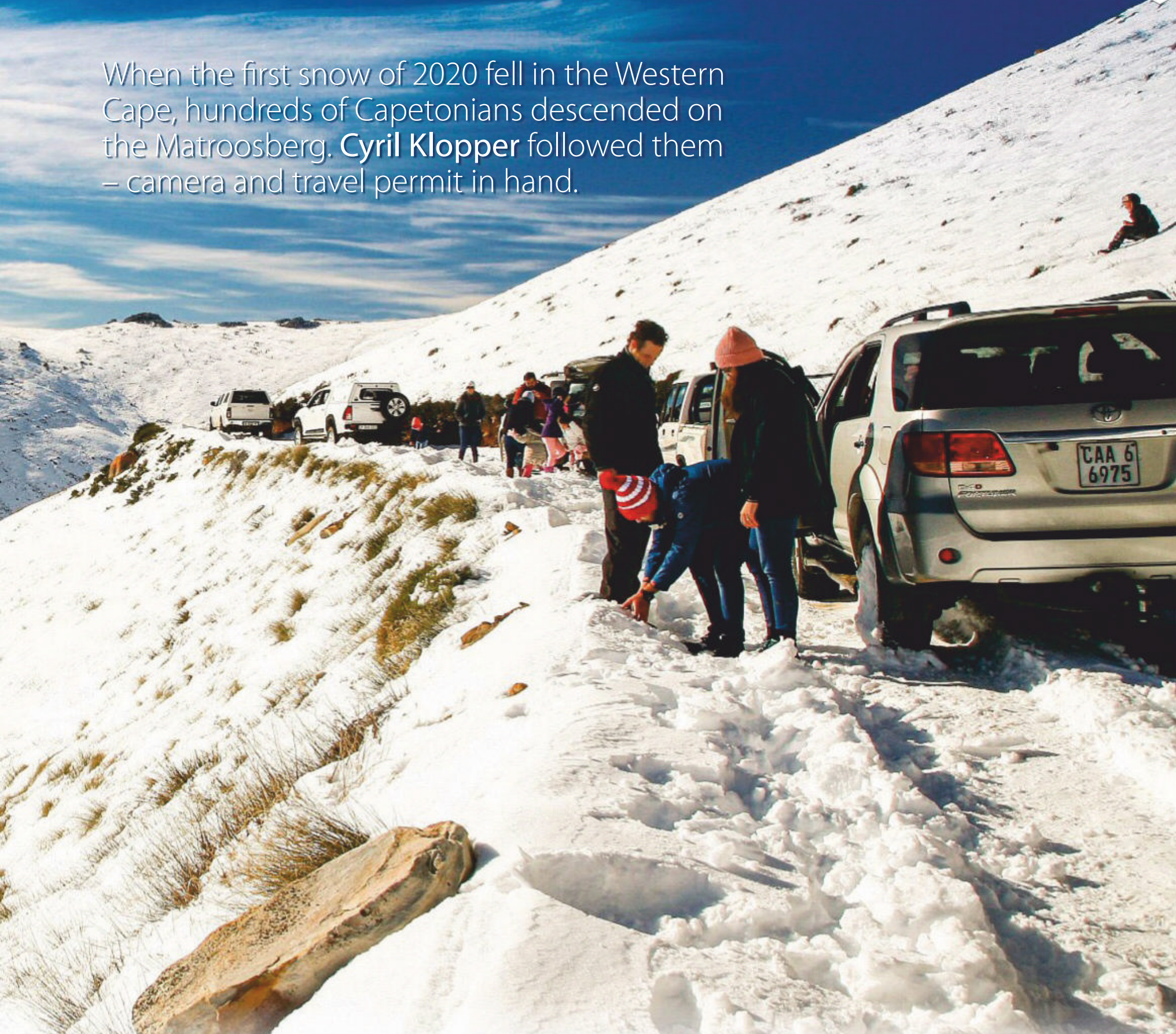
LET IT SNOW!



There are no fewer than 70 off-road vehicles parked in knee-deep snow on the Matroosberg. Small groups of people cluster around the back of the open canopies of their respective bakkies, and coffee gets poured from flasks and handed out. The sun is shining brightly, and to one side a family is perched on a rock. They're the only ones who managed to get their gas stove going and are grilling boeries – when the mercury drops to around 3 °C, cooking gas often won't ignite that easily.



When the first snow of 2020 fell in the Western Cape, hundreds of Capetonians descended on the Matroosberg. **Cyril Klopper** followed them – camera and travel permit in hand.



We're in the midst of the COVID-19 pandemic and people are keeping a polite distance from one another – there's no shaking of hands and voices need to be raised when you talk to a neighbour. Occasionally a kid or a dog carelessly runs from one vehicle to another before a parent or owner calls them back.

Young adults laugh with delight as they slide down the northern slope of Matroosberg on boogie boards. Teenagers lie on their backs in the crisp snow, making snow angels with their arms

and legs. Every now and then you hear the loud “prrrrt” of a whistle – it's the Matroosberg's staff warning someone that they've ventured too close to the Groothoek gorge's vertical cliff.

At 1 900 m above sea level, a blissful sense of harmony and togetherness prevails; it's almost as if the virus cannot reach us up here on the the highest mountain in the Boland.

TWO DAYS PRIOR, the Matroosberg Facebook page announced that it was

snowing, but the storm was too severe, and people couldn't go up the mountain yet. And so we got up early the next morning and made our way to Ceres where police roadblocks enforced the level 3 lockdown restrictions. Many Capetonians who travelled the nearly 200 km to the Witzenberg district had to turn back because the travel restrictions meant they shouldn't have left the metropole for something as trivial as snow-watching. We were able to get through by waving our permit.



Locals were obviously free to have a blast in the snow, and 4x4 enthusiasts from elsewhere who knew the unchecked back roads to the Matroosberg were also here to assist in the great snowman-construction project, virus be damned.

At the Matroosberg Private Nature Reserve's reception, a row of masked visitors kept a safe social distance, and we filled in the register one after the other, hands and pens sanitised, between use. The reserve owners Didi and Waldo de Kock kept the excited visitors in check while their daughter Heike took our

money and issued entry permits.

The glass and metal of dozens of vehicles already on the trail sparkled in the morning sun, almost as if urging us to hurry up and join them. While Didi drove up and down the mountain on her quad to help with traffic flow, Waldo kept a watchful eye on the vehicles passing by. Every now and then he'd stop one and advise the driver to lower his tyre pressure some more. Sometimes he even turned a vehicle away that, in his experience, wouldn't make it to the top. These were usually soft-roaders.



“

They warned us at reception that this would be the highest we could drive up

”



THE FIRST OBSTACLE is called Land Rover Hill – a playful jab at products from a certain brand that sometimes struggle here. (Not that we saw broken Landies on the day.) It's a steep slope with axle twisters, a sharp bend and loose stones. Didi's dad, Andre Smit, stands watch here and uses his cane to indicate which line to follow up the rocky steps. Engage low range before you drive up the obstacle – a diff lock certainly helps. If you follow Andre's orders, he'll wave you a cheery goodbye; if you mess up, you may be in for a stern talking-to.



LOOK, IT'S OLAF! Carrots aren't just good for eating but also for your snowman's nose. Dogs absolutely love snow and if the sun is shining there won't even be a need for a doggie coat. Do bring lots of water though because they seem to dehydrate faster than usual. Also remember to apply sunscreen to children's faces.



The next obstacle is Didi se Briek. It got its name years ago when a brake fluid pipe burst and Didi lurched downhill, her vehicle out of control. The hill is particularly steep, and when it has rained or snowed, it's rather slippery.

You'll encounter several obstacles along the route with interesting names such as Hermie se Klip and Castle Rock – each one of them has an interesting story behind the name.

About 4,5 km after setting off from reception, we got to our first stop: the Lakenvlei lookout point. They warned us at reception that this would be the highest we could drive up the mountain

on the day. Snow-gazers parked their standard off-roaders here and took photos of scarlet sugarbush and purplegorses while kids pelted each other with snowballs.

A couple of guys in jacked-up Jeeps and other hardcore off-roaders continued on to tackle the next obstacle: Die Nekkies. It was a struggle, but they managed to cross this narrow pass, though a few vehicles did indeed have to be recovered – and then pushed through deep snow for another kilometre. These valiant adventurers had to throw in the towel at the Klipbank obstacle, as it was covered in glassy ice and there isn't an off-roader





“

I'm going to scrape that last bit – come back tomorrow; the route will be open then!

”



I also want to go!



What should I drive? Your own vehicle, but it must have good ground clearance, low-range and four-wheel drive.

What do I need to bring along?

Sunglasses, sunblock, a jacket, hat, gloves, water-resistant boots and an extra pair of dry socks. Also bring a boogie board for sliding down the slopes, a picnic basket and blanket, and a gas braai to cook a warm meal – bear in mind that some gas braais don't work at low temperatures.

Can I stay over? There are campsites and chalets at the foot of the mountain (if lockdown allows it).

Times You may drive up the mountain between 07:00 and 11:00. Those at the top must wait until 13:00 to drive back down again, and everyone must be off the mountain by 17:00.

Price R250 per 4x4 vehicle plus R65 pp (R45 for kids under 13 and R25 per dog).

When? The snowy season is usually from June to August, but snow has fallen here as late as December.

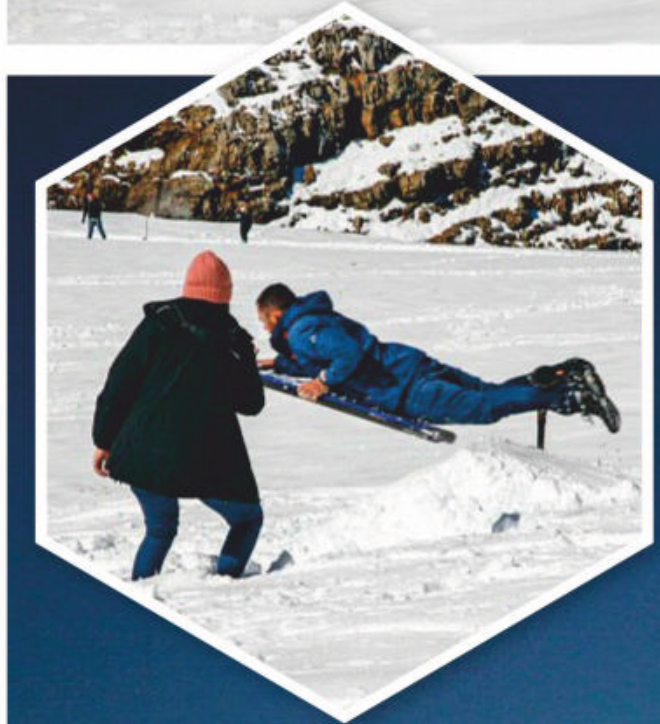
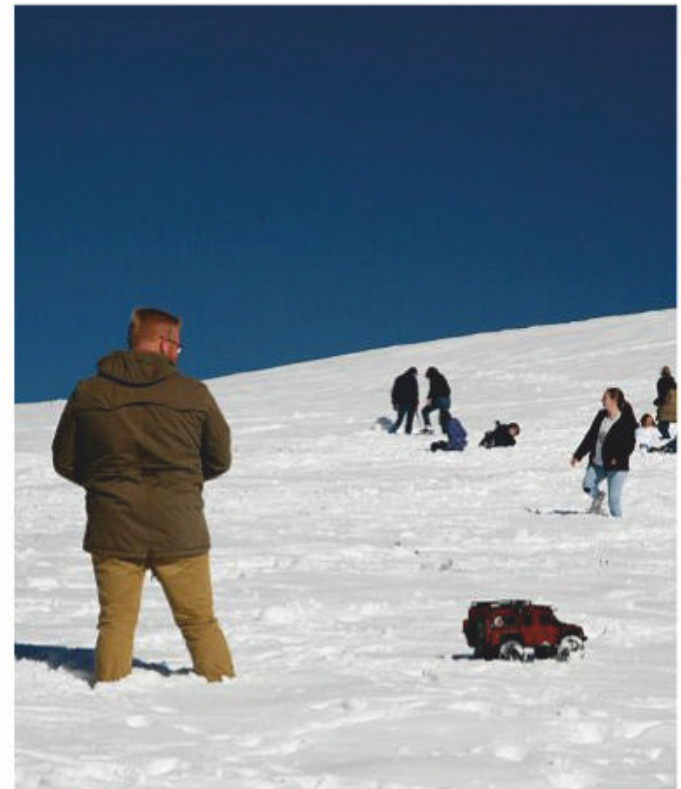
Do I need a compressor? There are compressors near reception to inflate tyres. Look for the 'Air Supply' sign (stylised in the same font that the rock group Air Supply used on their album covers). We got your joke, Matroosberg. Well played!

Contact 023 312 2282 073 194 0885

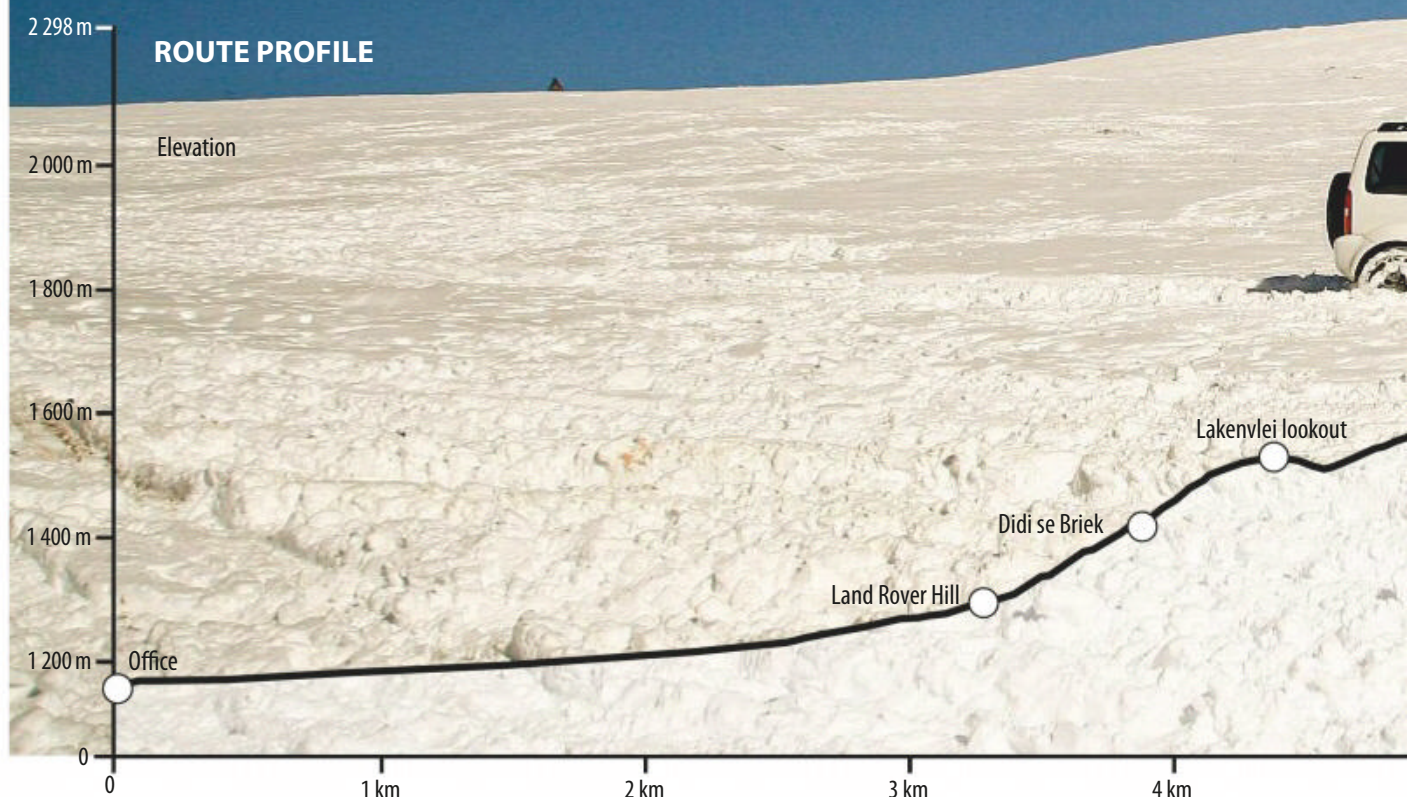
matroosberg.com

info@matroosberg.com

facebook.com/MatroosbergReserve



ICE AGE. You don't have to travel all the way to Europe to see snow. We've got some too! But you do have to time it right because snow doesn't last very long in our hot climate. It lasts longer in Lesotho, but accommodation options are fewer in the mountain kingdom.



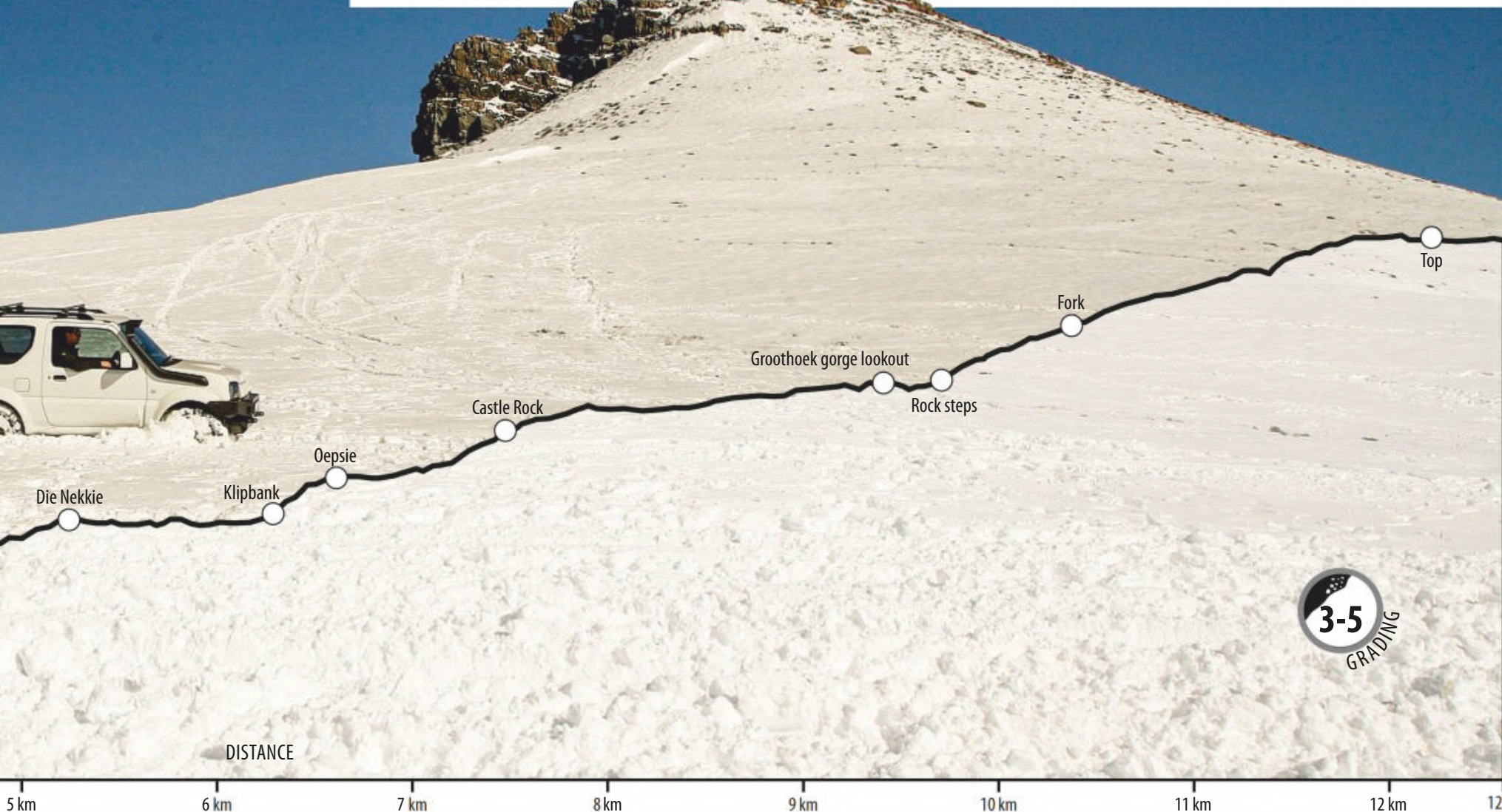


on Earth that could conquer it. The convoy had to turn around.

On the way back we came across Waldo on a John Deere 5615 tractor at Didi se Briek. He waved merrily in passing, calling out: "I'm going to scrape that last bit – come back tomorrow; the route will be open then!"

THAT WAS YESTERDAY. Today we're back for another round in the snow. After the same rituals as yesterday, we take the same route... back again over Land Rover Hill, Didi se Briek and Die Nekkie to Klipbank. It appears Waldo did indeed manage to scrape off that tricky layer of ice and ploughed a bit of snow, not too much, thoughtfully leaving some for us to push through.

According to Waldo, Matroosberg's most challenging obstacle follows right after





Klipbank: Oepsie. It's a set of rocky steps that knocks the chassis of low vehicles – Waldo has had a number of close calls here that required him to use the hydraulic rear blade on his tractor as an anchor so he wouldn't careen down the mountain. After Oepsie, the road gradually ascends to Castle Rock from where it flattens out all the way to the Groothoek gorge lookout point.

Just before reaching the gorge, the convoy slows down to a snail's pace, because the last few metres require you to drive up a slippery slope, and some vehicles struggle. A Toyota FJ Cruiser shod with performance tyres of all things, struggles for half an hour to get up the slope while the rest of us wait at Castle Rock. A group of guys eventually

break social-distancing regulations and physically push the FJ up the slope.

Finally, the entire convoy reaches the knee-deep snow at the Groothoek gorge lookout point and the picnic baskets come out. Dogs cavort and kids laugh as they romp about in the snow. Grandmothers ask for car doors to be closed and the heater turned on.

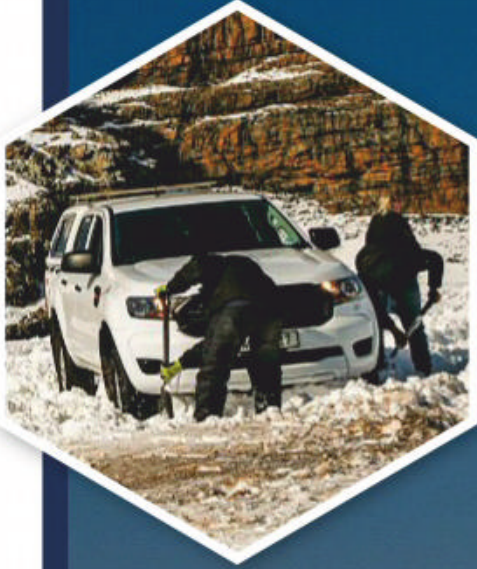
Matroosberg's 4x4 trail goes even higher up the mountain, but the upper road is still buried. Nobody attempts to drive it, because even when the mountain is dry, few vehicles are capable of reaching the peak at 2 228 m above sea level. Waldo jokes that it's only Jeeps and Jimnys that can reach the top – and his Cruiser, of course. But never when there's this much snow.



FLORA. The mountain is more accessible when it's dry and you then have an opportunity to see plant species like, from left to right, the rock tomato (*Teedia lucida*), swan sugarbush (*Protea witzenbergiana*) and Karoo snakebush (*Seriphium cinereum*) as well as carpet growth such as the rare *Acrosanthes parviflora*, which you won't get to see when the mountain is covered with snow.



COLD CAMPING. Wear thermal undies if you plan to camp in the snow because it gets even colder at night. Matroosberg has a compressor station (top) but the queues can get long so rather bring your own.



Do you know how to drive in snow?

Here are some tips for when you visit Lesotho or when you're heading to a snow-covered mountain near you. These tips only apply to 4x4 trails covered in snow. An iced-up tar road in all-wheel drive is a completely different story.



- Tyres with an aggressive tread pattern are, of course, invaluable. Off-road tyres have a huge advantage over road tyres, so whatever you do, don't fit Pirelli P Zero's if you're planning to visit Lesotho, the Free State, Karoo or Boland during the snow season.
- Reduce your tyre pressure for deep snow almost like you would for sand. Snow, especially when it's been lying for a while, can unseat tyres far easier than sand, which is why you need to start with stiffer tyres and work your way down as required. In short: you need to

struggle a little before you deflate them further. For low-profile tyres, Waldo suggests a relatively high 1,8 bar on Matroosberg's route, while off-road tyres rarely have to be deflated below 1,5 bar (you can go lower if you have bead lockers). Low tyre pressure does indeed help on slippery rocks and the mud you will undoubtedly encounter in snow, but bear in mind that Matroosberg and Lesotho's routes have sharp turns, and the density of snow can vary from talcum powder to concrete that will have no problem pushing a tyre off its rim.

- Deep snow requires low range (4L) and good momentum to keep plowing forward. As soon as you grind to a halt, you must cease immediately (as you would in sand) before you make matters worse. If you need to reverse over a long distance, switch back to high-range gears (4H). 4H does not exert as much torque on the snow and you can reverse like a train on rails. If you reverse in 4L, you might carve out a tangent track from your old track, and then you'll just get stuck elsewhere. Also, if you repeatedly drive forward and backward



in an effort to get out, you'll end up compacting the snow to an extent that it forms ice on which your tyres will have even less grip.

- Another similarity between snow and sand is that you need to steer your vehicle more with the accelerator pedal than with the steering wheel. Work gently with the steering wheel and enthusiastically with the pedal. We're not telling you to put foot the entire time, but don't be shy to give it gas when the need arises. An exception to this tip is when the snow is fluffy and shallow enough that you can drive through without a need for force.
- Try to stop on a downhill rather than an uphill, just like you would in sand. If you have to stop on ice, choose level ground. You'll struggle to pull away on an incline, and if you park downhill, your vehicle will cheerfully skate away, even with the handbrake engaged.
- Driving up steep uphill in snow requires 4L and a steady but good speed. In contrast, steep descents require very little speed – just enough to keep you moving really. Because, like sand, snow will try to stop you.
- Steep slopes on ice require 4H and momentum, but not acceleration. Once the wheels spin on ice, you will lose



control. This principle applies to all ice, unless your name is Stig Blomqvist.

- Steep descents on ice require 4L in first gear – hill descent control works even better. Simply push the button, sit back and listen to how the electronics groan and shudder as they help you safely down the slope. Keep your foot away from the brakes, especially if you have an old-school vehicle without hill descent. If you do start to slide, turn the front wheels in the direction of the slide and never crosswise. Aim for a snowy berm or even a boulder. A dented bumper is preferable to tumbling down a mountain after all.

- Many new vehicles have driving modes specifically designed for snow. If your rig has a Snow mode, you should definitely use it, because this traction control mode has been specifically designed for this purpose. If your vehicle doesn't have it, then it's advisable to turn off traction control and instead engage the diff lock.
- Take along the following recovery equipment: a long-handled spade with a scoop head, traction boards, a snatch strap (it recovers better in snow than a static tow rope) and a tarp on which you can work because, believe us, you don't want to don't lie down in snow for longer than a minute while shovelling. 🐾

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.

WHO ARE THE HEROES?

- **Junior Pokomela**
Cheetah and former Springbok rugby player
- **Giniel de Villiers**
Dakar Rally racing driver
- **Hanneke Dannhauser**
Obstacle course racer
- **Mapule Ndhlovu**
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RUNNER-UP PRIZES

(finalist of each title):

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

CONTESTANT PRIZES

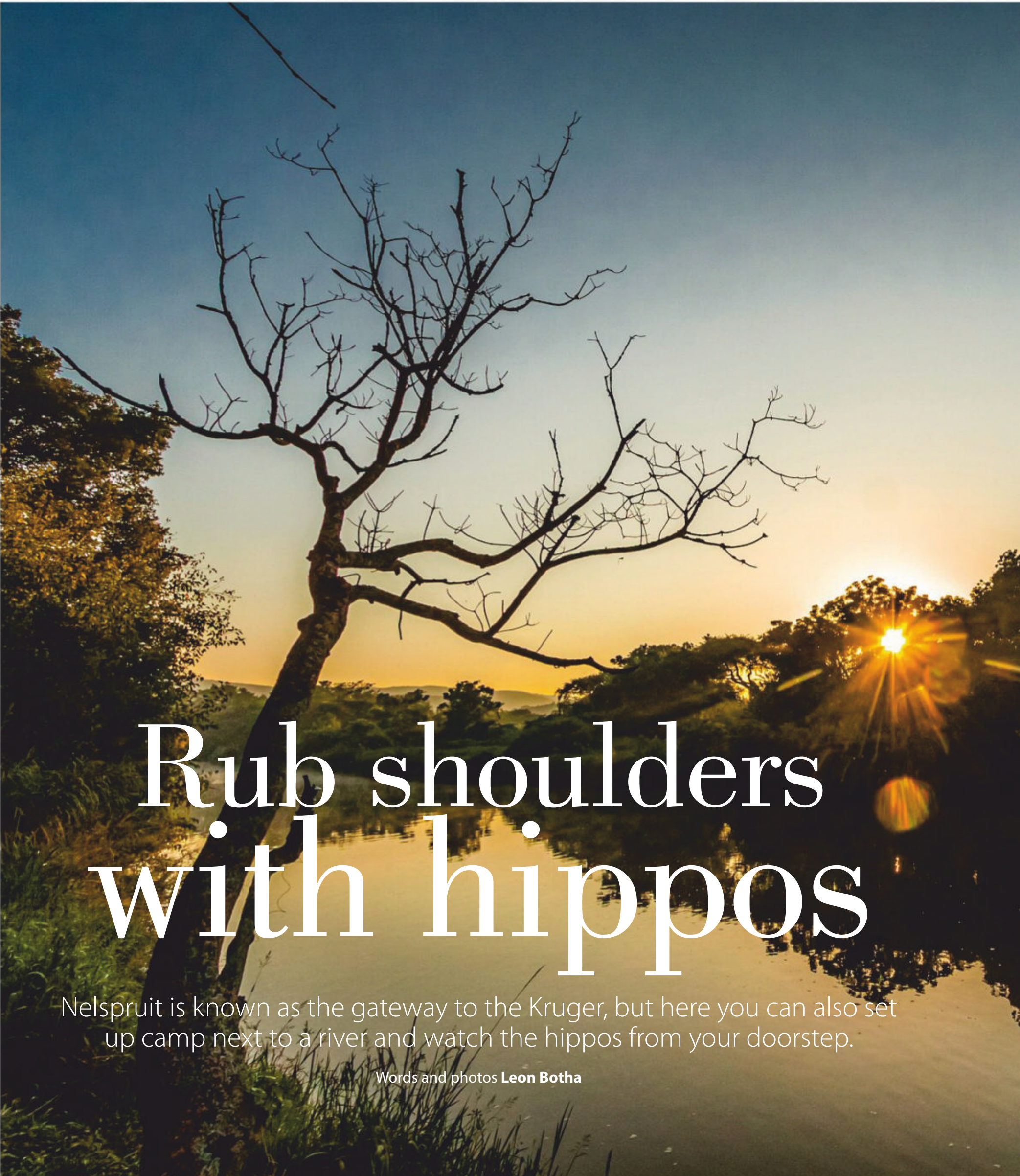
(one of the four finalists per media house):

Specialized Stumpjumper Alloy 29er mountain
bike valued at more than R40 000
Garmin fēnix Multisport Smartwatch
worth over R10 000
Active gear



*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.

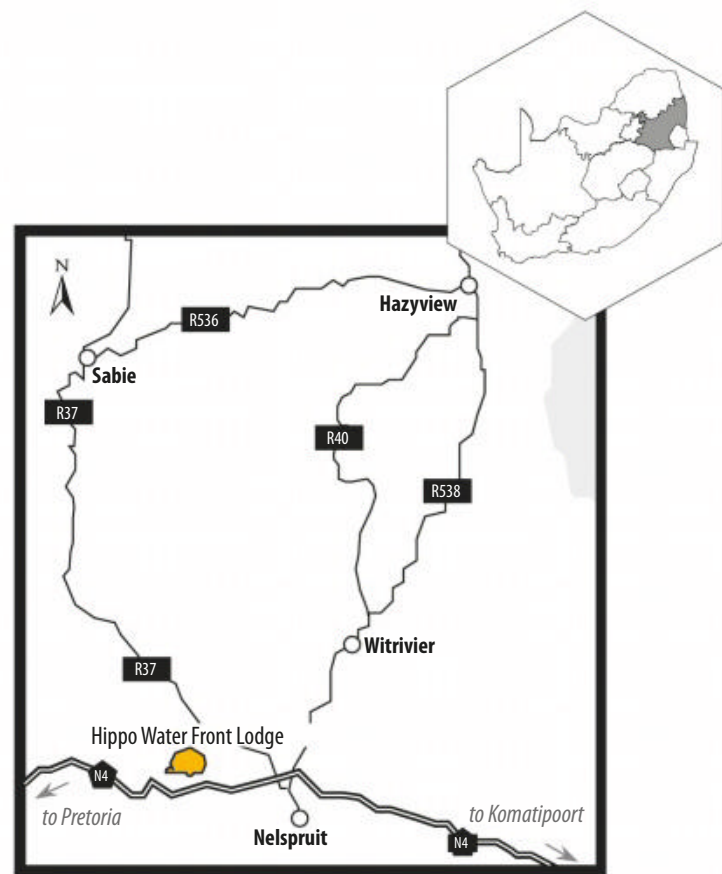
GARMIN  **SPECIALIZED**



Rub shoulders with hippos

Nelspruit is known as the gateway to the Kruger, but here you can also set up camp next to a river and watch the hippos from your doorstep.

Words and photos **Leon Botha**



Nelspruit has an almost tropical climate and in winter it always feels as though it's a cool summer's day. That's why everything from oranges, mangoes and bananas to avocados and nuts flourish here – it's no wonder people call it the fruit basket of South Africa.

This, of course, also means that you can camp surrounded by lush vegetation all year round. Because the Kruger is just a quick drive from here, there are many well-known and popular campsites, but there are also some lesser-known resorts where you can camp surrounded by nature's peace and quiet. The Hippo Water Front Lodge is such a place.



WEEKEND BREAK

TAKE THE N4 from Pretoria, and then turn left onto a gravel road about 10 km before you get to Nelspruit. Drive across a train track, after which the lovely gravel road narrows at a single-lane bridge crossing the Crocodile River. A steep hill lies ahead, and a few kilometres later, you've arrived at the resort's gate. Call reception and you get a code to punch in to open it.

Beyond the gate is a well-kept garden with a lovely grassy carpet under thorn trees. A tarred twin track runs slightly downhill to reception among all this greenery, past a sign cautioning you about hippos.

When you stop, staff come to greet you and then walk about 50 m ahead to show you the stands. They're not demarcated, and you can pick your spot near one of the two electricity boxes, which are spaced roughly 30 m apart. The boxes have blue caravan-type and domestic three-prong sockets, and opposite your stand is a square building with your very own bathroom.

YOU WOULD HAVE to search far and wide to find a campsite with a bigger expanse of shade than at Hippo Water Front. The trees are two to three stories tall, and it doesn't matter where you set up camp, the sun won't get to you.





CLEAN GREEN. Once through the gate it's all green from here. The same is true for the camp area where you are likely to pitch your tent on lawn. Shade cloth and shoes are optional because you won't need them here. The trees form an almost continuous canopy that shield you from the sun's harshest rays.

Usually when you get plenty of shade, there's not a lot of grass to be seen, but not here. About 80 percent of the open spaces where you can pitch camp is covered in lawn. Your corner steadies also won't have to overextend themselves as the ground is level.

Here and there you'll find a rubbish bin and there's also a tap or two anchored to a wooden post at hip height. There are also steel braais dotted around for your use, and they are cleaned every morning. Should you bring your own braai, that's also taken care of: you'll probably take it home far



cleaner than it was when you arrived!

The ablution block has doors on three sides, and you wash your dirty dishes on the side closest to reception. They've also got a variety of pots and pans plus cups and saucers as well as a kettle, electric two-plate stove and refrigerator available for your use.

In your bathroom you'll find a basin, a spot to hang your towel, a shower with a curtain and a loo. There's a clean towel on the floor by the shower so you don't have to step on the cold tile floor after a hot shower. Having your own bathroom is lovely, but it could do with

more storage space. Next to the basin is a corner shelf that fits nothing more than a small vanity bag.

HIPPO WATER FRONT LODGE is located on a 300 m stretch against the Crocodile River, and on the lawn next to the water is a picnic area that could accommodate an entire school. Across from reception, facing the river, is a bar where you can also pour some coffee in the morning. The deck here makes an excellent vantage point to watch the hippos in the river. There's also a restaurant that's open for breakfast and dinner.



THE HYPOTENUSE. The Crocodile River forms the longest side of the resort and you'll see lots of hippos bobbing around in it. You'll mostly see cute ears and nostrils poking out of the water, and it's hard to believe that these animals weigh as much as a car – an astonishing 1 500 kg!

At night you can hear the hippos grunting in the water, and they sometimes walk right up to the caravans. We saw a group of six of them floating barely 30 metres from the shore. The resort staff, however, assured us there's never been trouble between a camper and a hippo.

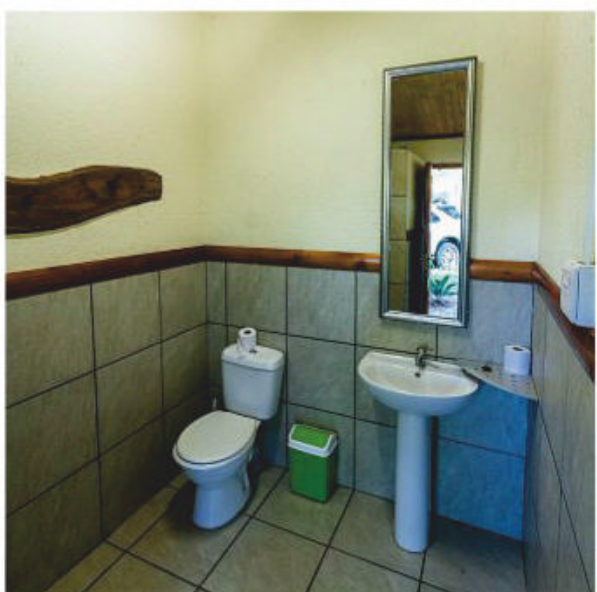
Years ago, there used to be a crocodile that would sometimes lie and bask in the sun on a rock in the middle of the river, but he never bothered anyone either. A neighbour saw another crocodile a while ago, but unlike the hippos, they're not that easy to spot.

Next to the stands is a covered pool where you can cool off when the Lowveld starts heating up.

There's plenty of things to do around here. Remember to pack your fishing tackle and see if you can hook a catfish, carp, eel or yellowfish. Also, bring your hiking boots and binoculars and take the hiking trail that runs along the river to take a closer look at the resident birds and hippos.

Staff can also arrange guided tours to some of the area's more famous attractions such as God's Window, the Blyde River Canyon, Sabie, the Sodwala Caves, Pilgrim's Rest and, of course, the Kruger National Park.





Briefly | Hippo Water Front Lodge



Campsite 6 level stands (undemarcated) with oodles of shade.

Ablution facilities Neat and your very own.

Price R350 pn per site (for up to 6 people).

Arrival and departure No scheduled times.

Contact 082 825 1105

hippewaterfront.com

hippewaterfront@absamail.co.za

Nearest town Nelspruit, 14 km.

Road condition The last 3,6 km is a dirt road with a steep section that is rocky in one spot, but it is good enough to tow an ordinary road caravan.

GPS S25.435911 E30.868657

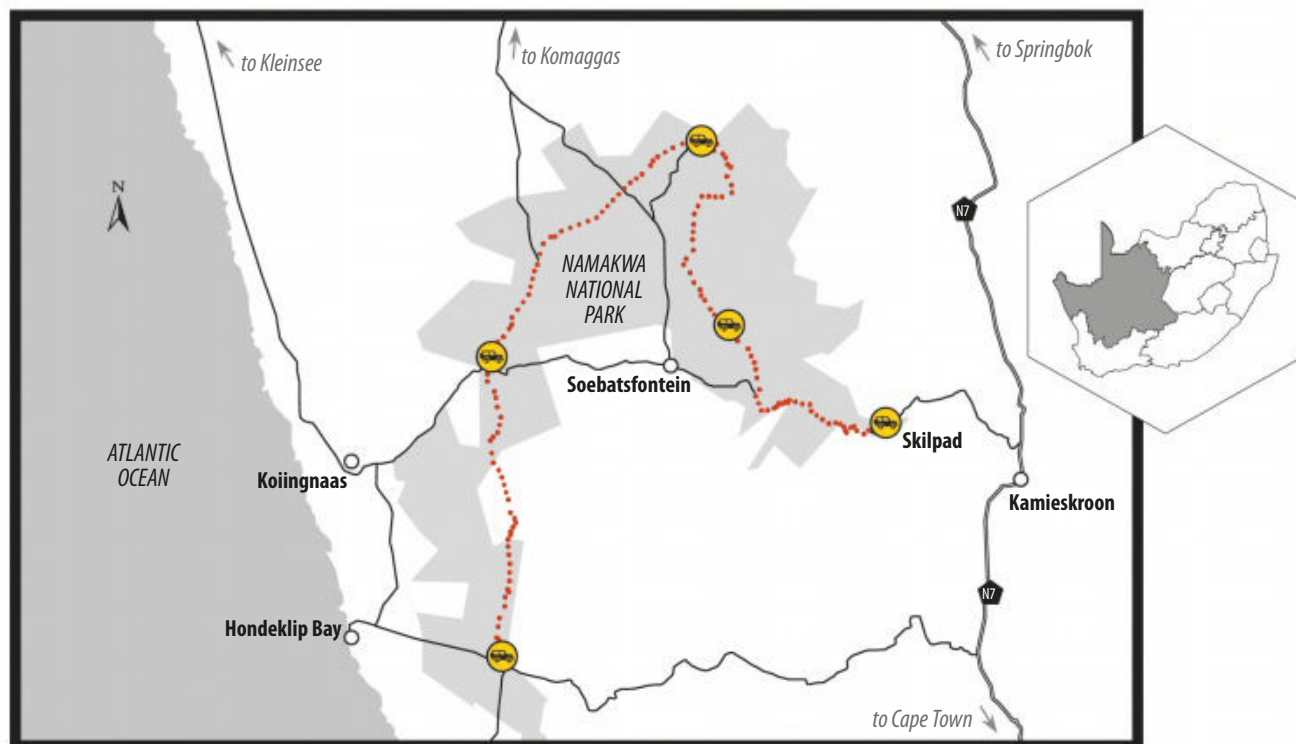
Drive & Camp says The N4 is only about a kilometre from the campsite. You hear the traffic at night, but it's not too bothersome.

Flower power



Hopefully we'll be able to go see the flowers in the Namaqua National Park this season. Explore this popular reserve with the Caracal 4x4 Eco Route.

Words and photos **Cyril Klopper**



The Caracal Eco Route guides you through almost the entire Namaqualand between the Richtersveld and the West Coast. It shows you the sea shore, the coastal plains, the mountains and valleys... and the splendour of the flowers, of course. The usual start is at the park's main office in the Skilpad Wildflower Reserve, but we suggest you drive it the other way around. If you start at the gate at the Groen River mouth, then your destination – and highlight – will be the floral beauty at Skilpad.

In our October 2019 issue, we reported on the section between the Groen River estuary and Hondeklip Bay, the first leg of the trail. The route, however, as we drive it here starts at the park's middle gate (S30.35306 E17.42623) near Hondeklip Bay.

Remove your dentures for the first 10 km because the twin track is badly

corrugated. After the gruelling first bit, you'll leave the dunes with their arid fynbos to where the ground gets firmer with less corrugation. There's an abundance of gemsbok in this part of the park and you will no doubt encounter a few herds. Also be on the lookout for the region's unique Riethuis quartz that sparkles like bright white opals in the red sand.

Cross the Swartlintjies River at an old cemetery and pass between the buildings of a derelict farmstead until you reach a servitude road (the P2952). Several smaller tracks join the servitude road and every now and again you'll see route signs – they bear an image of a caracal – to reassure you that you're still on the correct road.

Follow the Swartlintjies for about 2 km until the servitude road heads north to snake along the Wildeperdehoek's Brak River and crawl up the Wildeperdehoek

TRAIL GUIDE

Pass. This pass of 5 km was constructed more than 120 years ago and has a slope of 1:20. It seems particularly steep when you look at it from below, but even a Fiat Uno will be able to conquer it. At the top of the pass, you could turn left onto the Buffelsrivier 4x4 Trail, but follow the Messelpad road instead. Keep an eye out for the Caracal route marker (S29.93854 E17.63459) that directs you to the right. The twin-track runs up and down the spine of the Kamiesberg mountains for the next 25 km. The road isn't particularly challenging, but there is soil erosion, which makes it essential to have off-road ability. Engage four-wheel drive as you descend to the Swartlinterjies River's catchment area – a broad, sandy valley.

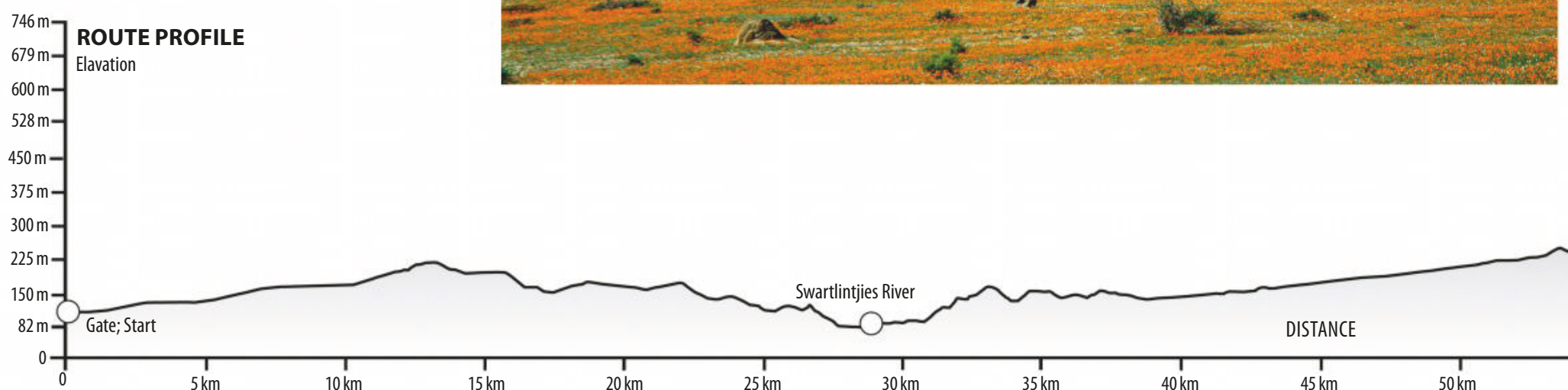
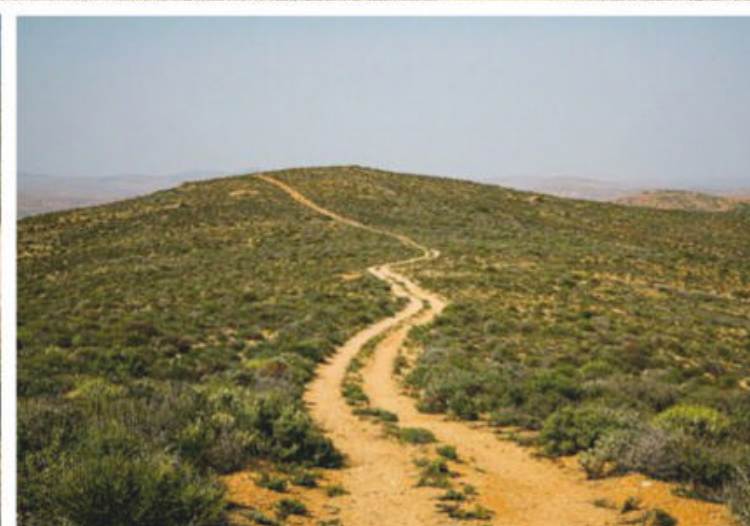
Visit the Kookfontein hot springs near the river, a fountain with lukewarm water, where you will often find game (S30.07061 E17.64576). About 5 km after leaving the Swartlinterjies, the road again crawls up the Kamiesberg, this time via the Soebatsfontein Pass. The Kamiesberg here is sometimes called the Roof of the Namaqualand and you'll start seeing more and more flowers along the way. Take lots of pictures, because the Caracal trail gets relatively little traffic and chances are good that you'll have the flowers all to yourself.

Four hours (and 110 km) after passing through the park's middle gate, you arrive at the Skilpad Wildflower Reserve. Be patient with the hordes of tourists who stop their cars willy-nilly in the road. Be glad that you took photos earlier, because here at Skilpad, it is often impossible to capture the beauty of the flowers without inadvertently including a garishly dressed foreigner in the background.

“

The twin-track runs up and down the spine of the Kamiesberg mountains for the next 25 km

”



YER WEE BIT HILL AND GLEN. You shouldn't get lost if you follow the route markers (below). The flowers in the dry bed of the Swartlintjies River (bottom) grows more naturally than the spectacle at Springbok (bottom left).



What you need to know



Maximum number of vehicles?

Unlimited.

Do I get a map? Yes, and download one from the SANParks website.

Will I scratch my vehicle? Unlikely.

Should I take a compressor? No.

Can I braai along the way? No.

Can I turn around halfway? Yes.

Is there cellphone signal? Yes, but spotty service.

Best time to go? August and September.

Can I take my family along? Certainly.

Just for the day or for the weekend? Set aside a few days for the park.

How long does it take? Four hours for this leg; at least six hours for the entire route.

Are there ablution facilities? At the Groen River mouth and the Skilpad office.

What about fuel? Fill up in Garies, Kamieskroon and Springbok. Petrol and diesel is also available in Koiingnaas near Hondeklip Bay.

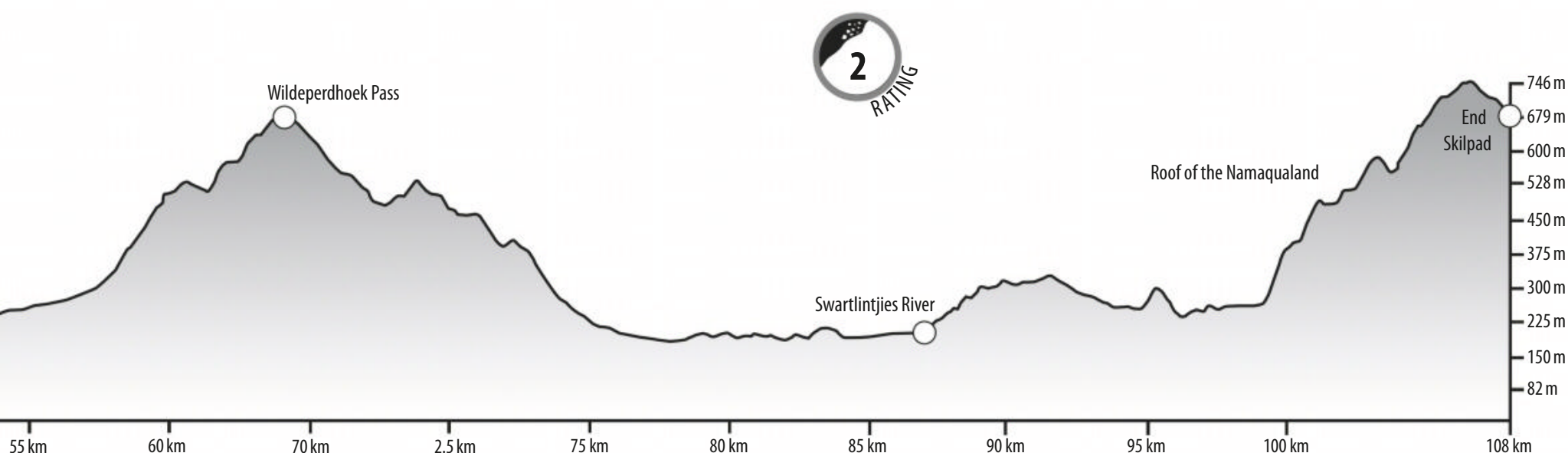
Cost A conservation fee of R46 pp (free if you have a Wild Card).

Contact 027 672 1948 (park office)

elanza.vanlente@sanparks.org

sanparks.org

GPS S30.82871 E17.57634 (Groen River gate), S30.35306 E17.42623 (middle gate) and S30.16614 E17.79779 (Skilpad)



Settle in at *Montagu*



Once every three months – at least – they hitch the caravan and go camping with friends at the Montagu Caravan Park, says **Erika Oosthuyzen** from Hermanus.

“The main reason we love coming to camp at the Montagu Caravan Park is because the resort is pet friendly and our dachshund, Trixie, always camps with us.

TELL US MORE ABOUT THE RESORT...

It's a popular and family-friendly resort, so you can't just show up here and hope you find a spot – it's always better to book. It's a little over two hours' drive from the city, which means it's close enough for Capetonians to come and relax for the weekend. We enjoy it because you know exactly what the rules are – and they're strict about those. It's the kind of environment we like camping in – the same goes for our friends. Everything in the resort is

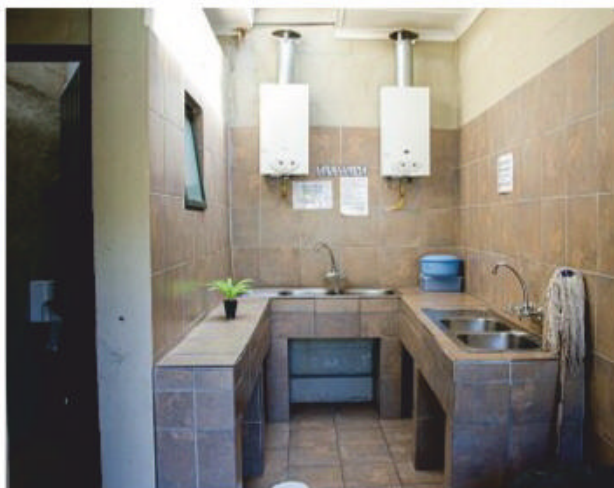




well taken care of and the geese walking around give it a great farm atmosphere.

WHAT ABOUT THE CAMPSITE?

There are more than 80 stands laid out over three terraces. The stands are big enough for your caravan and tent, and each has a brick braai. Just bring your own grid. Each stand has electricity and taps are dotted throughout the campsite. You don't have far to walk to get water for coffee. Speaking of water, due to the recent drought in the Western Cape, resort management decided to pave more and more of the stands.



WHAT ARE YOUR IMPRESSIONS OF THE ABLUTION FACILITIES?

I've never come across a dirty ablution block at any time that we've camped here. The facilities are kept clean throughout the day and there is plenty of hot water for everyone because each shower has its own gas geyser. The campsite has a total of six ablution blocks, two of which have separate facilities for men and women. The rest are open to everyone. Each ablution block also has dishwashing facilities – and there's even a bowl for leftover food they then donate to the SPCA.



CONTACT

082 920 7863

montagucaravanpark.co.za

montagucp@gmail.com

GPS S33.787500 E20.113056

WHAT ACTIVITIES DO THEY HAVE?

Warm and cold swimming pools, a waterslide, jungle gyms and trampolines and more for the kids. If you bring your fishing gear, try to hook a carp, catfish or tilapia. Just remember to release whatever you catch. There is also a recreation room with a large-screen TV and a pool table.

IS THERE A SHOP AT THE RESORT?

There's a café that sells ice cream, cool drinks, take-away meals and the like. Then there's wood and ice for sale at reception. ”



WIN

Erika wins a **Camp Cover** Camera bag worth R400.

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

campcover.co.za

CAMP COVER

Ranger at the ready

Fords have only ever given him many flawless kilometres, and his current Ranger is no exception, says **Henry Terblanche** from Assagay in KwaZulu-Natal.

2013 FORD RANGER 3.2 TDCI 4X4 XLS SUPER CAB MANUAL

Blue Oval bakkies have been parked on his driveway for well over 30 years, and even though his current Ranger has clocked well over 200 000 km, Henry won't be replacing it any time soon. And when he does, it'll be another Ford, he says.

“I bought my Ranger brand new for around **R450 000**, and after seven years, the odometer registers **202 487 km** – without so much as a hint of a problem. The mileage is higher than most people who trade in their vehicles every few years are comfortable with, but I really have no urge to replace it with a newer model as it is still quite reliable.

I am aiming to put at least another **100 000 km** on it before I start looking at another Ford. I previously owned a **3,4 l V6 petrol single cab** Courier in the late 80s and then at the turn of the century I opted





Show us your wheels

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



for a **2,2 ℓ Courier single cab**. Suffice to say that I'm a Ford man through and through.

The only modification I had done was to replace the standard **255/70 R16 tyres to 265/75/R15 rubber**; which doesn't have an adverse effect on performance and has resulted in my speedometer reading accurately when I compare it with that of my GPS. And then I've also had a long-range fuel tank and dual-battery system added.

I used to tow a **Jurgens Expo**, but it was a bit of a struggle to reach the places my wife Marianne and I love so much in the back of beyond. Sometimes we even left the caravan at home and just camped in a tent. So, we replaced the caravan with a **Skipper Oyster in 2014**, which the **Ranger** doesn't seem to feel at all on the hitch.

The Skipper's wheels are as wide as those of my Ranger, so sand driving and dodging potholes are that much easier, and we've been to places usually reserved for the hardcore off-road trailers – but always taking extra care. I've done in excess of **3 000 km** on sand and dirt roads with the Skipper.

I've always been meticulous with my vehicles and have kept a very detailed logbook on the Ranger's drinking habits. Across all terrain, which includes sand, gravel, driving about town – with the caravans hitched and without – the average for the past seven years is **11,2 ℓ/100 km**.

Our favourite destination is anywhere remote and away from the hustle and bustle. This includes the **Groen Spoeg area on the West Coast**, as well as **northern Namibia**. Our next planned trip once the regulations concerning COVID-19 eases will be the **Skeleton Coast** up to **Kunene** and back via **Caprivi and Botswana**. ”

Camping at the dam

At a campsite just outside Pretoria, angling is king. Come pick your stand on the banks of a dam – or five!



WONDERLAND 45

FISH FOR DAYS

It's not often that you find a campsite where all the stands have been laid out around a fishing dam. This means, of course, that each and every camper has their own piece of the shoreline to cast in their lines. But here at Wonderland 45, a short distance from Pretoria, you're not only spoilt like that; here you can actually walk around and choose between five dams – all close together.

What makes this particular angling campsite even more unique is the variety of freshwater fish you can catch. There's black bass, catfish, tilapia and carp and, believe it or not, even trout. When was the last time you saw so many diverse fish at one resort? It's pretty much the freshwater fishing world's own Big Five all in one spot. (By the way, the '45' in the name refers to the smallholding number.)

When you enter the campsite, the ablution block is directly in front of you, with the first row of nine stands to the left next to the first dam – 110 m long, 15 m wide and 3 m deep – where you'll find tilapia and trout. All the stands in the resort have their own braai area with a grid, power point, tap and light.



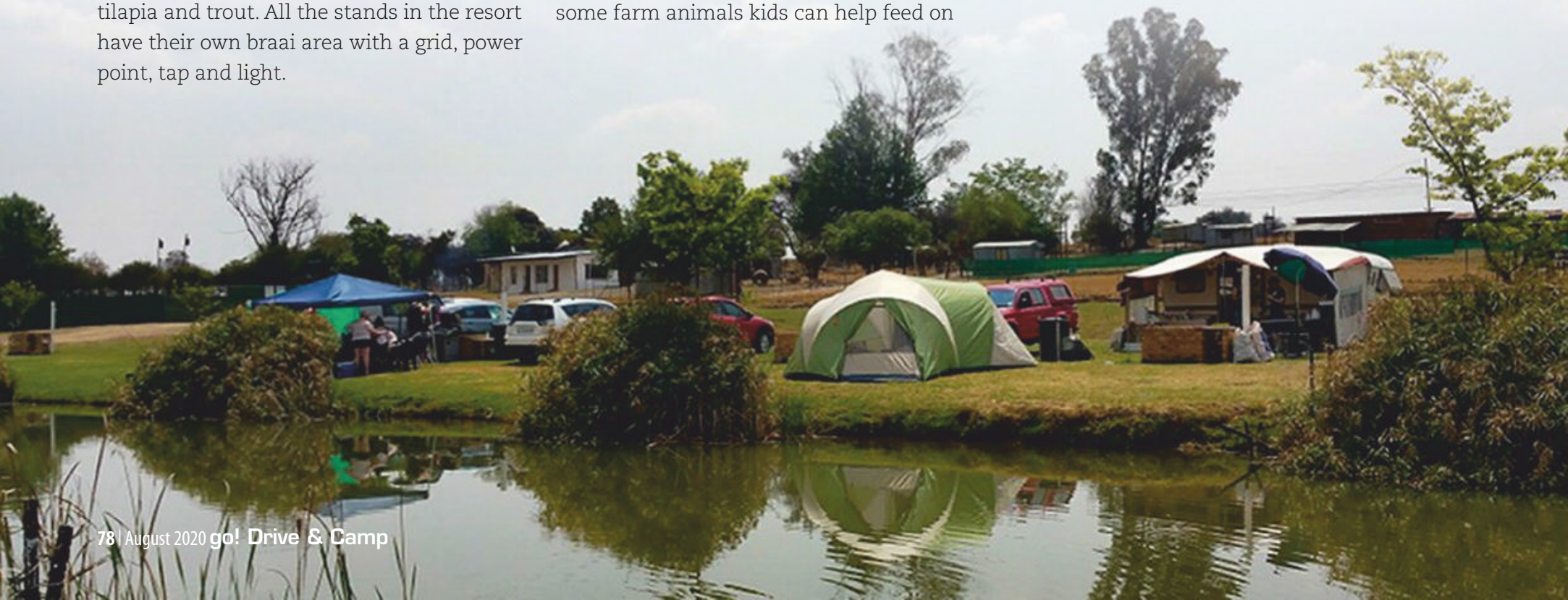
In front of the bathrooms is a square dam, the sixth in the resort, but fishing isn't allowed here. It's also only 1 m deep and serves as playground for the young crowd when they need to cool down. The other playground – a park – is next to the first dam and features a circular pool and a number of swings. There are even some farm animals kids can help feed on

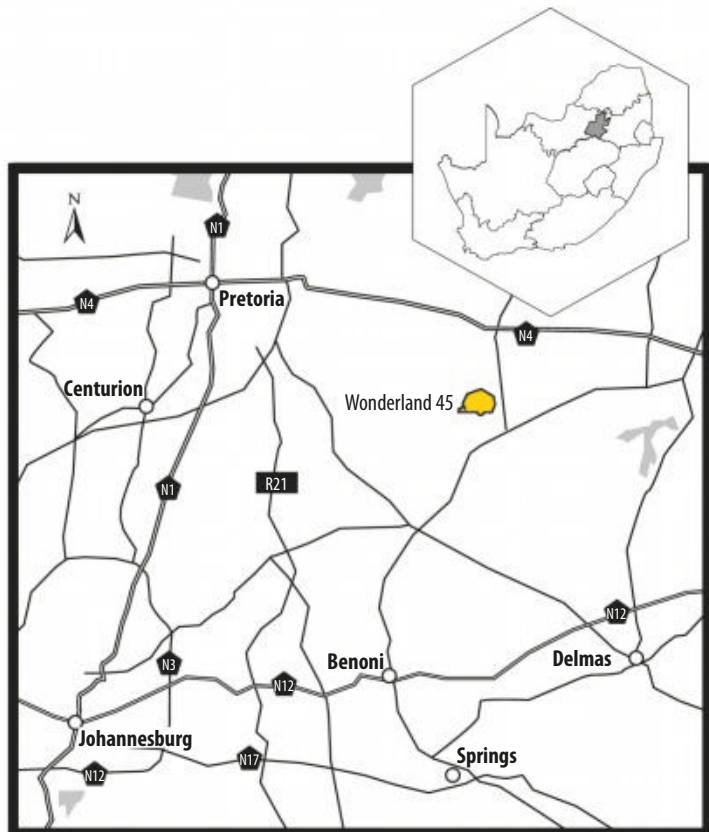
weekends and holidays: goats, sheep, emus, chickens, rabbits and donkeys.

Next to it are three stands, located right by the next dam, which is almost round (42 m wide, 34 m long and 8 m deep) and has trout, carp and tilapia. The next dam lies lengthwise in front of the first, with five stands towards its farthest point. This one, with trout and tilapia, is exclusively for fly-fishing (only in winter) and is 35 m x 80 m in size and 6 m deep.

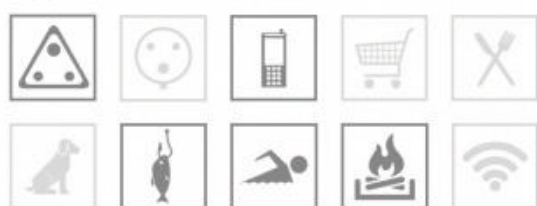
The last two dams also lie lengthwise alongside the fly-fishing one, with eight stands neatly in a row between the two. The one farthest from the gate is 150 m long, 60 m wide and the deepest of all at 10 m. Here you will find all the fish in the resort except for trout. The dam next to it is almost as long (130 m), and its water originates from the Boschkop River, the source of which is a kilometre upstream. This dam is 25 m wide and 3 m deep and has carp, catfish and black bass.

The catch-and-release rule applies to all, but if the fish gets hurt, you have to take it out and, depending on which fish it is, pay for it. The tilapia are the exception to this rule: you may take them home after paying per kilo. The same goes for the trout you catch with bait. But if you catch one while fly-fishing, you need to release it.





Briefly | Wonderland 45



Fish Black bass, tilapia, carp, catfish and trout.

Campsite 25 stands on grass next to several dams. Not much shade. Stands 1-11 and 20 are large enough for caravans and motorhomes.

Ablution facilities 1 bathroom building near the entrance to the resort.

Price R130 pppd (R65 for kids in high school and R35 for primary school; free for the little ones) plus R95 pn for the stand. Up to 6 people per stand, except at stand 20 – it accommodates 12.

Arrival and departure 07:00 and 10:00.

Contact 081 878 5891

wonderland45.co.za

admin@wonderland45.co.za

Nearest town Pretoria, 20 km (from the Lynwood Road and Solomon Mahlangu Drive junction).

Road condition The last 1,5 km is a decent dirt road.

GPS S25.875171 E28.492105

Drive & Camp says Trout and tilapia angling is seasonal: April to October for trout; November to April for tilapia.



FISH DISH

FRESH FISH OVER THE COALS All wrapped up

Fish over the coals doesn't get easier than this!

Ingredients

(serves 6)

- 1 large whole fish, such as cob, kingclip or yellowtail, butterflied
- 1 lemon, sliced
- 2 limes, sliced
- 2 tablespoons butter
- a good handful fresh herbs: dill, fennel, parsley or thyme
- olive oil

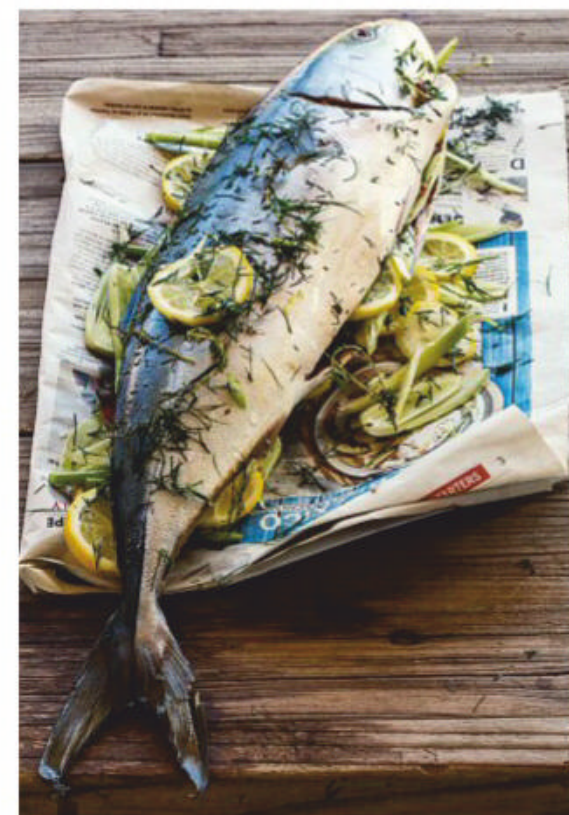
Here's how

1 Using a sharp knife, score the outside of the fish a few times. Season it on the inside with salt and black pepper and place the lemon and lime slices in the stomach cavity. You can also strip some leaves of the fresh herbs from their twigs and add them to the citrus slices.

2 Place some butter cubes inside the fish and then close it up and tie it with string. Tie

together the fresh herbs with some string and place on top of the fish. Sprinkle over olive oil and wrap the fish in thick foil.

3 Braai over moderate coals for 20-30 minutes, depending on the size. Open the foil and braai it quickly for a more beautiful colour. Serve with garlic mayonnaise.



Recipe Sonja Jordt for Home Photo Francois Oberholster



FISHING GEAR

Cable cutters

Some fish have a set of sharp teeth, which means you can't use a regular line to catch them as they'll simply snap it off. Then you not only lose your catch, but also your bait and the hook.

For this reason, anglers use a thin cable at the end of the line where they attach the hook. Depending on the fish that's in your sights, this cable can range from about 15 cm to a metre long. You can prepare the cable yourself, but in order to make a loop at the ends where the normal line and hook attach, you will need a pair of crimping pliers. Adrenaline's crimping pliers are perfectly suited and can be used for cables of different thicknesses.

Cut the cable a little longer than you need, slip a metal sleeve over the one end, thread the tip through the eye of the hook, and then push the tip through the sleeve again. Now use the pliers to press the sleeve flat and you have yourself an impressive knot.

When catching tigerfish, for example, a cable of 15 cm will be long enough, but for a ragged-tooth shark, you'll need about a metre.

The pliers fit nicely into your palm – at 13,75 cm in length – and are made of stainless steel with a non-slip grip.

Price R145.

Contact Adrenalin Importers & Distributors (importers) 021 982 1510

catches@4adrenalin.co.za

adrenalinfishing.co.za



MITSUBISHI ASX

Newer... but is it better?

We've had the ASX on our roads since 2011, but will its facelift be enough to keep it there?

Words and photos **Cyril Kloppe**

Just like a house that's had an extension built on, it's often obvious when an older vehicle gets a facelift. Its new bumpers are sharp and angular, "on trend" as the youngsters say, but the old body panels are stuck with the soft curves of the previous decade. Mitsubishi, however, was able to revamp its ASX without it looking like your neighbour's illegal bedroom extension.

What's new?

The ASX's nose is completely new. The bonnet is angular, the mudguard panel now has a fake air vent, the headlights have been stretched into slits, and the grille is strongly reminiscent of the Mitsubishi Triton and Pajero Sport.

When you look at it from the side, there aren't many changes. The side mirrors are the same, though the new wheel rims

aren't quite as flamboyant as before.

The upgrade at the back is subtle, and it's really just the bumper that is noticeably different with more fake vents. There are slight differences to the hatch and the brake lights have been modernised while still maintaining their previous shape.

Inside, the old steering wheel has been retained and the dashboard looks pretty much unchanged. However, the touchscreen is larger (the 7" screen has grown to 8") with new software, and you might notice a new button and a pair of USB ports.

Engine and transmission

Mitsubishi uses its own 2 l petrol engine (from cast aluminium), the so-called 4B11 MIVAC, which is also used in the Lancer.

Thanks to a 86 mm stroke and 86 mm

cylinder bore (engineers call it a square engine), the engine turns smoothly with linear power delivery and a wide torque curve.

These two features are often associated with sedate or even boring engines, but the ASX delivers a pleasant ride in the city, and you will sometimes catch yourself exceeding the speed limit on a highway if you don't keep an eye on the needle. That's if the shiftless transmission (CVT) doesn't drive you insane...

When you put foot, you hear the engine droning louder and louder without shifting gears. It's unnatural, but Mitsubishi has now added a Ds mode (Drive sport) that allows you to tap the gear lever to the left and change the 'gears' manually, even after you've stopped. Mitsubishi says it delivers a more pleasing driving experience. But if it's so gratifying to use your hands, you



INSIDE AND OUT. The update to the ASX encompasses revisions the nose, wheels and rear end, while the cabin might look exactly the same to the untrained eye: that's because the touchscreen is one inch bigger.

SPECIFICATIONS

Model tested	2.0L CVT
Engine	1 998 cc, four-cylinder petrol
Power	110 kW @ 6 000 rpm
Torque	197 Nm @ 4 200 rpm
Transmission	6-phase shiftless transmission
Tyre size	215/70 R16
Ground clearance	195 mm
Fuel consumption	8 l/100 km (tested)
Tank	63 l
Towing capacity	1 260 kg
Safety rating	★★★★★ (ANCAP, 2014)
Guarantee	3 years/100 000 km
Service plan	5 years/90 000 km
PRICE	R399 995



may as well consider the five-speed manual transmission for R20 000 less than the automatic model.

On the dirt road

The new ASX is unfortunately not available locally in all-wheel drive – there is simply a sorry gap next to the gear lever where the 4WD dial should have been. Mitsubishi, however, did decide to fit Yokohama Geolander all-season tyres as standard, which somewhat makes up for the missing 4WD dial. These tyres performed well on dirt roads during our test.

Mitsubishi would have been aghast if they knew what roads we tackled with the ASX, but its ground clearance of 195 mm, the Geolander tyres and the strong yet calm engine got us through without incident.

Conclusion

The ASX is a good example of how to renew an 'old' ride. We like the overall look, the heated seats, the deep centre bin with its own power point, the full-sized spare wheel, the intuitive touchscreen software and an engine that isn't a beast by any stretch of the imagination, but nevertheless gets the job done.

The ASX's Achilles heel is its CVT. We envy people who aren't bothered by this kind of transmission – and there are many of them – but we prefer a dual-clutch or even an ordinary automatic transmission.



COMPETITORS

Facelifted compact SUVs that have been around the block



R381 900

Suzuki Vitara 1.6 GLX

Less expensive, but it also feels smaller inside.



R420 600

Ford Kuga 1.5 Ambiente

Larger interior, but your neighbour will torment you with fire-hazard jokes.



R473 200

Nissan Qashqai 1.5 Visia

More expensive, but also with more electronic gadgets.

Sitting pretty



We checked in with some seasoned campers to hear what tips they have for someone buying a camping chair for the first time.

A camping chair is one of the most important pieces of camping equipment ever – this is one of those items you will use often when you're chilling on holiday.

There are, however, a whole host of choices when it comes time to buy one, and you have

to make sure you get the chair that suits your needs.

We have an abundance of seasoned campers on our Facebook page and they've shared some of their wisdom. Keep these five tips top of mind when buying a camping chair, and you shouldn't have any regrets.

“

Steer clear of the cheap chairs. They don't last. Buy something that will last longer than five years. – **Marietjie Miles**

”



1 Check it out thoroughly

Test drive a number of chairs before you buy one: the most important thing is that you sit comfortably. Make sure the armrests are sturdy enough to lean on when standing up, see if there is enough support for your lower back, and make sure you don't

sit too low. And, of course, the chair should be in your price range.

“Sit on as many chairs as possible at shops, campsites, your neighbour and camping shows – and then decide. Next to a tent, a chair is your most important piece of camping equipment.” – Merlin van Zyl



2 What does it weigh?

The size and weight of the chair as well as how much space it takes up when you pack it are all important considerations. If you tow a caravan or a Venter, it may be less of a headache than when you're camping with a dome tent in the boot of your Citi Golf. Chairs with

an aluminium frame are lighter than those with a steel frame and usually also take up less space.

"Spend the money and buy the best. You're looking for one that is comfortable and folds up small and therefore doesn't take up too much space." – **Agatha Ikking**



3 And what do you weigh?

Remember to make sure the chair you eventually buy is strong enough to carry your weight. If you're a front-row player for your town's Cheese and Wine team, one of those models you just buy for R150 from

the supermarket simply won't do.

The stronger the chair, the more space it usually takes. Keep that in mind as well.

"We've bought many cheap chairs that only last one trip. Buy the best your wallet allows." – **Geraldean Moore**



4 But that's not all...

Your camping chair is not just a chair. It is also the spot where you can doze off late afternoon, socialise around the fire and where you eat. Make sure you have enough space for all your stuff. Remember, it's not just your glass you need at hand – there's your phone, binoculars, reading glasses and, of course, the latest

edition of *Drive & Camp*.

You even get chairs with a built-in cooler box for when you need to top up your drink.

"I like to curl up in a chair. It therefore needs to have enough space with a comfortable pillow. I need to be able to get up and sit down comfortably – and even braai from the chair." – **Trudi Young**



5 A few rand extra

There isn't a single chair that is best for everyone, and the most expensive chair is not necessarily the best one for you. So don't let the salesman talk you into buying just anything. Look at the warranty, what material the seat and frame are made of, and whether the

stitching is done properly. That should give you a good indication of how long the chair will last.

"Our chairs have side tables and they're five years old. They still look new, though, and we regularly camp by the sea. Before we bought these chairs, we had to buy new chairs every year." – **Santie Gerber** 🏕️

TAKE CARE OF YOURSELF

Campsites, parks and reserves remain mostly closed as the COVID-19 pandemic still makes itself felt four months after South Africa went into lockdown. When we all start eventually returning to them, here are some elements to observe for the sake of everyone's health.

Text **Kyle Kock** Images **Leon Botha, Schalk Jonker, Getty images and Pexels**



The new normal, living with the coronavirus and phased lockdown. Call it what you want, but the COVID-19 pandemic has wreaked havoc worldwide.

South Africa went into lockdown fairly early, but as of the time of going to print and the weather getting colder still, the country has not yet reached predicted peak levels of infection and death.

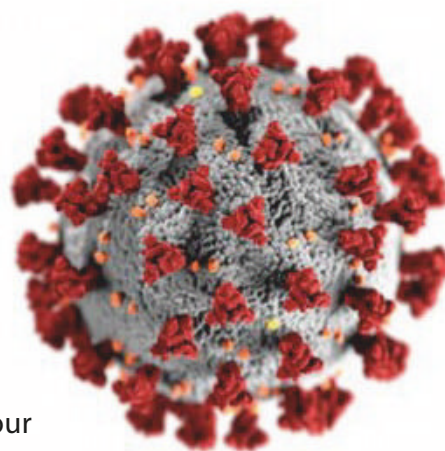
Positive cases in South Africa also tipped the 220 000 mark in early July, the 13th highest in the world, with a tragic 3 602 deaths, but a reassuring 106 842 recoveries.

Worryingly, the most populous province Gauteng also surpassed the Western Cape for new positive cases per day, this is also a concern for the camping and related industries because so many campers, campsites and manufacturers are based around there. And there's a possibility that an intermittent lockdown may be imposed in certain hotspots.

But that's not to say that the rest of the country is out of the frying pan. The lockdown regulations have eased to allow for hotels and similar accommodation to return to business under certain conditions

– provided strict protocol is observed. We've also been allowed self-drive excursions, but not leave our individual provinces and metropolitan areas.

Over the coming weeks and months, as we return to camping en masse, how exactly should we be going about this while the scientists come up with a vaccine?



Limited bookings

Using the example of how many companies could reintroduce workforce in stages, starting at 30% capacity, this is an easy way of ensuring that you don't have too many people grouped together, and thereby making only every second or third stand available for bookings.

At Merry Pebbles in Mpumalanga, they're accepting a maximum of 20 % occupancy, but also told us that at the time of going to print they could not afford to maintain this for much longer.

The Kleine Bela resort allowed eight camping stands for isolation purposes for two weeks at a time – a smart way to get some longer-term bookings.

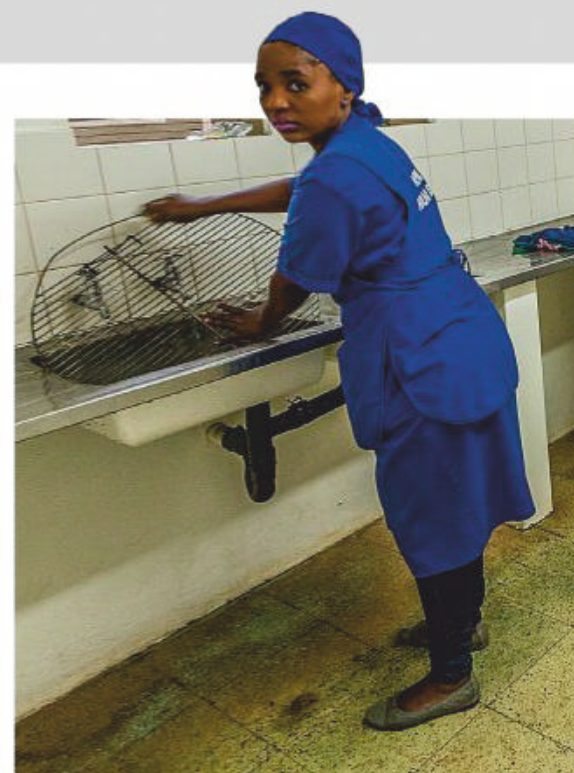
Ablution solutions

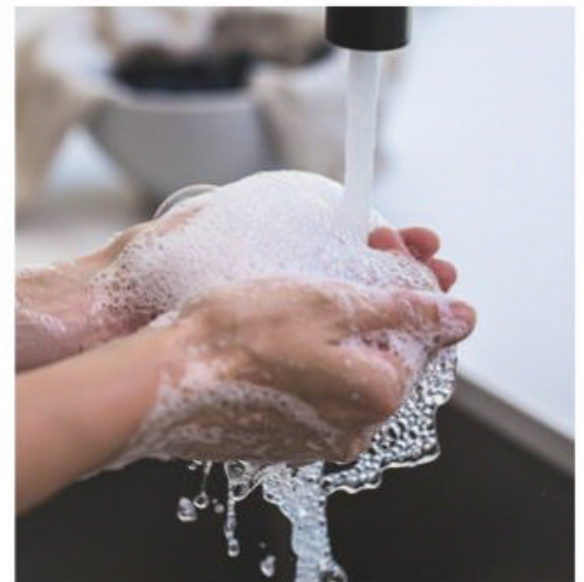
The situation regarding shared ablution facilities is tricky, to say the least. If there are a few ablution blocks at any given campsite, this might allow for the limited numbers to split toilets and showers for the duration of a booking.

The campsites that allow for private ablution facilities are in an easier situation, like the isolation campers at Kleine Bela where each stand has access to private

ablution facilities. Waterberry Park, just outside St Francis Bay is also allocating a bathroom per couple during their stay.

At Rivierplaas, just outside Worcester, they're preparing to reopen their campsite after their traditional winter break, and will have staff on standby to clean the ablution facilities on an even more frequent basis and there will be hand sanitiser for each person to use upon entry.





Careful at the front end

The taking of bookings and answering questions online are all very well and good, but when guests arrive, this is obviously one of the most likely times that the virus could be spread. Here it's crucial that new arrivals have their facemasks on, as well as the staff that receive them.

Visitors should have their temperatures checked, but take note that not all those little point-and-shoot scan thermometers are spot on, especially the cheaper ones.

What'll raise eyebrows with staff is when

you or one of your family members is portraying one of the symptoms that has been identified with COVID-19, such as an obviously runny nose (which may or may not be visible through your mask, a dry cough, and then diarrhea. The less obvious ones, such as severe fatigue and a blocked nose, you and your party are going to have to be honest about. At ATKV resorts, guest who have flu-like symptoms will outright be

asked to move or cancel their booking.

Resorts that don't have a reception area or have adjoining buildings such as at the Bonnievale River Lodge are obviously lower risk and were able to open to business guests under lockdown level 4, though their campsite remains closed.

Constant sanitisation

The contact individuals have with goods and items also must be limited, and in the circumstances where it's unavoidable, then items will have to be sanitised. These include the pens you use to check in at a facility, and the security gate remote that you may use for access, or keys to the ablution facility you will use during your stay.

Some of the larger resort shops and restaurants will likely remain closed too, unless there is strict access control with sanitisation and temperatures taken upon entry. In many cases, resort restaurants are observing a strict takeaway policy.

A little more troublesome is the use of services and entertainment at a resort that requires the transfer of cash. Perhaps here it might be necessary for the campsite or resort to request EFT payments or to introduce tap machines that don't require you to key in a pin, or to add it to your account.





Okay to play

While for some families and individuals, camping involves being alone or being alone with one another, one of the more pleasurable aspects of camping is the social camaraderie that comes with it. Of course, it may still be possible to braai and get together for a drink, where braai drums are movable and so on, but social distancing will need to be observed.

Communal areas at resorts and campsites, especially pools, playgrounds and gaming rooms remain a bone of contention, but the ATKV has given this plenty of thought. They're recommending allocating specific swimming sessions to each stand or unit to ensure a limited amount of people using the pool at any given time, while play parks and playrooms will be sanitised twice a day and every two hours, respectively. Waterberry

Park's pool will remain closed until the summer months as a further safeguard.

Families with small children need to take extra care during this time, because masks are not recommended for infants and toddlers under the age of two. And while children do not fall into the most vulnerable group, some do have compromised immune systems. Many of South Africa's schools are feeling their way through the process of reintroducing learners, and noisy and exuberant playgrounds are a thing of the past as schools no longer allow children physical contact; which also means no playtime.

When families go camping, this is usually a time when everyone lets their hair down, and the kids get more leeway to run wild. But it's up to parents to ensure that their children follow the rules.

Parents will have to decide if their child is too sickly to go camping where other children, who may already have the virus and not know it, can pass it on. It's also up to parents to ensure their children wear masks.

Of course, the other adults who engage in leisurely hikes, trail runs, and mountain bike rides and other activities will also have to abide by these the regulations as set out by government and the rules of each campsite.

Be safe out there

There are still many naysayers out there and people who are fortunate enough to be healthy and in the prime of their lives, but while you may be immune, you could still carry the virus and not know it, and pass it on to someone who is vulnerable.

Let's be considerate to each other and we'll see you at a campsite soon. 🙏



CAMERA, ACTION



LIGHTS!

What does the law say about spotlights? What colour light is best for what purpose, and where would you bolt on the different lights?

Words **Cyril Kloppe**

The law regarding headlights is not as clear-cut as you might think – there are a number of regulations to consider.

Regulation 159 of the National Road Traffic Act states that a vehicle's headlight may not be higher than 1,4 m above the

road surface and not lower than 450 mm. A headlight must also be within 400 mm of the side of the vehicle. (This excludes motorcycles and three-wheeled vehicles, of course.)

A vehicle may have one main light on each side at the front, and it may alternate between a

main beam and a dimmed beam. (See illustration 1.) A vehicle may also have on each side at the front one main light that casts a main beam plus one light that only casts a dimmed beam. (See illustration 2.) A vehicle may have on each side at the front one headlight capable of casting

only a dimmed beam plus two headlights capable of casting only a main beam. (See illustration 3.) A vehicle may have one main light on each side at the front that can alternate between a main light and dimmed light, plus one light that can only cast a main beam. (See illustration 4.)

The wording of this legislation can be interpreted as you being allowed a maximum of six headlights (see Figures 3 and 4) at the front of your vehicle.

Regulation 160 of the same legislation states that a headlight's main beam must enable the driver to see another vehicle, person or significant object at least 100 m away in the dark. A headlight must also have a switch that allows you dim or turn the main beam on and off.

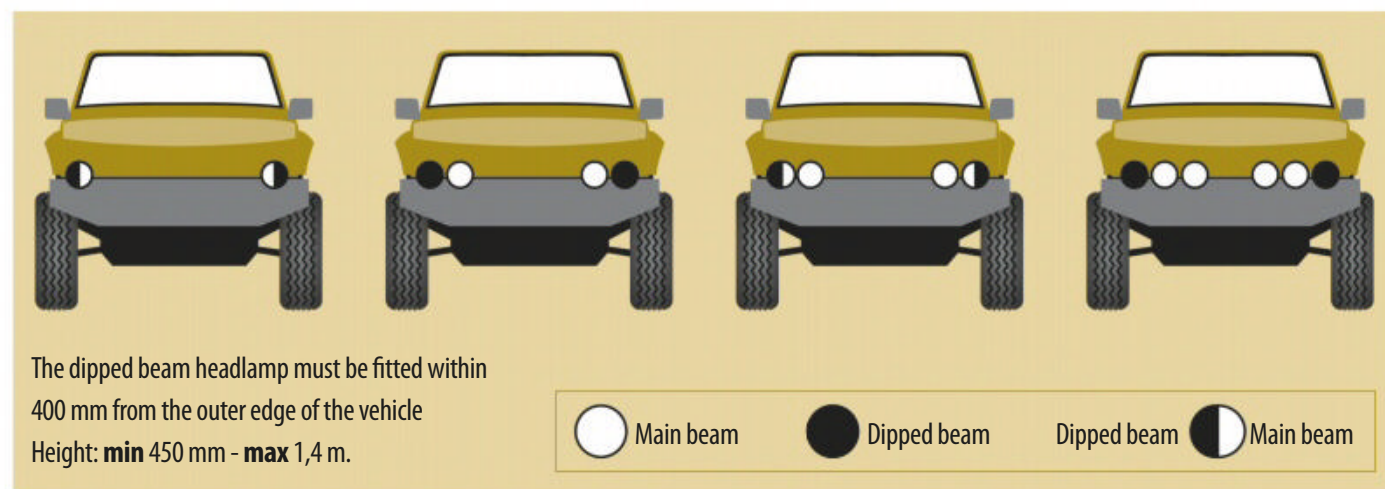
Regulation 161 discusses the characteristics of the dimmed light using the following formula: $\frac{h_1}{L} \sim x \sim 100$, but also where exactly the beam falls on the road surface according to the formula $200 \times h_1$. We're not going to do calculations here – it's enough to know that if there is a SANS or E symbol on your vehicle's headlight, it should meet the law's requirements.

What about spotlights?

This is where things get, well, a little murky. The law's view of what the word 'spotlight' means is probably different to your understanding of the word.

The legislation speaks of a spot lamp. According to regulation 177, a spot lamp may not be adjustable to shine in any direction unless it is mounted on an ambulance, rescue vehicle, fire truck, police or traffic vehicle. A direction-changing spotlight may also be used by a lifeguard and veterinarian, as well as a towing or repair service that performs essential services (such as electricity supply) – and then the lights may only be used at the scene of the service. This legislation seems to be opposed to the adjustable spotlights used by hunters and rangers, and at one stage also by 4x4 enthusiasts.

Regulation 185 concludes that only the lights discussed above may be fitted to your vehicle. The conclusion is that you may put one pair of spotlights (as we know it) on your vehicle, provided that they comply with



the requirements of regulation 159. In other words, a vehicle may have one main light on each side of the front that can alternate between main and dimmed, plus one that can only shine a main beam (your spotlight). It must be within 400 mm of the side of the vehicle and not higher than 1,4 m or lower than 450 mm from the road surface.

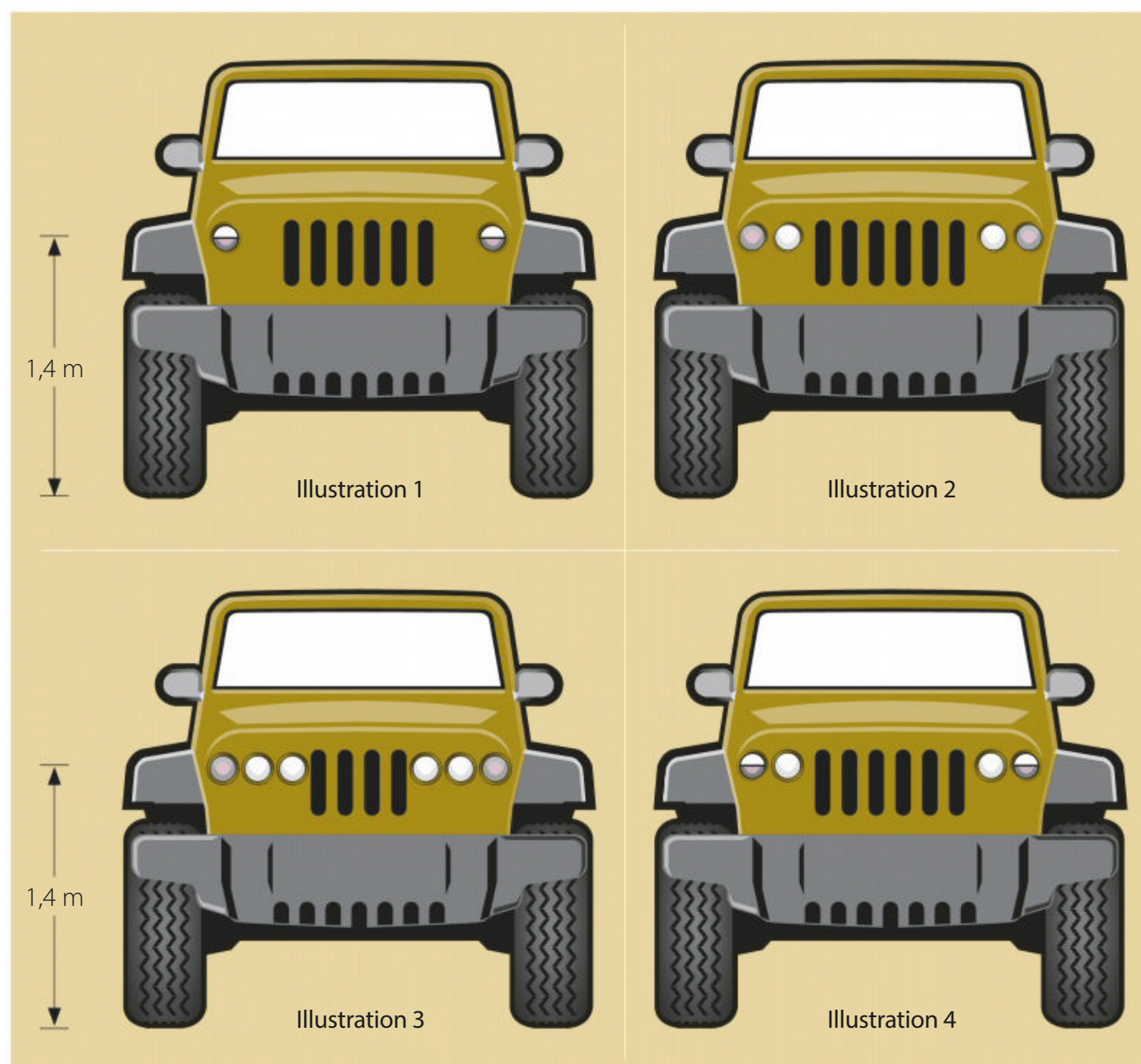
Exceptions were made for the Nissan X-Trail that came out of the factory with spotlights on the

roof, but that's another matter.

Unfortunately, the wording of the legislation is clumsy and doesn't keep up with technology. For example, the regulations refer to a light as a lamp, in singular form, which is interpreted by traffic authorities as one light bulb. This is an interpretation that is often backed by magistrates, which is why a cop may fine you for using LED spotlights that technically consist of dozens of lamps – regardless of whether it

has the E or SANS marks. Yet LED daytime running lights – on every modern car – are weirdly not considered a violation.

This is why traffic officials aren't consistent in the application of the law. The fact is there is no clarity on spotlights. A reasonable traffic officer will allow one pair of LED spotlights on your off-roader, but consider yourself lucky if you've been through a roadblock without getting a fine for an LED light bar on your roof.



4X4 PROFESSOR



XENON



HALOGEN



LED

Cool, neutral or warm?

There are three main categories for headlights: filament, xenon and LED. These lights shine at different colour temperatures (no, it has nothing to do with heat) that alternate between yellow and turquoise. We measure the colour temperature with units of Kelvin (K).

Filament lights are the oldest and use tungsten filament and halogen gas to cast a warm-coloured light (4 000 K). Xenon lights, also known as HID lights, shine a bright, cool light (6 000 K) that alternate between white and slightly turquoise. LEDs are the latest on the market and you get them in different degrees of brightness and different colour temperatures.

The warm light created by tungsten and halogen may not be extremely bright, but it creates more contrast in the dark so you can more easily spot a kudu next to the road. It also provides better depth perception and is less likely to tire your eyes.

The cold light of xenon lights packs a punch and you can see farther with these kinds of lights than with halogen lights. Unfortunately, it also reduces contrast and colour saturation, which can sometimes make it more difficult to spot an animal. They are also massive annoyance for oncoming traffic because they are so bright – and therefore often declared illegal.

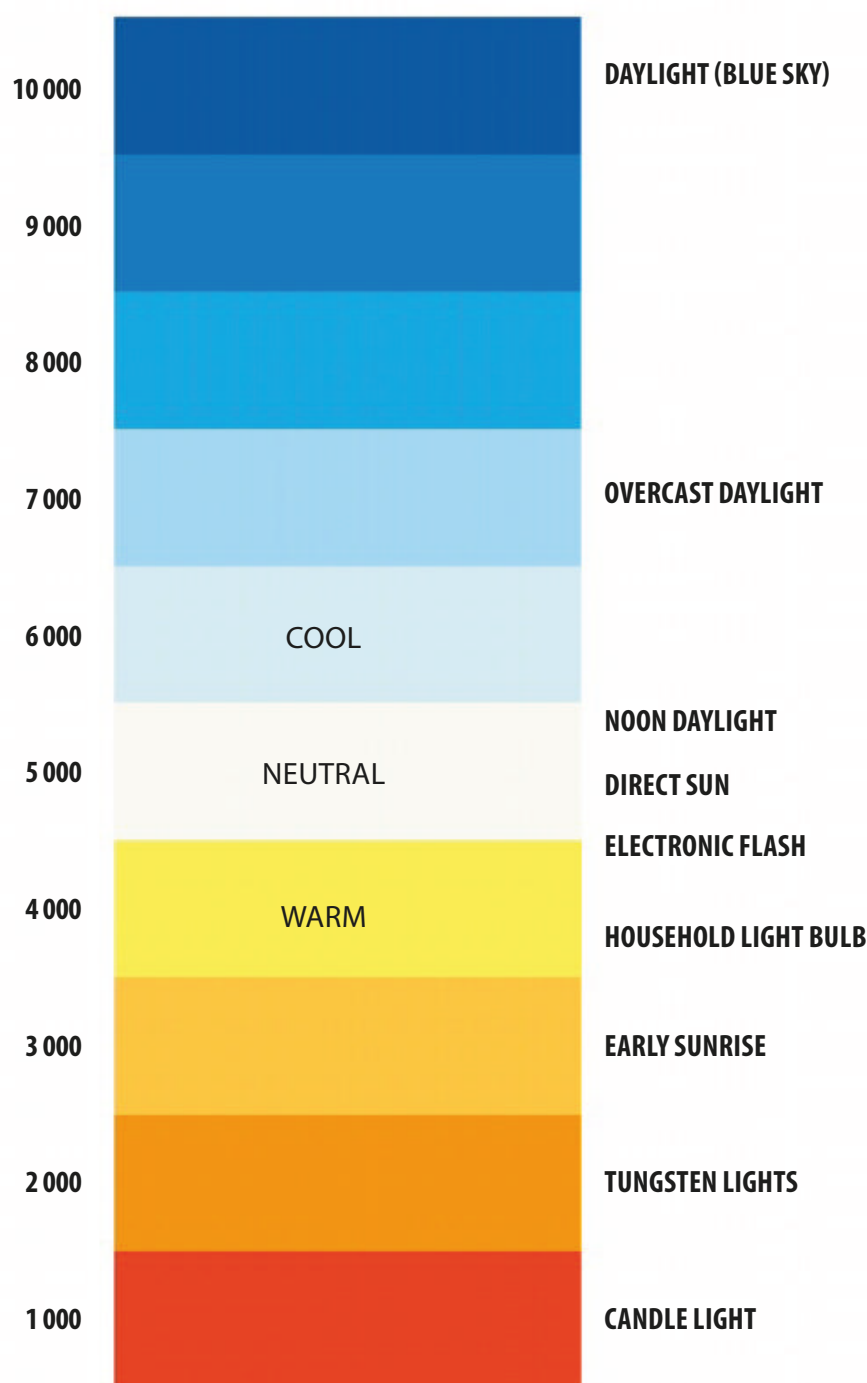
LEDs are almost as bright as xenon lights, but they use less power, have a longer life than halogen and xenon,

and they come in a variety of colour temperatures. Choose an LED with a neutral colour temperature (5 000 K) for the

best of both worlds.

If you drive in convoy in the dark on a dirt road – something you should always try to avoid – it is advisable that the guy with the brightest lights drive in front while the vehicles that follow keep their lights dimmed and switch on fog lights. You get bonus points if your fog lights have orange lenses, because the long wavelength of amber light penetrates better through clouds of dust than the bright white light of your headlights. The same goes for rain and fog.

COLOUR TEMPERATURE CHART IN KELVINS



What goes where?

Spotlights and floodlights can have the same brightness, but a spotlight's reflector is shaped to cast light in a narrower beam over a longer distance. So that's the one for you if you want to see far.

A floodlight's reflector casts a wide beam that illuminates a bigger area, but it does not reach as far as a spotlight.

Spotlights are typically bolted so that they point straight ahead, while floodlights are often angled slightly to the side to illuminate the veld.

In an ideal world, where traffic laws don't restrict you, we would choose to



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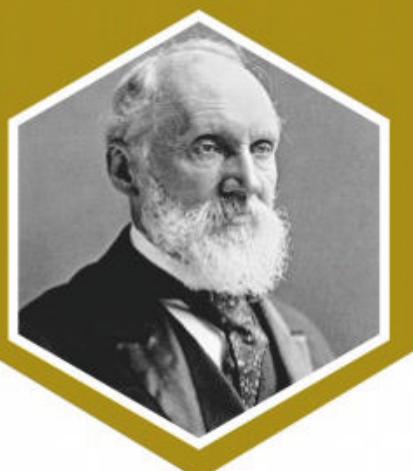
This legislation seems to be opposed to the adjustable spotlights used by hunters and rangers, and at one stage also by 4x4 enthusiasts

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Some history

William Thomson was a British mathematician at the University of Glasgow who became famous for his first and second law of thermodynamics as well as the determination of absolute zero at $-273,15^{\circ}\text{C}$. After Queen Victoria knighted him in 1866, he was given the title of Baron Kelvin – after the Kelvin River near Glasgow. 🏠



place amber fog lights as low as possible on a bull bar, spotlights above the windshield in the middle of



the roof that shines straight ahead, and floodlights next to the spotlights – also on the roof – that illuminates the veld

next to the road. And then an adjustable spotlight that you can turn by hand to track a leopard up in a tree.

SHUT-EYE TIME

The problem with air or roll-up mattresses is you're too close to the ground. For many a camper, the best solution is a stretcher.

Words **Kyle Kock**

A stretcher bed can mean the difference between uncomfortable tossing and turning for hours on end and a good night's rest in preparation for the next day's activities.

From its battlefield origins to the wheeled type used by medics and the lightweight examples that hikers prefer, stretchers are in the inventory of the experienced camper.

We look at some of the options available.





OZTRAIL EASY FOLD QUEEN SIZE

Comfy couple

For the twosome who can't stand to be separated, Aussie brand Oztrail has you covered, with a stretcher that unfolds to allow a couple to stay close when the lions are roaring in the distance. As you can expect, it's a pretty tough customer, made of a powder-coated high-tensile steel frame, with a 600 D soft-touch fabric draped across the top. It's also covered by a one-

year warranty to protect you against defects.

Dimensions 2 000 mm x 1 440 mm x 420 mm

Weight rating 200 kg

Price R2 495 from Camp & Climb.

Drive & Camp says The straps in the corners are designed to hold air or foam mattresses for added sleeping comfort.



COLEMAN QUEEN AIRBED COT

Ultimate luxury

They might as well call this one 'The Works', because it comes with a built-in air mattress, a sewn-in cover to keep the mattress down, as well as side tables that slide out between the frame and mattress with built-in cupholders. Its double-lock valve ensures that the mattress stays fully inflated all night. At this height, it should

also be quite comfortable to get into and out of bed.

Dimensions 1 981 mm x 1 499 mm x 559 mm

Weight rating 272 kg

Price R3 080 from Ubuy.

Drive & Camp says You need more space to stow this away, and it weighs in at a hefty 20 kg.



NATURAL INSTINCTS STEEL STRETCHER

Middle man

This entry-level stretcher from the house brand at Outdoor Warehouse is at the more affordable end of the scale. Still, its 600 D polyester fabric is nothing to scoff at. There's a handy pocket for storing your wallet and keys at night, too.

Dimensions 1 930 mm x

780 mm x 420 mm

Weight rating 120 kg

Price R900 from Outdoor Warehouse.

Drive & Camp says Not everyone is a fan of the crossbars at the head and foot of this type of stretcher, so make sure you're not too tall.



CAMP MASTER PADDED DELUXE STRETCHER

Soft landing

Camp Master's wide range of outdoor and camping gear usually won't break the bank, but this stretcher, with its premium features, is positioned at the higher end of the market. There's a layer of foam insulation between the 600 D polyester, with some extra padding for your head. The frame is made of 22 mm powder-coated steel

tubing, and the stretcher comes with a one-year warranty.

Dimensions 2 160 mm x 820 mm x 360 mm

Weight rating 150 kg

Price R2 000 from Makro.

Drive & Camp says The legs are adjustable, so you can level the bed on an uneven surface.



BUSHTEC MEERKAT HUSTERS REST STRETCHER Industrial strength

After a long day stalking your prey in the veld, this stretcher from Bushtec's premier Meerkat range is probably the one you'll want to get your rest on. The 600 D polyester is padded throughout, and there's a special neoprene cushion for your head. It comes with a mammoth five-year warranty.

Dimensions 2 100 mm x 830 mm x 380 mm
Weight rating 200 kg
Price R2 000 from Loot.

Drive & Camp says The legs are adjustable to the point that you can turn it into a lounger.



THERM-A-REST ULTRALITE COT High performance

Irish brand Therm-A-Rest was founded by an avid hiker, so it comes as no surprise that this aptly named stretcher folds up into a roll that's smaller than your average camping chair. It's narrower than your average stretcher, and while you'll have to be under 1,8 metres tall to sleep comfortably, it'll hold a heavyweight camper. It uses

a reflective laminate polyester fabric to keep the heat in.

Dimensions 1 830 mm x 610 mm x 110 mm
Weight rating 148 kg
Price R 3 600 from Camp & Climb.

Drive & Camp says It all folds up into a little bundle that weighs just 1,2 kg.



OZTRAIL DOUBLE BUNK DELUXE Little ones sorted

Everyone with a family knows you can't do for one child and not the other. If they're not averse to sleeping one on top of the other, especially if that's the case at home, then they'll fall into line in no time with this double bunk stretcher. It uses the same steel and 600 D polyester as the other Oztrail item on these pages, but the top bunk holds 20 kg less than the bottom. There are also

safety rails at the top for the one who didn't call bottom bunk first.

Dimensions 1 800 mm x 720 mm x 850 mm
Weight rating 100 kg (top) and 120 kg bottom
Price R1 695 from Camp & Climb.

Drive & Camp says You can also use this item as two separate stretchers if you're not limited by your tent's floor space.



NATURAL INSTINCTS PLATINUM HEAVY DUTY STRETCHER Big easy

This is the most expensive stretcher from Natural Instincts, because it's made of tear-resistant and heavy-duty 1 200 D PVC-reinforced fabric, and a high-quality coated steel frame. This is for the rugby props among us.

Dimensions 2 000 mm x 800 mm x 420 mm
Weight rating 200 kg
Price R1 500 from Outdoor Warehouse.

Drive & Camp says This one weighs in at a hefty 9,4 kg.



KAUFMANN COLLAPSIBLE CAMPING BED **Bang for buck**

A local favourite, the Kaufmann brand's entry comes in one colour only: charcoal. The frame is reinforced and uses a combination of powder-coated aluminium and steel for extra strength in its construction. It also comes with a one-year warranty.

Dimensions 2 100 mm x 800 mm x 470 mm
Weight rating 150 kg
Price R1 200 from Takealot.

Drive & Camp says As with most of the other stretchers featured on these pages, the Kaufmann also comes in its own carry bag.



TENTCO BASIC LARGE STRETCHER **The lekker local**

Renowned for its range of quality canvas products across a wide variety of camping equipment, Tentco also makes two stretchers for weary campers to rest on. This is the larger of the two, which the company says will suit folk who are taller and perhaps a bit broader around the waist. It's constructed from a steel frame, with 600 D oxford nylon canvas

pulled across the top.

Dimensions 2 100 mm x 750 mm x 470 mm
Maximum weight 130 kg
Price R850 from Camp & Climb.

Drive & Camp says If this one is a little too big, then you can opt for a smaller example at R700, also from Camp & Climb.



CAMP MASTER CLASSIC STRETCHER **Cheap and cheery**

This very simple unit uses a classic X-shaped steel frame, and its blue fabric is a bit of a refreshing change from the usual camo greens and browns typically favoured by campers. The weight rating of this Camp Master item is only just the lowest featured here, though,

but its affordability means that you can look past that.

Dimensions 1 900 mm x 650 mm x 386 mm
Weight rating 114 kg
Price R600 from Makro.

Drive & Camp says It's ideal if your budget is a bit tight.



BUSHTEC FOLDING BED **Simple affair**

This entry-level Bushtec model doesn't use cross poles at the head and so ensures maximum comfort. It's made of 25 mm steel tubing, with a dual layer of 300 D fabric which altogether weighs in at just 7,21 kg.

Dimensions 1 920 mm x 660 mm x 450 mm
Weight rating 120 kg
Price R713 from Loot.

Drive & Camp says Comes with a handy two-year warranty, despite the low price. 🔥



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Spice route

Adding a pinch of spice here or a dash of curry there brings instant flavour to these dishes.

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

LAMB CURRY POTJIE WITH COCONUT RICE

One-pot wonder

With an all-in-one potjie like this, dishing up is ridiculously easy.

Ingredients

(serves 6)

- 2 tablespoons oil
- 1 kg lamb, cut into 3 x 3 cm cubes
- 1 onion, finely chopped
- 2 celery stalks, finely chopped
- 2 carrots, finely chopped
- 25 g Rogan Josh curry paste (we used the one from Woolworths)
- 1 tin (400 g) chopped tomato
- 2 cups meat stock
- 1 cup long-grain rice
- 1 teaspoon mustard seeds
- some curry leaves (optional)
- 1 small tin (165 ml) coconut milk
- 1 tin (400 g) chickpeas, drained

Here's how

1 Heat the oil in a flat-bottomed potjie and fry the meat in batches till nicely browned. Remove the meat once all the cubes are well caramelised, then fry the vegetables until shiny. Return the meat to the potjie with the curry paste, tomato and 1 cup stock. Put the lid on the potjie and simmer for at least two hours with just a few coals underneath and some on the lid.

2 Steam the rice according to the directions on the packet – add the mustard and curry leaves to the water at the beginning. When the rice is half cooked, drain and mix in the coconut milk.

3 Add the chickpeas to the meat potjie and check that it's got enough sauce for the rice to soak up and finish cooking – if not, add about 1 cup of the stock. Season to taste with salt and freshly ground black pepper.

4 Spoon the coconut rice on top of the meat, replace the lid and steam again with a few coals on top and under the potjie for another 20-30 minutes. Serve with a tomato-and-onion salad.

Drive & Camp says When it comes to instant curry paste, it's important to taste it before you stir it into your potjie to make sure its level of heat and spice is to your liking. Also, choose a brand you trust.



STICKY PORK CHOPS

High five!

Chinese five spice and plum sauce are my two shortcut ingredients for these fantastic pork chops.

Ingredients

(serves 6)

- 4 pork loin or rib chops, no skin
- 3 teaspoons Chinese five spice mix
- ¼ cup plum sauce
- steamed rice, to serve
- 3 spring onions, chopped, to serve

Here's how

1 Rub the chops all over with the spice mix,

and salt and pepper to taste.

2 Braai the chops over the coals until the meat is almost cooked but still juicy. Use your judgement to determine the cooking time, as this will depend on the thickness of the chops.

3 Baste the meat with the plum sauce and braai for a few more minutes until they start going sticky. Watch carefully so they don't burn. Serve the chops on steamed jasmine rice with a sprinkling of spring onions over the top.

Drive & Camp says For a full meal, serve green vegetables, such as broccoli, marrow or a stir-fry of mixed vegetables with your masterful chops.



CHICKEN THIGH SOSATIES

Sticky on a stick

Boneless chicken thighs are more expensive than chicken breasts, but can be marinated and cooked for longer without drying out over the coals.

Ingredients

(serves 4)

- 16 chicken thigh fillets
- 1 red onion, cut into eighths and broken up
- 1 each green and red sweet pepper, cut into bite-sized cubes

FOR THE MARINADE

- 2 tablespoons tomato sauce
- 1 tablespoon apricot jam
- 1 tablespoon Worcestershire sauce
- 2 tablespoons brown vinegar
- 1 tablespoon moderate curry powder
- 1 teaspoon turmeric
- 2 cloves of garlic, crushed

Here's how

1 Mix together all the ingredients for the marinade and pour over the chicken. Set aside for about 1 hour to marinate while lighting the fire – you'll need moderate coals.

2 Thread the chicken, onion leaves and pepper cubes onto sosatie sticks that you first

soaked in water (this will stop the sticks from catching alight).

3 Now braai the chicken gently over moderate, direct coals. Be very careful and make sure you don't burn the chicken – remember, there's sugar in the marinade.

4 Baste the chicken every now and then with the extra marinade and remember to season it with salt and pepper to taste. Braai until the chicken is cooked with a lovely crisp, flame-scorched exterior.

Drive & Camp says The marinade tends to be quite sweet. If you like a bit of a bite, consider a stronger masala or curry powder.

PIQUANT CHICKEN WINGS

Winging it

If you don't usually pack coconut in your camping pantry, it's worth including it especially for these guys.

Ingredients

(serves 4 as a snack)

- 20 chicken wings
- ½ cup plain yoghurt
- 1 teaspoon masala or curry powder
- 1 teaspoon apricot jam
- 1 teaspoon flour

- 1 tablespoon Dijon mustard
- ½ cup beer
- ¼ cup toasted coconut

Here's how

1 Clip off the ends of the wings with sharp scissors. Then cut the wing at the joint and set aside. (Those points are more trouble sticking to the grid than they actually contribute to the dining experience – so discard them.)

2 Beat together the yoghurt, masala, jam, flour and mustard, and then mix in the beer to make a smooth sauce. Stir the sauce through the chicken and allow to marinate for about 1 hour while getting the coals ready.

3 Braai the saucy wings over moderate coals for about 20 minutes or until cooked with a nice colour. Baste regularly with the marinade. Season to taste with salt and freshly ground black pepper.

4 Finally, sprinkle over the coconut and tuck in!

Drive & Camp says As an alternative, put the cooked wings back in the braai dish with the leftover marinade. Replace the lid on place the dish over the coals for a few extra minutes – this gives you a saucier snack. Sprinkle the coconut right at the end.



TORTILLA EGG ROLLS WITH MINCE On a roll

Eggs add extra body to these yummy rolls – if you have leftover braai or potjie meat, use that as a filling instead of mince.

Ingredients

(serves 6)

- 1 onion, finely chopped
- 3 tablespoons oil
- 400 g mince
- 1 tin (400 g) chopped tomato with Indian spice
- A pinch of sugar
- 6 flour tortillas
- 2 eggs, beaten in a shallow plate
- 1½ cup grated cheese
- chutney, to serve

Here's how

1 Fry the onion in 1 tablespoon oil until shiny. Stir in the mince and fry until nicely golden brown. Stop the meat from being lumpy by breaking it with spatula as you stir it while frying.

2 Add the tomato and sugar – and also a little water to rinse the tomato tin. Season to taste with salt and pepper, and simmer until thick, about 20 minutes. (Feel free to add more ingredients such as garlic, chilli and vegetables like spinach!)

3 Grease a large pan with a little oil and heat. Dip the first tortilla into the egg – like when you make French toast – and fry the egg side first in the hot pan until golden and puffed. Turn it around and fry the other side too. Cook all the tortillas in this way. Judge how much egg you use per tortilla – you can always add a little extra into the pan while the egggy tortilla is frying or dip both sides of the tortilla into the egg so you use it all.

4 Fill the hot tortillas with the mince and a sprinkle of cheese, roll them up and enjoy them with chutney if you like.

Drive & Camp says If you use a can of plain tomato, jazz it up with a touch of mild curry powder.



CURRIED POTATO ROLLS

Wheels of yum

Just as with ordinary roosterkoek, the big secret with these beautiful bread rolls is patience! I always want to start 'testing' long before the dough is cooked.

Ingredients

(makes about 12 wheels)

- 1 onion, finely chopped
- 2 tablespoons oil
- 1 tablespoon moderate curry powder or masala
- 6 fresh or dry curry leaves (optional)
- 4 large potatoes, cubed
- 2 wheels feta cheese, crumbled
- 1 kg store-bought bread dough (or make your own)

Here's how

1 Fry the onion in the oil until soft and shiny. Stir in the curry powder and curry leaves and fry for another minute, until fragrant. Add the potatoes and stir together to cover them in the spice. Add a glass of water to the pan, cover and steam

until the potatoes are soft and the liquid gone. Season to taste with salt and pepper, stir in the feta and allow to cool.

2 Roll out the dough into a large rectangle to a thickness of about 1 cm. (A wine bottle makes a good rolling pin.) Use a sprinkle of flour or oil on your worktop to prevent the dough from sticking to it. Spread the filling over the dough and roll it back tightly like a Swiss roll.

3 Use a sharp knife to slice the roll into 3 cm slices. Turn them so the spiral faces up, and then press them slightly flatter. Allow to rise under some greased clingfilm or a damp cloth while you get the coals ready.

4 Carefully braai the rolls in a grid over lukewarm coals until golden brown and risen and, most importantly, cooked through. Delicious, hot or cold.

Drive & Camp says My mom has a curry leaf tree and I raid it regularly for cooking curries. If you find the leaves in a store, buy them – they dry well and also keep in the freezer. 🍃

go! **Drive & Camp** MARKETPLACE

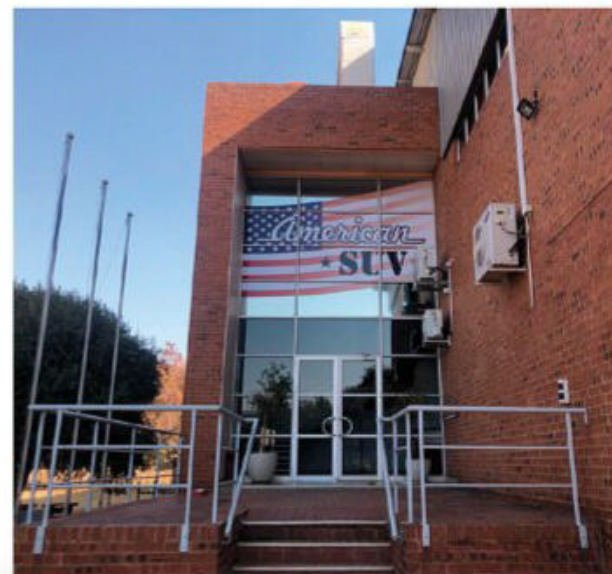
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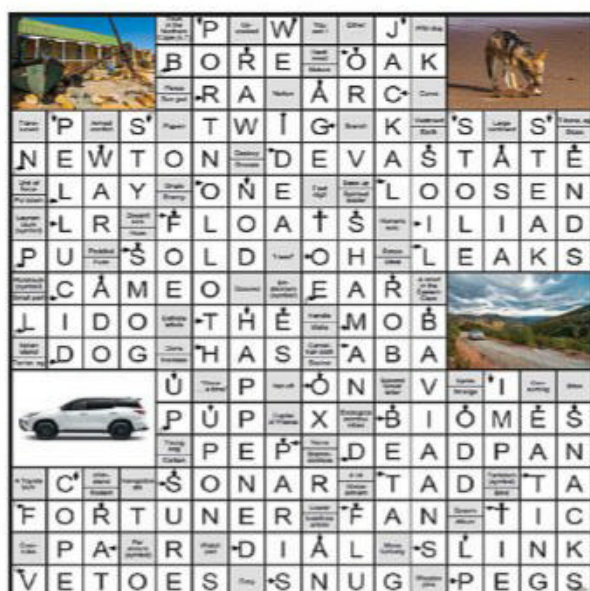
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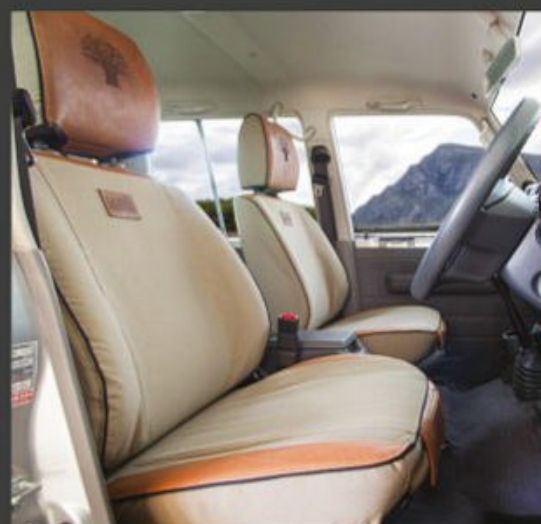
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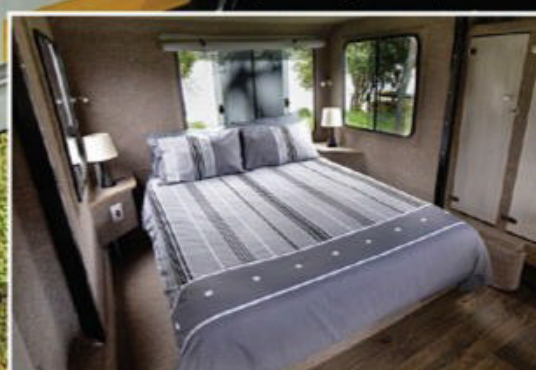
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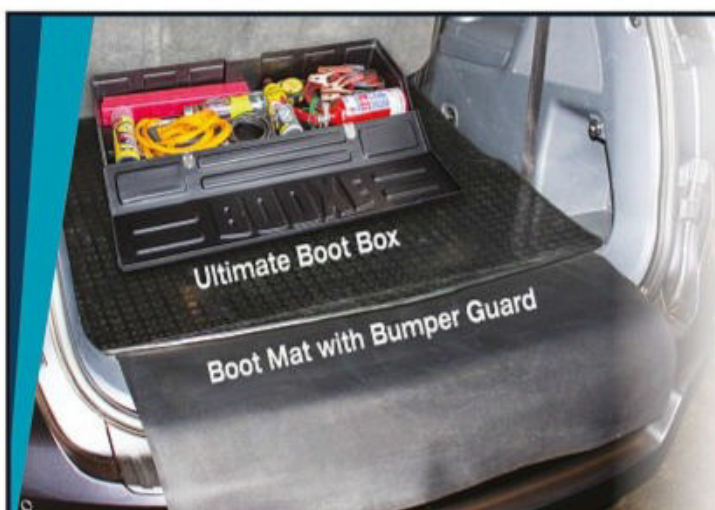
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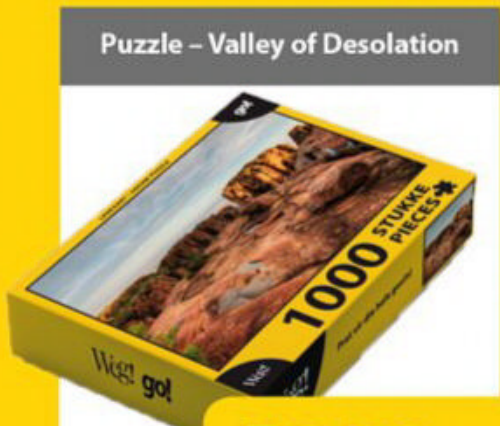

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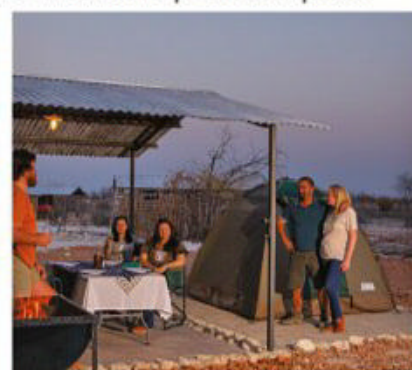
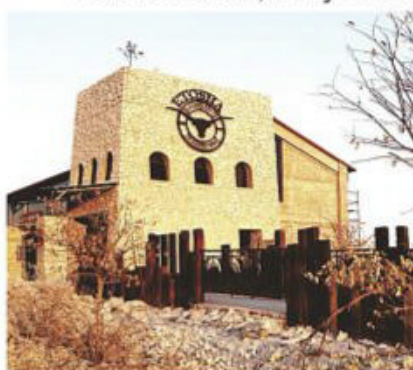


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CROSSWORD

Rita Myburgh from Nelspruit has won **Van Loveren wine** worth R1 000 for her crossword entry in our June 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/38Cb5Am>. Last month's solution is on p 106.

				Campsite on the Namaqua eco-route	Pierce	Low tide	A small number	A pass in the Northern Cape				
								Pigpen				
				Day of rest			Took place					
				Mafia			Wall art					
Paris, Rome and Berlin, eg		Spoil	Sailor (inf)			Stronghold				Spoil	Enthusiastic about	Brad Pitt, eg
			Not you			Expert						Hurt
				Close				Words to songs				
				Corn								
Sincere						Give up				Until		
Verses						Georgia (abbr)				Put to work		
A article												
Mount (abbr)			Borders					Beau				
								Total				
		Mind				Cesium (symbol)			Sleep sound			
		Sick				Grain						
Garlicky sauce						Incite						
Everything						More delicate						
			Carbon monoxide (symbol)					Uncertain	Magazine title in SA			
Plumlike fruit					That is (L abbr)		Angry	Enemy		Coastal town in the Overberg		
				Not out		Walking					As well	Quickest
												Mixes
				Rhenium (symbol)		Part of speech				Camel-hair cloth		
				Nautical		Exists				Not off		
								Bread buns				
								Crooked				
Airflow device on a 4x4	Indian flatbread		Dash	Family member		Boy		Dusk				
	Capture											
							Thus			In . . . fell swoop		
Needle case					Upset			Gorilla, eg	Beasts of burden	Cent (abbr)	Darmstadtium (symbol)	
Canned						Depressed						

COMPILED BY GERDA ENGELBRECHT

Win a cooler bag worth R220!

Whether you're a camper, fisherman, or sports fan next to a cricket pitch; this cooler bag has room for a lunch box and a 1,5 l cool drink bottle. The lid also has space for a coffee flask.

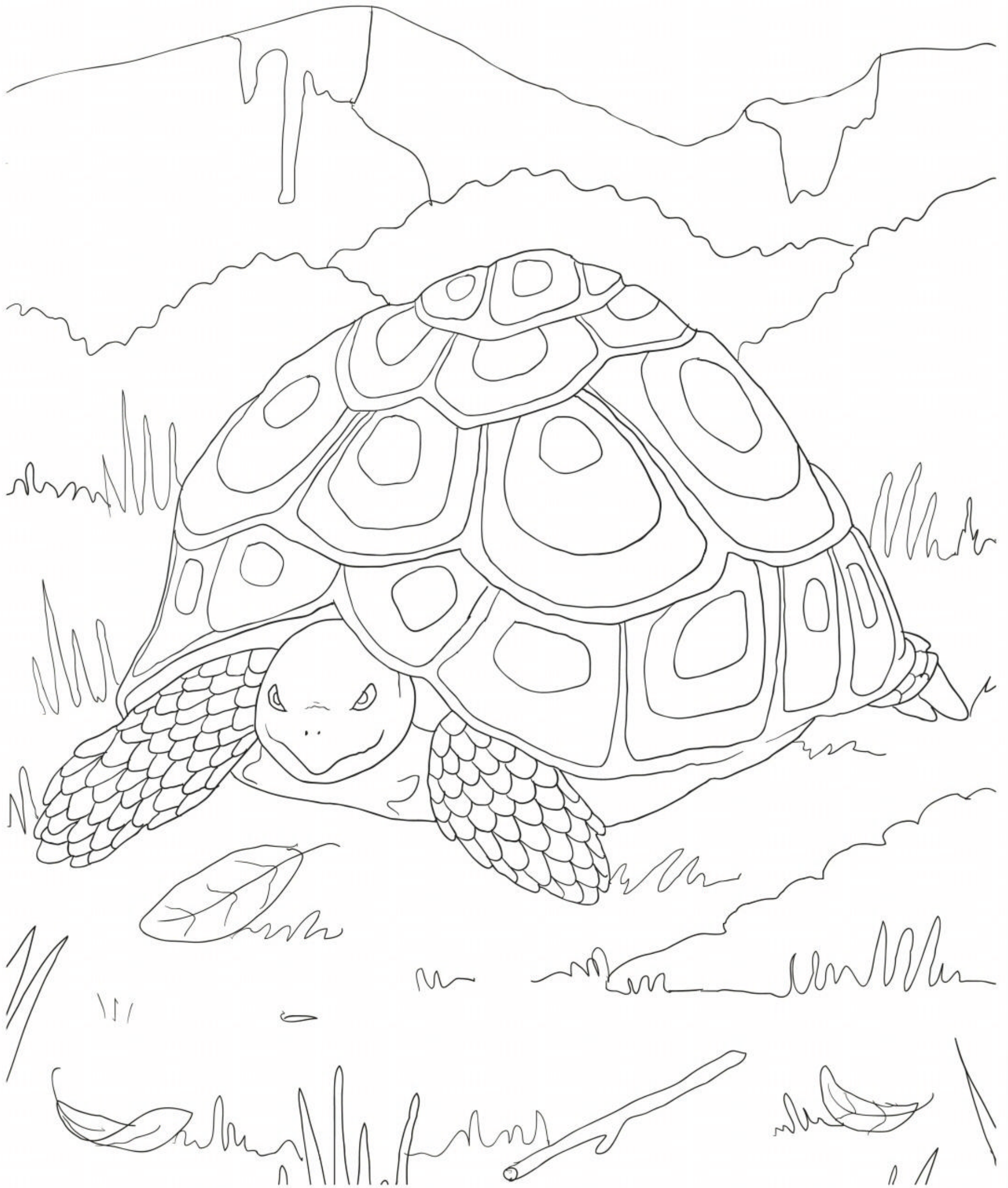
The interior is lined with PVC, which makes it easy to keep this bag clean and hygienic. The bag

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

winkel.weg.co.za



Colour in

**COLOUR IN**

Get your crayons and colouring pencils out and bring life to this black-and-white 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 sketches. 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.

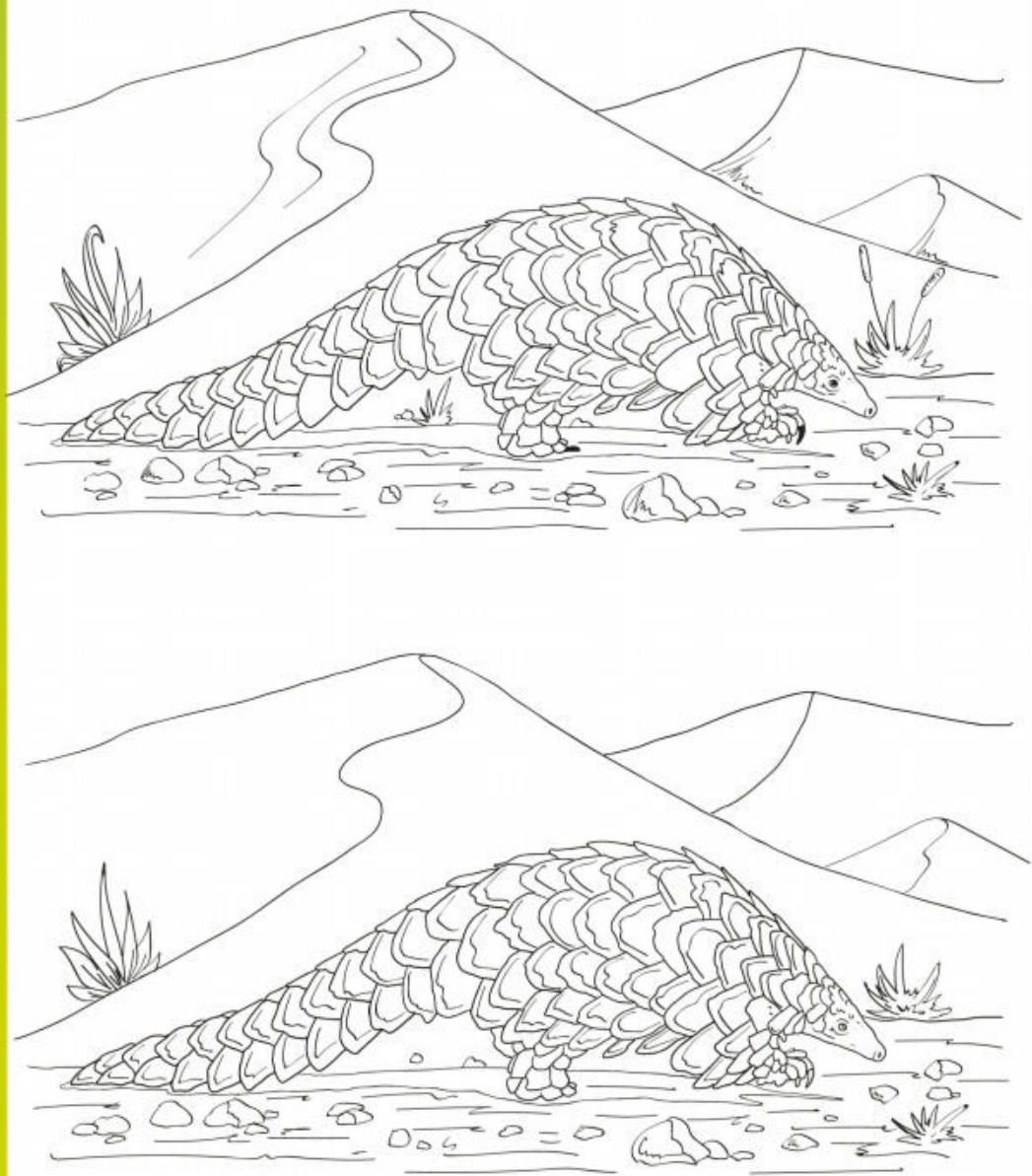
Word search

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

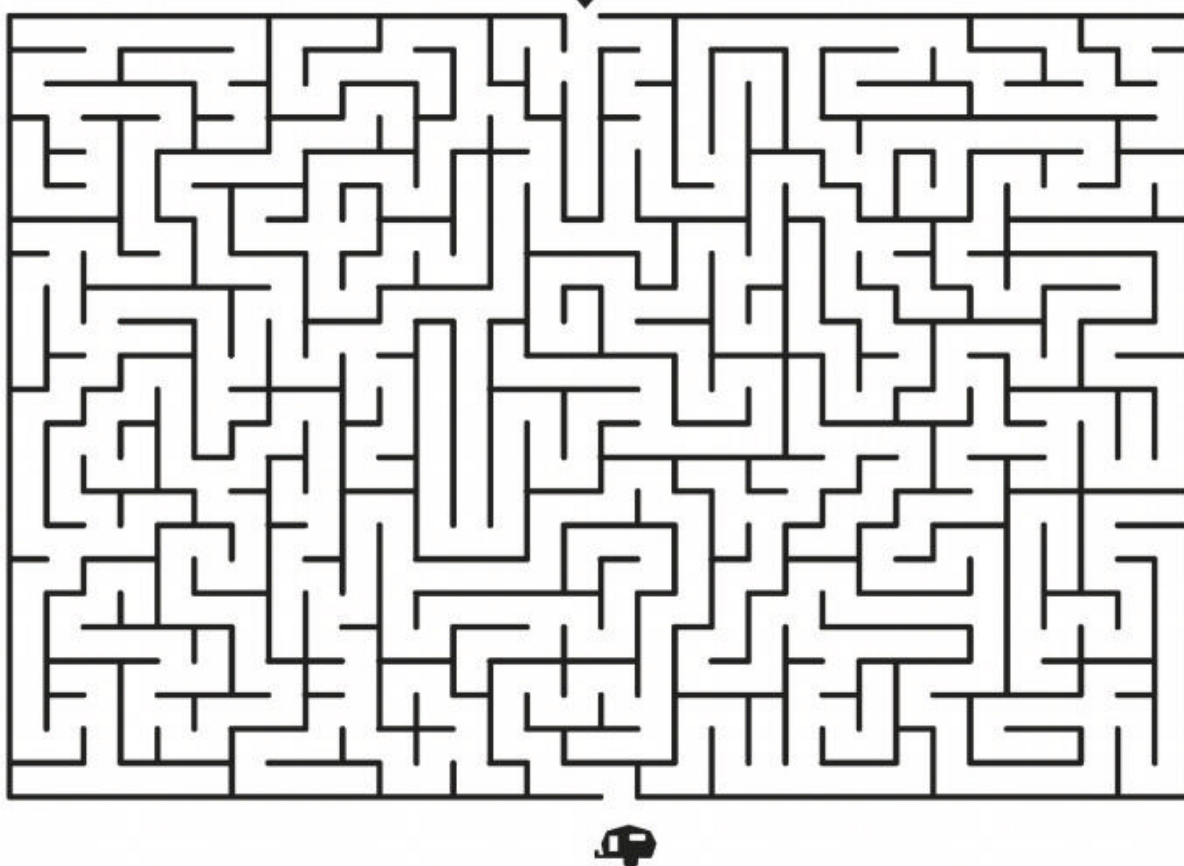
TREES

Baobab	Jackalberry	Sausage tree
Buffalo thorn	Knob thorn	Sickle bush
Bushwillow	Lala palm	Tamboti
Common star	Marula tree	Umbrella thorn
Chestnut	Mopane tree	Weeping wattle
Corkbush	Natal mahogany	Welwitschia

Spot the differences



Maze



Animal facts



- There are four species in the hyena family, the spotted, brown, striped and aardwolf hyenas.
- Hyenas are very social and live in groups called clans that can have up to 80 members.
- Spotted hyenas can run up to 60 km/h.
- Spotted hyenas, known as 'laughing hyenas' have a distinctive call that sounds like human laughter.
- Striped hyenas, on the other hand, are usually quiet and communicate with body movements.

Made in China

Punishing a brand merely because their product is 'Made in China' is short-sighted, says **Mic van Zyl**.

I have started to notice a fair bit of anti-Chinese sentiment on a number of occasions due to the COVID-19 pandemic, and I have mixed feelings about this. In my opinion, the Chinese government could and should have handled the outbreak better than they did. There is overwhelming evidence that they tried to cover it up until things got out of hand. But let's face it folks, governments all over the world do this all the time.

I had a prospective customer visit our store recently

to purchase one of our products. The customer seemed happy with his choice and asked me about the country of manufacture. I replied that it was made in China. The customer expressed his dismay for two reasons. Firstly, this pandemic started in China and, arguably, it could be said that they have the blood of more than half a million people to date on their hands due to the way in which they initially handled the situation. I get that and, at times, I tend to agree.

The second point raised however was that 'Made in China' means by default that the product is of poor quality. I do take exception to this claim.

UP TO A DECADE or so ago, that opinion could very well have been levelled at products manufactured in China as a general rule. Not so much now though.

My iPhone clearly states on the back that it was 'Designed by Apple in California' and 'Assembled in China'. The fact that Apple feels a need to state this on the product points directly to this negative 'Made in China' stigma.

Our company has been importing products from China for more than 40 years. We are aware of the levels of quality on offer. One cannot deny that China has become the global manufacturing powerhouse. Initially, this had to do with the low cost of labour in China. They could make items far cheaper than anywhere else in the world. Due to the scale of manufacturing, China is the biggest consumer of raw materials, thereby demanding the lowest price.

As global consumers, we have all fuelled this drive by demanding our products to be increasingly cheaper. For me, the most significant result of this has been the demise of much product

manufacturing outside of China. Ask anybody in the South African clothing manufacturing industry.

With this massive growth in Chinese manufacturing, a fair portion of the world's top technological and engineering pool of people have moved to China as Western companies have opened factories there to take advantage of these cost savings. This has resulted in many clever people being in one place.

THE POINT IS THAT not everything made in China is of poor quality. Much of it has Western design, engineering and technology that many regard as superior.

Here's a sobering exercise. List the entire contents of your house and separate the items that have been 'Made in China' and the items made anywhere else in the world. You'll be in for a bit of a shock.

If you were to remove the 'Made in China' items and replace them with the same items made elsewhere, you would possibly not be able to afford all of them and you may have a very real struggle finding all the products.

To stand up and say that you are not buying 'Made in China' anymore and will be supporting local manufacturers is a great idea but, I would think, one that is somewhat impossible.

Punishing a brand merely because their product is 'Made in China' is in my opinion, short-sighted, especially when you do not have all of the facts at hand. Punishing a brand produced in a country that has caused one of the worst global situations of the 21st century is your prerogative, but do bear in mind that your economic needs may have played a big part in creating this manufacturing situation in the first place.



Hurry up!

^{Weg!}
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A few months to go for **Bull Run 2020**! Prepare yourself for screeching tyres, clouds of dust and heaps of excitement. All you need is a vehicle manufactured before 1985 (that costs less than R30 000), a team and lots of spirit. And get ready for some superlative fun!

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*if national lockdown regulations permit

What on earth is going on?

Is it really that difficult to properly explain to us when we'll be allowed to go camping again, wonders **Neels van Heerden**.

I may not look it, but I have a quick grasp of things. Occasionally you may have to explain it slowly, and if I'm still not sure, it helps if you draw a picture.

The honourable Minister of Tourism therefore needs to explain to me – very slowly – why she disagrees with President Cyril Ramaphosa after he told us on 17 June that all forms of commercially accredited tourism accommodation may resume economic activities.

The immediate interpretation was that all types of accommodation, with the exception

of home-sharing, may open their doors (or gates, in the case of resorts and campsites) in level 3 lockdown.

The entire tourism industry also understands that 'intra' means within your home province and that 'inter' refers to trips across provincial borders.

Nine days later, however, the relevant minister, Nkhensani Kubayi-Ngubane, announced that while day visits to reserves are allowed, nobody may overnight inside ('intra') their home provinces as a break away from home. Business travellers may spend the night, though.

THE PRESIDENT HAS once again had another minister contradict him in public. At the time of writing, the Department of Tourism had also not yet explained exactly what they mean by 'accredited' holiday accommodation.

The initial interpretation was that it included only star-rated establishments, but it was then understood to refer to all tourism businesses that officially operate and comply with all legal requirements.

At this stage, the Tourism Business Council of South Africa (TBCSA) has emerged as the standard bearer who wants to help keep the entire tourism industry afloat. Prolonged meetings with the government have forced the TBCSA to take the position that the President's announcement trumps that of the Minister of Tourism.

The TBCSA's view was that intra-provincial travel is permissible for holiday purposes, because the initial regulation specifically refers to only inter-provincial travel, which is still not allowed.

This good news spread like wildfire and campsites announced they would reopen on 1 July. Everyone rejoiced and wanted to book – despite the winter temperatures.

I emailed the minister's spokesperson

for clarity, and the reply was brief and commanding: 'We will notify you when you may camp.'

Social media erupted in the usual heated debate and I'm told that I should put my mask over my mouth and not my eyes, and also that I should just camp in my back yard after I tried to explain the perils of unbridled travel without official consent.

The general consensus seems to be that mass action is the answer, and there are even those who suggest we make like the minibus taxis and block tollgates.

I also drew up a petition I believe should be supported by the thousands of upset members of camp-oriented social media. This petition quickly gained support, but then ran out of steam just as fast. In the end, I collected just over 2 700 signatures... not enough to be taken seriously. I can't help but think that all this chaos could have been avoided if the minister and her advisers had found out exactly what the difference is between 'intra' and 'inter'.

IT'S CLEAR THAT government spokespersons are struggling to come to grips with what is important when it comes to proper communication. *The Economist* states unequivocally that effective communication from a reliable source is required to change the behaviour of a country's citizens during a pandemic. It's clear that authority figures in countries such as the US, the UK, Russia and Brazil have been communicating poorly.

The magazine attributes this to the fact that politicians are more concerned about their own political future than the wellbeing of the man on the street.

In South Africa, poor government communication will lead to the collapse of small businesses in the tourism industry.

Please draw me a picture of why this is being allowed to happen.



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The return of the German

When you get into trouble in the lonely outback that is the Richtersveld, make sure you don't show your German client exactly how big a deal it is, says **Piet van Heerde**.

It was still early in the morning in the Richtersveld when I turned the Cruiser left onto the dry riverbed of the Abiqua to drive among the most incredibly beautiful rock formations that have been carved above the river course.

It had rained on this barren earth during the past week, and here and there you could still see a pool of water – the remnants of the flowing river. I knew only too well how careful I needed to be, because getting stuck here would be no joke. There's no one around to help, and towards the end of October, the heat gets quite intense in these parts.

The flood had all but wiped away the old twin-track through the sand and I had to make my own way down the riverbed. Fortunately, I know this region well and I knew more or less where to leave the riverbed and where to stay in it.

In front of me, the river swerved left, and there was water here too. I quickly glanced to the left and the right, but soon realised I wouldn't be able to turn around here. Forward was the only way. There was nothing new about this situation for me. I knew how to just accelerate slightly with the Cruiser and then keep my momentum up until I was through.

Except this time it didn't work. The soft and muddy sand got hold of the Cruiser and sucked it in down to its chassis. I gave it stick, but I was completely stuck, with all four wheels spinning.

I WASN'T on my own, though. Volker is one of my German clients and he was on his second expedition through the Richtersveld with me.

Volker and I had been here last year when he came to take pics with his old-school Pentax K1000 camera. It was

clear, even to my layman's eye, that the German had a good eye for a photo. On his previous visit, he went through no fewer than 38 rolls of celluloid, but apparently something went wrong when they developed the film. That was why he was sitting next to me again. Not that you need a reason to return to Richtersveld, but his sounded valid to me.

And so there we were, up to the chassis in trouble. Except I couldn't really show this paying customer exactly how deep the trouble we were in was.

"What do we do now?" asked Volker as I got out the Cruiser.

"No problem," I answered calmly. "We'll make a plan."

The Cruiser was stuck in a sludge of sand and mud that I sank into right up to my knees. Trouble. I struggled forward until I finally reached solid ground, then took a walk around and tried to examine the whole mess from a different perspective. Maybe I could find an angle from which things looked okay. But, alas, I knew what was waiting for me...

I DIDN'T HAVE a winch, but I did carry a long static tow rope and a high-lift jack with me. I figured that I would be able to use them to recover the Cruiser. We would be okay, I told myself.

I unrolled the strap – tied one end to a bow strap with a bow shackle, which I then attached to two points on the

chassis with more bow shackles. I also ran a safety strap from a different point on the chassis to the bow strap to the static rope.

Fortunately, there was a boulder behind the vehicle and I anchored the other end of the strap to the rock. I placed a broad strap around the rock and I was pretty chuffed that everything had come together and fitted so nicely. The high-lift jack wouldn't have too much difficulty getting the Cruiser out, I thought.

It had taken me a long time to set everything up – all the while Volker watched intently and with great interest. I started working my makeshift pulley,

“

Maybe I could find an angle from which things looked okay. But, alas, I knew what was waiting for me...

”



pumping the lever back and forth, back and forth. The strap pulled tight but only lengthened. I worked through the entire length of the 1,2 m jack, but it didn't help. All that happened was that the strap was now much longer than before.

Well, that wasn't too bright. For this trick, I clearly needed a cable and not a strap.

IT WAS TIME to devise another plan. I decided to try and lift the Cruiser's wheels with the high-lift jack and then pack rocks underneath them. Fortunately, I had a nice big base plate to use as a sturdy foot for the jack.

The plan worked surprisingly well in the muddy ground. The jack didn't sink in and it lifted the wheels high enough. I first tested my idea on the rear wheels and got them standing on flattish rocks. I got in, put the Cruiser in reverse and *viola!* To Volker, it might have looked as though the Cruiser simply made a leap back into the mess, but I knew the vehicle was now about 20 cm closer to firm ground than it had been a moment ago.

I now tackled all four wheels, one by

one. Volker realised it would go faster if he lent a hand and started enthusiastically gathering rocks. Lift a wheel, pack rocks, lift a wheel, pack rocks... and then a small leap closer to salvation.

After repeating the process a good eight times, the Cruiser's tyres suddenly bit and kept on rolling. We were free!

I suggested we should rather turn around and drive the long way round. Volker, however, insisted we carry on. Clearly, the adventure bug had bitten him. We pushed on, and a little farther along we went through the so-called Kliphek where we had to carefully choose our line over big rocks. Sections along here were almost swamp-like, but with Volker on the edge of his seat, we managed to make it through without incident.

I FELT REALLY bad about this whole affair. I found it especially embarrassing that my client had to work so hard to help; and had no doubt I'd never set eyes on Volker again.

He proved me wrong: he came back every year, looking for

more. The following year he arrived with a new digital camera and naturally had to retake all his pictures. The year after that, he had apparently only begun to master a digital camera and so he was back, and a year after that, he had acquired a new and better digital camera which obviously necessitated new and better pics.

In the end, Volker joined me on five tours through the Richtersveld, and each time he managed to justify his return.

I later learned that he goes to Kgalagadi every year where he drives a rental car on those infamous corrugated roads. He then heads into the Richtersveld with me for a week and then he also spends a week in the Cederberg.

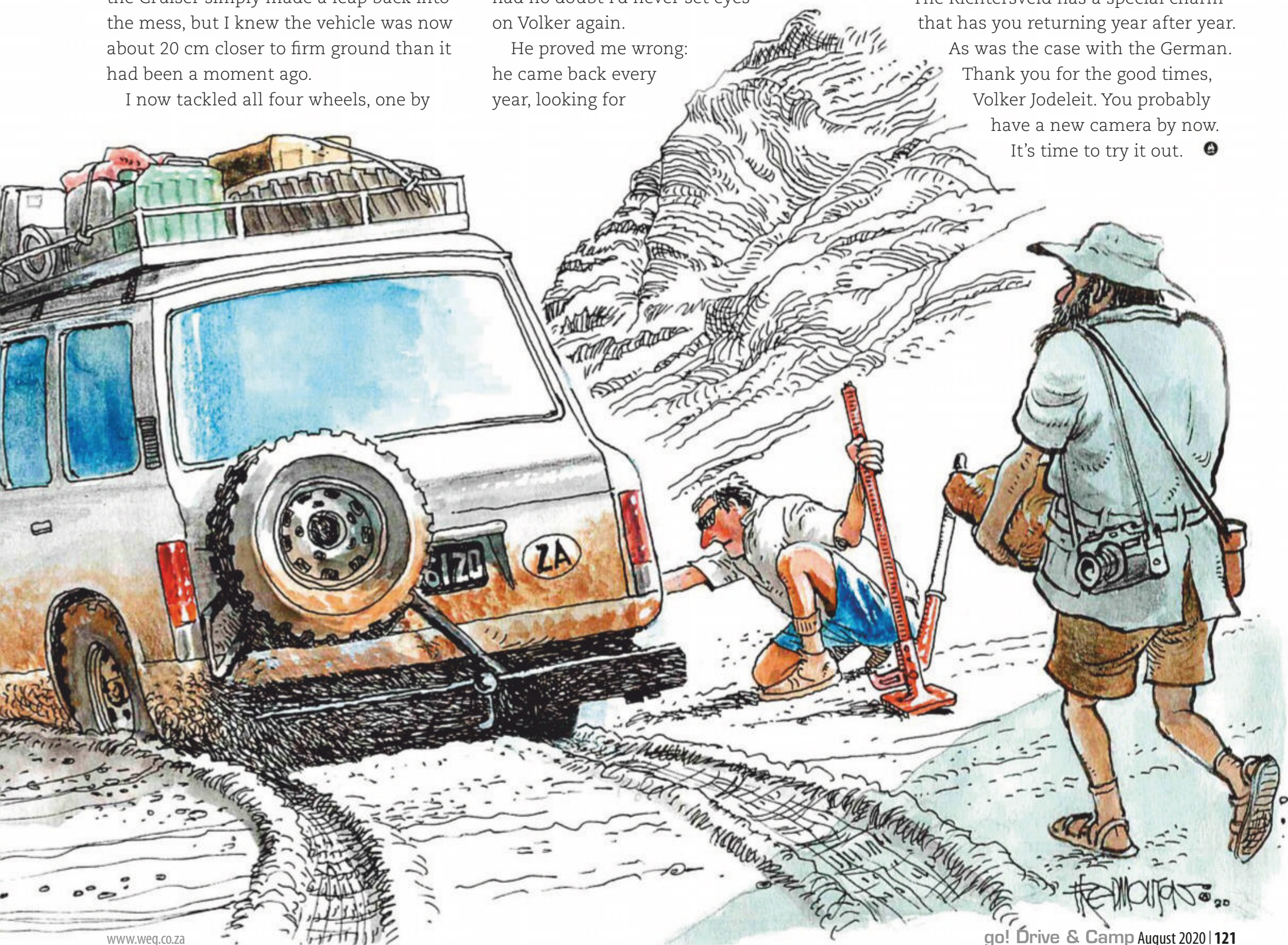
Our Richtersveld tours were always in extreme weather where the mercury touched 50 °C. But he endured it without complaint, and at night we would tell each other that we could not lie down until the mercury dipped below 33 °C.

The Richtersveld has a special charm that has you returning year after year.

As was the case with the German.

Thank you for the good times, Volker Jodeleit. You probably have a new camera by now.

It's time to try it out. 



... AND FINALLY

Mobile mammoths

These custom-made Mercedes-Benz Zetros are dream overlanding vehicles.

Based on the Mercedes-Benz truck range, which includes models such as the Actros and Axor, the Zetros is what you would get if you wanted a custom motorhome with the Unimog's legendary off-road prowess but also considerably up-sized.

These special trucks were delivered to two businessmen buddies in Ulaanbaatar, the capital city of Mongolia – a high-altitude country that offers outdoor lovers plenty of varied terrain on which to put their off-roaders to the test.

After leaving Mercedes-Benz's Wörth truck assembly line in Germany, the heavy-duty vehicles were sent north to conversion specialists Hartmann and cabin upgrade masters Huernerkopf, both based close to Frankfurt.

Both Zetros were delivered to the workshops with the standard trimmings: sleeping quarters for the driver, air-con, audio system with Bluetooth connectivity and a 7" touchscreen to make reverse manoeuvres a breeze. There's also a carrier system on the cab's roof with a load capacity of 100 kg, on which four spotlights and twin air horns are mounted.

The rear of the Zetros is where you can find a dedicated lifting system that hoists heavy cargo onto the cab's roof, and another duo of spotlights that are activated by engaging reverse gear and uses the reverse camera to light up the surroundings of the truck's rear end at night. Two diesel tanks store 200 l and 300 l respectively, so you have plenty of range in remote areas where fuel is scarce.

The custom fabricators needed to consider the extreme temperatures that



these two trucks would be exposed to in the desert highlands of Mongolia. The climatic fluctuations of the region require excellent insulation and the cabin trimmings were designed and installed in a way that they could withstand the punishment of extended off-roading.

The kitchens are fitted with a ceramic hob, microwave, fridge/freezer, bar and coffee machine. There's an outdoor kitchen for alfresco cooking as well, with a twin-burner gas stove. In the bathroom, there's a separate shower cubicle, washbasin, marble floor and underfloor heating.

The Zetros is a three-axle truck with



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

a gross vehicle mass of 25 tonnes. It's powered by a 7,2 l inline six-cylinder turbodiesel engine that produces 240 kW and 1 300 Nm between 1 200 and 1 600 rpm. There are two transmission options: a nine-speed hydraulic gearbox with eight forwards and a single crawler gear, and a straightforward six-speed automatic. Torque is sent to all six wheels permanently via a VG 1 700 transfer case.

Three mechanical diff locks are standard, and these are activated by way of a rotary dial in the cabin. For the driver's convenience, it also displays the sequence that these should be engaged in as the terrain gets troublesome; first the centre, then the rear, and lastly the front.

The custom vehicles were destined to be used by their owners on extended excursions into the Altai mountains, which forms a geographical border between China, Kazakhstan, Mongolia and Russia.

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