

#36

go!

COVID-19 THE LEISURE INDUSTRY *WILL* SURVIVE

JULY 2020 | ISSUE 36

Drive & Camp

Our Outback

Blaze a trail through Bushmanland

Expedition home

Backyard camping in lockdown

A Boland reunion

Room aplenty at Altydwater

EXTRA!
Magnetic
ZA sticker
worth R69
for only R15

WE TEST

ALU-CAB GEN 3

A rooftop tent for tough treks

TRAIL GUIDE

Traverse the Cederberg
en route to Tankwa

GEAR 12 biltong knives | **CAMP FOOD** Hot tomato recipes
for cold nights | **READER STORY** Braving the Kalahari storms
WE DRIVE Suzuki Vitara Turbo | **4X4 PROFESSOR** All about
the legendary jerrycan | **HIGH 5!** Your essential recovery gear



CAMP BOFFIN TUCKING YOUR CARAVAN IN FOR HIBERNATION

Hurry up!

^{Weg!}
Ry & Sleep



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 1980 (that costs less than R25 000), a team and lots of spirit. And get ready for some superlative fun!

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Where?
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COROLLA

The great escape



I don't need therapy – I just need to go camping! You've probably also seen this meme online while browsing social media. It's been popping up onto my screen quite often lately and it's clear that more and more people are feeling this way. It also seems as all that's on a Facebook group wants to know when we'll be allowed to go camping again.

Much has been said and written about the effect of lockdown on your state of mind. I'm not a psychologist or a psychiatrist, but I think it's safe to say the effects on people's mental health aren't good.

When you consider it, that meme about therapy and camping is actually pretty deep. Essayist John Burroughs, a major driver in the creation of nature conservation in America, once said, "I go to nature to be soothed and healed, and to have my senses put in order."

And isn't that exactly what all of us so desperately need now? While the uncertainty of when we will reach which level – and what activities will ultimately be allowed – hangs over our heads, we suffer emotionally because our boundaries have shrunk significantly and we're not allowed to go anywhere except our immediate environment.

The time will come, however, when we can once again set out into nature, where it will generously dish out the healing of which Mr Burroughs speaks. Until then, we invite you to find your escape on these pages and travel with us in your imagination.

“The time will come, however, when we can once again set out into nature, where it will generously dish out the healing of which Mr Burroughs speaks”

YOU'VE PROBABLY NOTICED this month's magazine is more expensive than usual. That's because we've included a ZA magnetic sticker for you. I'm sure you – just like us – are ready to head to one of our neighbouring countries once the borders reopen. And you won't have to worry about law enforcement when you've got this sticker, which you can place and remove as you see fit.

I shopped around, and you'd pay anything from R50 to R69 for one like this. So, at just R15, this one is a good bargain. Put it up on your vehicle and send us a pic. We'll choose a winner for the next three months who will each receive a special *Drive & Camp* prize.

Stay safe!

Schalk

EDITOR

schalk.jonker@media24.com

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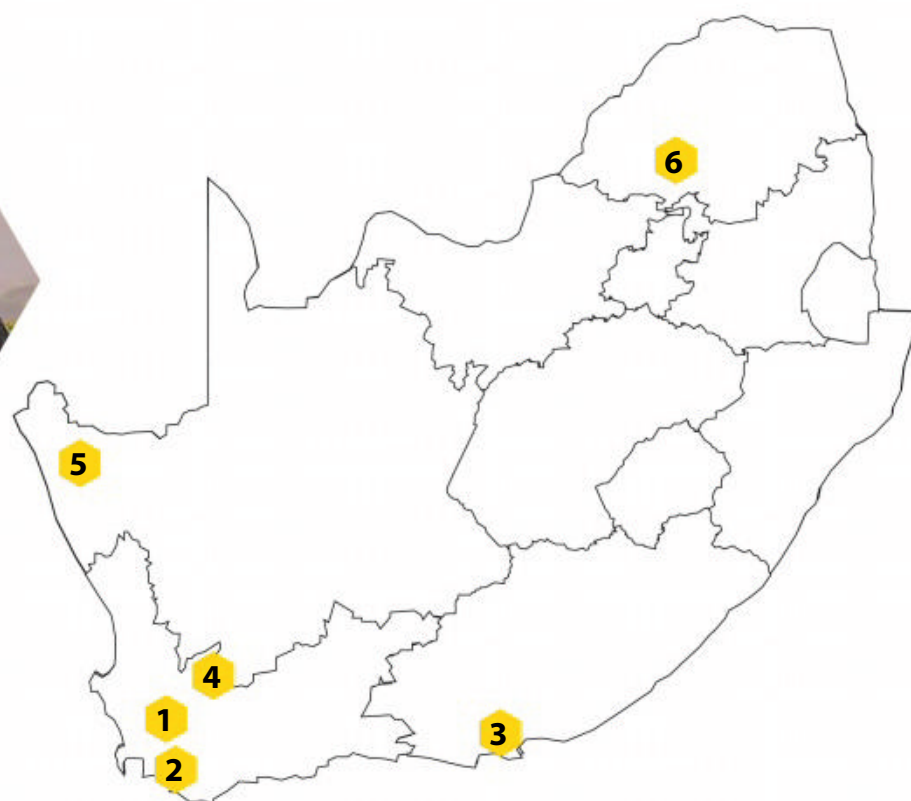
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#36 COVER PHOTO – CYRIL KLOPPER

“I reached my camp at Tierkloof late in the afternoon.

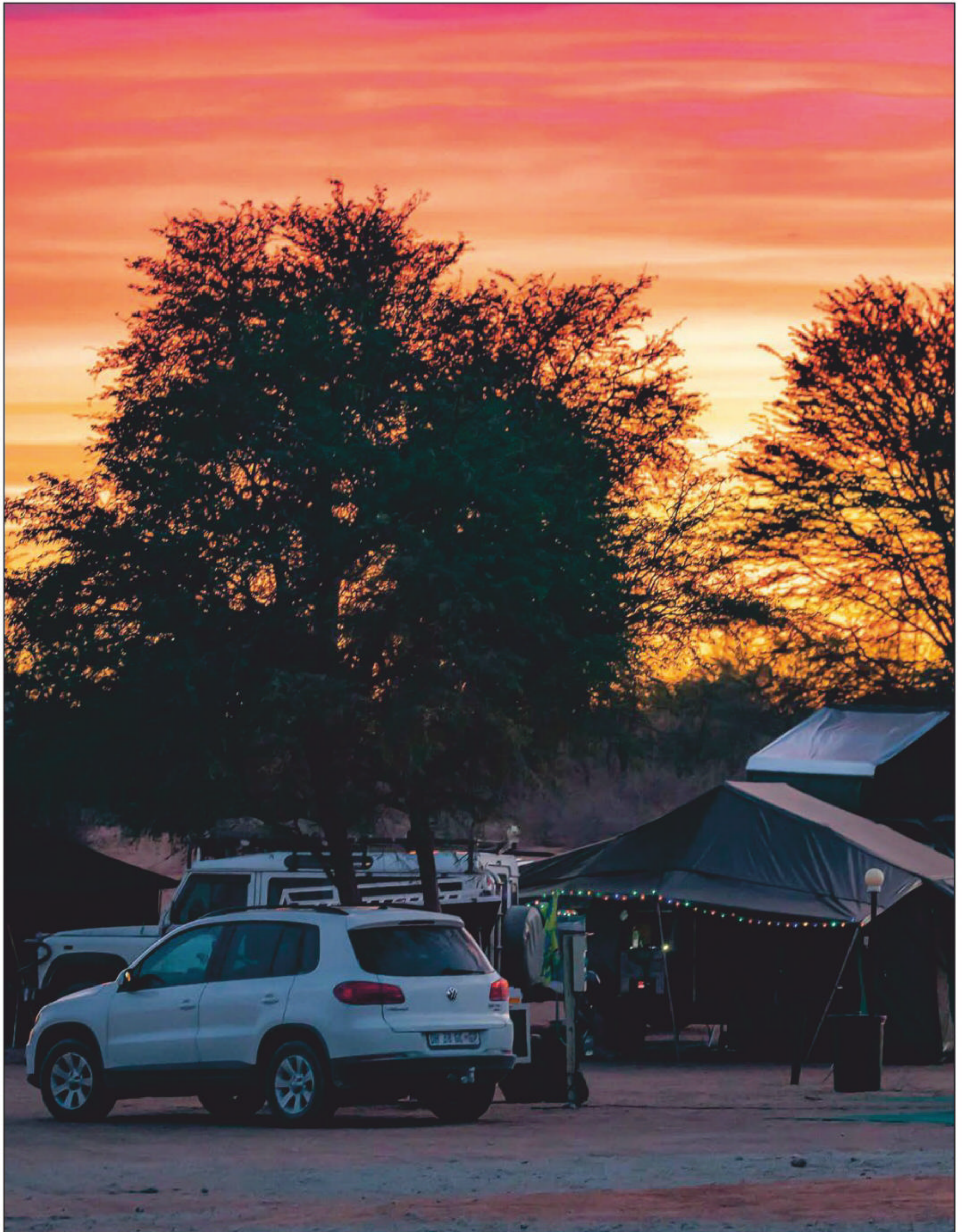
A thunderstorm was approaching, its winds pushing a sliver of a rainbow ahead of icy clouds. The orange glow of the setting sun seemed to wilt before the ominous weather. When the sun relented and hid behind the horizon, the storm claimed victory and all hell broke loose.”

Camera settings Canon EOS 5D; F22; 10 seconds;
 24 mm; ISO 250



WHERE THE WILD FLOWERS ARE. In next month's issue we visit the Caracal Eco Route in the Richtersveld National Park — because it's that time of year again! We think it is high time Mother Nature shows us her gentler side.

PHOTO **CYRIL KLOPPER**



...AND THEN WE WENT CAMPING IN THE KALAHARI. Did you know you can reach the three main camps in the Kgalagadi Transfrontier Park in your city car? We chuck a tent in the boot, hitch a caravan and go exploring in the August issue.

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.



A ray of light in our driveway

Mist was hanging over Secunda when we got up at 7:00. Another miserable lockdown day, I thought as I looked out the window. The mist made me even more morbid. Hopefully the sun would come out soon.

Shortly before the lockdown, we spent a month at the Dube Reserve with my brother André and sister, Elna Janse van Vuuren, who came all the way from the Netherlands. It was lovely in the reserve and a special experience for Elna. She couldn't believe that you could stand a mere 10 metres from a giraffe. The month flew by, of course, and we got back home in time for Elna to make arrangements so she could get home before lockdown.



WINNING
LETTER

Mias and Bessie 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 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





Our planned holiday at the sea in the Cape had to be cancelled and our visit to Yellow Sands and the Addo in the Eastern Cape will have to wait for another day. It gives us time to plan some more and check out magazines to see what other campsites and attractions are available there.

I switched on the kettle for a cup of coffee and stepped outside to switch off the lights on the patio. The pavement was still wet with dew and I could see how the layer of dust on our Jeep Grand Cherokee and Ford Ranger were getting more visible. That dust comes from standing undercover and not from a dirt road. I was thinking I should make an effort to wash them, or maybe just hose them down.

Imagine my delight when I saw the rolled-up May issue of *Drive & Camp* behind the Jeep. The misery disappeared like mist before the

sun – it made my day, no, my whole week. Everything suddenly felt okay.

And now we look forward to coming issues. If we can't drive and camp ourselves, we can certainly still read about it. And what great memories are evoked when you read about a place where you too have been.

Thank you for the magazine and the unexpected delivery.

**MIAS AND BESSIE
BEZUIDENHOUT
Secunda**

Drive & Camp does indeed get delivered to subscribers who opted for home delivery, even during lockdown. Unfortunately this does not apply to subscribers who have their copies delivered via the regular postal service since the Post Office has ceased delivery during the pandemic. Drive & Camp is also available at news agents and book shops. – Ed.



A new old bakkie

After 38 years in the civil service, I finally retired at the end of January this year. Now my wife, Engela, and I are pensioners together.

Around March, I decided to tackle one of my bucket-list items and buy an off-road vehicle. I decided against a new one, as I don't want to go to the bundus in a brand-new half-a-million rand bakkie. I bought a 2009 Mazda BT-50 that had been cared for properly, and I'm quite proud of myself. The bakkie did have a few scratches, and as my daughter Angelique's friend Marcel Da Costa owns a panel-beating business, he would fix it for me.

But luck was not on my side, because as I dropped it off at the panel beater in Pretoria, the lockdown was announced. This after having barely travelled 100 km in it.

In the meantime, I've read the April issue of *Drive & Camp* from cover to cover, and fortunately just got my May issue. I don't read any other magazines and I keep all my issues stacked neatly on a shelf, because you sometimes forget what you read a year ago.

If things go according to plan, I will be able to fetch my bakkie soon, probably two months after the initial lockdown.

Thank you so much for a great magazine.

**NEELS GROBLER
Mookgophong**



Old magazines get new life

My wife, Cecielia, and I plan a trip every year – it either goes through our country or to one of our neighbours.

When we plan the trip, we try to see as many attractions as possible and to drive every route. Thanks to our collection of *Drive & Camp* and *go!* magazines, it is easy to properly plan our trips and make sure we don't omit anything.

After finishing every new issue, we like to re-read older issues – and what a surprise! Each one is as new.

Thanks to the editors, journalists, designers, co-workers and all the fellow readers who share their experiences and photos to compile these two top magazines every month.

STOFFEL STEYN
Witbank



Double the joy

I felt grateful and excited as I arrived at home after my second run during level 4 of the lockdown – simply to find the most wonderful magazine in the driveway: as faithful as every other month. Two strokes of luck in one day is almost too much during lockdown.

Thank you, it's clear to see the effort that goes into *Drive & Camp*, and it makes everything so much more special during this difficult time.

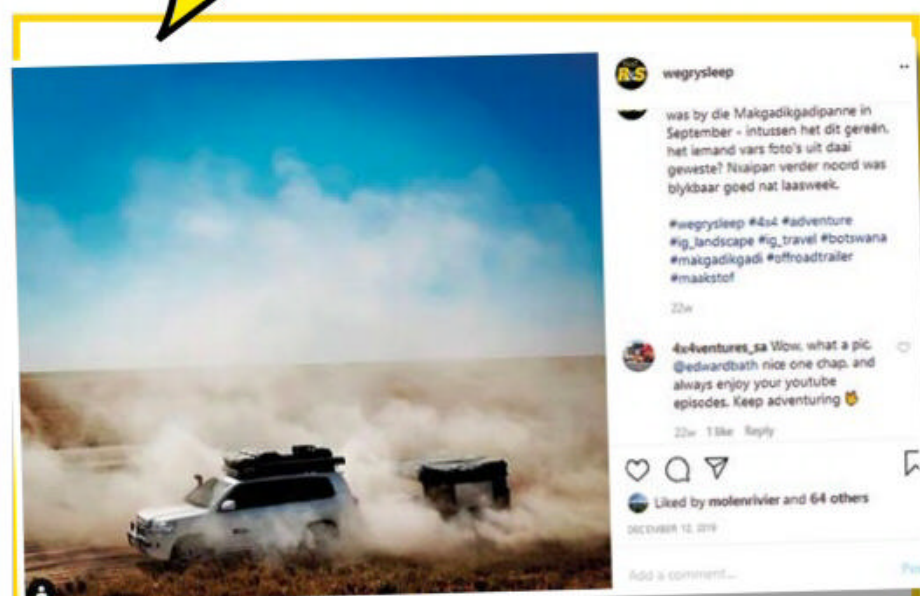
JURIE SCHOEMAN
Northcliff 🇿🇦

COMMENT OF THE MONTH!



After one of our editorial team members, **Cyril Klopper**, posted a home camping photo of him with his daughter, **Miri**, and their Irish wolfhound, **Arya**, on Facebook, **Marietjie Miles** was just as happy about her camping at home.

"Our home camp is also pet friendly. We welcomed our three great Danes with open arms."

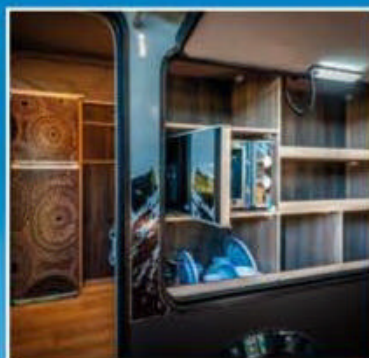
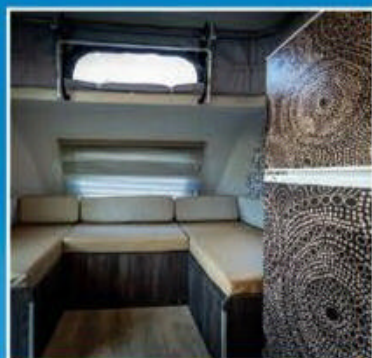
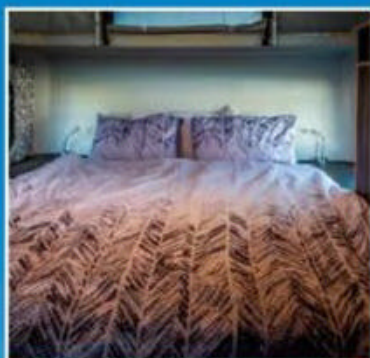


Follow @wegrysleep on Instagram and mark your photos with #wegrysleep, and we might repost them on our stream or feature them here.



STEALTH BUSH LODGE

NEW EVOLUTION IN CARAVANNING



KEY FEATURES AND SPECIFICATIONS

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



STEALTH BAKKIE MATE

NEW EVOLUTION IN CARAVANNING

KEY FEATURES AND SPECIFICATIONS

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

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

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CARA-CAMP

Loftus Caravan City

Middelburg Caravans

Silver Lakes Caravans



THE LOCKDOWN LOWDOWN

Why your vehicle's battery is dying



QUESTION

Thanks to 'lockdown', my vehicle's battery is going flat and it can barely start the engine when I need it. I've been told that disconnecting the terminals will protect the battery. Is this true? I'd also like to know why my caravan's deep-cycle battery is on its way out; it's only a couple of years old and I thought they were supposed to last much longer than that. Any suggestions?

ANSWER

The problem you're describing is common amongst all batteries that are not maintained or recharged often. Disconnecting your battery's terminals may help to slow down the discharge process, but in modern vehicles, disconnecting the battery terminals may lead to other problems related to the alarm system, radio, or even the vehicle's control system.

Reduced battery life is frequently found

in stationary vehicles, including caravans, trailers, boats, motorcycles, and even quad bikes for that matter. The bottom line is: Batteries need maintenance, and they should never be left in a partially discharged state.

Generally speaking, the life of a battery is directly related to how deeply you discharge it. In other words: The more you "dip" in the battery's energy reserve, the shorter its lifespan. Another vital point to remember is that once a battery has been discharged, it requires a multi-stage charging algorithm in order to restore the battery to a full state; and unfortunately, this process cannot be rushed.

Sadly, many consumers believe that buying a battery charger that promises "rapid charging" is the answer. Although these chargers may speed up the beginning stages of the recharge process, the final stage of battery charging takes time and requires a multistage process. What's more, using a high-amp charger on

certain battery types may cause gassing of the electrolyte and permanent cell damage.

PREVENTION IS BETTER THAN CURE

Battery maintenance goes a long way to prolonging battery performance, as well as lifespan. The use of an intelligent maintenance charger will prevent the battery from discharging and keep it in an optimised state.

That said, most intelligent chargers boast a 'float charge feature' that allows you to leave the battery permanently connected. What this means is: The charger's output current is able to drop right down to a maintenance state, which prolongs the battery's life.

The National Luna 1Amp Intelligent Battery Charger is a specially developed mini-charger that's ideal for both 6V and 12V battery maintenance applications. The unit can also be connected to your vehicle's battery for an indefinite period.

Visit nationalluna.com for more information or call 011 452 5438

DEEP-CYCLE RECOVERY

In the case of your caravan (or trailer) battery: Many users are unaware that their auxiliary battery is partially discharged. Typically, owners return home from a holiday, store the caravan for a few months, and the auxiliary battery is left to stand in a partially discharged state. Much like the battery in your vehicle, the performance and lifespan is significantly degraded.

In applications such as these, where a larger battery is used, you may need a charger with a bit more “punch”. Deep-cycle batteries that have been left in a discharged state often need to undergo some form of recovery (or extended recharge) prior to long-term maintenance. This is where a charger with a safe recondition mode is recommended.

The National Luna 5Amp Intelligent Battery Charger is a compact Dual-Function 12V 5Amp battery charger that’s suitable for discharged motorcycle, motor vehicle and deep-cycle batteries that require a higher charge current and recovery mode, prior to undergoing a maintenance charge.

THE LOWDOWN

Once again, if your vehicle is forced to stand for prolonged periods without driving, it’s recommended that an affordable intelligent maintenance charger be connected to your battery. This solution applies to everyday vehicles, classic cars, boats, motorcycles, quad bikes, jet skis, generators and more. In this case, a 1Amp charger is the most economical choice in terms of maintenance (i.e. preventing the battery from discharging).

If, however, your battery (or deep cycle battery) has already been discharged, it may require a larger, a more sophisticated charger that can restore the battery to full capacity, before the charger enters a ‘float-charge mode’ for long-term maintenance. Fortunately, both solutions are available at National Luna.

Visit nationalluna.com for more information, or to find a distributor near you.

NATIONAL LUNA 1Amp INTELLIGENT BATTERY CHARGER

A specially developed mini-charger ideally suited for small 6V and 12V batteries used in motorcycles, alarms, gate motors, etc. up to 20Ah. Automatically diagnoses, recovers & charges Flooded (WET), VRLA, AGM, GEL & Calcium batteries. Other features include:

- Unique charging and maintenance feature enhances battery life
- 5 Step automatic smart charge & maintenance program
- Up to 20Ah charge capacity and up to 140Ah maintenance capacity
- Five-year guarantee



NATIONAL LUNA 5Amp INTELLIGENT BATTERY CHARGER

A compact Dual-Function 12V 5Amp Battery Charger suitable for motorcycle, motor vehicle and deep-cycle batteries. Charges and maintains: Flooded (WET), MF, VRLA, AGM, GEL & Calcium, and lead-acid batteries. Other features include:

- Automatically diagnoses, recovers & charges flooded batteries
- Unique charging and maintenance feature enhances battery life (Can be permanently connected)
- 8 Step automatic smart charge & maintenance program
- 1.2Ah – 120Ah (charging) up to 160Ah battery capacity
- Rescues drained batteries over 2 Volt
- Features boost or recovery mode
- Five-year guarantee



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

to find a distributor near you.





exactly how your photo will turn out. I took just one shot."

Even though it may sound as though Dirk got lucky with this photograph, much thinking went into it, too – Dirk says he had tried to take this kind of photo before and was therefore a little more experienced this time around.

But of course, Dirk has no guarantee of what he'd capture in that fraction of a second. This is where luck does play a role.

You can't not look at the centre of the photo – this is where the stone hits the water. Because there is almost no detail around this point, simply uniform shades of light, it is a good example of a composition that has the centre as the focal point.

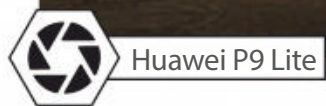
The pic's energy lies in the splashing water. Thanks to the sun being directly behind the flying drops, interesting patterns form in the thin curtain of water.

Two further elements here make it a moment to remember. The shape of the top of the splashing water has you thinking of a hand reaching for the sun – some droplets even move past the sun to the left. That connects the sun – the next strong focal point – with the centre.

Next, and without realising it at first, the blank foreground covers almost half of the photo. The reflection of the background in the water only shows the bit up to the horizontal plane where the water splashes and upwards.

See how the colour differs from here on down: it looks a bit more blue and indicates that the sky above Dirk was probably open and blue – even though it's not visible in the photo.

It does appear as if a cloud is hiding on the left.



Huawei P9 Lite

The sounds of silence

Three readers document the sun as it rises and sets.

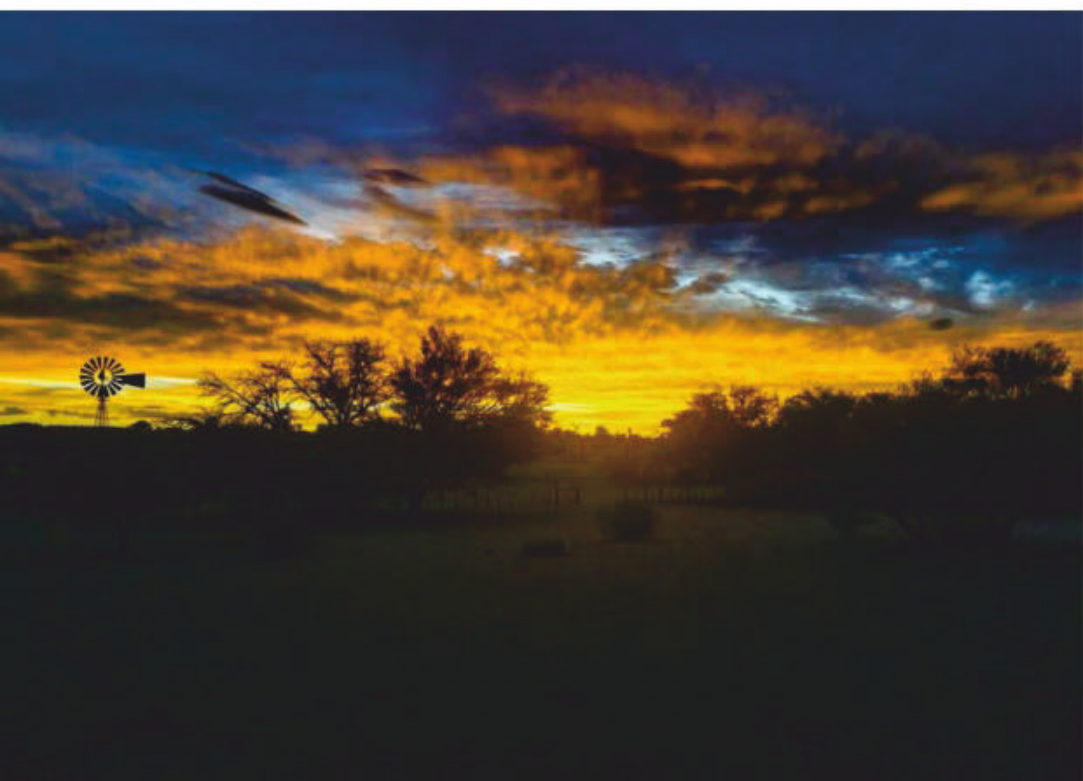
By **Leon Botha**

Morning splash

Every morning Dirk Crafford of Kleinmond makes sure he gets in his walk and he's always ready to capture the dawn sun.

"My wife Nadia and I have been walking 6 km every morning since the start of lockdown. I saw this body of flat water on our road and

asked Nadia to throw a stone into it. I had my phone ready to take a picture as the stone hit the water. You can't, of course, predict



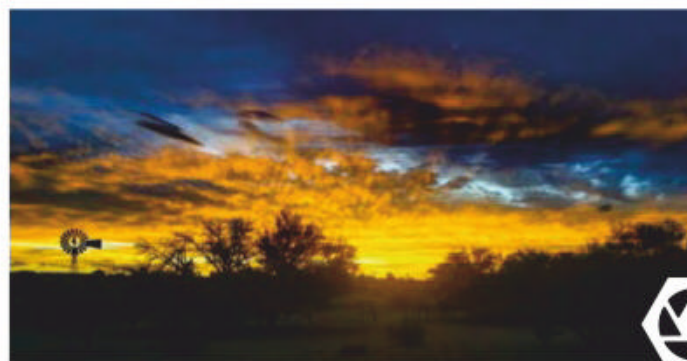
Last copper

On a recent trip to Namibia with a couple of friends, the scenery took her breath away, says Ansche Grobler of Lichtenburg.

"I am doing an honours degree in biokinetics at the Potchefstroom campus of the North-West University. Many of my friends who also live in the hostel are from Namibia. To celebrate our

graduation, we spent a while with my one friend, Brenice du Plessis. They farm between Koës and Aroab. Late afternoons, we'd take the dogs for a walk, and beautiful sunset scenes were par for the course. Those of us who come from cities aren't used to such vast plains."

When you think of Namibia, you can't help but imagine infinite sand dunes. Large swathes of the



Huawei P30

country has vegetation, however, as you can see in Ansche's photo.

It is not the sand and trees that attract your attention, but the golden clouds that float over the scene. What makes it special is that only a certain layer appears to glow – the clouds in the background are dark. This and the lines of the sun's rays running toward the sun provide the depth in the photograph.

Although you spot the bright sections first, the modest windmill

that rises above the trees on the far left anchors the scene. That's because it's such a recognisable shape – one that is in stark contrast to nature.

In these types of light conditions, the shadows tend to be close to black, but here you can still make out enough detail among the trees, and that contributes to the whole. The bottom third of the photo is an open piece of land you could crop out to make an impact.

SEND US YOUR PICTURES

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

Dirk Crafford wins a *Drive & Camp* camera bag worth R520 – congratulations!

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

Mist before the lens

He farms with pecans and is constantly looking for a nice scene to shoot, says Charl Bekker of Jan Kempdorp.

"I took this photo last year just before the arrival of winter across a dam on the farm Pekaanhof. I always have my camera with me and I won't drive past a good opportunity for a photo."

You can sense the silence in this photo. The water is as clear as a mirror, and as the row of trees disappears to the left in the photo, it feels as if your eye follows it, gliding over the water. Eventually the trees, and their reflection, turn hazy until they appear to merge with the mist.

The trees also look as though they're on a long island – between the water and the horizon – and their reflection in the water is very accurate, so much so that the



Canon PowerShot SX70

long island itself looks like a tree that has fallen to the left over the photo. The trees and their reflection form the branches on both sides.

Although the bush on the left in the photo frame has more visual weight than the rest of

the detail in the photo, it's not too distracting. It almost acts as a doorstop as your eye initially moves left and downward. The picture probably would have worked just as well without the bushes, but in this case it adds another dimension as it's the

closest point to the camera. It's the bit behind it, where the scene completely disappears, that lends the pic a mystic air. You almost want to look behind the bushes.

The photo also has only one colour: blue. All its different shades add to the wintry feel. 🌫️

Light at the end of the tunnel



As with other businesses, the effects of the COVID-19 pandemic have hit caravan manufacturers hard, but Conqueror's Philip de Vries says he believes the local caravan market should recover quickly.

Before level 3 went into effect, Conqueror was only allowed to have half its factory staff on site to keep production going. And, because of the curfew, they couldn't even consider working shifts for increased production. The good news is that the vast majority of local caravan manufacturers – including Conqueror – were able to retain all their staff.

Lockdown discontinued all exports. It's a big blow to a manufacturer like

Conqueror, who exports to Australia, America and Europe. They didn't stop the production of export caravans and Philip says they also had to handle local orders as he had almost no cancellations.

"Looking ahead, I expect South Africans would rather travel locally in the near future and avoid going abroad for a while. This should have a positive impact on our camping industry."

Philip believes price increases are inevitable. The rand is weak and shipping costs have increased – and around 95% of Conqueror's parts are imported.

Willie Grobler of Echo4x4 agrees that caravan manufacturers will have no choice but to increase their prices by 10-15%. "I ordered 32 batteries yesterday

and this morning the price had increased by 30%. This applies to all components – caravan windows, rubber and steel. Everything is more expensive, even axle components. This price increase has a snowball effect and will affect everyone.

"It may sound as though I'm being negative, but that's the reality. The pandemic has changed the world and I don't see that it can recover and go back to the way things were before."

As some workers were able to return to work during lockdown, Bush Lapa got going with a 30% workforce, says Jannie Oeschger. "We have enough orders to keep us busy, but with an output of 30% you can also expect only 30% of your income. But we streamlined our production line in the process.

"We started the year with a bang, but unfortunately we've had to announce a price increase this month as a result of this whole affair. The recovery of the caravan industry depends on how well other businesses recover."

Mobi Lodge, meanwhile, launched its latest flagship, the Continental, online during lockdown. Although car manufacturers have been using this platform for the past few months, it's a new one for caravan manufacturers. "We launched it online at 8:00 and an hour later, we had the first deposits," says Leon Ras of Mobi Lodge.

The lockdown did postpone the delivery time by two months, but Leon and his





team built in a buffer for new orders so customers would get their caravans on time. The Continental's first models were planned for October, but things are going so well that the first ones should be ready by September.

According to Leon, they're one of the biggest importers of certain caravan equipment, and because they make bulk purchases, they haven't been as affected by price increases. They're able to absorb price increases for now, he says.

The delivery time for Jurgens Manufacturing has also been pushed out by two months, says Ina Dreyer.

"But production continues with the number of staff we may have. We have a fair amount of ready-built stock in Ga-Rankuwa, but we currently can't ship it to the dealers as we're not allowed to cross provincial borders.

Many of the caravans are destined for dealers, but there are also some orders. In the meantime, we aren't sitting still and are looking to introduce two new trailers: the Jurgens LT1500 and LT1800."

"We simply view the lockdown as a temporary restriction," says Dan-Pierre Louw of Invader. "Our business is carrying on, just at a slower pace. We rotate our workers so everyone can help, and we have enough work – so we can't complain. I'm just afraid of a slight panic following the lockdown that will have people holding on to their cash. We're still very positive about the future, and that the pandemic will come to an end so that we can carry on – as close to normal as possible."

Woody Loftus of Loftus Caravan City in Randburg is also the spokesman for Okto

Caravans, and he says even though Okto had their production cut by half, they still have orders to finish for customers. As a dealer, Woody says, he has spotted a new trend among customers: they are more interested in a caravan with its own bathroom. "This is most likely because people want to reduce their own risk in the campsite."

Woody also believes people will prefer to travel locally in the foreseeable future.

"Yesterday, we had customers who came to look at a caravan as they'd rather holiday like this than fly elsewhere."

Of course, at the beginning of lockdown, customers weren't able to visit dealers. Wesley Dempster of Tygerberg Caravans in the Cape says he even sold one to someone he had never seen face to face. He sent photos and videos, and they only met on delivery.

But later on prospective buyers had been able to visit dealers by appointment, an arrangement that has its own benefits, says Wesley.

"We're finding it tough because we get fewer people at the business. But when someone makes an appointment, they're usually a more serious buyer.

Nonetheless, I expect there will be fewer



“We’re still very positive about the future, and the pandemic will come to an end”



shoppers when things return to normal, and only stronger businesses will survive. What we can be sure of is that there will a big boost for the camping industry.”

“Jurgens even offered us caravans at a discount to help dealers and buyers,” says Adri Conradie of Pretoria Caravans. Adri agrees with Vivian de Villiers of Bloemwa in the Free State capital that customers can’t wait to go camping.

A larger industry priority should be to see how quickly campsites are allowed to welcome visitors again, says Garry Coady of Stealth Caravans. This manufacturer’s production has also been slowed down but they are still finishing orders. “Who is going to buy a new caravan if they don’t know if and when they will be able to go camping? It’s of supreme importance that campsites resume operations as soon as possible.”



Caravans fly off the floors in Turkey

Here in SA, we may not be that familiar with names including Basoglu, Saly, Erba and Pino, but these Turkish caravan manufacturers are preparing for a boom in the market following the worldwide effects of the pandemic.

According to the Indian TV channel World is One News, caravans are selling like hot cakes in Turkey, so much so that sales have increased by 50% when compared to March’s numbers. Export of caravans to countries such as Norway and South Korea also increased by 60%.

It seems as though the Turks have had enough of sitting at home. They’ll be flooding nearby campsites while the ban on international and local flights remain in place.



Basoglu Caravans is one of the leading caravan manufacturers in Turkey.

PHOTOS BASOGLU'S FACEBOOK PAGE

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We shall fight them on the beaches

We give you monthly updates about the contribution the automotive industry is making to fight the coronavirus.

Ford moved 85 employees from the production floor at its Silverton plant in Pretoria to manufacture face masks. They've already packaged and shipped an impressive 190 000 masks to where they're most needed. Ford also joined the Red Cross and made two Ranger bakkies available to that organisation.

Toyota South Africa has produced 23 000 face masks to date, giving them to Toyota employees in KZN as well as donating to that province's health sector. A total of 900 masks were delivered to Prince Mshiyeni Hospital in Umlazi in May this year and about 10 000 went to other hospitals and clinics.

Haval South Africa partnered with Boxer Stores in Alexandria, Mpumalanga, and donated 152 food parcels to the Rays of Hope Foundation to feed disadvantaged families. Each food pack will apparently be able to keep one family going for five months. They contain staple foods like rice, flour, maize meal, samp and cooking oil.

Since 5 May, Mazda South Africa has been offering free services on all Mazda vehicles owned by registered nursing staff during levels 5 and 4 of the lockdown period (regardless of the age of the vehicle). "We understand the important role vehicles play in people's everyday lives. Supporting those that brave the frontline every day, and contributing to their wellbeing, is something we at Mazda Southern Africa are honoured to do," says Craig Roberts, managing director of Mazda Southern Africa.

Isuzu South Africa has donated even more bakkies to the University



of Pretoria's Faculty of Health to fight COVID-19. Last month, we reported about Isuzus already handed to charities, and that number grows monthly.

Mitsubishi South Africa lent support to rugby umpires Jaco Peyper, Rasta Rasivhenge and Bafana Nhleko when the trio left with Bafana's own Mitsubishi ASX to deliver food parcels to the L'Avenir farm worker community in the Cape. Rashivenga also approached the OK Minimark in Hout Bay to donate food to its surrounding settlements. In collaboration with Mitsubishi, he has

been doing outreach work for some time to involve young people in rugby in the less affluent areas of the Cape.

Then Volkswagen South Africa made its Port Elizabeth facility available to the local government as a nursing unit where 4 000 patients, including high-care patients, could be treated. The German federal government invested R107 million in Volkswagen South Africa for this purpose. The facility will treat patients until March 2021 and the National Department of Health will be managing the project.



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Manufacturers get going again

Volkswagen South Africa reports that its plant at Uitenhage is back at full production. Volkswagen started increasing the number of workers in the factory ever since 4 May – under the strict supervision of health inspectors. However, employees who don't have to be physically present at the plant still work from home if possible. Workers on the plant floor must wear a mask at all times, and 20 tonnes of hand sanitiser has been procured for employees.

Nissan's Rosslyn plant reopened its doors on 1 June, and welcomed Gauteng premier David Makhura and his delegation shortly before that date to the plant to demonstrate Nissan's safety measures. "We are extremely happy that we have passed all COVID-19 inspections and we look forward to welcoming our employees back

to work," said Mike Whitfield, Chairman of Nissan Africa at the event.

Toyota cautiously reentered the market by reducing its workforce to just under 50% as level 4 of the lockdown came into effect. The company is now slowly allowing employees to return and everyone is screened for any signs of the coronavirus. At the time of writing, Toyota's goal was to boost production at its Prospecton plant in Durban to 75%. "History has shown us that when a crisis impacts on a country there is always a quantum change in the market. Business will never be the same again. This is a tremendous opportunity for us to make the step changes that are needed," says Andrew Kirby, Toyota South Africa's President and CEO.



Minor facelift for the mu-X

Isuzu's bakkie-based SUV has been given the same makeover as the latest D-max. The most noticeable change is a new grille (the same as that of the D-max) and a new front bumper, of which the upper half is colour coded and the lower half is gloss black. The rear bumper gets the same colour treatment as the front one and the side steps have been painted with that same black brush.

The gloss black is repeated on the inside, but they've added the odd chrome bits to liven things up.

Safety features include a brake override system that restricts accelerator input if you panic and step on all the pedals at once. This braking system complements a long list of safety features that are

already available in the mu-X – such as ABS, brakeforce distribution, brake assist, electronic stability control, traction control, and hill start assist and hill descent control.

The mu-X comes with only one engine option: the 3.0 turbodiesel we've known for a while and a six-speed automatic transmission. The powertrain therefore allows the mu-X to retain its maximum towing capacity of 3 tonnes.

Optional extras include an Eaton M-Locker on the rear axle (on both the 4x4 and 4x2 models), parking sensors, a towbar and bonnet guard, front spoiler set and a rear bumper scuff plate.

Prices R630 400 for the two-wheel drive mu-X and R698 200 for the four-wheel drive model.

More new vehicles

A facelifted Mini Countryman has arrived in Europe and should come to South Africa by the end of the year. The newcomer boasts a new grille, lights and alloy wheels. If rumours are to be believed, Mini will stop using diesel engines, but we don't know whether this will apply to South Africa as well.



MINI COUNTRYMAN



HYUNDAI VENUE

Hyundai has launched a Limited Edition version of its Venue in Korea. These limited editions of the Venue are already on their way to South Africa, and although there has been no official statement from Hyundai South Africa, we know the exterior will boast new colours.

VW has finally confirmed that its next bakkie will be based on the Ford Ranger. The company released a sketch in March that looks significantly different to Ford's vehicle, but the chassis is likely to be the same. The bakkie will be officially unveiled in 2022.



VOLKSWAGEN AMAROK

Ford in Europe just launched the Ranger Thunder. It is a version of our own Wildtrak and is built at Ford South Africa's Silverton plant just outside Pretoria. There are currently no plans to sell the Thunder in South Africa... unless there is demand, of course...

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Make yourself at home

Campsites lay empty over the Easter weekend for the first time in living memory. But camp we shall...

Compiled by **Leon Botha**

When the clock struck midnight on Thursday, 26 March, it signalled an end to all camping plans for the foreseeable future. This was when lockdown came into effect as a precautionary measure against the COVID-19 pandemic: staying at home would be our fate.

As we know, Easter and the December holidays are the busiest times on the camping calendar. But this year, resorts lost all their bookings at a time when they are usually crowded. Gatherings were also prohibited, something that

(continued on page 27)



VALLEY OF ISOLATION

Ever since 2006, **Jannie and Alet Meyer** of Alberton camp at least once a month.

Even though the corona camp would happen over the weekend only, we got our caravan set up in the garden a week in advance.

To summarise our home campsite: a lovely quiet place, not far from our house, plus it's animal and child friendly. It was such a great place, even braai wood and lemonade was provided.

It wasn't perfect, of course, because all of our friends who usually join us weren't here. In fact, we were so lonely, we called our camp Valley of Isolation – after the attraction in Graaff-Reinet. I even wrote a song about it.

As a result, we went to bed earlier than usual, but nevertheless used the opportunity to be outside with our immediate family.



CRUMPETS & CROCHET

They've been members of the caravan club for almost 20 years. And although they use a caravan today, **Hennie and Susan Bloemhof** of Port Elizabeth originally started camping with tents decades ago.

We scratched our heads a little as we were setting up, because we're used to grass but had to settle for a concrete slab.

We put down the groundsheet, but couldn't secure it as usual. Same with the gazebo's anchor ropes. A few 25 l plastic containers filled of water and a number of pot plants made do.

On Friday afternoon, we enjoyed Susan's delicious crumpets and honey with our coffee.

A camping fee of R100 per family was levied, and the proceeds went to the people among us who were out of work due to the lockdown.

Saturday morning's breakfast was as hearty as you can get: bacon, eggs, toast and fried tomato. Throughout the day, we then played board games, and did some reading and crocheting. That afternoon we enjoyed a fridge tart and then we ended the day with a braai, of course.

After Sunday's church service, it was time for another tasty treat: savoury tart – unfortunately without our friends. After that, we headed back inside our house, with our tail tucked between our legs, to continue the lockdown.



SEESAW ON COVID-19

Simon and Ina Mattheus own a Jurgens Expo caravan. They've been camping with SACA for 35 years and live in Jeffreys Bay.

We decided on the name 'Seesaw on COVID-19', because after the announcement of the first lockdown – a period of three weeks – we should still have been able to attend the Easter camp as it fell just after that period. But then the hard lockdown was extended and we weren't sure what to do next. Then we heard about the virtual camp.

Our caravan stays in the garage and we set up camp right there in the garage next to our flat. The rally tent went up and the groundsheet was rolled out, and we unfolded the camping tables and unstacked the garden chairs so we could sit next to the caravan.

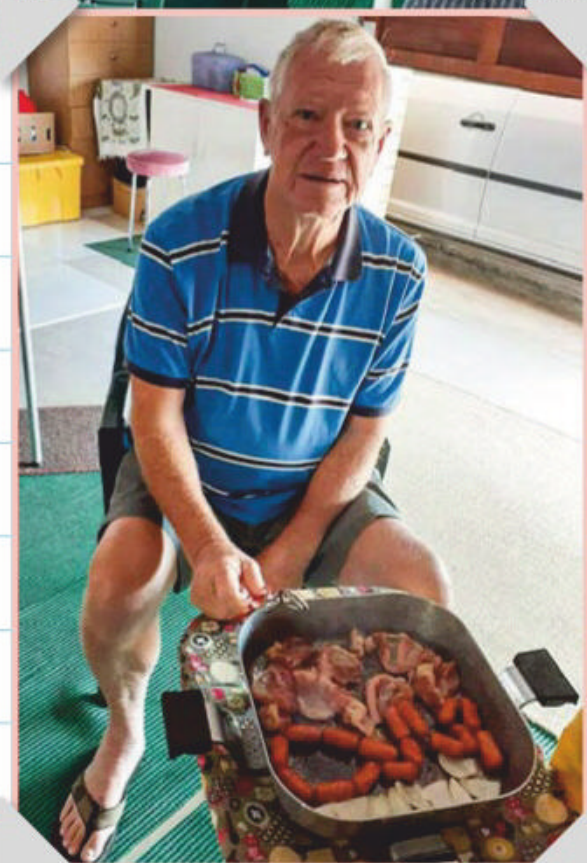
Just as with our usual camps, we drank coffee and did Bible study at the usual times – and braaied on the Saturday, of course. The braai did take on a slightly different shape: the table had its usual neat tablecloth, but I could put out candles, because there was no wind in the garage to blow them out. I must say it was quite romantic!

Simon and I even played carpet bowls. Actually, I should probably call it mini bowls, because the balls are about a third the size of the real ones. Simon beat me 15-5.

The people in our region who camped together did so via a WhatsApp group.

We created all sorts of group activities to keep us busy. I ran a quiz using emoticons to represent the titles of folk music that my fellow campers had to guess.





OUR LITTLE PLOT

His Oztent RV-4 had to do for the weekend of home camping, but **Daniël le Roux** from Goodwood, Cape Town, took the opportunity to turn what would otherwise be considered as trying times into a positive experience with his family.

affects thousands of campers.

One such event that had to be cancelled was the annual President's rally of the South African Caravan Association (SACA) which always takes place during this period. But members were reluctant to cancel it completely, and the association decided that even if they could no longer attend the rally at the Klipdraai Caravan Park in Meyerton, they would still camp: everybody in their own backyard.

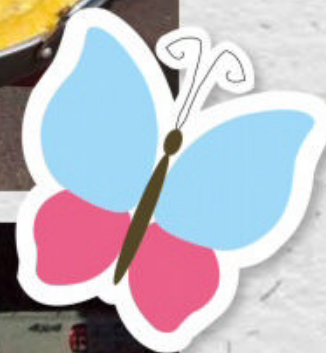
And so the rally gained momentum. As the entire world has tuned into Zoom, Teams and FaceTime for virtual meetings, this gathering came alive online as everyone chatted, shared photos and, yes, held meetings as well.

SACA national vice-president Niël Goslett tells us more...

(continued on page 28)

We followed SACA's weekend guidelines with a Bible study led by my daughter, Sharon.

Even though we were in lockdown, it was a unique experience to camp, chat and braai with our family in our garden – so much so that we hardly realised we were actually at home.



“ WE EXPECTED AROUND 200 caravans at our annual President’s camp this year, but the lockdown put those plans on hold. Some of our members were unhappy about this – it was not only the rally that was cancelled, but also the accompanying camping programme for other regions across the country.

Even though we weren’t allowed to go camping, we decided to find a way to continue our activities. We used social media at regional and national level to communicate.

Our main concern was for our senior members living in seclusion. But their parental instincts had kicked in, as they were worried about the younger generation.

While there was still such uncertainty about what to do next, Chris Joubert of the Kiepersol region in Gauteng came up with a bright idea: how about a virtual camp, right at home? *(continued on page 31)*

CAMP MAURAUDE

Since joining the club in 2013, **Japie and Magda de Villiers** of Pierre van Ryneveld, Centurion, have attended 66 official camps.

When lockdown was announced, our caravan happened to be in for repairs, but we had also a trailer with a rooftop tent that we could use.

Even though the conditions were so different to normal, I still enjoyed a cold beer as we pitched camp. Our socialising around the fire was equally enjoyable and very convivial as usual – and the breakfast in the open air was delicious. We did bath and get dressed in the house, but we always cooked outside.

We live in a flat and share a yard with our children Quinten and Amanda Verster. The best thing was having them with us all weekend, especially our granddaughter, Anja.

On Sunday we had to pack up early, as a storm was looming. The weekend concluded with a lasagne potjie under the canopy.

We have camped at home before – when we bought a new caravan and couldn’t wait to try it out. Waking up in a caravan or tent simply feels better than waking up at home.

By the way, the **name of our camp** is taken from the street where we live.





KOU-HET-SIE

This you can call a legal gathering. **Martin Coetzee** and his girlfriend, **Jean-Marie Kotzé**, live in a garden flat on the same property as his parents, Duane and Esmé Coetzee, in Bellville in the Cape. They had a great time camping together.

Although others have spent a night in a caravan at home, we've never done so ourselves. Now it was our turn.

Before we could tow the two caravans into the front yard, Duane had to quickly mow the lawn. And we had to camp out

front, because the back garden is taken up by a swimming pool and a braai area. There wasn't much room for the tents, but we could at least lay down a groundsheet.

Like many other people, we also used our house to shower and to get dressed. But the food was cooked outside on the fire, coffee was made in the caravan, and we didn't turn our TV on even once – the radio in the caravan provided a realistic experience around the fire.

Thanks to digital media, we held Bible study with the rest of our camp group.

Even after Martin's friends all went to bed, he was still busy with a WhatsApp video call. And so we were able to socialise around the fire on our phones. As usual, Duane and Martin were the die-hards that stayed up next to the fire until 3:00 in the morning.

Our dogs loved the camp because they slept inside our caravan. As did Martin and Jean-Marie's Great Dane, Tienker.

We've been camping for the past 25 years, and our camp name, Kou-het-sie, is a play of words on our surnames.



CARSTENHOF RESORT

They've had three caravans and have joined SACA on camps since 1994. **Shawn and Elize Carstens** live on a smallholding outside Benoni in Gauteng.

We camped in our Jurgens Penta, and it was a bargain right off the bat as the 'weekend rate' was included in Friday night's dinner.

As with normal camping weekends, we took it steady. Plovers came looking for crumbs while pigeons looked on from a treeline. The lawn was green and the trees provided a calm atmosphere.

Our children, Dirkie and Liezl Enderstein and their two kids, Liam and Carli, also live on the plot and also pitched their tent on the Saturday. Liam loves camping and sat around the fire with us on Saturday night.

We've camped on the plot twice before with friends. It was lovely. We plan to do it again soon, as the resort's staff are friendly!

CAMPING DESTINATION

FIRST TIME HOME CAMPERS

The Van Zyls of Worcester have been camping for 32 years – first in tents and then in a caravan for the past 17 years. **Johan and Rina** tell us more.

This was our first camp at home, and although we found it interesting, we really missed our camping friends.

We signed in to Facebook Live at 18:00 on Friday night and started the weekend with a Bible study led by the chairman of our Albatross region in the Western Cape, Theo Roux. Sunday's church service was also done over Facebook Live.

We had a good time, but it is definitely better to be with friends.



SCHYFF'S CORNER

They've been towing their Jurgens Palma for the past four years, but **Johan and Elize van der Schyff** of Meyerton have been camping for more than 25 years.

We got the caravan out the garage on the Friday afternoon and parked it in

front of the fishing waters (our pool). It wasn't too far from the ablution facilities (our lapa is close by and there is a toilet). We also had a private kitchen (again, in the lapa) that even includes a bar. As always, we unpacked the table and chairs under the rally tent. Even the fishing gear with fishing



Johan's fishing line was in the water and he pretended to hook a barracuda. (We thought back to the giant 1,6 m one Johan caught in Mozambique.)

After Saturday night's braai and a delicious cappuccino, we went inside. The next morning, it was old-fashioned coffee and rusks in the sun while messages and photos from our camping friends kept us glued to our camp chairs. Our lunch – potjiekos, rice and salad – followed after the light breakfast.

In the meantime, Johan stowed his fishing gear while I sipped on some gin followed by a delicious mutton potjie. The meal ended with an orange pudding and custard.

On Sunday night we opted for our bed inside our house, and by Monday morning we had decamped completely.

The home camp was relaxing, just like a real camping experience, but we can't wait to move around freely again.

The proposal spread like wildfire, and members quickly announced they wanted to join the virtual camp. And so the Corona Camp Experience was born.

USUALLY, WE CREATE special discs for campers attending a specific camp, and it wasn't long before campers wanted to know what would be happening with those. We had a special one made, and you could order yours for a small fee – plus photographic evidence that the member did indeed camp at home in that time.

The national rally then took place, and there was plenty of evidence
(continued on page 32)



rods we placed next to the water. And then we made a mask for the Palma by stretching a sheet over the nose and giving it some eyes.

Johan later donned his apron, mixed batter and made pancakes. While he served the fresh pancakes, I sat next to the fire drinking sherry with some quiet music in the background. We watched the fire burn until the cold started to get to us and then retired to bed – in the caravan, of course.

After coffee and rusks on the Saturday morning, Johan prepared his delicious breakfast: mince, eggs and toast. Throughout the day, we spent time on our phones with friends and family and played board games in-between.



CAMP CORONA

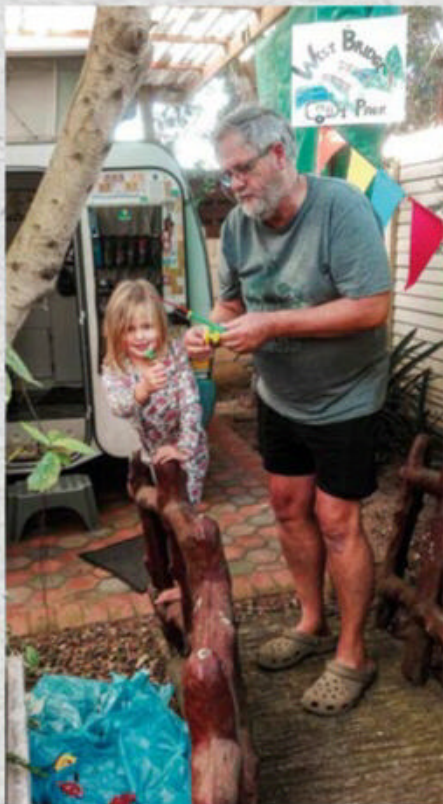
Although they're seasoned campers, **Johan and Alet van den Heever of Brackenfell** have been members of the caravan club for the past four years, and camp with their Sprite Splash.

We camped out in our backyard – right at home. It was a first for us, but it won't be the last. We're actually planning to camp like this every month until the lockdown is lifted and we are

allowed to camp as a group again.

As other members have already mentioned here, we adhered to our club's customs and traditions as much as possible. One of the biggest changes, of course, was doing everything remotely via the internet.

One bright spot for us during this camp was that our four-legged child could join us, something that would not otherwise be permitted.



WEST BRIDGE PARK

They camp with a 2004 Sprite Surfer Deluxe, and **Gawie and Ina van der Westhuizen** from Mossel Bay says they were pleased to camp at home.

We had to do a fair bit of preparation around our 'campsite'. And since our space was limited, we had to carefully consider what camping gear we would use.

Between shared pics, and after Bible study and braai fires, some of our camp friends 'went out for dinner': in their house kitchens. But we let it slide because their caravans were stored elsewhere.

We also had 'guests' for the weekend,

from as far away as Secunda and Dana Bay. Our friends at Secunda even had to move their camp because of a storm.

Because we are used to camping in nature, I simply must mention the chameleon – a female! – we saw in the garden. She was keenly photographed.

We can't dismiss this kind of camping, because the lockdown could last a long time. This is, unfortunately, so detrimental to all the resorts across the country.

As we swiped through the photos after the rally, we were surprised to see just how successful the turnout had been. We even learnt how to bake bread while camping,

of members who camped. They were also encouraged to name their 'campsites': names like Carstenshof Resort, Grendel Kamp, Laguna Beach Resort, Sluisfontein, Fanie's Resort, Koorsboom Dam, Rubernet Holiday Resort, Die Oprit, Lavos Lodge Inn, Galjoenvreugde and Lekker Kamp Reineke Park are just a few examples.

Some members even shared videos of how the caravan got hitched and towed around their yard and the process of setting up camp.

We compiled a camp programme the way we do on our regular rallies. So we could all light fires at the same time and see when the church service would be held. The programme itself was fun, too. For example, for 18:00 on the Friday it said: "Please remember to wash your hands thoroughly for 20 seconds with soap and water. We also spray hands with hand sanitiser when you come to get your vetkoek." Saturday at 7:00: "Voluntary hiking in the resort garden. Let's see how many birds we can photograph and identify." For the 09:00 breakfast: "Everyone brings what they need and we spend time socialising,

(continued on page 35)



THE ROUX'S RUSTIC RETREAT

They purchased their first caravan 36 years ago, and now **Johan and Estè Roux** of Knysna camp every month with the caravan club.

This isn't our first time for camping at home. Usually our caravan provides extra space for our children and grandchildren when they come to visit during December.

Our caravan is kept under an awning and we pitched the rally tent right there.

We're members of the Klein Karoo region of SACA and were set to join a "100 +" rally when our national management cancelled all upcoming

rallies. (The 100+ would have been a special event for those campers with 100 or more regional rallies under their belt.) And so, we also joined the national virtual home camp.

The idea was to stick as far as possible to our club's customs and traditions – and do everything via a WhatsApp group. Of the 34 members, 20 of us checked in for the weekend. After playing a pre-recorded Bible study, we all lit our fires, sharing photos and chats on WhatsApp.

On Saturday we only got going late in the morning, and the group was right back on track. Like the day before, it was time for a Bible study



GALJOENVREUGDE

This West Coast couple have been camping at least once a month for the past five years. **André Kotzé and Erna Venter** of Langebaan tells us more.

We live in a security complex, and that means our Sprite Swing caravan is in storage. We love camping, of course, and didn't want to miss the opportunity for a virtual version. So we set up camp under the dinner table.

Let's just say it was a beautiful setting and nice and quiet. Our stand was paved with clay tiles and we had access to a fully equipped kitchen! We started the Friday night with an indoor gas braai. On the menu was pap and chops. After dinner, we got our inflatable mattress ready for the night.

On Saturday, we braaied a snoek with

our neighbour – at a distance, of course. Along with the snoek, we had homemade bread. We packed up early on Sunday and put everything back in its place. After a night under the table, we know now the tiles are really hard, and it's uncomfortable to get in and out from under the table. But it was fun because we knew all of our camping friends were

with us – virtually. We conversed the entire time – via WhatsApp and Facebook.

Reflecting on it now, it was an historic occasion that we will one day relate to our grandchildren.

We chose the name 'Galjoenvreugde', for our campsite because it is where you arrive as a stranger and leave as a member of a huge family.



and a braai, and then the group chatted until bedtime.

For Sunday service, I posted a YouTube link from the Dutch Reformed Church in Knysna so we could watch it as a group.

We usually end our weekends with fines. That's when we examine everyone's embarrassing moments. It's always fun – and often leaves one blushing.





SHEKINAH RESORT

They've been camping in tents since 1998, but bought a caravan in 2005. Here's how **Pieter and Magdaleen Viljoen** of Hartbeespoort camped.

Fortunately, we live on a smallholding surrounded by a beautiful landscape that includes a mountain. Nevertheless, we parked our caravan on the paving.

Our plan was to stick to our regular camping programme, as though we were at a rally. This included Bible study on Friday and mince vetkoek.

On Saturday we went for a walk and lit a braai fire late afternoon. Time went quickly: then it was time for Bible study again, a chop or two

on the fire, Sunday morning's radio church service and home-baked milk tart afterwards.

In some ways this camp was different: we encountered no toll roads and no potholes. And nobody could complain about the ablution facilities – there was even enough hot water! Making vetkoek was also a bit easier as we made it on the stove and not over the coals.

Our smallholding is known as 'Shekinah' – Hebrew for 'dwelling'. So we camped at the Shekinah Resort that weekend.

We've never slept in the caravan at home before, but it was a thoroughly pleasant experience.



EENSGEVONDEN

They've been camping for the past 50 years, but this was the first time **Tiens and Georgie van der Walt** pitched camp at home. They live in Langebaan and tow a Jurgens Expo.

It was a lovely idea to camp like this at home but also 'together with' our caravan club. We did everything as if we were going to drive to a campsite. We locked the house and slept in the caravan for two nights – only allowing ourselves to 'go home' for the essentials.

And, just as we'd do at a campsite, we braaiied and ate outside.

We even created an invitation to ourselves: "Welcome to Eensgevonden. Lots to drink and smoke. Pets welcome. Everything is free."

It was actually quite funny: there we sat, the two of us, with the campfire lit and the braai waiting. And that's when



we started planning our next camping trip for when lockdown ends. It felt strange. Suddenly we could dream again about the things we still want to do and the places we would like to visit. We had time for ourselves.

At least it was a weekend away from the problems 'out there'.

On Sunday morning, the group announced that we would be leaving early, as the church broadcast services would begin at 9:00.



JAKKALSKRAAL

The farm Elousia where **Joey and Anton Delpont** lives lies between Three Rivers and Heidelberg. They live among the most beautiful thorn trees and the ruins of old stone kraals.

We've been camping since the birth of my eldest daughter, Noelani, 32 years ago. We towed a caravan all those years and recently invested in an off-road trailer. Now, with lockdown, it's the third time we've used the trailer. You can't take a regular road caravan into the farm, after all.

We're used to paying for our stand, but we didn't realise just what we have in this piece of earth. We camped really



every person at their own table – 2 m apart.” “Put on your dancing shoes at 13:00, bible study is at 18:00 and braai fires get lit at 18:30.” “The resort has given special permission that we may carry on socialising past 23:00.” “At 09:00 on Sunday, tune in to the church service on Pretoria FM.” And on the last page, in red capitals: “Pets welcome.”

CARAVANS AND TENTS were pitched on lawns and driveways – wherever you found space in your yard. Some of the ‘campsites’ were even large enough for a ‘game drive’ where stuffed animals were on exhibit for the kids. Some of us took a tour virtual through the garden
(continued on page 36)



they’d come back, settle down, ready for the next rush to investigate five minutes later.

We usually drink our morning coffee outside, but now we boiled the water on a fire. And the coffee tasted so much the better for it.

Friday and Saturday night’s campfires were nothing new for our camping group. My daughter, Soné Steyn, and her husband, Eddie, who live with us on the farm, came for breakfast on the Sunday morning.

At first I was sceptical about camping on our own soil, but we were together with all our camping friends and it was so relaxing and fun – exactly what we all needed in this dark time.

well on our own piece of land.

Usually, I take a book along to read when we go camping, but Anton had other plans. As we were camping at the back end of the farm, we fixed some fencing on the Saturday. We tackled the fence and then drove back to our camp later that afternoon where we enjoyed a well-deserved ice-cold cool drink.

It didn’t even feel as though we were camping on our own farm – except for the cattle who came to investigate. We heard night sounds we weren’t even aware of at home.

The jackals made sure we heard them, and that led to a restless night. Our dogs camped with us and they wanted to investigate every single jackal call. Then

CAMPING DESTINATION

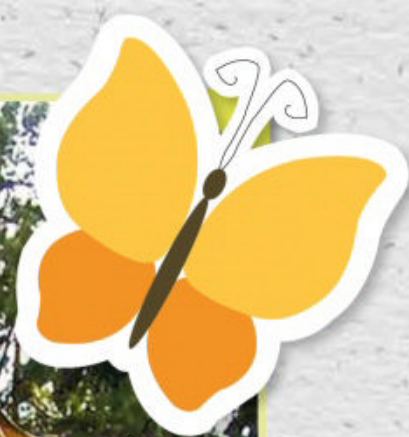
via photographs and shot pics of birds, flowers and garden scenes.

Of course, traditional camp activities continued, too. There were many braais, and lots of chatter and joking. Everything done via the phone or computer.

Loxton and Marthie van Breda of Potchefstroom even inaugurated their new caravan at home.

In the end, more than 160 families across the country participated in the home camping experience.

”



MAPLOTTER INN

They've never had a virus force them to camp at home, says **Lai and Rita Papenfus** of Sundra near Delmas.

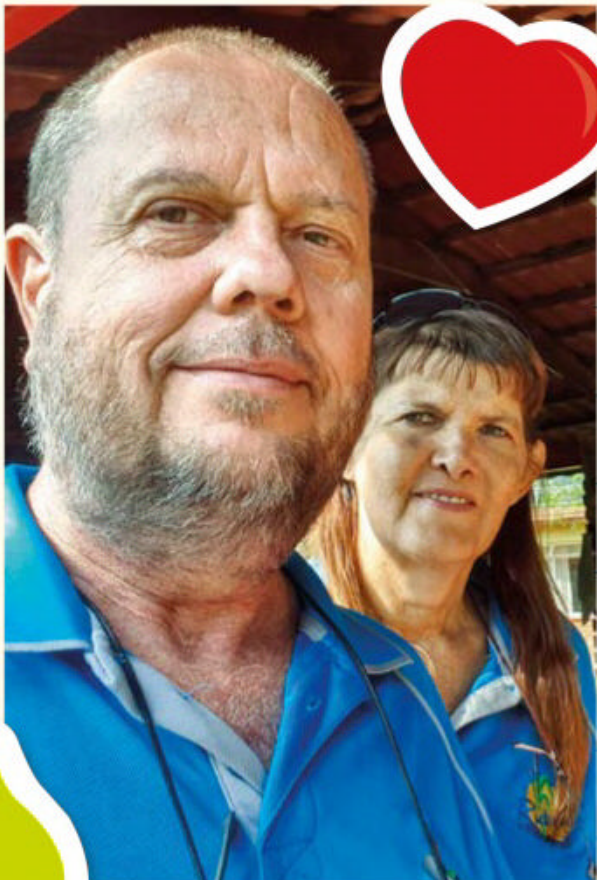
Lai and his family have camped with their Jurgens Classique for 29 years, and even braaied with their masks on to be considerate to those around them.

"We even constructed our own

bathroom in the garden. It may have been on the primitive side, but it was practical. A portable toilet under a tree, a plastic basin behind a screen... and don't forget about the zink bath."

According to Lai and Rita, this was their cheapest camping trip ever. "I only towed 350 m and the stand was completely free!"





RESORT @ VILLA BRITZ

Whether they're in a caravan, tent or rooftop tent, **Rudi and Magda Britz** of Pretoria North are outdoors people to the **marrow** and love camping.

We happened to be travelling through the Kruger National Park when the lockdown was announced. We had to cut our trip short and return home.

Right from the get-go on the Friday, the phone buzzed with news from our camp group. Another photo... look at what they're doing... and then more photos. As always on a Friday night, we made vetkoek served with mince. A special Bible study that evening had been arranged and we went to bed early.

After walking through the garden on Saturday morning, breakfast was next up.

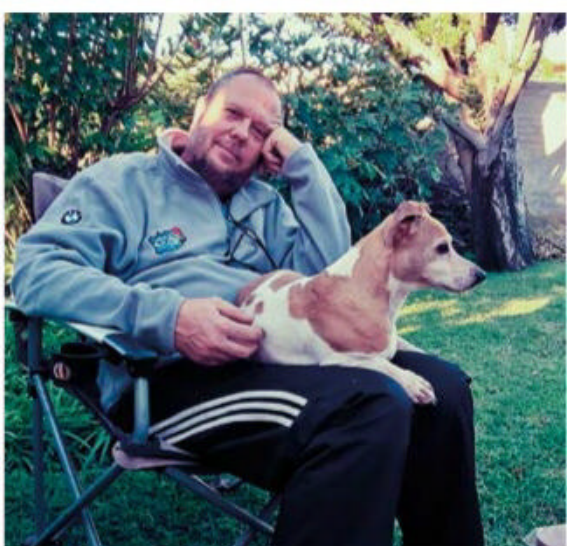
Rudi's dish of fried onions and sausages done on a spade was one for the books.

At noon we listened to boeremusiek, danced around, ate milk tart and drank ginger beer. At 18:00 we got the coals ready for the braai, held another Bible study and said a prayer. Shortly after the braai, we realised there was a storm coming. And so we pitched the tent undercover. Well, there's always a first time to sleep in a tent under a roof!

Sunday morning we all listened to a radio church service together.

It was a strange experience because none of our friends were here. Nobody walked from caravan to caravan – we really missed that. The pictures did, however, ease the longing.

We'd definitely do it again. It's great to just break away from the everyday. 



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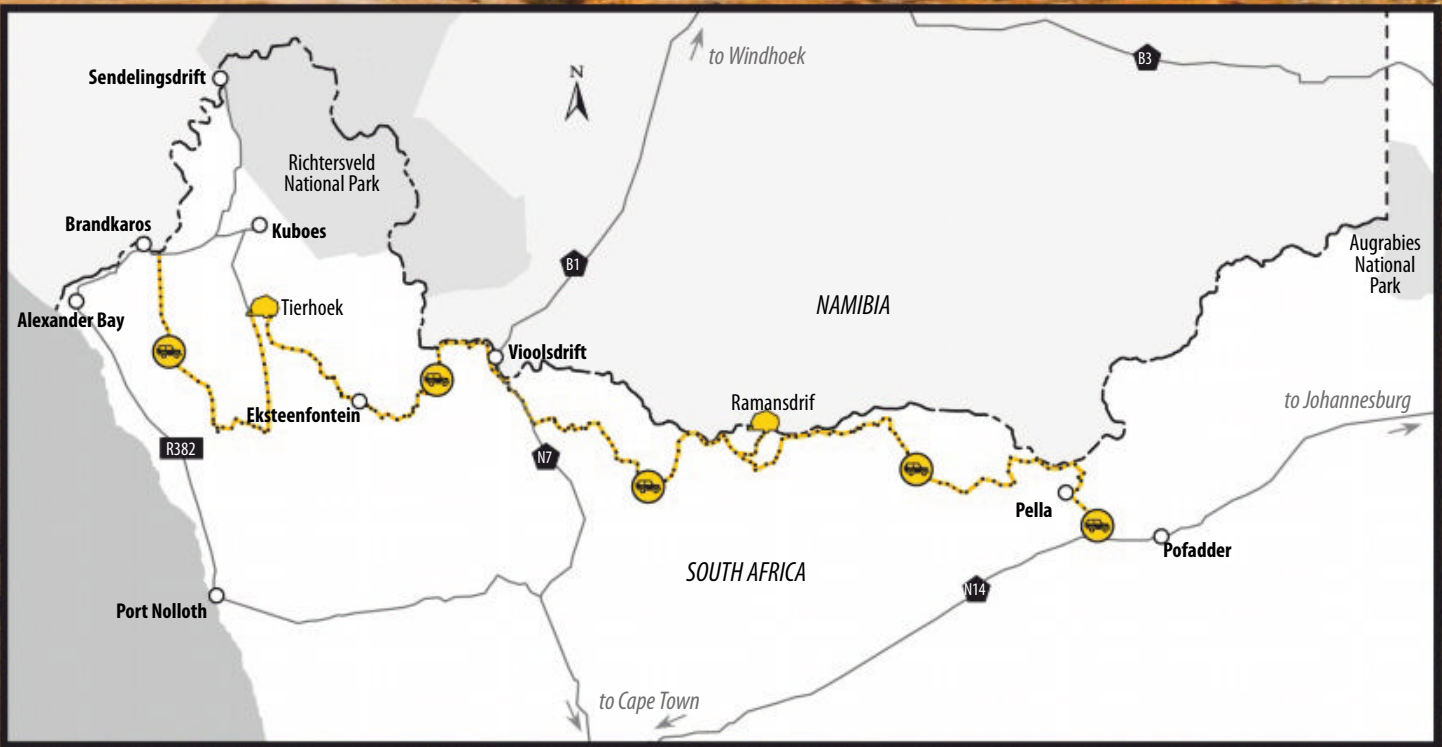
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Winding through a desert

The Namakwa 4x4 Eco Trail – at around 600 km – is one of South Africa's longest off-road trails. Here you can pitch your tent next to the Orange River and light a fire under towering cliffs.

Words and photos **Cyril Kloppe**





The Namkwa 4x4 Eco Trail extends from Pofadder in Bushmanland to the top of Brandkaros in the Richtersveld. Should you want to explore every corner of the trail, you could easily spend five days on it. But, if – like us – you only follow the main route, you can see the highlights in three days.

You need a proper four-wheel drive vehicle with off-road tyres to master this route. While it's not necessary to have next level off-roading experience, you do need to take care as there are a few obstacles that will catch inattentive drivers off guard.

You *could* tow an off-road trailer, sure, but an off-road caravan won't fare well here. There are also some obstacles that will stymie a large 4x4 motorhome.

This route is a great alternative to driving the straight N14 between Augrabies and the Richtersveld National Park, and every 4x4 enthusiast should do it at least once in their life. And remember, if you last did this route more than 10 years ago, it looks different today – and it is likely to change again in the future.

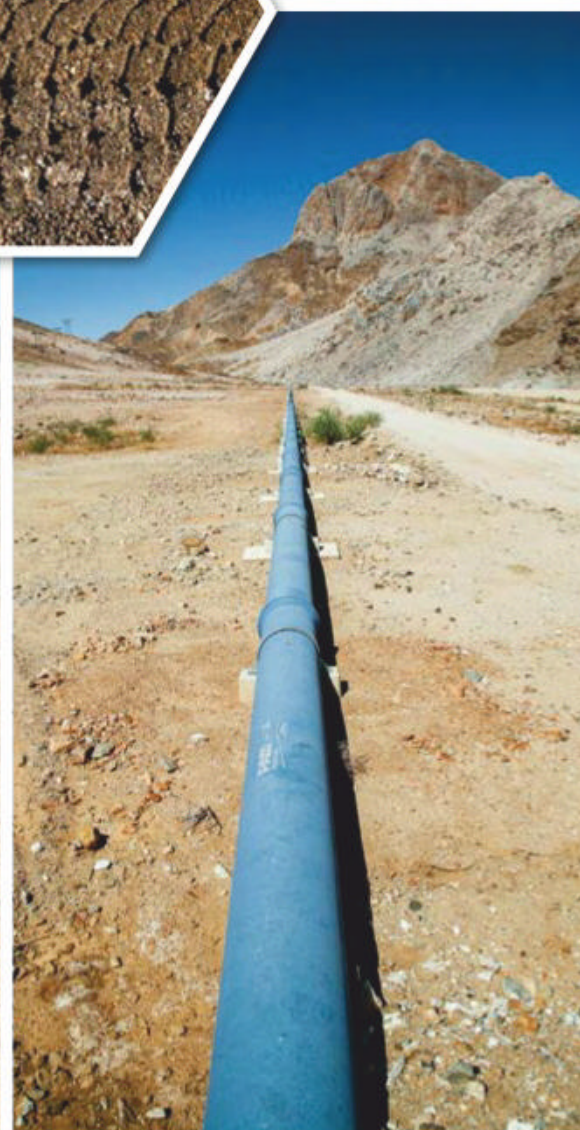
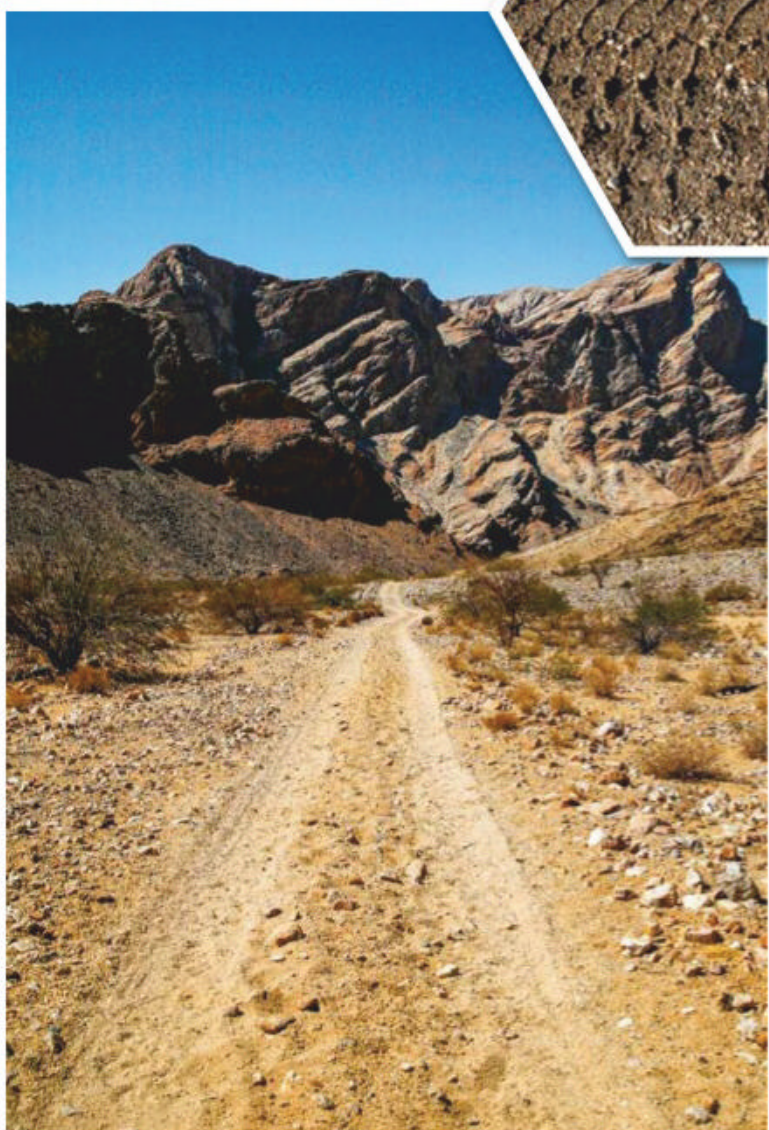
THE FIRST DAY of the route shouldn't take too long. You have plenty of time to have a leisurely breakfast in the Augrabies National Park's restaurant before you aim for Pofadder to stock up on supplies. Although our route description requires three days to complete, we suggest you buy extra food and enough water for six days, because there aren't a lot of people

around – nor help – and it could take days before you see another soul.

Ask the petrol attendant to make sure he fills your tank to the very brim since you're going to need every drop. A large portion of the 600 km route will require you to engage four-wheel drive – so fill a jerrycan for extra peace of mind.

After you leave the garage on the corner of Nuwe and Skool streets in Pofadder, heading west toward Springbok, you'll drive exactly 15,5 km along the N14 before arriving at an ordinary farm gate on the right of the highway. The only indication that this is the beginning of the Namakwa 4x4 Eco Trail is a tyre next to the gate with '4x4' painted in yellow. There's no need to deflate tyres just yet, as the ground is still hard and the quartz pebbles in the





area are unlikely to puncture your tyres.

Follow a twin track past an old farmhouse up against a low hill to Pella's only cellphone tower (S29.05204 E19.17960), about 13 km from the gate. From the MTN tower, it's downhill all the way to the historic town.

Pella was founded in 1814 by the London Missionary Society as a refuge for converts that fled here from nearby Warmbad (later part of Namibia) after the Nama chief Jager Afrikaner evicted them. The mission was named after a town east of the Jordan River to which early Christians fled in 70 AD when Jerusalem was sacked by Rome. But our Pella was later abandoned by the London missionaries and managed by the Rhenish Missionary Society until 1869. The Catholic Church took over in 1874 and the town is under the Pope's protection to this day.

Drive through Pella, past the cathedral in Pella Street to where the road forks. Keep left and follow Busbee Street from the town to the foot of the Charles Pass in the dry course of an unnamed river. Pull over and deflate your tyres. The river sand isn't particularly loose, but there's sharp shale on the pass that could damage hard tyres. And right off the bat, you hit your first challenge: you've got to get your vehicle over rocky steps. Your vehicle's chassis will knock if its ground clearance isn't sufficient – your running boards will certainly bend.

Charles Pass is a neat dirt road that takes you across the Great Pella Mountains to Pelladrift and the Karsten farm's date plantation on the banks of the Orange River. From here you follow the river downstream to the Klein Pella homestead. Pull over and buy some dates at the guesthouse. They've also got a campsite with tidy ablution facilities and a lovely swimming pool. It is tempting to call it a day here – definitely keep it in mind for a future visit – but today we're pushing on to a simpler but more adventurous destination.

Turn right, drive around Klein Pella's date orchard and follow a twin track past the farm's airstrip. The turnoff is marked by a half-buried tyre with '4x4' painted on it (S29.00691 E19.00272). If in doubt, ask the guys at Klein Pella where to go.

After 13 km you'll get to a gate, the second one on the route. (Remember to close it again behind you.) Less than

DESERT DESSERT. The route kicks off at a simple farm gate next to the N14 (top left) whereafter it takes you over Charles Pass (left) past date plantations (above) that are irrigated with water drawn from the Orange River. Buy sweet date treats at the Klein-Pella homestead.

“

As soon as the sun is gone,
everything goes quiet and it's just
you, the rippling water and the
crackle of your campfire

”



a kilometre later, turn right in the direction of a community called Witbank next to the Orange River. You're well on your way to your destination and shouldn't have difficulty staying on the right track.

The dirt road next to the river alternates between shallow sand, river stones and deeper sand. You should be able to conquer the worst obstacles in two-wheel drive provided you maintain momentum. You'll see several smaller twin tracks leading to the river, but they take you to the temporary huts of the Nama herdsman and it is better to leave these farmers alone and rather stay on the gravel road.

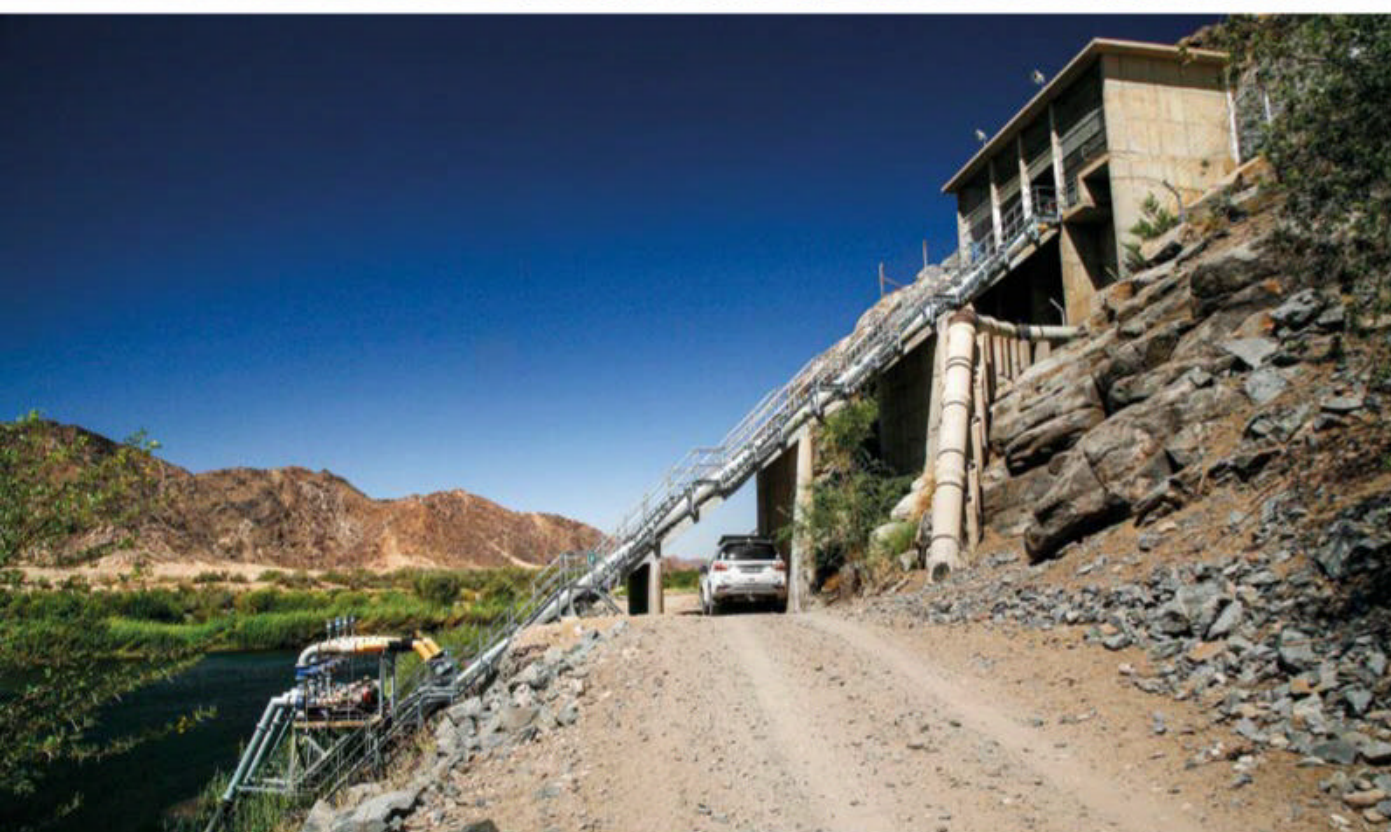
The first possible stop-off point for the day is Groot Melkboom (S28.89936 E18.39197) on the banks of the Orange River and at the foot of the Abbasas Mountain. It's a lovely spot, but in our opinion just a little too exposed. There aren't any ablution facilities and the tamarisk trees are hardly hip height yet – they offer little shelter from the wind. Rather drive another 15 km inland, around the Romanberg, to the turnoff (S28.94583 E18.27174) to Ramansdrif.

Ramansdrif's campsite has a lush green lawn behind a clump of reeds on the Orange River. The grass is kept short by goats nibbling on it, and the reeds and sweet thorn trees provide some shelter against the mountain wind that picks up in the late afternoon and only settles





BLUE RIVER. If you're travelling in a large 4x4 motorhome, you'll have to head south to the Vuurdooberg (above) to avoid the Henkries pump station (bottom). The Orange River gives life to the desert landscape and we can't think of a nicer place to pay your respects to the river than at Ramansdrif campsite (left).



down again after the sun has set.

There are also no ablution facilities here and you have to dig a hole in the veld if you didn't bring a cassette toilet. Please don't use the river as a toilet, as there are thousands of people downstream who rely on the Orange River for drinking water.

The Orange River runs deep at Ramansdrif, which means it's a great swimming spot. Plus, if you're lucky enough to catch the water levels low enough, you can pitch a tent on a sandbank in the middle of the river. Do, however, remember to check the weather service a few days before you arrive to see if it's rained up stream – you really don't want to be swept away by a flood.

Around dusk, a troop of baboons on the opposite side of the river will grunt at the dying light, but as soon as the sun is gone, everything goes quiet and it's just you, the rippling water and the crackle of your campfire. Bliss.

DAY TWO OF the route is only 230 km, but it will take you at least seven hours to drive. So don't delay your departure from the river for too long. Take one last dip in the water, swim to Namibia and touch its border illegally. Then swim back – there won't be another opportunity to cool down in this way for a while.

Head to the hamlet of Goodhouse and visit the grave of Carl and Caroline Weidner. This couple founded Goodhouse and farmed with oranges at the turn of the last century and operated a ferry across the river. Near the Weidners' final resting place are graves for several British soldiers, including a brave but foolish young lad who apparently teased his comrades and said they would all flee if someone shot at them. To prove his point, the young soldier climbed up the rocks early the next morning and fired a shot into the air. His companions, who thought it was a hostile attack, fired back and fatally wounded their foolish brother in arms.

If you're in a tall 4x4 motorhome, you should now veer off the route and turn back inland to the Vuurdooberg about 10 km south of Goodhouse where you turn right again to rejoin the Namakwa 4x4 Eco Trail.

The reason why larger vehicles have to take a detour is because the road that runs along the river takes you past

the Henkries pump station (S28.90179 E18.16715). Its pipes cross the road in an arch, and even if you drive a regular off-road vehicle, make sure your roof rack doesn't hit the pipes. The road then turns away from the river in the direction of Steinkopf, and for the next 20 km you drive through a striking flat landscape until you have to leave the broad dirt road and turn right (S29.03749 E18.02035) in the direction of the Kamgab Mountain and the Oerhoop River.

The twin track meanders through broad valleys, over stony ridges with quiver trees and through deep gorges filled with mesquite trees. It's definitely a highlight on the trail. If you can spend an extra day, it's definitely worth taking the Kamgab trail back down to the Orange River and staying overnight in at Kamgab Camp (S28.85302 E18.02908). It's extremely remote and you probably won't share it with anyone else.

Another challenge here is the Road to Hell. The turnoff (S28.89964 E17.90995) is 13 km after the Kamgab turnoff, but please don't tackle this solo – and certainly not in an ordinary bakkie nor if you're towing an off-road trailer. Many people have wept tears of regret after ending up on the Road to Hell, thinking they were on their way to Kamgab.

From here you start leaving Bushmanland... and enter the Richtersveld. You'll spot subtle changes in the vegetation, but also in the colour of the sand. By the way, if you bring a glass vial with a cork stopper, you should collect a little bit of sand every now and then and compare how sand's colour changes over the three days on the Namakwa 4x4 Eco Trail. You'll be surprised at the result.

About 25 km after the turnoff to the Road to Hell, you'll join the N7. Head north on the tar road to the Vioolsdrif border post. Legend has it that the place got its name from a Nama shepherd named Viool who lived here many, many years ago. It is a busy border post, and though you used to be able to fill up with fuel here, all traces of the Vioolsdrif fuel station is gone. If you need fuel nowadays, you have to cross the Namibian border – bring your passport – to the Engen in Noordoewer, about 3 km beyond the Orange River.

But if you got enough fuel in Pofadder,

WHAT DO I NEED TO PACK?

- Basic recovery equipment, and sand tracks are highly recommended.
- Enough water for twice the number of days you plan to be on the route.
- Braai wood, as gathering in the veld is forbidden.
- A GPS device because paper maps can't keep up with the changing route –and cell phones have spotty reception at best.

USEFUL NUMBERS

Pella Tourism Office ☎ 054 971 0062

Eksteensfontein Tourism Office ☎ 027 851 7108

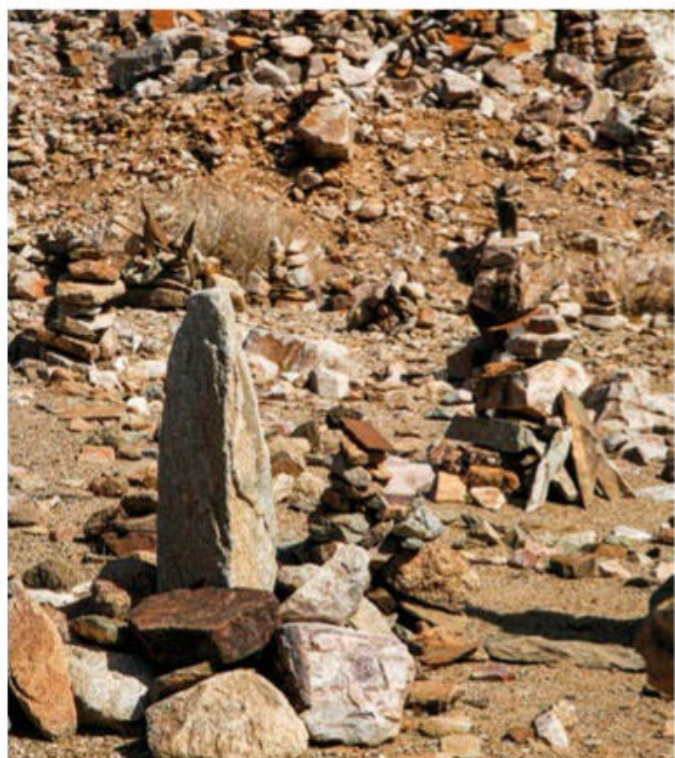
Kuboes Municipality ☎ 027 831 2375

Sanddrif Municipality ☎ 027 831 1457

Alexander Bay Tourism Office ☎ 081 873 9043

THE EXPANSE. Valleys make way for sprawling flats. One moment you're avoiding rocks and the next you're blasting through sand. Sights to see along the way include quiver trees and curious stone cairns built by countless passers-by on their way to the Richtersveld.





you should now turn right before crossing the border and follow the river past Kotzeshoop to the Helskloof Pass. There are massive boulders at the foot of the pass on which the ancient Khoekhoen made enigmatic engravings thousands of years ago.

The Helskloof Pass isn't challenging if you stay on the main road, and you can easily tow an off-road trailer or caravan up it, but you can make things harder on yourself by taking hidden trails that wind up the mountain parallel to the main road. One such path turns right at S28.80669 E17.42429 and follows secret valleys and saddles through the fold mountains around the Helskloof Pass. This detour is a narrow path that cuts through sharp rocks and so you need to pick your line carefully to prevent your tyres from being shredded.

Join the broad gravel road that runs between Steinkopf and Eksteensfontein 13 km after the Helskloof Pass. Continue along this road, through Eksteensfontein. Then, 30 km outside the town, there is a road sign pointing you to Tierhoek 4x4. Tierhoek used to be part of the Namakwa 4x4 Eco Trail, but it was struck from the route map when the ablution facilities fell into ruin. As a result, there aren't many visitors here and that's why it's such a great place to spend the night.

You'll reach the rock of Tierhoek about

5 km after turning off the Kuboes Road. The GPS coordinates are S28.63368 E17.01151, but you honestly can't miss it. It is the only dome in a radius of 15 km.

Set up camp below an eagle's nest inside a hollow in the rock looming above you. It's a special place reminiscent of Spitskoppe in Namibia, but without the tourists. You're all alone in Tierhoek. You might feel the hair on neck stand up... perhaps it's a genetic memory of a time when humanity was at the mercy of nature. There are indeed leopards here, and if it feels as though a predator is watching you, it probably is.

Light a fire to dispel the darkness and chat a little louder than usual amongst yourselves, even if it's only to boost your confidence. Should you hear voices late at night, try to convince yourself it is just a barn owl and not the ancestral spirits of the Nama discussing your presence.

Console yourself that Tierhoek will make a vastly different impression tomorrow morning. After the dawn sun burns away the downy mist, the cliffs seem to be clad in gold leaf. The veld smells fresh and healthy – possibly the most pleasant scent you've smelled in a long while. This is when you'll consider staying an extra night on the Namakwa 4x4 Eco Trail.

We could end the story here, but there's more to come.

“

This is when you'll consider staying
an extra night on the Namakwa
4x4 Eco Trail

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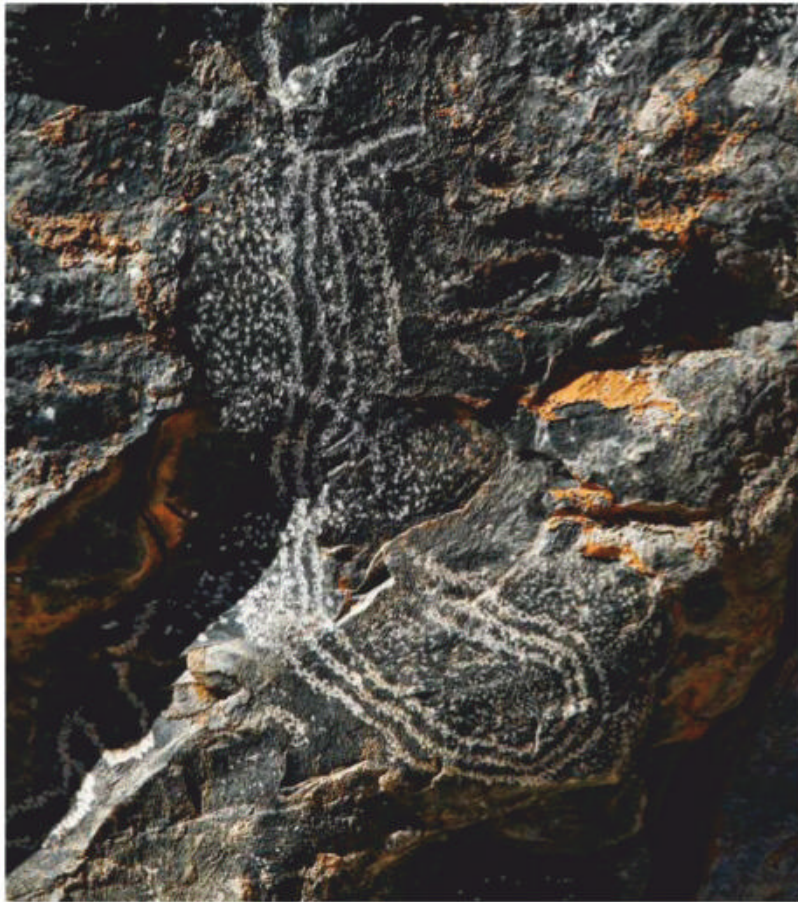
THE THIRD AND final day of the route is a touch over 100 km and shouldn't take more than four hours to complete. Have a lie in while the morning mist lifts. Cook a hearty breakfast while the cliffs are painted with golden sunlight. Only then will it be time to load up your vehicle and return to the road.

Head west to where the twin track ends at the broad gravel road that connects Lekkersing and Kuboes. Turn left in the direction of Lekkersing and drive 28 km until you get to the

coordinates 28.89044 E17.01512. There used to be a 4x4 sign here that indicated the turnoff, but it has disappeared over time and you will need to keep your eyes peeled for signs of the turn among the low bushes.

Your vehicle is going to be bouncing around for the next 10 km through a striking desert landscape with bright orange sand dunes. The Daberas Mountain lies ahead of you, and as soon as you round it you'll end up in the dry course of the Holgat River.

This sandy river course is powder-like in some places, so don't be dumb like us and stop for pics, you might regret it. We had our Isuzu mu-X's four-wheel drive system engaged and lowered the tyre pressure to a sensible 1,8 bar before we hit the river. Even so, when pulling away after the photo op, the tyres nevertheless dug through the crust and we got stuck. We had to walk almost a kilometre to fetch planks from a derelict kraal to pack under Isuzu's wheels. Turn right at the kraal (S28.87237 E16.85858) and follow the



ANCIENT HISTORY. The second section of the trail is more challenging than the first because you have to deal with soft sand. Helskloof's rock art, also known as petroglyphs, were carved by the Khoekoen and depict animals and fantastical dream scenes not unlike those drawn by aboriginal Australians.



twin track through a seemingly endless dune field. Stay in four-wheel drive and watch out for dongas and erosions blocking the road. Often the dongas are too deep to cross and you will need to blaze a trail through the veld. We'd advise you first walk the detour on foot and then assertively drive your vehicle along the path you planned. If you take things too easy, you might get stuck in the powdery soft sand – and here there are exactly zero stones or twigs around to chuck under your wheels.

About 25 km after leaving the kraal next to the Holgat River, you'll come across an abandoned farmhouse named Witbank. The dwelling has long since lost its doors and windows, and to one side a creaky windpump mourns the loss of its master. This is where you turn right and head north.

You know you've reached the end of the trail when you see an electrical substation on your right. Moments later, you join the wide dirt road between Kuboes and Alexander Bay. Watch out

I ALSO WANT TO GO!

You'll need a permit – get it through Namakwa 4x4 Exploration, an organisation set up by the Northern Cape Tourism Board in Springbok. The price of the permit is determined by the number of nights you will spend on the route and how much you want to see of the route:

- It costs R450 per vehicle to drive the first section between Pella and Vioolsdrif. There are three campsites – Groot Melkboom, Ramansdrif and Kamgab – and each costs R200 pn per vehicle.
- Then you have to pay a further R450 per vehicle to drive the second section between Vioolsdrif and Brandkaros. Once again, the two campsites – Spitskloof and Bakkrans – each cost R200 pn per vehicle.
- Driving the entire route and sleeping in every campsite will therefore cost you a hefty R1 900. We paid R1 100 for the two sections and one night at Ramansdrif. (Tierkloof

is excluded.) According to Namakwa 4x4 Exploration, the revenue from permit sales is used to maintain the route and to uplift the community.

Do note that the vast majority of the route follows public roads maintained by municipalities, but there are also farm roads that you drive with the permission of farmers. None of the off-road sections are specifically designed for 4x4 vehicles, but many of them are too challenging for a sedan or a two-wheel drive bakkie. Moreover, the roads don't actually appear to be maintained and they are therefore only drivable in off-road vehicles. The campsites have no ablution facilities. Visitors are required to remove all their refuse – and that of others – as well as fix damaged bits of the trail.

Contact 📞 namakwa4x4.co.za
 📧 info@namakwa4by4.co.za
 ☎ 081 873 9043 (Wilma James)



for trucks hauling mining equipment. Now, when a vehicle passes by every 15 minutes, it'll feel like rush hour compared to the recent solitude. You can turn left here to go fishing at the Orange River Mouth, or turn right to visit the Richtersveld National Park.

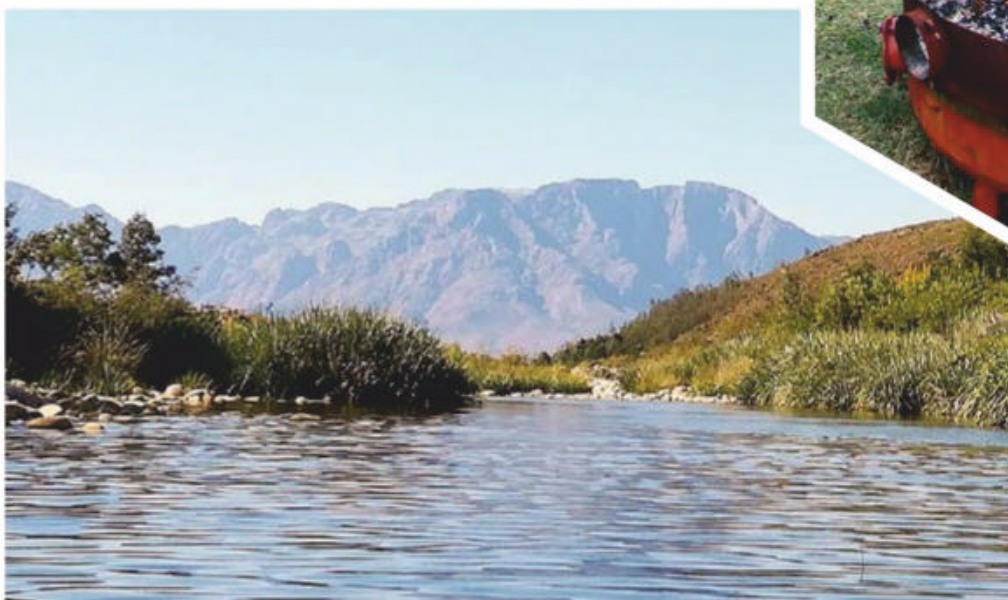
Then it's back to the city with you; and as you water your lawn in your suburban garden, you'll reflect on Ramansdrif's soothing waters and Tierkop's imposing cliffs. They're waiting for your return. 📍



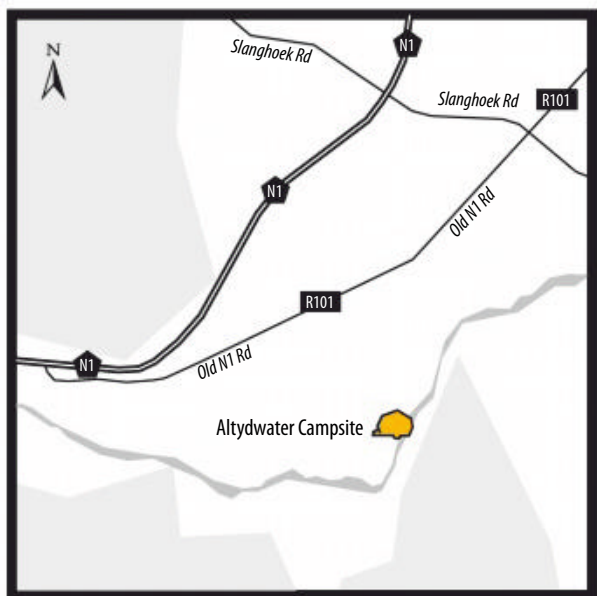
Something for everyone at Altydwater

Drive through the Huguenot Tunnel and discover a marvellous campsite next to a river where you and your friends can relax while the kids play.

Words **De Jongh Borchardt** Photos **De Jongh Borchardt, Lindsay Terry and Julia Ward.**



MAKE YOURSELF AT HOME. Altydwater is on the farm Groot Eiland and belongs to the Smith family. The family's vineyards lie on the shores of the Smalblaar River near the sleepy hamlet of Rawsonville. Gather your friends and go as a group to this marvelous campsite.



In this era of YouTube, tablets and smartphones, nature still provides the best entertainment, especially for youngsters. And what's more fun than a camping weekend outside the big city? A weekend with hordes of mates, a giant lawn and enough swimming space for everyone.

For Capetonians, Altydwater is such a place. Should you ever want to go on one of those mega camping weekends where everyone you know – kids and

dogs included – then head to Rawsonville for a weekend of fun, togetherness and swimming. Do make arrangements in advance with the owners if you want to take Rex and Chappies with you.

As the name suggests, they've always got water. The campsite is located on Groot Eiland, the Smith family's vineyard on the banks of the Smalblaar River.

This patch of land lies about 3 km past the Du Toitskloof cellar – it is a dirt road, but you could drive it with your VW Polo.

Coming from the Huguenot Tunnel side, turn right onto the R101 towards Rawsonville, and then right again just before the Ou Meul bakery.

Stop here and get your coffee for the weekend. After about 900 m, the road turns sharply to the left, and 800 m farther you again turn, this time to the right and immediately left again (almost like those Topsport Esses at Kyalami).

You stay on the dirt road, but look out for the sign that says 'CL Smith/Groot

“

Speaking of the swimming spot: this is without a doubt one of Altydwater's biggest attractions

”

Eiland'. Turn right here, drive past the ruins of an old farmhouse, then head right and left again past the chicken coops – now you're on the last 600 m down to the campsite next to a fence.

ALTHOUGH STANDS can be booked individually, Altydwater is actually a wonderful spot to rent out in its entirety – and then to fill it with tents, caravans and kids. You could comfortably camp here with a group of up to 50 people. The maximum they allow is 70.

Other than the expansive lawn measuring about 150 x 30 m with plenty of shade trees (mostly on the southern side), there's a common area with a number of fridges, giant braai drums and a dishwashing area with lots of basins – a great headquarters for the weekend's activities.

It's close to the swimming hole and there's plenty of space for games and activities – you could even run a potjiekos competition (just make sure the judges are properly objective and



preferably unattached). People can sit around tables and eat, socialise and make music – it's always good if one or two of your friends bring a guitar – who doesn't love campfire songs?

Speaking of the swimming spot: this is without a doubt one of Altydwater's biggest attractions during the Cape's hot summer months.

The deep pit near the shore provides hours of water-bombing fun. Kids build forts on the opposite riverbank and can float on inflatables for hours on the clear, clean water.

If Bakkies Botha, Eben Etzebeth and Duane Vermeulen aren't in your group, think carefully about how you're going to braai. The braai drums are very heavy



They say

Jaco, Natasha en Sophia Fourie of Cape Town camp with a Jurgens XT 120 towed behind a Toyota Hilux.

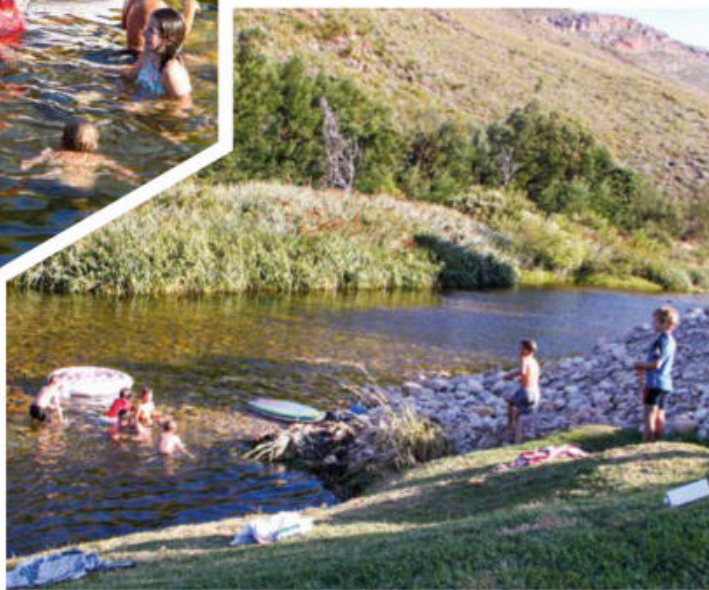
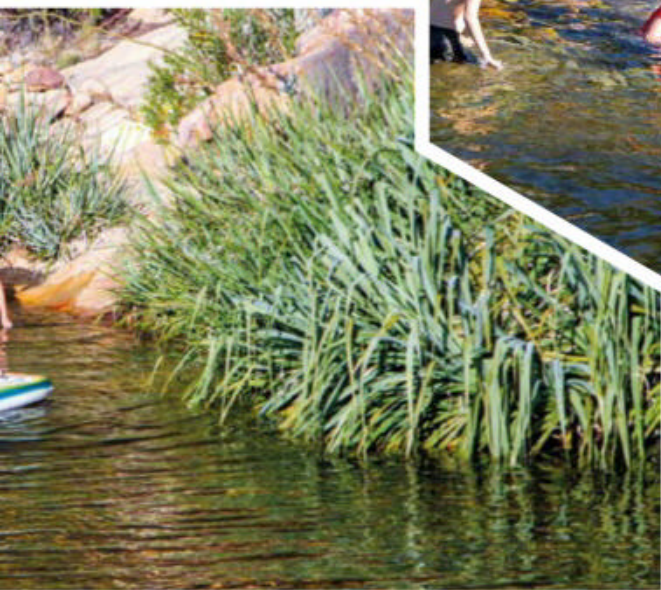
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With Altydwater being so close to Cape Town, it makes a great weekend getaway.

We also love the cozy lapa, the safe river swimming spot for the kids, and the neat ablution facilities. Besides, it's close to some great wine farms and a restaurant in case you get tired of braaiing every day.

”





MAKE MINE A LARGE. Space isn't an issue at Altydwater. There are loads of stands — all on grass, partially under trees and with plenty of electrical outlets to power your campsite. But don't only bring iPads, and let your kids play as nature intended.

(they're deep, round and filled with sand) and cannot easily be moved around. You also need to bring your own grids and tripods along.

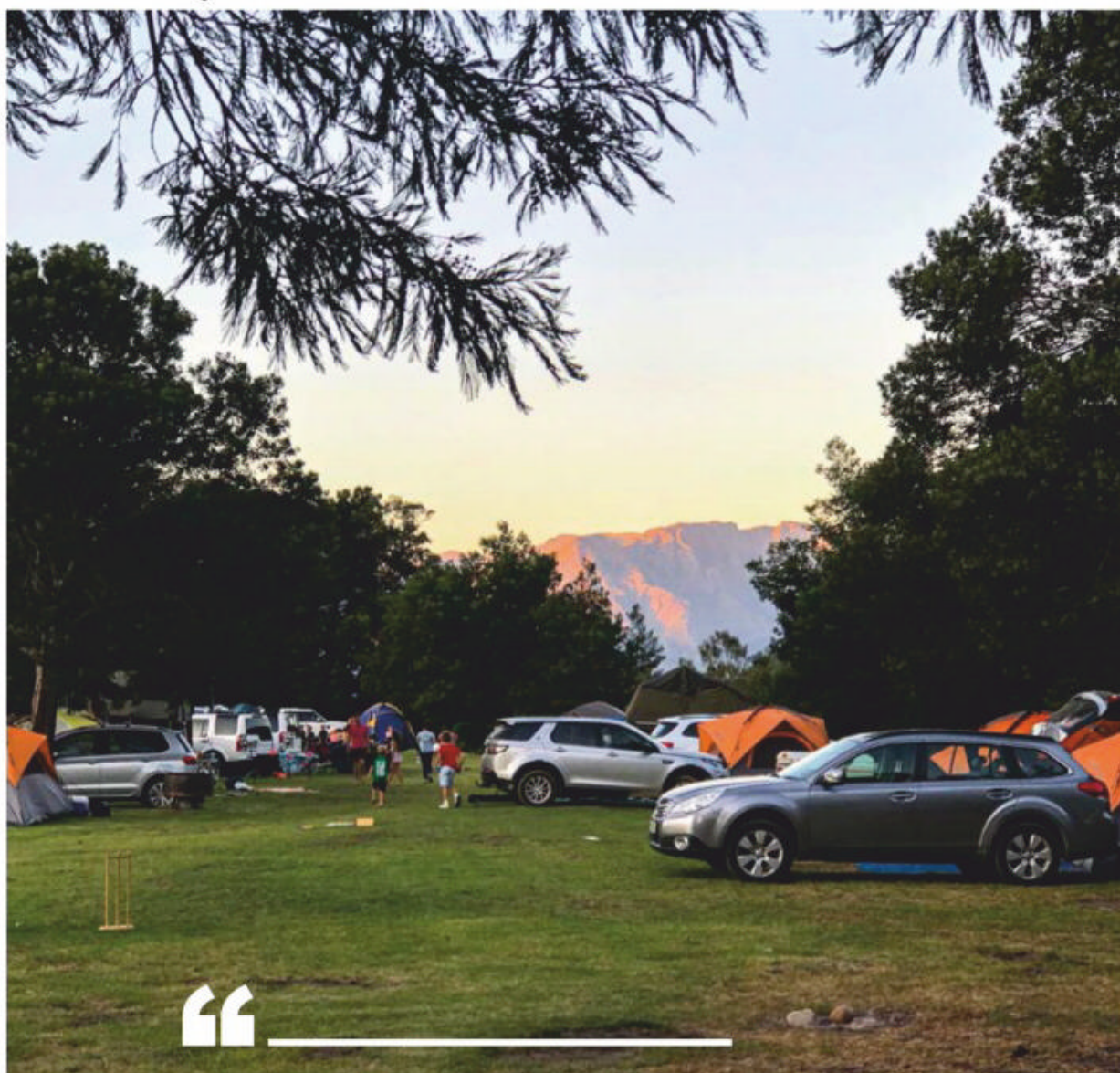
The owners provide enough bins with black bags (which are replaced). The bathrooms are cleaned at least once a day, but you're responsible for keeping your campsite tidy – for most campers, especially the weekend brigade, this isn't too much to ask.

As we've mentioned, space is not an issue at Altydwater. It's a large campsite – all the stands are on grass and partly under trees with ample power points scattered all over the site. So you won't have to put up with your neighbour's snoring or be kept awake by a kid with midnight stomach cramps.

The lawn is level and although not as smooth and perfect as the Newlands outfield, you sleep well without worrying about your blood pooling in your head or toes.

WHEN NATURE CALLS in the middle of the night, the ablution block next to the vineyards is just behind the communal area, up against a slight embankment. There are two showers, two toilets with basins, and two full bathrooms with





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The facilities are perfect for those campers who love to relax around a fire

”

showers – plus a second dishwashing area with two sinks. Gas geysers provide the hot water.

And if you urgently need braai wood, beer, bread or milk, Rawsonville and its variety of shops is a mere 5 km on tar past the Du Toitskloof cellar.

Just remember, it's not Tyger Valley mall; you won't necessarily find all your kids' winter clothes or the latest camping gear here.

It is, of course, easy to keep kids busy over a camping weekend, even without screens. But at Altydwater, the young ones can frolic in the lovely swimming spot, and there is more than enough grass for them to play tag or touch rugby.

If the young ones (or dads) decide to tackle a serious five-day cricket match, drives will work better than a hook toward the square leg boundary... it's a very long lawn.

There's plenty to do for adults, too. The facilities are perfect for those campers who love to relax around a fire, but there are also plenty of activities for the



KEEP 'EM PEELED. There have been reports of theft in the past, but after a recent incident the owners took steps to ensure your safety and security. Guards now patrol the perimeter when there are guests. You are ultimately still responsible for your own camping gear, though.





adventurous of spirit – you can hike or run on the beautiful mountain tracks on the other side of the river or on the farm roads between the vineyards, and there are also fantastic mountain bike trails on farms in the area and in the surrounding hills.

The Du Toitskloof MTB trails were launched in September 2018, and the Cape Epic and Gravel & Grape have already used these trails. A day permit costs R30 and you simply pay with

Snapscan at the information board at the start of the routes (next to the restaurant). Mountain biking trails range from 14 to 22 km, and for trail runners there are options ranging between 13 and 19 km.

There are also those who claim it's possible to fish in the Smalblaar River.

If this all sounds too active, a wine tasting at any of the beautiful surrounding wine farms is also a wonderful option.

We should mention the issue of safety at Altydwater: shortly before our second visit earlier this year, a group of people wrote on social media about a theft that happened when they camped here for a weekend.

Such happenings are unfortunate, but the owners have taken measures to prevent this from happening again – they have, among other things, appointed security guards who patrol the campsite throughout the night.

We were aware of what had happened – this is apparently turning into more of a problem at campsites in the area – and were hyper-cautious. We locked up our bikes at night and nothing was left lying around.

Our group never felt uncomfortable or at risk. The guards also did not get in the way at all and performed their job extremely competently and professionally.



Briefly | Altydwater



Campsite Many unmarked stands on grass and partly under shade trees. There is also a covered communal lapa that's paved and has fridges.

Ablution facilities Neat bathrooms, far enough from the campsite for enough privacy.

Price R120 pppd (R70 for kids under 12).

Arrival and departure The owners are very accommodating and you can arrange with them in advance.

Contact 083 682 2844

geiland@compnet.co.za

AltydWaterCampingSite on Facebook

Nearest town Rawsonville, 8 km.

Road condition The last 3 km is a good farm dirt road.

GPS S33.71077 E19.28433

Drive & Camp says Altydwater is quiet and private. With a beautiful little hill and the river right in front of you, you can relax properly, even if the kids run all over the place.

Over the mountains to the Tankwa

Experience all the highlights of the Cederberg, then tackle a back road through the Beidouw Valley to the heart of the Tankwa Karoo.

Words and photos **Evan Naudé**

The Cederberg is synonymous with unique rock formations, hiking trails and rooibos tea, but did you know there are also a number of wine farms, breweries, hidden campsites and a handful of rivers to explore in this region? Head out there for a weekend – or add an extra day or two to your next holiday – and explore this interesting area. There are many roads among the mountain peaks only

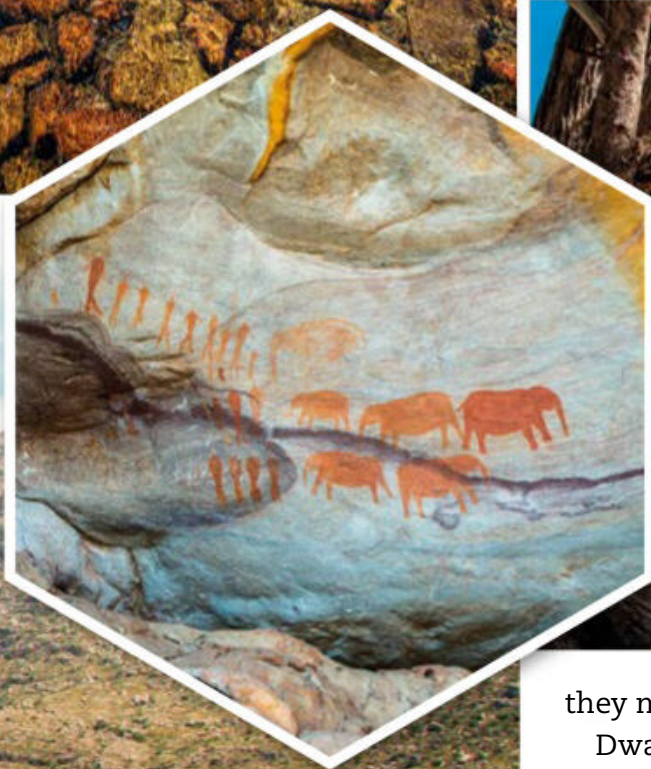
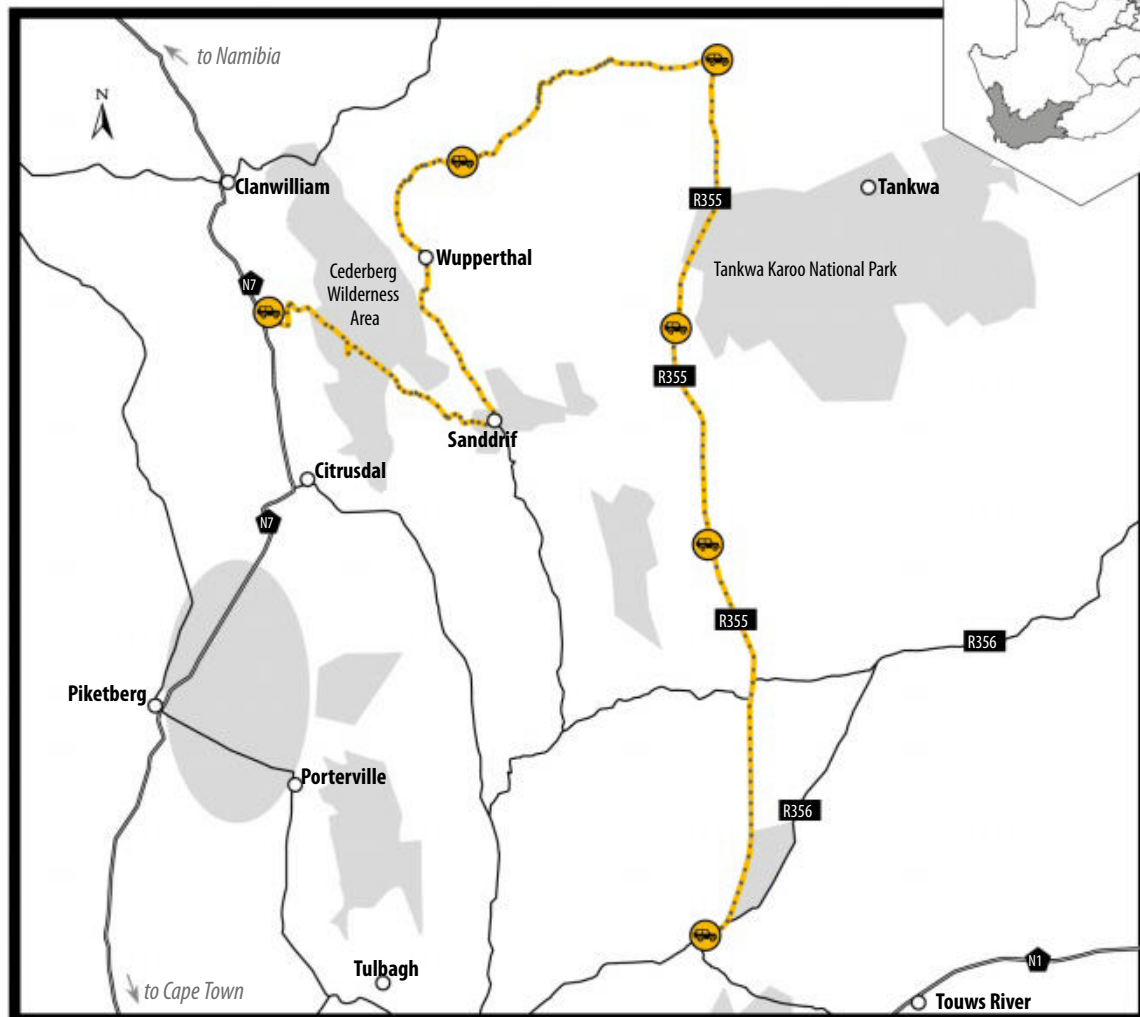
doable in an off-roader. What's more, this route also leads you to the Cederberg's equally interesting (though considerably flatter!) neighbouring region: the Tankwa Karoo.

Here's where to go

From Clanwilliam, head straight south with the Old Cape Road that runs past the eastern side of the dam just outside the town in the direction of the Cederberg Wilderness Area. Or, if you

take the N7, be on the lookout for the turnoff about 28 km before you get to the town. This road leads you to a low-water bridge over the Olifants River to the Nieuwoudts Pass. Just on the other side of the mountain pass, you'll find Algeria, a great campsite run by Cape Nature.

Keep southwest from Algeria and drive over the Uitkyk Pass, after which you get the turnoff to Driehoek, a guest farm with campsites on the banks of the Sand River and some lovely hiking trails. Plus,



they make good wine on the farm.

Dwarsrivier lies another 10 km down the road. They've got an observatory (stargazing on Saturdays at 20:00), a wine cellar and a brewery that's home to the Boggom and Voetsek beer range. Across the road is the Sanddrif Holiday Resort with campsites, chalets and the starting point for the famous Wolfberg Cracks. If you want to visit the cracks, Stadsaal Caves or the Maltese Cross, make sure you get a permit from Dwarsrivier's reception. The impressive Stadsaal Caves (7 km from Dwarsrivier) are definitely worth a visit, and you don't have to climb any mountains (as you would for the Wolfberg Cracks or

the Maltese Cross) to reach it.

A mere 3 km east of the Stadsaal Caves, you'll come to a T-junction where you turn left. Head north for 23 km to Eselbank and then look out for the waterfall with a lovely swimming hole just outside that settlement. The Eselbank Pass runs northward for 10 km – the last 3 km is a steep cement track that descends to Wupperthal.

Take a pic of the Moravian church in this famous village before continuing on to the Kouberg Pass. The Biedouw Valley lies beyond the Kouberg, and this is where you turn off to the right at the Mertenhof Guest Farm. Follow the Biedouw River for about 29 km northeast to where

TRAIL GUIDE

PEAKS DISTRICT. After exploring the Cederberg's lesser-known back roads, you can cross several rivers on your way to the many breweries and wineries hidden in secret valleys. Also visit the Moravian mission towns, waterfalls, swimming holes and even an observatory.



What you need to know



Length of the route? 315 km (roughly eight hours).

4x4/low range/diff lock? You will be fine with just 4x4.

Maximum number of vehicles No limit.

Do I get a map? No, but the route is on Tracks4Africa and you can buy a general Cederberg map in Algeria.

Will I scratch my vehicle? No.

Do I need to remove my running boards? No.

Should I take a compressor? Yes, and bring a handful of slime tyre plugs just in case you fall victim to the R355.

Can I turn around halfway? Yes.

Is there cellphone signal? Mostly, but every now and again it disappears in the mountains and on the R355.

THE ROUTE

Best time to go? In autumn and spring when temperatures are moderate.

Can I take my family with me? The Cederberg is a wonderful family destination, but the young ones could get bored on the long R355.

Just for the day or the weekend? Come for the weekend, as the route will keep you busy all day.

Are there ablutions on the route? You can stop at Algeria, Dwarsrivier or the Tankwa farm stall.

Price? These are public roads and therefore free.

Contact 📍 capenature.co.za (Algeria)

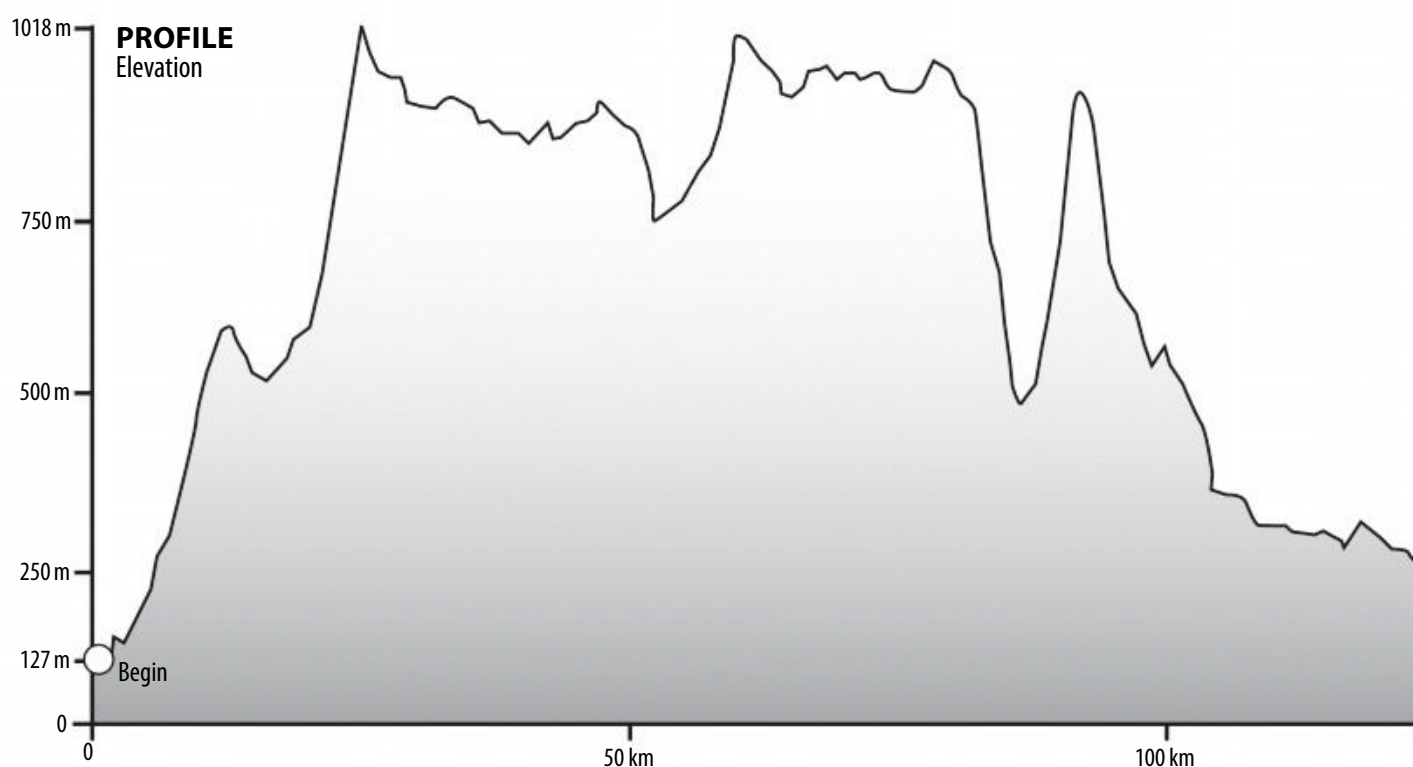
📍 cederberg-accommodation.co.za

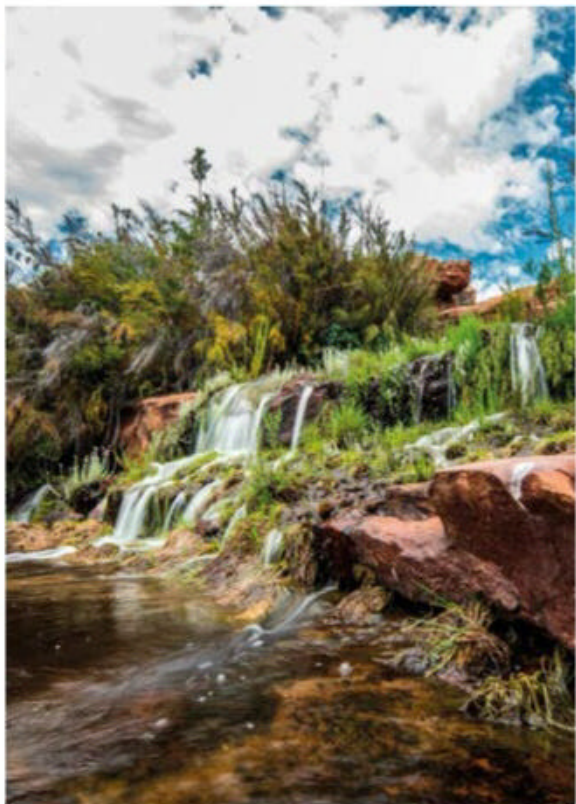
(Driehoek) 📍 sanddrif.com (Dwarsrivier

and Sanddrif) 📍 tankwa.net (Tankwa

Tented Camp) 📍 hlange@breede.co.za

(Tankwa farm stall)





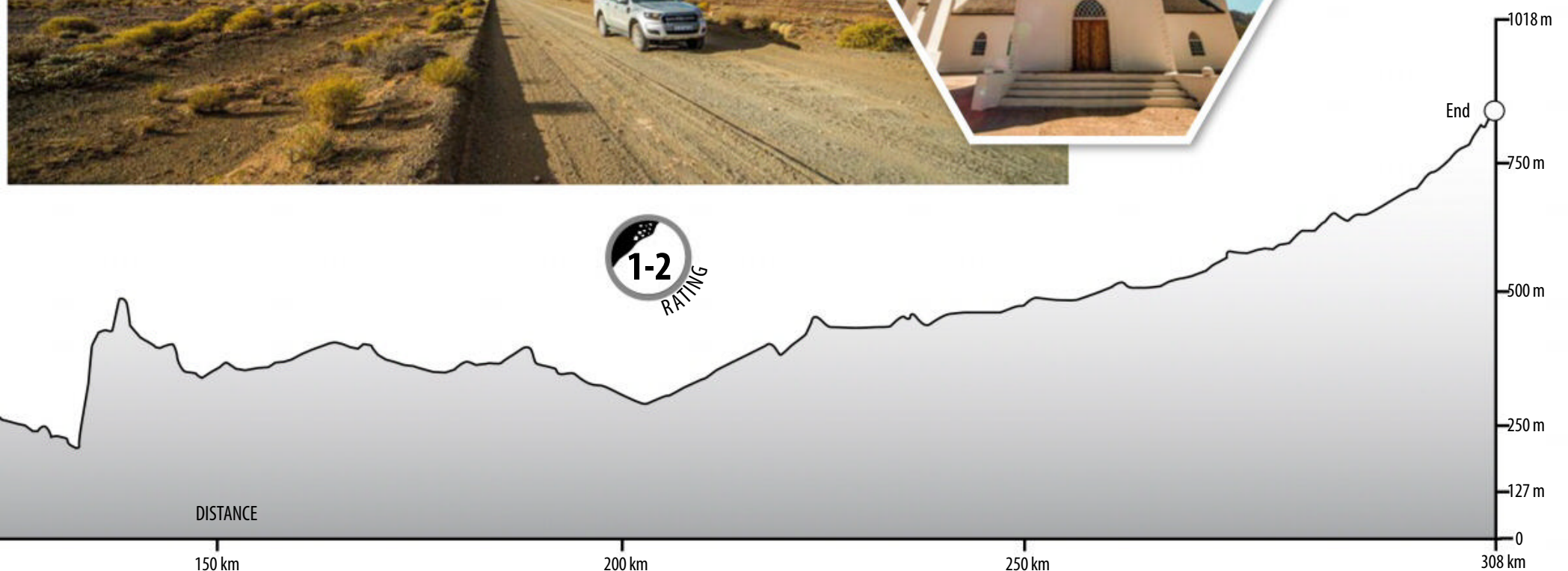
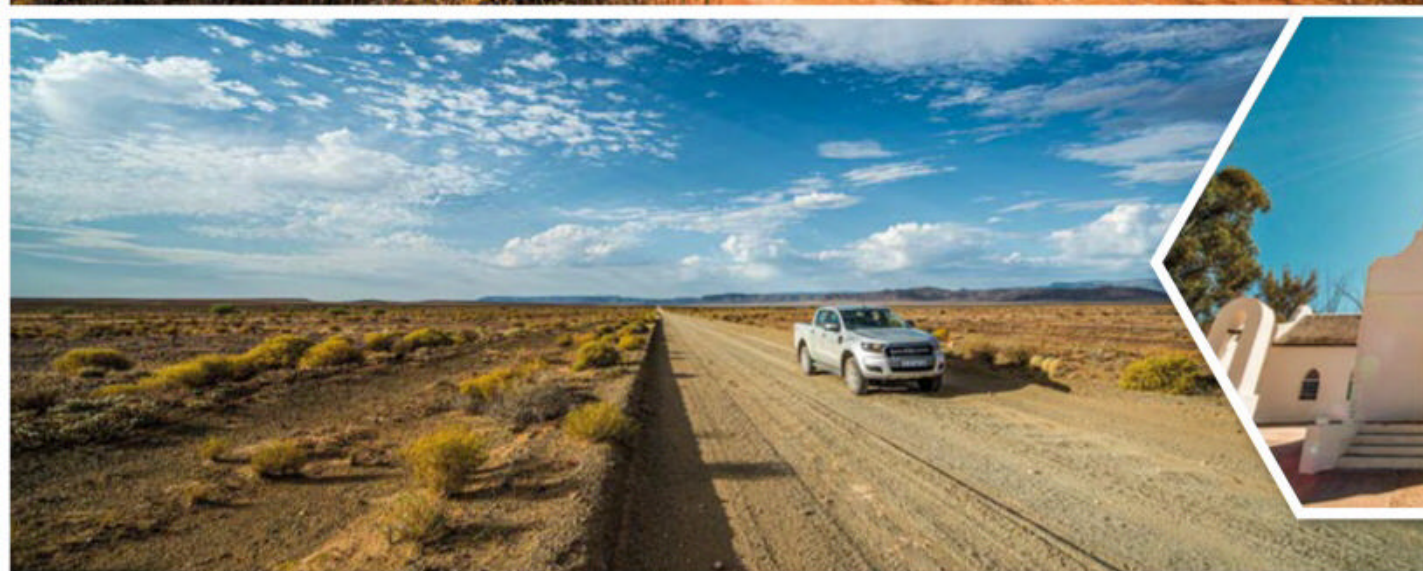
it joins the Doring River. You cross the Doring River with a low-water bridge. Be warned: after heavy rains in the winter months, the river can flood its banks and prevent you from crossing.

From the Doring River, continue east for 33 km to the junction with the famous – and notorious! – R355 gravel road. This sweeping 252 km gravel road between Ceres and Calvinia is one of the longest stretches of uninterrupted road in the country and also one of the most deserted and most beautiful landscapes you will ever encounter. Do, however, keep your eyes on the road, as the shale on the R355 is known for chewing tyres. Every second guy will have different advice regarding your tyre pressure on this road, but we recommend you don't

deflate your tyres to below 2 bar and keep your speed under 80 km/h.

Turn south on the R355 – 38 km further you will find the turnoff to the Tankwa Tented Camp in the Stonehenge Nature Reserve. This remote camp (7 km off the main road) is a delightful haven away from our rushed lives, but at the end of April, it bursts from its seams with the annual AfrikaBurn festival. Keep this in mind when you plan your visit.

The unique Tankwa farm stall is another 65 km south. By now, you've probably had enough of the dust, so grab a cooldrink and burger before continuing on. And if you've had tyre trouble, they can also help. After the Tankwa farm stall, there's 50 km to go to get to the R355 junction and the end of the route. 🚗



No rush at

Onrus

They have camped nearly everywhere, and the Onrus Caravan Park ranks as one of the best municipal resorts in South Africa, says **Hannes Swanepoel** of Langebaan.

“My wife, Annatjie, and I are members of the South African Caravan Association (SACA) and have often camped with them on rallies at Onrus. We tow a Jurgens Penta with our BMW X5, and Spyker, our miniature Dobermann, always tags along. He even has his own SACA colours.

PEOPLE ARE WARY OF MUNICIPAL RESORTS. WHAT'S ONRUS LIKE?

There really isn't much room for complaints here. We've camped here on our own as well as during SACA rallies – at one stage we even had a semi-full-time caravan here. The big concern with municipal resorts is safety, but here at

Onrus they have put the necessary measures in place. They set up a pretty high fence and on the sea side is a gate at Davies' Pool that gets locked at night. So you feel safer here, but that's not to say you should not watch your stuff. Don't leave bikes and other items lying around at night.





WHAT ABOUT THE CAMPSITE?

Onrus is a large resort with close to 240 stands, of which a good 50 or 60 face the sea. You can't always see the ocean from all these stands as the milkwoods grow pretty densely here. You would usually look for a spot with shade, but here you want to find one where you can get some sun. As you'd expect, grass doesn't grow here in the shade, but the rest of the campsite is covered in a lovely green carpet. Another plus is that the wind hardly ever bothers you here. I light my fire at night and the smoke rises straight up into the air. You braai on half a drum that you can move around, but you need to bring your own grid. We've camped all over the country, and this is definitely one of the better municipal camps in terms of cleanliness and maintenance.



ARE YOU HAPPY WITH THE ABLUTION FACILITIES?

There are four ablution blocks with separate bathrooms for men and women. There are more than enough facilities for all the stands and you don't have to queue to take a shower. I would rate the ablution facilities as at least three, even four stars.

WHAT ACTIVITIES KEEP YOU BUSY HERE?

There are many restaurants and attractions in the area, and you can plan a wonderful day trip to see various places, including Hawston and Gansbaai. The resort itself doesn't have a swimming pool, but the rock pool Davies' Pool is right by the gate and there are lawns and benches where you can relax. Kids get a playground with a jungle gym.

IS THERE A RESORT SHOP?

You can walk to any number of shops just outside the gate should you need something.



CONTACT

028 313 8000

enquiries@overstrand.gov.za

overstrand.gov.za/en/onrus-caravan-park

GPS S34.4145 E19.1717

WIN

Hannes wins a **Camp Cover** Camera bag worth R818.

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

campcover.co.za

CAMP COVER





Homemade 4x4

There's no better way to spend all your extra free time at home than transforming your SUV with a 4x4 conversion, says **Ludwig Schaffner** from Kempton Park.

2008 TOYOTA FORTUNER 3.0 D-4D

After years of using and getting to know his Fortuner as a towing vehicle for the Extreme 4X4 Challenge events, and a couple of months contemplating a 4x4 conversion, the time was finally right for Ludwig to put the pieces together.

“I originally purchased the Fortuner in 2014 as a runabout for my then wife. This is the pre-facelifted model range, and as it was a code 2, I only paid about **R116 000** for it. I then spent another **R29 000** on **repairs** and a **fresh coat of paint**.

At the beginning of 2019, my ex had a fender bender with the Fortuner, and I decided to have an **Onca front bumper**

and **Onca rock sliders** fitted.

A buddy of mine owns a pre-owned service centre, and he had a **2012 Toyota Hilux double cab 4x4 manual** in his possession that a sound installation centre had used as a demo vehicle. Unfortunately, some of the wiring had been botched, resulting in the Hilux burning out. A lengthy court battle with the previous owner and his insurer resulted in the Hilux standing at my friend's place for a year and a half.

That's when the process became real, because I bought the **gearbox, front differential and transfer** case after making him an offer of just **R15 000**. I couldn't use the prop shaft, because that had already been removed and the newer engine had been

sold off, too. But as some of these items are quite sought after in the local drag-racing scene I **sold my own gearbox for R6 500** and the **prop shaft for R2 500**. To get everything off on the right footing, I called in the services of my friend, Noel Marks, who provided plenty of assistance over the course of the build with his mechanical savvy.

Next up was a **brand-new clutch**, and we had the gearbox and transfer case checked before we fitted those. And then I managed to find a **brand-new front prop shaft and alternator** at a used car dealership for a mere **R1 000**. After visiting around 10 scrapyards looking for odds and ends, I managed to find a rear prop shaft – I paid **R2 000** and had it reconditioned and balanced for **R950**.



I also bought a few things from spares and accessories shop Ultimate 4x4 to **replace the levers and 4x4-specific trim** that got burnt in the inside of the cabin.

I've got **air-helper springs** installed at the rear. With the 4x4 build in mind, we've had the controls set up in the cabin so the **left or right rear wheel can be lifted or dropped independently**, or I can lift the entire rear when I'm going up a certain incline.

I managed to get a really good deal on a set of **GT Radial Adventuro 285/75 R16** mud terrain tyres and then the guys at Tiger Wheel & Tyre helped with the



suspension set-up and so forth.

At the pumps, I'm averaging **6,5 km/litre**, but that's to be expected when I'm towing the likes of imported American rock crawlers. They're not lightweight equipment and the consumption is understandable. There hasn't been any hiccups so far, but because of the towing work I make the Fortuner endure, I also service it myself **every 7 500 km** instead of the usual 15 000 intervals as per the Toyota manual.

There are so many small things that goes into a build like this that are easy for people to overlook. Noel **cut the fender flares**, taking off 30 mm or so, and **plastic welded** them back with a soldering iron. Those sorts of things **don't cost extra money**, but sometimes they're what people get stuck on.

If I could offer any advice to someone doing a conversion themselves, it would be to **not rush into purchasing parts**. Be patient and don't just commit to the first shop you

“

There are so many small things that goes into a build like this that are easy for people to overlook

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come across that's selling spares, rather **spend some time looking around or online** to find exactly what it is your looking for and the price that suits your pocket. You can also save money by selling your old items, like I did. I sold the Fortuner's original tow bar for R2 500.

From being a seed in my mind in around September last year to **proceeding with the build two weeks before the start of lockdown**, it took us a little over two months to get the Fortuner in the condition it is now. Next on the cards is to have it Raptor coated in a bright colour so that it can be more of a deterrent to thieves. 🚗



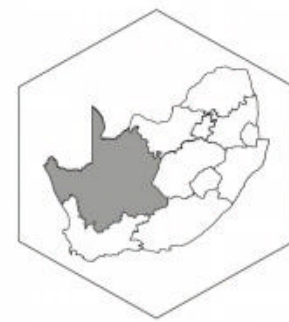
Show us your wheels

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

On twin tracks through the Kgalagadi

They often visit the Kalahari, but decided to tackle the Nossob 4x4 Eco Trail for the first time just before lockdown started, says **Grové Koch** of Riversdal.





For the past 15 years, Grové and his wife, Marguerite, have been visiting the Kgalagadi at least two or three times annually to experience and enjoy everything this special place has to offer.

On these trips they always stay in Nossob, even though they often make the wrong early morning decision when choosing whether to drive north or south. Grové says it has happened so often that the big cats are spotted in the north while they drove south... and vice versa.

This year, they decided to add the Nossob 4x4 Eco Trail to their itinerary as you don't get to choose a direction to take on this route. They made the booking 11 months in advance, as soon as the bookings opened, and the rest of their stay in the park was planned and booked around the three nights on the trail.

The Nossob 4x4 Eco Trail is a guided north-to-south tour done every second month on a twin track among the dunes (Nossob to Twee Rivieren). Every other month, the trip is done in the opposite direction. The park had a really good rainfall in February, and within two weeks, the usual red sand dunes transformed into a green oasis. Grové tells us more about their trip...



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Around noon we noticed clouds gathering in front of us in the southwest, causing rain showers here and there in the distance

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Our longtime friends Peet and Drika Coetzee decided to join us, and so, on a Monday morning in mid-March, we left Nossob in our two vehicles. Our capable guide, Hanel Franken, accompanied us as we drove in the direction of Polentswa.

Just before turning east on the 4x4 trail near Polentswa, we found two lions next to the road behind a tree and quickly took some photos. We hadn't exactly expected to see lions on the trail and so made the most of this opportunity. We were proved right, but what we would experience over the next four days more than made up for the absence of lions and other cats.

The road was so overgrown with grass that we missed our turnoff to the south. We had to turn around after about 5 km to go look for it. We finally found it among the tall grasses where you could just about make out a narrow twin track. This is where the trail actually starts.

Hanel stopped regularly and allowed us to get out of our vehicles so she could tell us more about the environment and the vegetation along the way. She showed us the black thorn that allows you to move forward, but the barbs on the thorns that prevent you from retreating along that same path. Believe me, that's something you'd rather hear about than experience. She also shared

IN ALL ITS SPLENDOR. The group of friends once more realised how truly special the Kgalagadi is. Your first instinct is to search for lions, but if you know where to look (with the help of a guide) you'll see many more interesting things around your feet. There's never a dull moment in the Kgalagadi.



how the San people used the three points of the three-thorn rhigozum as an egg whisk.

There's lush vegetation along the roads – you can brag about those scratch marks on your vehicle later. Everywhere along the road we heard bustards calling from the sky to draw our attention away from their homes, and we also saw loads of steenbok running away in fear when they saw our vehicles.

Around noon we noticed clouds gathering in front of us in the southwest, causing rain showers here and there

in the distance. At 15:30, the rain hit us as we were driving. What a pleasant experience to get some sudden rain on a hot day in the Kalahari!

We stopped for lunch at a lookout point with a beautiful view of the Nossob Valley in the northeast and the open plains toward Mata Mata in the southwest. We were about 14 km away from our first campsite and the world around us was covered in flowers – yellow, white, purple and red – with the large Kalahari crinum lily scattered around everywhere.



We couldn't stop looking at the Kalahari's extraordinary scenery and got to our first campsite, Swartbas, at 17:00. We quickly set up camp before dark – roughly 92 km from our starting point in Nossob. Each campsite has a long drop and shower cubicle with a water bag.

After a delicious braai under the stars, the clouds started gathering again. Sure enough, we woke up at 01:00 with heavy thunder and a proper rain shower.

DAY TWO HAD us packing up camp early that morning. After coffee and rusks, we left at 09:00, heading to the next campsite, Rosyntjebos, about 48 km away. That journey would take around six hours of driving.

All along the road we saw gemsbok in the dunes, but also hartebeest and steenbok that scurried away rapidly – only to come to a stop a few metres later to look at these visitors who had entered their domain.

Hanel showed us the candle thorn bush and explained the origin of its name: its pods stand upright the way candles do. The bush was also used by the San to protect them against wild animals by taking refuge in the middle of it and closing the entrance to their shelter. Lions also love lying under the candle thorn.

Yet the signs of the recent big drought were clearly visible – we saw many carcasses and skulls of gemsbok and eland lying in the veld.

After driving for 18 km, we stopped for lunch at Eileen-se-pan. Here, Hanel warned us about Big Bertha – a large and steep dune we'd have to face on our way to Rosyntjebos. Around 17 km before the campsite we arrived at Big Bertha at 14:00, but after repeated attempts we had to sound the retreat and take the detour (much shorter and easier), with our tails tucked between our legs, to our campsite for the night.

Our excuse is that other guys ahead of us dug it up so badly that the tourists in front of us had also damaged the track so the crisscrossed holes and loose sand in the hot sun made it impossible to ascend. We didn't want to damage our vehicles, so we rather withdrew.

We arrived at Rosyntjebos at 16:30 and pitched camp under the blue sky with the sun busy burning its way down in the west in a cloudless sky.

While chatting around the fire at dusk, we noticed a cloud bank building

up in the southeast, but we didn't pay it much attention as it didn't seem too threatening. By 21:00, when we had finished supper and were ready to go to bed, we realised the stars weren't visible anymore. And sure enough, just before midnight, a thunderstorm broke, the likes of which I've rarely seen. It's was a barrage of lightning and thunder, something that would lead many Capetonians to think the day of judgement had arrived.

The storm calmed after about an hour of heavy rain, but then we heard a sound in the distance we couldn't identify. Ten minutes later we were hit by the heaviest wind I have ever experienced. With a bang I heard one of my tent posts breaking and then the whole tent collapsed. The wind was so strong, I couldn't even get the zip open to see whether I could fix things outside, and Marguerite and I had to try and lift it somewhat from the inside. Meanwhile, Hanel couldn't get out her rooftop tent, while Peet's tent on the ground also suffered quite a bit of damage. He, at least, could emerge to help us get out from under our flattened tent and fashion a spot for us at the back, under the bakkie's canopy.

After fastening the flat tent as firmly as possible to the ground, we crawled in for an uncomfortable few hours of sleep until sunrise. Peet and Drika could also sleep in a section of their tent after the wind calmed down. It went so quiet, we couldn't believe a storm had destroyed our camp just an hour or so before.

BEFORE SUNRISE, WE crawled out to inspect the damage and, where possible, start repairs. We managed to get both tents fixed enough for us to be able to sleep in them again that final night.

We departed later than planned. We tackled the third leg of the route on our way to the last campsite, Witgat, about 61 km away. After 8,5 km we crossed the upper dune road that meets up with Dikbaardskolk, and enjoyed lunch at Kameelboom, an old campsite.

Our progress was slow as we drove through the changing landscape of tall grasslands and typical Kalahari dunes. It almost felt as though we were participating in the Dakar Rally. About 5 km before our last campsite we all

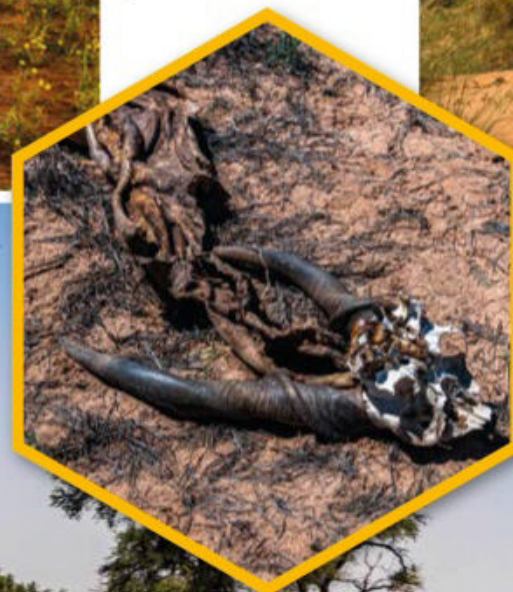
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And sure enough, just before midnight, a thunderstorm broke, the likes of which I've rarely seen

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NIGHT OF STORMS. The team was first treated to a lightning display and then tortured by horrific winds. It took some impromptu planning to get everyone to shelter during the night. The aftermath was telling of the ferocity of the storm.





stopped and climbed up a dune to get a lovely view of the jagged dunes we'd just crossed. This is a popular landmark that's also featured on Tracks4Africa.

We arrived at Witgat at 16:30. It's a stunning campsite among the dunes with a beautiful view over a waterhole about 200 m from the campsite. We set up camp for the last time and started a big campfire under a cloudless sky with glittering stars in the sky.

A beautiful sunrise greeted us on the last day of the trail. We had 49 km to go to get to the Nossob-Twee Rivieren main road and 91 km to Twee Rivieren.

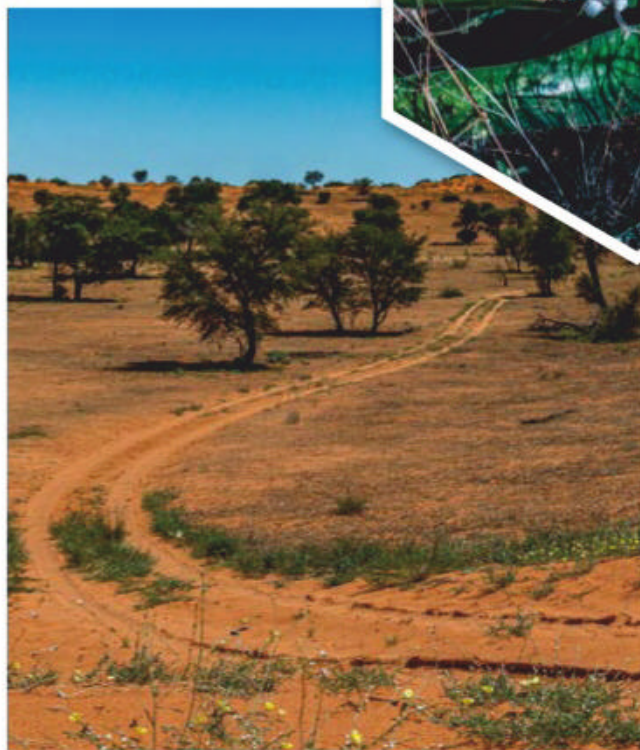
On the way, we stopped at a giant Matoppie (also called a shepherd's tree) where Hanel finally led us up a dune to look down at the Nossob Valley below



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



WIN



us. She also showed us a blister beetle flying out of the yellow devil's thorn, and explained how this insect causes big blisters to form on your skin when it comes in contact with it – something none of us were keen to experience.

The last section of the route again weaves through hip-high grassland and we saw gemsbok and blue wildebeest – well, only their heads that were visible above the grass. We arrived on the main road at noon. This is where the trail officially ends, about 42 km from Twee

Rivieren. Here we said goodbye, knowing that thanks to Hanel, we now knew so much more about the Kalahari and its plants and animals. It was an experience that money simply cannot buy.

Upon our arrival at Twee Rivieren, we heard about the COVID-19 pandemic. What a contrast to what we had experienced that week! Fortunately, we got home just in time for lockdown.

Maybe it would have been better to have been stuck in Witgat with Hanel for the duration.

A dam of your own

The Waterberg is known for its popular resorts, but on your own you can't book them out. Except at Hartebeesfontein – and there you only have the neighbours you invited to join you...



HARTEBEEFONTAIN GUEST FARM

A FARM CAMP – FOR JUST YOU

It's not every day that you can book out a whole camp for just you and your people. Hartebeesfontein, just past Mookgophong, is such a place – and then you still get to camp right next to a farm dam.

The Bad se Loop stream originates on this 800-hectare farm and the owners have built a number of weirs in the stream that dam up the water. As you approach, you can camp along one of these dams to the left. This dam was dug 40 years ago and has a surface area of 7 hectares (when full).

You pitch camp on the western bank of the dam. There's a citrus orchard behind you, and between the water and the orchard there are some lovely shade trees and a neat lawn. You can set up camp wherever you like as there are no demarcated stands. But if you need electricity, stay close to the thatched lapa, which is almost in the centre of the lawn. You'll find the kitchen here too – it has a sink, fridge and gas stove (bring your own gas cylinder). The ablution facilities with its shower, bath, toilet and basin are also here. Added bonus: there's also an outdoor toilet and shower.

Between the lapa and the water is a round concrete block for lovely big fires – you're on a farm, after all. Or use their



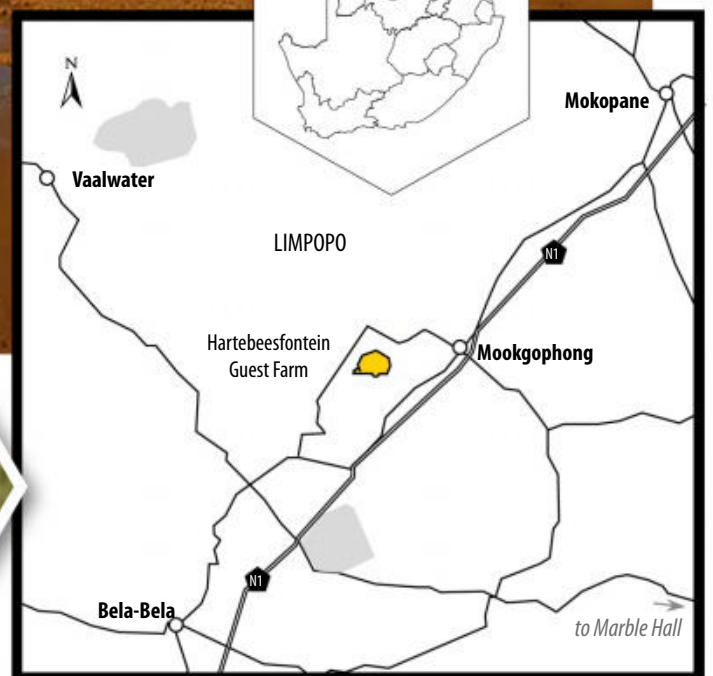
braai facilities and grids if you didn't bring your own.

The fish in the dam are replenished annually, but what you catch has to be released back into the water – this means there's a better chance of landing one of the big guys. For anglers who like taking it easy, you can unpack your carp rods, but there are also breams and black bass that make a bigger fuss when they've taken a hook. If it feels as though you've hooked a dead

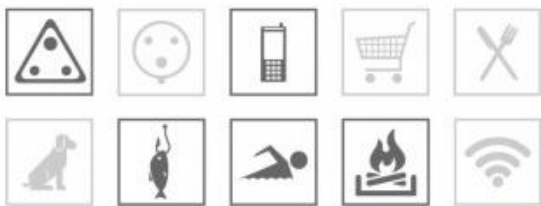
weight, just relax, because the dams also have catfish.

Although there's no pool, you're welcome to cool off in the dam water as well.

Hartebeesfontein is particularly popular during holidays and over long weekends. So you'll have to move fast to book your spot. The campsite is spacious enough to accommodate 30 campers, and when you book, it's reserved for you and your camping friends.



Briefly | Hartebeesfontein Guest Farm



Fish Carp, breams, catfish and black bass.

Campsite Accommodates up to 30 people on a large lawn with shade next to a dam.

Ablution facilities A neat bathroom, kitchen and thatched lapa – all in one place.

Price R100 pppn (R50 for primary school pupils; free for preschoolers). Depending on the season, a minimum rate of R400-R1 000 pn and there is a minimum

of 4-10 people applied. You also need to book for a minimum of two nights.

Arrival and departure The times vary according to the season and how busy it is. Arrange times with the manager.

Contact 073 041 4353

denemuller2@gmail.com

Nearest town Mookgophong, 22 km.

Road condition The last 15 km is a gravel road, but you can tow a normal road caravan if you take it slow.

GPS S24.543154 E28.558207

Drive & Camp says Remember, the water level in the dams varies according to rainfall. A number of whoppers have been caught here already, including a 15 kg carp and a 3,6 kg black bass.



FISHING GEAR

Little general

There aren't many marine fish that would say no to a shrimp. It's therefore logical to use one as bait if you want to catch a fish for tonight's braai, and what could be better than a lure you could use more than once?

Enter Livetarget's Fleeing Shrimp – you couldn't get it more realistic. A shrimp is a petite sea creature and it uses its swimmerets to propel itself forward, but its danger-evasion system works in the opposite direction. As soon as it senses trouble, it shoots backwards like lightning, hence the 'fleeing' in the bait's name. That high-speed escape attracts attention, just what a hungry predator is looking for.

The tail portion of the bait is a weight known as a jig head. This is where you tie the fishing line, and it also forms the base for the hook. The bait has a silicone skirt on the opposite side of the tail – just below the antennae, which, even when

stationary, moves around in the tide – exactly like the real deal. The lure is available in various colours and has a built-in glass rattle to attract attention. The lure even has the smell of a real shrimp.

As soon as you give the lure a tug, it shoots through the water – and that's when you can get ready. Also have your net handy as you could have a grunter, bream or cod on the end of the line.

The lure is available in two sizes: 7 cm long (7 g) or 8,5 cm (11 g).

Price R175 each – and that includes an extra shrimp body. Also available in Namibia.

Contact Adrenalin Importers & Distributors (importers) 021 982 1510

catches@4adrenalin.co.za

adrenalinfishing.co.za



FISH DISH

STUFFED FISH IN PARMA HAM Hot stuff!

If you're not able to get your hands on a Cape salmon, yellowtail, cob or kingklip, then three smaller fish work just as well.

Ingredients

(serves 6)

- 1 large whole fish (or 3 smaller fish), sliced open
- 6-8 strips Parma ham

FOR THE STUFFING

- 1 tablespoon olive oil
- ½ onion, finely chopped
- 2-3 cloves garlic, crushed
- 2 teaspoons ground cinnamon
- ½ cup brown rice
- 375 ml water
- ¼ cup currants
- 2 tablespoons each chopped dill, mint and parsley
- ½ cup pine nuts, toasted
- ½ cup crumbled feta cheese

1 Make the stuffing Heat the olive oil in a pan. Fry the onion, garlic and cinnamon until the onions are tender. Add the rice and stir until all the grains are covered with oil. Add the water and bring to a boil. Remove from the heat and stir in the currants, herbs and pine nuts. Set aside to cool. Then add the feta.

2 Spoon the stuffing into the sliced fish and wrap the ham around it, tightly.

3 Tie the fish with string and braai over medium coals until cooked. The fish is cooked as soon as the flesh is no longer translucent, and it easily flakes (about 30 minutes, depending on the size of the fish and the heat from the coals).

Drive & Camp says Preparation time is around 45 minutes, which means you have a little bit more than an hour before you can tuck in. 🍴



Recipe Sonja Jordt for Home Photo Francois Oberholster

The tortoise and the hare

The fourth generation Suzuki Vitara was initially offered with all-wheel drive, but now, for less money, you can get it in two-wheel drive but with a turbocharger. Trails or highways... which is better?

Words and photos **Cyril Kloppe**

Back in 2016 we headed to the mountains around Knysna on the local launch of the all-wheel-drive Vitara Allgrip. Three years later, Suzuki released the turbocharged Vitara and we shared our first impressions of the vehicle in October 2019.

We were impressed by the Vitara Allgrip's ability on dirt roads but we never claimed it offered a spirited drive. The Vitara Turbo, however, was certainly more fun to drive,

although dirt-road driving at the local launch was limited.

Suzuki took the opportunity to revamp the interior with the Vitara Turbo's arrival. The touchscreen has the same menu software that made its debut in the Suzuki Jimny in 2019. The air-con buttons have been modernised and an attractive analogue clock now sits between the two middle air vents.

We hopped behind the wheel of a Suzuki

Vitara during the last week of lockdown level 4 in May – essential-services permit in our back pocket – to figure out what's more important: to be able to drive faster on a highway, or to be able to drive on sandy roads?

With the Vitara Allgrip and Vitara Turbo, we have the embodiment of Aesop's fable The Tortoise and the Hare. The capable Allgrip tortoise challenging the turbocharged hare.

SUZUKI VITARA



“

we never claimed it offered
a spirited drive

”



AT THE BEACH. The Vitara's design didn't age that well. In 2016 it looked decidedly modern, but nowadays you can tell that it isn't a brand-new car. The Vitara Turbo has no badging to identify it as such, but the Allgrip does indeed have the appropriate badge on the back to distinguish it.



Two engines

The Suzuki Vitara Turbo uses a 1 373cc four-cylinder turbocharged petrol engine with the same Boosterjet technology that's also currently featured in the Suzuki Swift Sport – the so-called K14C engine.

By contrast, the slightly older Vitara Allgrip uses a 1 586 cc straight four-cylinder naturally aspirated petrol engine – the M16A engine – used in the Suzuki SX4 since 2006.

The 1,6 l engine has never had stonking power output levels, but it's as reliable as a John Deere tractor and consumed our low-quality petrol without complaint. The newer 1,4 l turbocharged engine is considerably more alert, but it's plagued by typical turbo lag when you accelerate from standstill. It's almost as if it's been woken from a nap under a tree and now has to first take a couple of steps before getting to full speed.

The closest worthy competitor in South Africa, especially in terms of price, is Renault with its Duster range. The Duster is offered in front-wheel and all-wheel drive and has a similar engine capacity to the Vitara. Other competitors are the Kia Sportage and Volkswagen Tiguan, although they're obviously more expensive and luxurious.

We would have liked to have compared the Vitara to the Mini Cooper Countryman

DRIVING IMPRESSION

and the Subaru XV, too, but they're both only available in all-wheel drive.

On the blacktop

The Suzuki Vitara feels small when you get in behind the wheel – far smaller than the popular old Grand Vitara. The narrow seats squeeze your buttocks as if you are sitting in a kiddies chair, the ceiling is low, and it appears as though the steering wheel lies right in your lap. This is, however, the curse of tall people (you probably won't notice these issues if you're shorter than 1,6 m). The steering wheel is height adjustable, but not reach adjustable.

The Suzuki Vitara Turbo certainly has the upper hand over the Vitara Allgrip in terms of speed, as its turbocharger has the engine singing compared to the older 1,6 l engine of its dirt-road sibling. The Vitara Turbo, however, is no sports car – at 9,5 sec to reach 100 km/h it won't blow your hair back. Granted, it's nearly a second faster than the Volkswagen T-Cross's 10,2 s and the Hyundai Venue's 11,5 s. Both of these competitors trump the Vitara Allgrip's snail's pace of 12 seconds though.

Yes, Hare's 1.4 turbo engine definitely shows more enthusiasm compared to Tortoise's more modest 1.6, but then again, the Vitara Allgrip can travel on gravel.

On the gravel road

What a pity that Suzuki decided way back when to drop low-range gearing and the diff lock. Their decision is somewhat understandable as few Vitara owners actually used these devices.

The Vitara Allgrip nowadays uses drive modes, namely Snow, Automatic, Lock and Sport – which was good enough to get us up a muddy Prince Alfred Pass in 2016. We're confident that it will also be able to mount the Sani Pass, provided the border police accept the Vitara Allgrip as a true 4x4 vehicle.

In terms of off-road capability, the Vitara Allgrip and Turbo both measure 185 mm off the ground. This ground clearance, however, contrasts poorly with the Ford Ecosport's 206 mm and even the Hyundai Venue's 195 mm. The Ford and Hyundai don't offer all-wheel drive, though, and therefore don't cut it despite their superior ground clearance.

Because the Vitara Turbo is driven only by its front wheels, it's not happy on sandy roads. We drove enthusiastically on a sandy bit next to the sea – don't worry, it was legal! – and could feel the Vitara Turbo struggle to keep going. Experience tells us the Vitara Allgrip would have fared better here.



STRANGE DAYS. You have to slam the doors shut or a light will berate you on the instrument cluster (left). The luggage space (left below) has a false floor, handy for smuggling Zimbabwean ciggies and cooked Woolworths chicken...



SPECIFICATIONS

Model Suzuki Vitara Turbo
Engine 1 373 cc, four cylinder
Power 103 kW @ 5 500 rpm
Torque 220 Nm @ 1 500 rpm
Top speed 200 km/h
Acceleration (0-100 km/h) 9,5 sec
Transmission 6 speed manual
Wheel size 215/60 R16 U
Ground clearance 185 mm
Fuel efficiency 7 ℓ/100 km (tested)
Tank 47 ℓ
Weight 1 140 kg
Safety rating ★★★★★ (Euro NCAP, 2015)
Guarantee 5 years/200 000 km
Service plan 4 years/60 000 km
Price R386 900

Suzuki Vitara Allgrip
 1 586 cc, four cylinder
 86 kW @ 6 000 rpm
 151 Nm @ 4 400 rpm
 180 km/h
 12 sec
 5 speed manual
 215/55 R17
 185 mm
 7,5 ℓ/100 km (tested)
 47 ℓ
 1 160 kg
 ★★★★★
 5 years/200 000 km
 4 years/60 000 km
 R390 900



The Vitara Turbo's 215/55 R17 low profile tyres are also bumpy on a dirt road, while the Vitara Allgrip's thicker 215/60 R16 ones deliver a more pliant ride.

Conclusion

The Suzuki Vitara's direct competitors Ford Ecosport, Mazda CX-3, Honda CR-V and Nissan Qashqai are all available in other countries as all-wheel drive vehicles, but over here, they're only driven in the front wheels. Of the three, we think the CX-3 is the best when it comes to road-holding ability and spirited driving.

As already mentioned, the Mini Countryman and Subaru XV are also competitors, but the XV we get in South Africa is quite lazy when compared to the Suzuki. You can definitely consider the Mini Countryman though. The Volkswagen T-Cross

and Hyundai Venue are also turbocharged just like the Vitara Turbo, but you can't get them in all-wheel drive anywhere. So Suzuki's offer is somewhat unique in South Africa.

The Vitara has a generous luggage space (450 ℓ) – large enough to fit, oh, let's say 90 pineapples and 30 bags of sugar (plus another 10 sachets of yeast in the cubby hole). It's slightly larger than that of the Duster (414 ℓ), but obviously smaller than the Kia Sportage's 466 ℓ and the cavernous 520 ℓ of the Volkswagen Tiguan.

If you're not considering any of the competitors and have your heart set on the Suzuki Vitara, you will then need to decide whether you want to go faster with a Vitara Turbo, or want to be able to deal with sandy and muddy roads in the Vitara Allgrip.

Yes, Hare is undoubtedly the faster, but we're Team Tortoise all the way!



COMPETITORS SUVs with or without all-wheel drive



R306 900 (TechRoad)

R340 900 (AWD)

Renault Duster

Significantly cheaper than the Vitara – and our first choice.



R418 995 (1.6 GDI)

R576 995 (AWD)

Kia Sportage

More expensive than the Vitara, but also more spacious.



R543 500 (1.4 TSi)

R636 000 (4Motion)

VW Tiguan

Significantly more expensive than the Suzuki, but far more luxurious, too.



Rooftop fortress

Alu-Cab is known for its tougher-than-tough canopies, and the same goes for its Gen 3 Expedition Tent. We took one on a week-long camping trip.

Words and photos **Cyril Kloppe**

Other than a chalet, a caravan is surely the most comfortable way to camp, but even an off-road caravan or trailer isn't always the easiest thing to tow through inhospitable terrain.

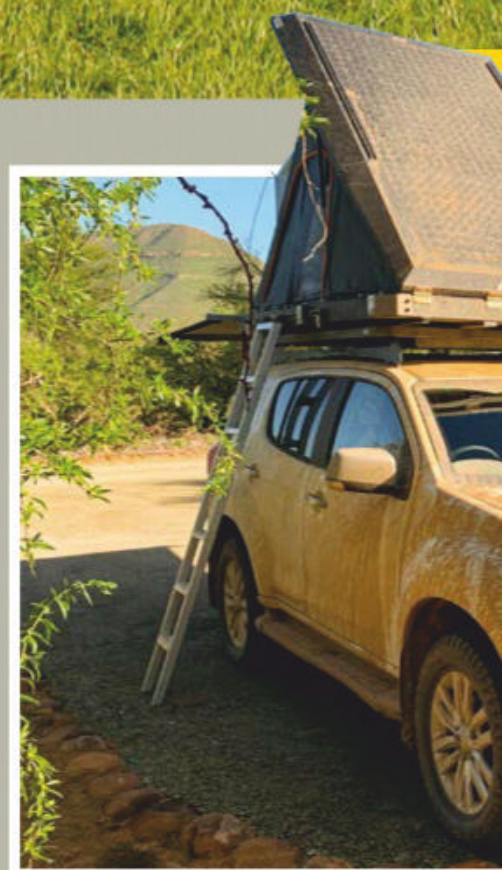
A tent would then be the better choice, but it can be a hassle to pitch a tent at the end of every

driving day and take it down again come morning while on your way to your final destination. And, if it rained the night before, you'll have to wrestle that damp and muddy tent back into its bag.

A rooftop tent allows you to drive challenging 4x4 trails that you wouldn't be able to conquer if you were towing a trailer. Plus, you don't

have to struggle with pegs and poles because a rooftop tent pops open in a jiffy.

Alu-Cab's Gen 3 Expedition Tent is designed for long journeys across the continent. It takes roughly two minutes to pitch and once you arrive at your end destination, you can add all its bells and whistles to camp for a week or longer.





ALU-CAB GEN 3



Building your castle

It is super easy to pitch the Alu-Cab Gen 3 Expedition Tent if your overlanding rig has a ladder on the back door. It's a bit of a chore, however, if your vehicle has a hatchback, as is the case with our Isuzu mu-X long-term test vehicle. Then you have to get on the rear bumper – provided it's strong enough to hold your weight – or balance with one foot on the towbar's ball.

Hold onto the roof rack with one hand and release two clips with your free hand. Kids and the older folk may find it difficult to push the shell

upward. The gas struts that help with this only kick in after you've lifted the first 15 cm – only then will the tent pop open by itself.

Put your arm through one of the tent's three doors (or windows) and feel around for the ladder. Because our Gen 3 was mounted on a hatchback vehicle, the ladder couldn't hang at the back, but rather over the rear passenger door on the driver's side.

The final step is to climb the ladder to get inside of the rooftop tent, push two springsteel rods through

eyelets in the tent canvas, and then insert the lower ends of these rods into holes in the floor of the tent. In doing so you pitch a rain cover over the back door (or, in our case, the back window).

The process takes about two minutes if you take your time, but if you're agile and practiced, you could easily pitch a Gen 3 in under a minute.

To fold up the tent, simply pull on a long strap. If, however, you weigh less than 60 kg, you'll have to hang onto that strap like a monkey from a tree and really put your back into it.



ROOF TENT TEST

Inside the keep

The Gen 3 Expedition Tent has three entrances: one at the back and one on each side. It's preferable to hang the ladder off the back of the tent, because then you and your bed mate can climb in or out without clambering over one another. The cover at the back keeps the entrance dry during showers.

The two windows on either side of the tent (which can also serve as doors) zip shut from the bottom up. Pull the zippers halfway up and then you can lie in bed without anyone on the ground seeing you, while the top of the window remains open to allow fresh air to flow through. Each entrance/window has mosquito nets you zip up while the window flaps remain halfway or even fully open.

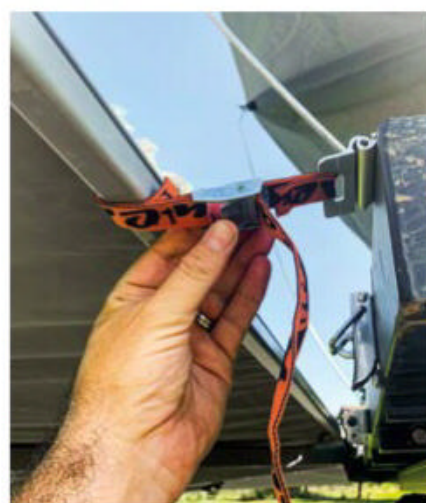
The shell of the tent forms its front. The inside of the shell is

lined with foam and padded quilt material, which gives the interior a cosy feel even on chilly nights. There are six pockets for shoes, water bottles, keys, etc.

At the back of the tent, there's a power point with two 12 V sockets and two USB ports for powering a fan or charging a phone. The power point is connected to your vehicle via an extension cord with Anderson connectors (supplied). There's a bright LED in the ceiling to illuminate the tent. By the way, the ceiling is high enough that the average South African can stand upright in this tent.

The floor of the tent is lined with foam and on top of that lies a 75 mm thick mattress. The mattress has a removable cover, so it's easy to pull it off and throw it in the washing machine after your epic trip.





Fortifications

Alu-Cab offers four optional extras for its Gen 3 Expedition Tent: an awning, sides for said awning, a shower cube and extra rain covers for the side windows.

4x4 Mega World, Alu-Cab's primary agent in South Africa – and also the company that fitted the Gen 3 Expedition Tent to our Isuzu – recommends mounting Alu-Cab's awning on the kitchen side of a bakkie's canopy (typically the passenger side) and attaching the shower cube and ladder on the opposite side (driver side).

We didn't take Alu-Cab up on their offer of the shower cube and awning sides as we didn't want to exceed Isuzu's prescribed maximum load weight on the mu-X's roof.

We did take the awning, though. To unfold it, you unzip its bag from back to front, loosen three Velcro strips, and swing out the awning's arms. It has four arms that extend like a bat's wing and the awning extends

270° from the front of the roof tent to the back. The rear-most arm is fastened to the roof tent with a strap. One leg that swings down from the second arm is enough to support the awning, and Alu-Cab provides guy ropes and pegs to anchor the awning in harsh weather. Once it's pitched, you flip a short strut on the second arm upward to stretch the canvas even tighter and prevent rain water from pooling on top of the awning.

Alu-Cab's optional sides for the awning will require you to attach two extra poles, but then you'll have a proper rally tent for carefree cooking as well as extra sleeping space.

The shower cube folds out in a similar way to the awning, but without the need for poles. You use a solar shower bag for hot water, and the tent is just large enough to fit a cassette toilet. You could also use it as a dressing cubicle.

The awning costs R14 795 and

weighs 24 kg. The sides weigh 15,2 kg and cost R15 525. The shower tent weighs 9 kg and costs R6 084. The rain covers for the windows cost R3 043 and 4x4 Mega World charges

an average of R1 500 for labour to bolt Alu-Cab's products onto your roof rack. If you buy the Gen 3 Expedition Tent with all its accessories, plus labour, it will cost a hefty R81 397!



“

We expected the Gen 3 Expedition Tent to whistle in the wind due to its boxy design, but it was remarkably quiet

”

On the move

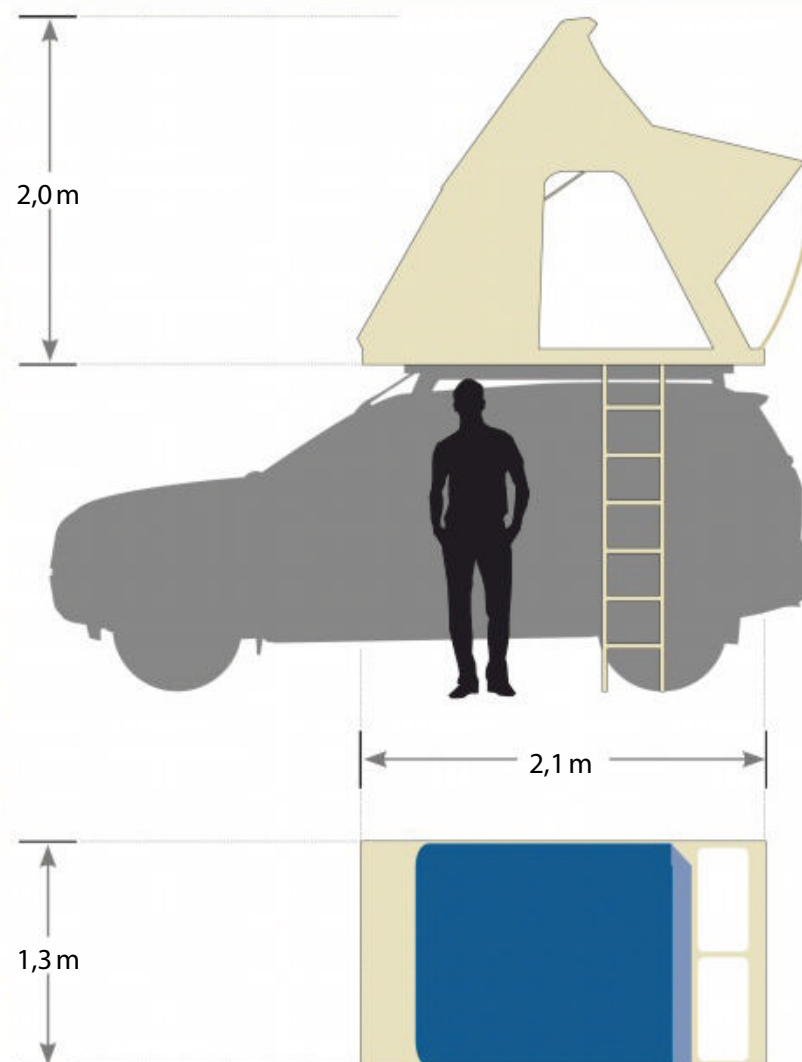
At 88 kg, the Gen 3 Expedition Tent is relatively heavy and will rock a Suzuki Jimny back and forth like a dinghy at sea. Our Isuzu mu-X's handling was less affected, however. We often forgot that there was this big thing on the roof. If you own a heavier vehicle – like a kitted-out Land Rover, you will be even less bothered by the roof tent's weight.

We expected the Gen 3 Expedition Tent to whistle in the wind due to its boxy

design, but it was remarkably quiet. We did notice that our long-term test vehicle's fuel consumption rose to 11 l/100 km compared to the usual 10 l/100 km.

According to Alu-Cab, you can bolt solar panels and a firewood basket on top of the tent shell, but bear in mind that you then raise the centre of gravity even higher and your rig could conceivably topple over if you tackle a tall dune at the wrong angle.





The technical details

Length (external) 2,3 m

Length (interior) 2,1 m

Width (external) 1,4 m

Width (interior) 1,3 m

Ceiling height (interior) 1,6 m

Roof ridge (opened) 2,0 m

Thickness (closed) 280 mm

Weight 88 kg (no accessories)

Price R39 950 (tent only)



Plus

- It pitches and folds down quickly and easily.
- The mattress is comfortable.
- There's almost no wind noise when driving.



Minus

- The tent is properly attached and therefore not easy to remove. Rather consider it a semi-permanent modification to your vehicle.

Drive & Camp loaned the rooftop tent from the manufacturer, and 4x4 Mega World in Cape Town fitted it.

Drive & Camp says This is a proper rooftop tent for overland expeditions. 🚗

Dealer network

Alu-Cab's products are available at all 4x4 Mega World stores in South Africa and Off Road Centre in Windhoek. They have agents on every continent except South America and Antarctica.

Headquarters 4 Read Street, Ottery, Cape Town

Contact 📞 021 703 3028

✉ queries@alu-cab.co.za

🌐 alu-cab.com



Gaps in the defences

The clips holding the tent closed tend to pop open as you drive, so do buy two padlocks to secure the clips. We don't want to split hairs about it because it's a good idea to lock up your camping gear anyway.

An actual problem is that

when a rear hatch flips open, it knocks against the awning's arms. If the hatch isn't height adjustable, it will get damaged over time. Vehicles with a rear door that opens sideways – such as Jeeps, Cruisers and Patrols – won't have this issue.

Gearing up for rescue



Here are five essential recovery devices to consider if you're heading somewhere where the chances of getting stuck are high.

Two items omitted from this list are actually the most important: good judgment and know-how. You must possess good judgment on where not to drive, and then you need know-how to get yourself unstuck after ignoring your own good judgement.

Know-how will stand you in better stead than any

4x4 gadget, so it's good to receive training at a 4x4 academy, or join a 4x4 club or forum where experienced members will impart their off-road know-how to you.

But even experts with perfect judgment will pack recovery gear. We asked our Facebook friends to share their preferred rescue tools when overlanding or simply playing in the pit of doom.

“

Don't drive where you could get into trouble.

– Leonor Gerrits

”



1 The planking fad

Traction boards (or sand tracks) should be number one on your list. *Drive & Camp* prefers rigid traction boards over floppy sand mats or roll-up ladders. Rigid boards can be used as a bridge to help

you over impassable rocks, to dig you out, and as paddles for rowing a makeshift raft across a croc-infested river.

“I suspect this is the first investment towards recovery gear.” – Frans Taueatsoala



2 Call a spade a spade

You can use a spade's blade as a solid, broad base for a jack.

You could even use it as a skottel on which to grill a steak, and yes, also to dig

out your stricken vehicle.

Get one with a long, straight shaft so you can reach deep under your rig.

"My instincts, skills and a spade." – Gary Clarke



3 On the ropes

Snatch straps work brilliantly for yanking, but you'd be surprised by what can be achieved with 30 meters of mooring rope – it is, after all, strong enough to tie a ship to a dock.

It is elastic and long enough to allow you to recover from hard ground rather than down in the mud with the other guy.

"I carry a 10 m 14T pull strap." – Brandon Danks



4 Take the lead

Jumper leads are more important than you give them credit for.

If you get stuck, you might repeatedly start and stop the engine, and in doing so run down the battery.

After numerous failed attempts to get your vehicle out, a mate may have to come over and give you a jump.

"A nearby Defender?" – Derek Britz



5 Pull your weight

A winch is by no means our first choice because it's an expensive gadget that needs to be serviced regularly – plus it will rarely be used compared to the other items mentioned here. But you know the expression:

Better to have and not need it, than to need it and not have it.

After a rope, our Facebook friends swore by a winch.

"Common sense first, fancy stuff like winches after that." – Andre Strydom



Handle with care

Whether you're counting down the weeks waiting for your next vacation or having to endure a lockdown, here's how to store your caravan

Teks **Kyle Kock** Images **Leon Botha**, **Getty images** and **Unsplash**

Most campers only pull their caravans out a few times a year, but when you're forced to forfeit a couple of camping trips due to a global pandemic, you may need to revisit exactly how to put your trailer into storage safely.

We spoke to industry experts who helped shed some light

on how you keep your precious leisure vehicle in relatively good nick, whether you're an old hand with years of camping experience or a newbie.

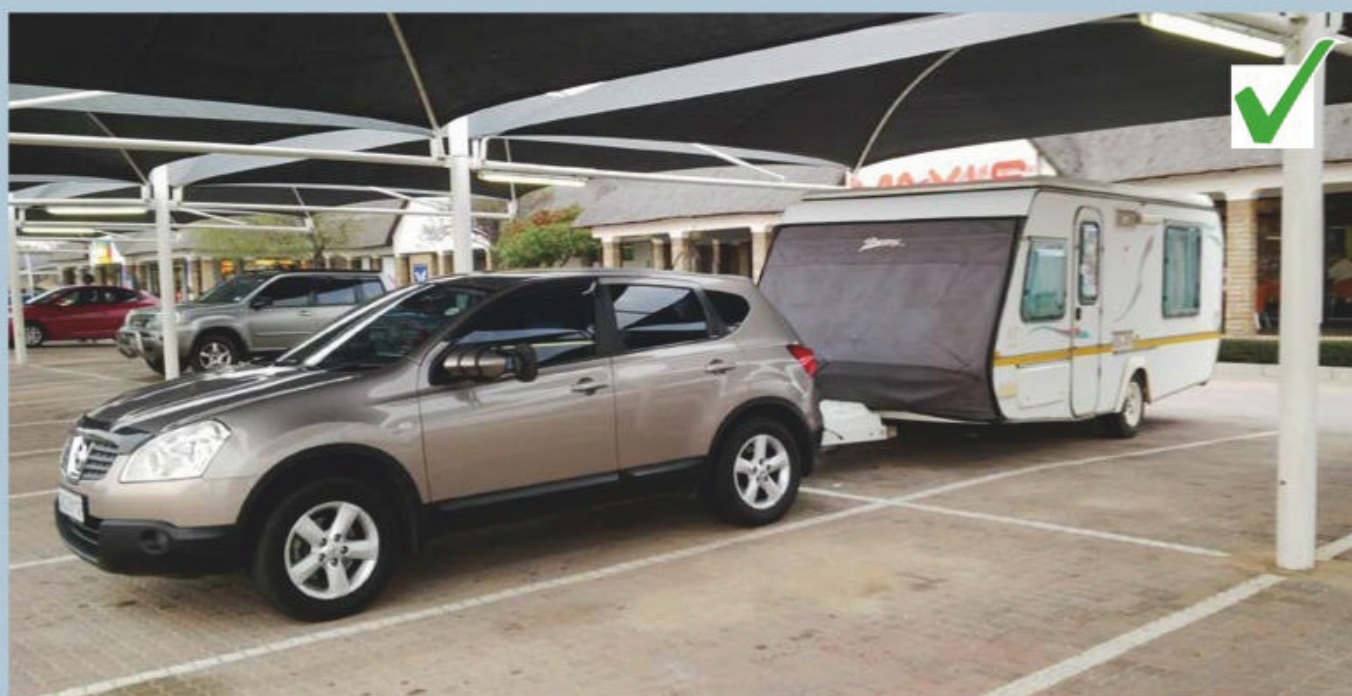
Like a glove

Although the first prize would always be for your caravan or off-road trailer to be garaged, everyone's parking

arrangements differ. Some might be able to park theirs in a dedicated spot in a garage or under a carport and then there are a few that probably stand exposed in the back yard.

If the latter is how yours is stored, you should consider investing in a cover. Avoid the thin and flimsy stuff, because after a season or two exposed

to the African sun and the occasional thunderstorm, these become brittle and will tear. Even the silver reflective type that you use in the Kruger isn't recommended for long-term storage, because those are more suited for short stays and even then the caravan can get quite hot underneath and that can cause condensation when



the temperatures drop.

Wesley Dempster of Tygerberg Caravans recommends a durable ripstop canvas cover with zipped sections over doors and windows. Although these tend to be expensive, they allow the caravans to breathe underneath.

"Ideally, you'd want to store your caravan inside, but nine times out of 10 a caravan is stored under a carport. Even in those circumstances, we recommend that you try and drop the nose ever so slightly so that any build up or condensation can run off," says Wesley.

Also, any caravan that's left outside to the elements without any form of coverage or ceiling can be expected to have some or other form of damage going forward. While a carport might not be on your family agenda or in your budget, a cover could be a worthy alternative.

COVER UP. Obviously, you wouldn't mind when you're snug inside your caravan during a storm, but remember that those are temporary conditions. Ideally, for long-term storage, some sort of undercover set-up is best.

Moisture →

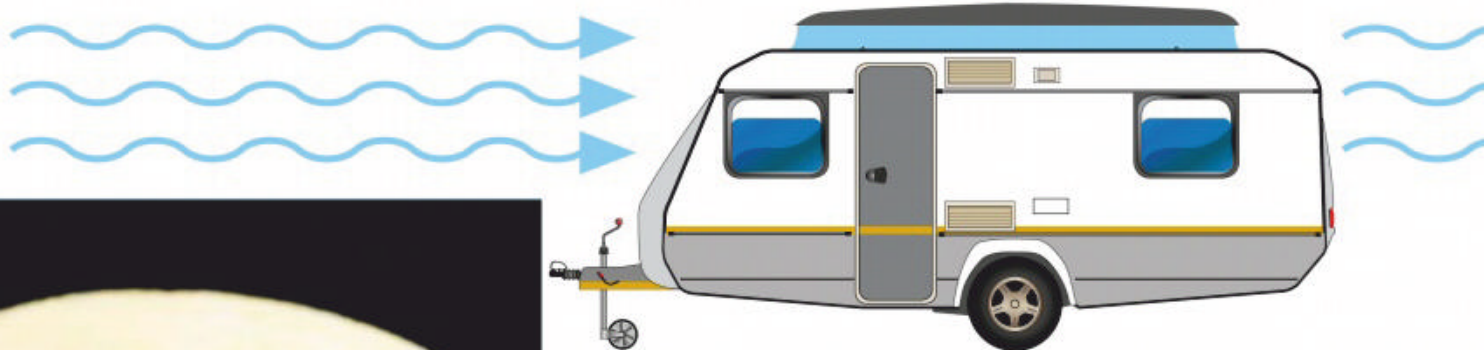


CAMP BOFFIN

Let air in there

From time to time, you should open the caravan up, perhaps for a few hours on a monthly basis, and that will include the trimmings, such as your rally tent and awnings so that the cabin and all the accessories can air.

"If a caravan is stored under cover, you can keep a window open slightly just to allow a little fresh air to flow to avoid any moisture from being trapped inside. The extra moisture could lead to mildew on cushions or canvas, even in new caravans, and eventually lead to wood rot on older models," says Brendon Vos, workshop and operations manager at Natal Caravans.



Wash and rinse

Depending on the holiday you've been on, if you have an off-road trailer and have been camping close to the sea, or been towing through a lot of water, you'll want to wash that dirt off the tubing, angle irons and u-bars that make up your chassis. The sand holds moisture and that can cause rust – especially with older steel. The newer galvanised chassis' are

probably less at risk.

"I've seen caravans come in here after a trip to Namibia, where the owner didn't clean properly underneath, and sometimes the old dust that settles on the chassis becomes a sort of cement that we basically have to scrape off, because of how it's almost bonded to that galvanised steel" says Bryan Lawrence of Loftus Caravan City.

“

...you can keep a window open slightly just to allow a little fresh air to flow to avoid moisture being trapped inside

”



Power play

Plug your caravan into your domestic circuit, just as you would at a campsite or caravan park. Not just so that you keep the battery charged from time to time, but also so that you can check that all ancillaries, like the water pump, fridge and lights are in good working condition. But be careful not to overcharge the battery, sending full voltage once it's already reached maximum capacity.

"This all depends on your own setup. Any of the Jurgens products shouldn't be permanently plugged in. The Samsung, Apollo and

Hercules chargers used by some manufacturer aren't smart chargers," says Bryan.

He does go on to mention that intelligent chargers, such as the Victron chargers used in Bush Lapa and Okto caravans charge at a slower rate once the battery has reached capacity. Essentially, these become more of a maintenance system, that keeps your battery anywhere between 40 and 80 percent charged.

Another option, which might be altogether safer and more cost effective, is that in the case of long-term storage to rather



leave everything unplugged and to take the battery out. You can power up the battery with a trickle charger, without having

fridges and other appliances unnecessarily drawing power while you're not actually using the caravan.

Tyres, bearings and brakes

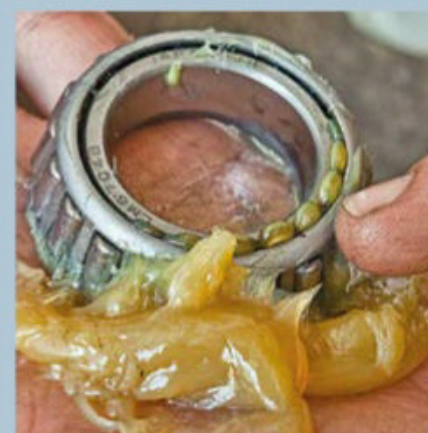
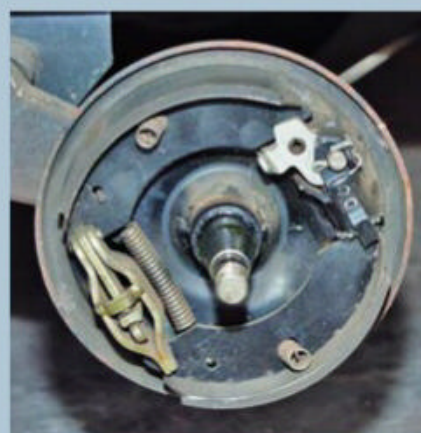
"Try and jack up your caravan so you can rest the axles on trestles, any vehicle stationary for a long period of time can create flat spots and affect the durability of the tyres," says Bryan.

In the type of scenario where you've got someone who camps every two months, it's not that the tyres will take any serious damage, but it would be better for a wheel to not take weight while it's not moving for a prolonged period of time.

"It also depends on circumstances, because a tyre that's standing on a concrete surface will be less susceptible to moisture in soil or sand, especially at the point of contact with the ground. Personally, my own caravan always gets lifted onto trestles after a trip and I've found that it extends the life of the axle, bearings and tyres" Bryan adds.

According to Wesley you can also purchase a set of anti-flat-spot mats, which is like a bit of a cushion and wheel chock in one, that relieves some of the tyre's load, if axle stands don't appeal to you.

"Also, never store your caravan



for an extended period of time with the handbrake engaged, because that can lead to your brakes binding, which requires a bit of a jolt to get them to eventually release when you want to move the caravan properly," adds Brendan

A more affordable alternative to axle stands and flat spot mats

might be to use wheel chocks if the ground your caravan is on is sloped slightly and you don't want it rolling into your project car or your wife's daily drive, but jack the caravan up from time to time so that you can spin the wheels to check the bearings and ensure that flat spots don't happen.



“ ...wash that dirt off the tubing, angle irons and u-bars that make up your chassis ”

Frame foibles

Some campers believe that you must drop all four corner steadies when storing your caravan to distribute weight evenly throughout the chassis, but according to Bryan, this depends on the age of your caravan.

“The newer models have what we call a modular chassis, and the older caravans featured a flat chassis. The older ones tended to flex a lot more.

Often, when these were being jacked up, the jacked points sometimes carried more weight than the axle or vice versa, resulting in the chassis bowing down or upward” says Bryan.

Bryan’s advice would be to wind the corners steadies all the way down to try and get some weight off the axle, but recommends that you find out which chassis your older caravan has underneath so you can avoid cracks above the door or near the window frames – a clear sign that the chassis is flexing too much. 📍



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THE CAN THAT CAN

Who invented the jerrycan, what colour goes with which fuel type, and is it really superior to plastic containers? We answer these and other questions.

Words **Cyril Kloppe**



You may already know the basic history of the jerrycan: that the Germans invented this famous container during World War II, and that 'Jerry' was British slang for a German soldier.

But the whole story is even more interesting...

Back in the day, oil and fuel were sold to the public in square tin cans (shown top left here), the kind that co-ops and wholesalers still use today to hold cooking oil and paraffin. But during the Spanish Civil War in 1936, supported by Nazi Germany, they discovered that the soldered seams of these tin cans were prone to bursting open when treated roughly by careless soldiers.

Another kind of fuel container, one that resembled a sort of triangular briefcase (second from the top), was designed in 1928 by Vinzenz Grünvogel from the German engineering firm Eisenwerk Müller & Co. AG in Schwelm, Westphalia. It performed markedly better than the standard square tin cans that the army relied upon.

Grünvogel's design impressed the German army, but feedback from soldiers involved in the Spanish Civil War suggested that the Wehrmacht would be even better served by rectangular fuel cans that could be stacked on top of one another. The German army's other requirement was that one soldier should be able to carry one full can in each hand or four empty ones – two in each hand. The result was the *Wehrmacht-einheitskanister*, also known as the 20 l jerrycan (shown third from the top).

After the Spanish Civil War, the German army stockpiled thousands of jerrycans in preparation for the imminent 'lightning war' or Blitzkrieg against Poland. Meanwhile, early in 1939, an American engineer named Paul Pleis, blissfully unaware of Adolf Hitler's dastardly plans, embarked on a road trip from Germany to India with a fellow engineer from Germany. Pleis' friend pinched a couple of jerrycans, which were hidden at the Berlin Tempelhof Airport, because he was certain they'd make excellent water containers for their challenging journey.

The invasion of Poland commenced, Europe declared war on Germany, and the two friends had to end their road trip. The German engineer was recalled to his homeland and Pleis returned to America where he presented this remarkable fuel can to the US Army.

The Yanks reverse engineered it into something they considered to be superior (shown bottom left). But the US Army version stuck with a traditional screw-on cap – which needed a tool to undo – rather than the jerrycan's simple flip cap, and traditional soldered rolled seams instead of the jerrycan's recessed welded seams.

When Britain and the United States took up arms against Germany, they discovered that both the old British tin cans and the American knock-offs were unable to withstand the rigours of war. The Allies admitted to their mistake and immediately began to capture German jerrycans and made exact copies which were significantly more reliable than their own leaking containers.

Today, 80 years later, the jerrycan is the standard fuel container for NATO military forces and off-road enthusiasts around the globe.



How to carry a jerrycan

The German army wanted their Blitzkrieg to maintain momentum and so they required each soldier to hustle with four empty jerrycans – two in each hand. The solution was the triple handle: one handle on the left, one in the middle and one on the right.

When the can is filled with fuel, you use the middle handle to carry it; when it's empty, you use the right handle and grab a second empty can by its left handle with the same hand.

If a German tank driver had to walk several kilometres from a fuel depot to where his *Truppenluftschützenpanzerwagen* stood without fuel, he could ask a comrade to help him. Then they would share the 20 kg burden by each holding on to an outer handle.



“

Jerrycans are more durable than plastic cans and you can manhandle them without a second thought

”

Plastic or metal?

Although the jerrycan has remained largely unchanged since 1939, you can now also buy polyethylene plastic fuel containers – which have the advantage of never rusting.

Plastic containers are slightly cheaper than jerrycans – around R450 for a 25 l plastic can versus R650 for a quality 20 l jerrycan. In addition, polyethylene doesn't contain bisphenol A (BPA) that can poison you if you use it as a water container. Another advantage, of course, is that plastic weighs less than metal – so it won't be such a chore to carry if you run out of fuel and have to walk to a fuel station.

But this is where the benefits of plastic containers end.

Jerrycans are more durable than plastic cans and you can manhandle them without a second thought. When a plastic container springs a leak, you usually have to throw it away (although a small hole can be mended) while you can patch a hole in a jerrycan with steel epoxy. A jerrycan's

flip cap won't go missing, while a plastic screwcap is easily misplaced.

After dropping a plastic cap in sand, petrol might leak past its thread, but this can't happen with a jerrycan. You can transport a jerrycan inside your vehicle (when cresting tall dunes and you want to carry weight down low) while polyethylene is porous and will release petrol fumes inside the cabin. For this same reason, you shouldn't store fuel in plastic containers for long periods, because the polyethylene lets air through which eventually lowers the octane – after a few months, it may not ignite in a vehicle's engine.

Jerrycans that are prepared to hold water won't easily rust, and you can bury them in desert sands for many years without the water spoiling. Plastic cans allow evaporation and will eventually empty out despite the cap being screwed on tight.

Plastic will deteriorate in the sun, while metal lasts a lifetime.



Petrol



Diesel

What colour for which fuel?

South Africa has no regulations for what colour a jerrycan should be. Even Europeans, who are usually obsessed with regulations, only require a jerrycan to meet ADR standards (an acronym for *Accord Européen relatif au transport international des marchandises Dangereuses par Route*). In short, ADR requires that fuel must not leak from a jerrycan when transported. No mention is made of colours.

The only place in the world where jerrycans are required to be painted in various colours for different liquids is the US state of California – and their guidelines have been unofficially adopted by the rest of the world.

California's ATM F852 regulation states that red

jerrycans should be used exclusively for petrol (or gasoline as they call it) and medium yellow for diesel. Medium blue is only for the transport of kerosene (paraffin).

The trend of painting jerrycans in different colours has taken hold among manufacturers outside California, and in South Africa we generally accept that red jerrycans are meant for petrol, yellow for diesel and blue for water. But how about the black and green jerrycans? Why, the green ones are for Land Rovers and the black ones are for Land Cruisers, of course!

But joking aside: South Africa has no regulations on what colour a jerrycan must be; it's left up to the manufacturer



Petrol



Diesel



Paraffin

as well as the consumer.

When it comes to plastic containers, we often use red ones for petrol and yellow for diesel, the way the Californians intended, but again we use the blue ones for water because we wouldn't know what to do with that much paraffin anyway.

By the way, if the blue plastic container makes your drinking water taste like plastic, try the following: fill it three quarters with hot tap water (not boiling water from the kettle) and add one tablespoon of baking soda per litre of water.

Leave the water to cool (about an hour) and then rinse it with cold tap water. Repeat when the taste returns.

Beware of imitations

Earlier we asserted that a jerrycan is superior to a plastic container, but this only applies to jerrycans manufactured according to NATO standards. Here are 10 features of a quality jerrycan worthy of your cash:

1 A jerrycan consists of two halves welded together lengthwise. The welded seam is recessed (lower than the body) so it doesn't rub against anything while being transported.

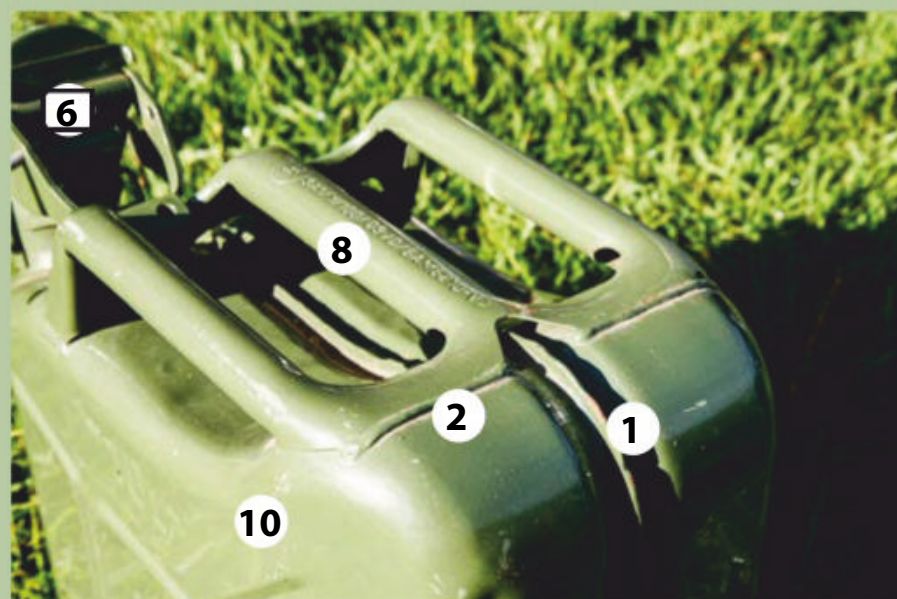
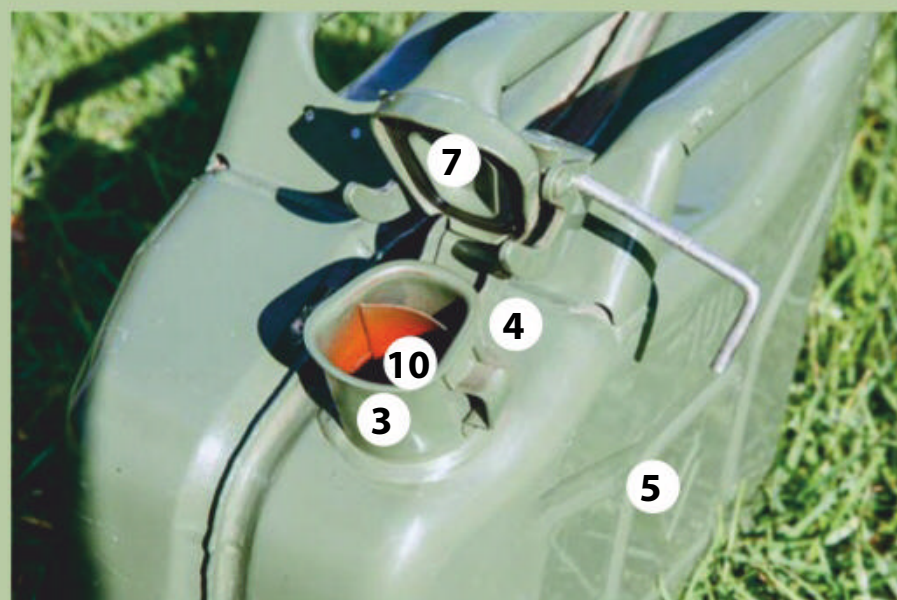
A cheap jerrycan's seam is exposed above the body and can easily be damaged.

2 The triple handle has a long, uninterrupted weld bead that attaches the entire width of the handle to the jerrycan. Cheap imitations use inferior spot welding.

3 The spout is slightly wider at the bottom than at the top and the breather is wide to allow enough air to enter the can so that fuel flows out freely without chugging. Cheap fakes often have an inadequate thin pipe that pokes out of the spout.

4 The flip cap is formed out of a single piece of metal that includes the hoops through which the cap's prongs pass. Fakes have tacked-on hoops and they will bend and eventually break off after repeated use.

5 The coat of paint is highly scratch-resistant, even if you rub on it with your car keys. If not, it certainly won't be durable enough for off-road conditions.



6 When you flip open the cap to pour out fuel, the cap will remain open by itself. A fake one flops down like a dead fish.

7 The rubber seal inside the cap won't fall out when manhandling the jerrycan. A cheap jerrycan's seal easily drops out when you open the cap.

8 The triple handle is rounded and comfortable enough that you can carry it for several kilometres without it cutting into

your flesh. Not so with cheapies. **9** When you peer inside, you will see a reddish-brown coat of paint. This is a protective layer that stops fuel from reacting with the metal and eroding it. Fakes have untreated metal that will rust before you can say oxidation. **10** A NATO jerrycan is heavy because the metal is thick and durable. Fakes are just tin sheeting and you can easily elbow a dent into one.



Paraffin



Water



Various fuels





IMAGE KYLE KOCK

PRIME CUT

You don't spend hard-earned money on grade-A biltong only to try and slice it with a puny pocketknife. Get yourself something decent.

Words **Kyle Kock**

Is there anything more disappointing than getting comfortable with a big piece of biltong in your camping chair, only to realise you didn't bring your favourite biltong knife to get through the sinew?

Don't get caught out there with nothing but a butter knife or resorting to having to use a utensil from the generic set in your camper. Here are a few options to help you make sure you always have the real deal at hand.



1 LEATHERMAN SKELETOOL KBX Beer with your biltong?

Tim Leatherman's famous line of multitools is a household name, and the aluminium-bodied Skeletool is all about ease of use.

The 66 mm stainless steel blade is a combination of a straight and a serrated edge, and there's a removable clip so you can wear the Skeletool in a pocket or belt clip, or simply in a sheath.

Plus, it has a built-in bottle opener.

Price R760 from Awesome Tools.

Drive & Camp says Available in three colours: regular stainless-steel finish, moss green, and Columbia blue.

2 316 KNIVES BILTONG BUDDY Handmade at home

There's something reassuring and satisfying about the cleaver-like design of the Biltong Buddy, by custom knife maker Adriaan De Villiers. He's purposefully made the handle in the reverse-grip style and the blade is of a good quality N690 stainless steel so that it retains its edge after many hours of biltong carving. It's 150 mm long in total, while the blade's length is 60 mm.

Price R900-R1 200 from 316 Knives.

Drive & Camp says Adriaan can customise this to your liking, in terms of finish and colour, and you can have it with or without bolsters as well.

3 OKAPI BILTONG KNIFE Real Makhoya

The Okapi brand has its origins in Solingen, Germany – a city known for its blade-making prowess. For more than 100 years, its products were sent to all German colonies, deriving the modern-day name from the giraffe-like animal found in the Congo.

This biltong knife's carbon steel blade is 104 mm long, while the resin-impregnated handle adds another 137 mm.

Price R100 from Outdoor Warehouse.

Drive & Camp says When you're especially nostalgic about the good old days.

4 KALIBER LARGE BILTONG FOLDING KNIFE Bigger is better

Kaliber is known for their tough, yet affordable series of knives, so it comes as no surprise that this large unit is relatively cheap.

The blade is made of durable steel, and when folded out of its G10 inlaid handle, the knife is 180 mm long.

Price R350 from Cape Union Mart.

Drive & Camp says There's a smaller Kaliber biltong knife also available, but for just R100 more, why not have this one?



5



6



7



8

5 ENLAN BILTONG BOK Gentleman Jack

If you'd like your piece to arrive with a little pomp and ceremony, then Enlan's Biltong Bok might be the one for you, ensconced in its own black leather sheath that's housed in a smart black wooden box. The blade is made of stainless steel and the knife has a black pakkawood composite handle to match the packaging.

Price R300 from Outdoor Warehouse.

Drive & Camp says One for the hipsters, and very smart looking..

6 OPINEL N°12 STAINLESS EXPLORE Country to kitchen

From its humble beginnings in Savoie, France, where Opinel started as a work knife for lowly peasants, it now also makes high-end equipment that wouldn't be out of place in a Michelin-star restaurant. Thankfully, for outdoor lovers, this model also has a whistle, firelighter and cutting hook and its dual material handle makes it resistant to water and extreme temperatures.

Price R800 from Awesome Tools.

Drive & Camp says Has a novel safety ring that locks the blade in open or closed positions.

7 VICTORINOX BILTONG Swiss-army style

Here's another brand and colour combination that many will recognise immediately. Swiss manufacturer Victorinox, famed for their multipurpose Swiss Army range also makes a knife made just for cutting up pieces of biltong. The 100 mm stainless-steel blade has a fine edge and the handle is matte nylon.

Price R330 from Outdoor Warehouse.

Drive & Camp says The only way this would be perfect is if included a toothpick that slid from the handle.

8 BUFFALO RIVER BILTONG TJOM KNIFE King of cowboys

Hunters, farmers and the general outdoorsman will be familiar with Buffalo River and their range of safes, cases and bags. They also have a massive range of knives, like this beautiful piece made specifically for biltong. It comes in a wooden presentation case, with a 90 mm blade and opens to 220 mm.

Price R300 from Boys Toys.

Drive & Camp says Now you can have a knife that matches the rest of your Buffalo River range.



9



10



11



12

9 CRKT 6406 BILTONG KNIFE Beyond borders

American brand Columbia River Knife & Tool also caters for our market, which is no surprise given how popular dried meat is over there as well. The plain edge blade is 64 mm long and the overall length with the steel blade open is 150 mm.

Price R465 from Blades & Triggers.

Drive & Camp says The G10 handle is available in black, or an olive-green finish.

10 SMITH'S CAPRELLA KNIFE Both hands

Another brand that's been around for more than a century, the Caprella knife from Smith's features 75mm stainless satin blade. The guard is pronounced and there are thumb studs on both sides for ambidextrous users.

Price R575 from Awesome Tools.

Drive & Camp says It doesn't have a typical look, but it is more than suited to the task.

11 GORTEK BILTONG KNIFE Anti-corrosion

This one's unique selling point is the stag-horn handle, as well as the nickel silver bolsters, brass liners and rust-resistant hollow ground blade. The blade itself is 65 m long, and the knife opens to 155 mm long.

Price R400 from Momentum Multiply.

Drive & Camp says This is a very traditional style, which suits the young-at-heart crowd.

12 TEKUT BONE HANDLE BILTONG KNIFE Down to the bone

When you believe that the entire animal must be used for responsible consumption, then you have peace of mind knowing that a cow had donated not just its meat for your biltong, but some bone as well, because that's what this Tekut's handle is made of. It measures 90 mm closed and 153 mm with the stainless-steel blade open.

Price R330 from Boys Toys.

Drive & Camp says The handle reminds you of the straight razors at barbershops.

GET YOUR PRODUCTS HERE

Outdoor Warehouse outdoorwarehouse.co.za

Momentum Multiply multiplyonlineshop.za

Cape Union Mart capeunionmart.co.za

Awesome Tools awesometools.co.za

Blades & Triggers bntonline.co.za

Boys Toys boystoysshop.co.za

316 Knives 316knives.co.za

Don't say tomato...

A tin of tomatoes is the cornerstone of these quick meals that will drive away hunger - and cold - in the blink of an eye.

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

TOMATO AND MUSHROOM SOUP

Red alert

This is such a quick and easy soup to make – delicious for those cold evenings, especially when you have a cheesy braibroodjie to dip into it.

Ingredients

(serves 4)

- 2 tablespoons butter
- 1 tablespoon oil
- 250 g button mushrooms, finely chopped
- 3 leeks (just the white sections), washed and chopped – or use a white onion if you can't find leeks
- 1 stalk celery, finely chopped
- 2 cloves garlic, crushed
- A pinch each dry turmeric, ground cumin and dry mixed herbs
- 1 tablespoon flour
- 1 tin (400 g) of tomato purée
- 1 tin (400 g) chopped tomatoes
- 1 cup chicken stock
- a pinch of sugar
- salt and black pepper to taste
- cream to taste

Here's how

1 Melt the butter and oil and fry the mushrooms over high heat until very caramelised. Don't stir them around too much at the start, otherwise they won't have time to brown.

2 Add the leeks, celery and garlic as well as the spices and herbs, and fry the mixture until all the vegetables are fragrant. Keep a close eye on the heat so the garlic and spices don't catch flame.

3 Stir in the flour and fry everything for another minute. Stir in the tomato purée, chopped tomato and stock, and season the mixture to taste with salt, pepper and sugar. Allow to simmer for 10 minutes.

4 Add cream to taste in the soup in the pot, or top each steaming cup of soup with a dollop of cream when serving.

Drive & Camp says If you like your tomato soup nice and smooth, remember to pack your stick blender.



MEATBALLS WITH BEEF AND SALAMI

A meat-eater's delight

These meatballs are unbeatable, whether you serve them with pap, any kind of pasta, gnocchi, mashed potatoes... and inside a jaffle, of course.

Ingredients

(makes around 40 snack-sized bites)

- 600 g beef mince
- 240 g salami, finely chopped
- ½ cup dry bread crumbs (I use panko crumbs)
- ¼ cup grated parmesan
- ½ teaspoon dry mixed herbs
- 1 egg
- 3 tablespoons olive oil
- 2 tins (400 g each) tomato and onion mix
- 2 tablespoons balsamic vinegar (if you want to play Italian)
- salt and ground black pepper

Here's how

1 Mix together the mince, salami, crumbs, cheese, herbs and egg until well blended.

2 Roll the meat mixture into 40 small meatballs and set aside on a cutting board.

3 Heat a little oil in a potjie and fry the meatballs until brown. Spoon them out once golden brown.

4 Pour the tomato and onion mix into the same potjie, add the meatballs to the sauce and heat until warm through. Season the dish with the vinegar, salt and pepper to taste. Remember, the salami and cheese in the meat is already salty – so first taste the sauce and keep balance in mind. Garnish the meatballs with extra parmesan if you like.

Drive & Camp says The raw meatballs freeze well should you want to do all the rolling at home before you leave.



CHICKEN POTJIE WITH RICE

Rice, rice, baby

Growing up, my mother often made this one-dish-wonder in the oven and now I love it even more cooked over the coals!

Ingredients

(serves 4)

- 4 chicken thighs
- 4 chicken drumsticks
- 1 teaspoon each smoked paprika, ground coriander and ground cumin
- salt and black pepper to taste
- 3 tablespoons oil
- 1 onion, finely chopped
- 2 carrots, finely chopped
- 3 celery stalks, finely chopped
- 1 cup long-grain rice
- 1 tin (400 g) chopped tomatoes with herbs
- 1 teaspoon salt

Here's how

1 Score each piece of chicken three times with deep cuts. Then rub in the spices and season to taste with salt and black pepper.

2 Heat the oil in a black potjie and fry the chicken until it's golden brown all over (at least 10 minutes).

3 Stir in the vegetables and sauté it all until the vegetables are glossy (at least another 5 minutes).

4 Add the rice and mix well before stirring in the tomato. Fill the tomato tin with water and add it to the potjie with the teaspoon of salt. Make sure the pot is simmering gently, replace the lid and simmer for 25-30 minutes until the rice and chicken are cooked through.

Drive & Camp says If you want to cook chicken with delicious al dente rice, it is important to fry the chicken and vegetables so that they're already half-cooked before you add the rice.



BANGERS AND DUMPLINGS

One-pot wonder

This one-pot dish is perfect for breakfast, lunch or dinner.

Ingredients

(serves 4)

- 6 fat pork or beef bangers
- 1 tin (400 g) tomato and onion mix
- A pinch sugar
- A pinch dry mixed herbs
- ½ cup light beer or stock

FOR THE DUMPLINGS

- 50 g butter
- 1 cup flour
- ½ cup grated cheese
- 3 tablespoons Greek yoghurt
- a sprig of rosemary (optional), chopped

Here's how

1 Slowly fry the bangers till deep brown in a deep cast iron skillet that has a lid. Add a little bit of water to the pan at the start rather

than adding extra oil. Once the bangers start releasing their own fat, it will grease the pan enough to stop the bangers from burning.

2 Stir in the butter, tomatoes, sugar, herbs and beer, and simmer slowly while making the dumplings.

3 Grate the butter into the flour and then mix in the cheese, yoghurt and rosemary until it looks like scone dough and can easily be handled. Flatten the dough and use a glass to cut circles – you can also cut it into squares with a knife. Arrange the pieces of dough on top of the sausage mix in the pan.

4 Place the pan over a few coals and pack some on the lid as well. Bake for 20 minutes or until the dumplings are done.

Drive & Camp says Boerewors, spicy chill or even chicken or sausages all work well in this dish. Feel free to use your favourite type.

HAKE WITH BACON, TOMATO AND OLIVES

Bringing home the bacon

The bacon not only lends flavour to the delicate fish, it also stops it from drying out when you pan-fry it.

Ingredients

(serves 4)

- 4 portions firm hake
- 4-8 strips streaky bacon
- 2 tablespoons olive oil
- 1 tablespoon sundried tomato pesto
- 1 tin (400 g) chopped tomatoes with herbs
- 12 green olives, sliced
- ½ small red onion, sliced thinly
- salt and freshly ground black pepper
- fresh bread to mop up the sauce

Here's how

1 Roll each portion of fish into one or two strips of bacon and close it firmly using toothpicks. Heat the olive oil in a thick-bottomed pan and fry the fish over moderate heat until the bacon is golden brown on both sides.

2 Stir in the pesto, tomato, olives and onion and mix through. Simmer for a few minutes until the sauce has warmed and the fish is just cooked.

3 Season the sauce to taste with salt and pepper and serve with bread. A sprinkle of fresh basil or coriander will add to the flavour, but they're not essential.

Drive & Camp says The better the quality of the bacon and fish you use, the better the dish will be.



POPPERS WITH TOMATO

Cheese it and enjoy

My friends Candice and Justin Steyl have perfected these hot snacks over the coals. If you use small red and yellow salad peppers instead of jalapeños, even those who don't eat chillies will enjoy them.

Ingredients

(serves 8)

- 16 fresh jalapeños or salad peppers
- ½ cup medium-fat cream cheese
- ½ cup grated cheddar
- 2 teaspoons sriracha sauce (or to taste)
- 16 strips streaky bacon
- 1 tin (410 g) braai relish
- a handful baby spinach
- ½ red onion, finely chopped

Here's how

1 Cut the chillies or peppers in half lengthwise and scrape out the seeds.

2 Mix the cream cheese and

cheddar together and season with the sriracha – if you don't have sriracha, add some of the chilli seeds to give the poppers a bite.

3 Fill the chilli 'tummies' with the cheese mixture and put the halves together again. Wrap a strip of bacon around each one and secure with a toothpick.

4 Braai the poppers in over hot coals until the bacon is crisp and the cheese just starts wanting to escape.

5 Heat the relish in a potjie and use it as a dipping sauce with poppers. This is delicious as a starter, or make a meal of it by wrapping the poppers two by two (with a generous spoon of hot relish, baby spinach and a sprinkle of chopped red onion) in a tortilla. Avocado is an optional extra.

Drive & Camp says We came across the cute new Old El Paso Stand 'N' Stuff soft tortillas in Spar – great when you don't want to dirty lots of dishes when camping. 🍴



go! **Drive & Camp** MARKETPLACE

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A walk on the luxurious side

Botswana, and particularly Kasane, where the mystical Chobe and mighty Zambezi rivers converge, is amazing. And what better way to see it than from the water?

Flame of Africa own and operate one of the largest fleets of game-viewing safari vehicles and cruise boats in the area. With a bush-adventure background and thirty-year history to back them up, father and son owners – Brett and Ben McDonald – have developed a range of products for those discerning adventurers who prefer to do it their way.

Their fleet of river cruisers include several day-cruise craft (accommodating 30-50 people) complete with braai facilities, loungers for that lazy afternoon nap and toilet facilities. "We have developed these craft to give an element of luxury, but with the freedom to do it your way. When camp fare and the toil of washing your own pots and pans seem like a mountain too high, we want to spoil guests," says Brett.

Available on either a fully catered, or self-catering basis, safaris can easily be tailored to suit guests needs.

If a day river cruise is not your idea of fun, perhaps a few hours fishing from one of their smaller purpose-fitted boats, or lunch on The Raft – a floating restaurant right in the middle of the Chobe River – will be relaxation enough. Flame of Africa's newest concept is their Chobe Chow pop-up restaurant. Developed for extended game drives into the Chobe National Park, this unique vehicle can cater to 18 people, setting up a feast fit for kings, for guests on self-drive adventures in the park.

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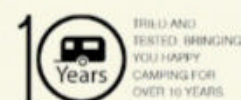


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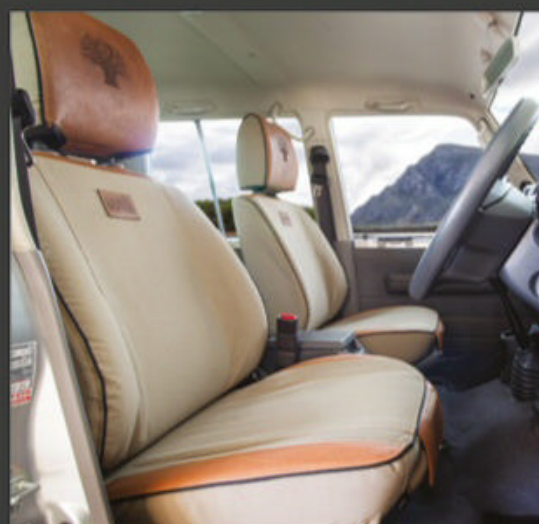
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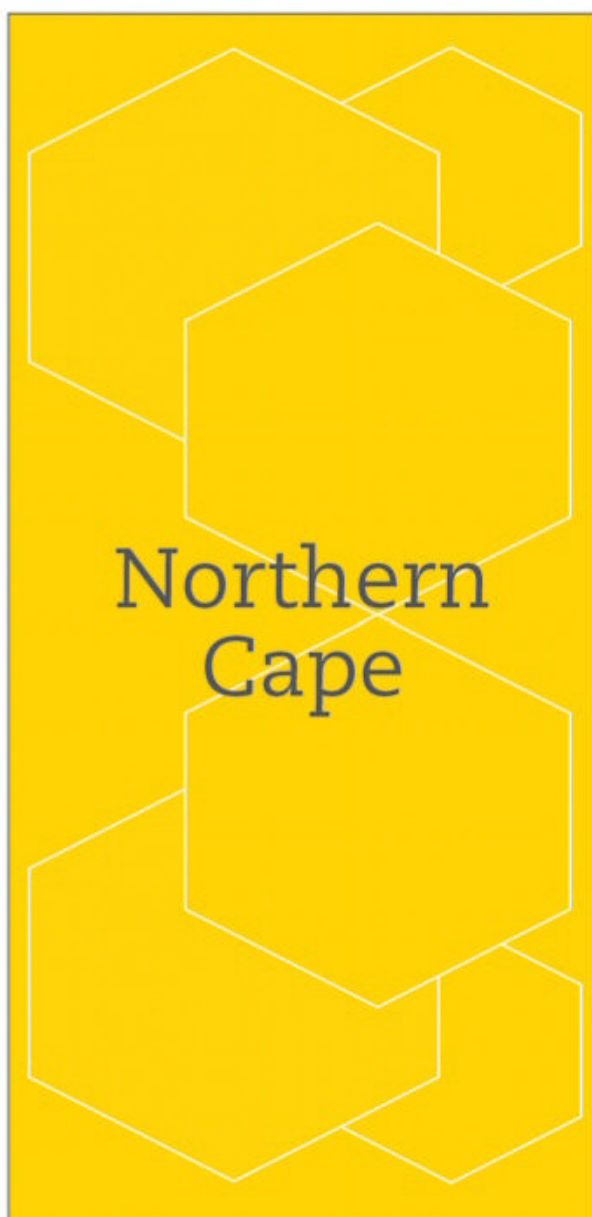
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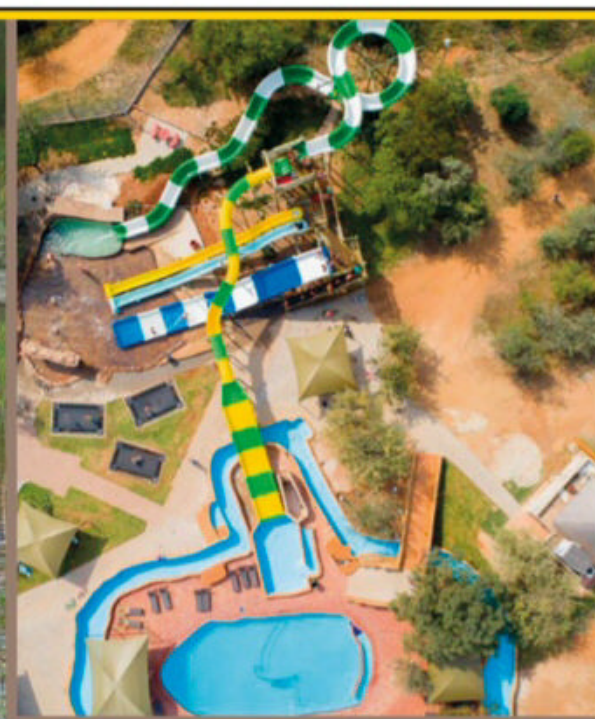
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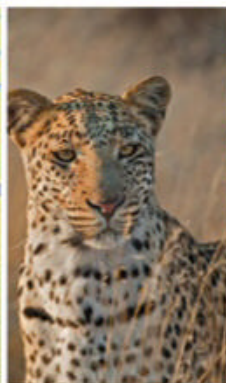
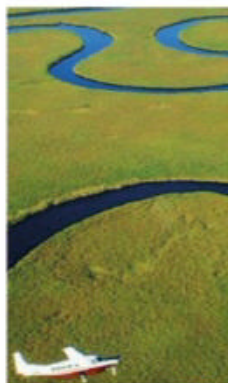


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CROSSWORD

Myriam Hockney from Edgemean has won Van Loveren wine worth R1 000 for her entry in the May 2020 crossword competition. Complete this one and e-mail a picture to drivecamp@gomag.co.za. Include your contact details. Or do it at <https://bit.ly/3eMwcBW>. Last month's solution is on p 106.

			Town in the Northern Cape (4,7)	Un-cooked	You and I	Either ...	Wild dog			
					Hard-wood					
					Mature					
Pierce					Notion		Curve			
Sun god										
Trans-lucent		Armed conflict	Pigpen			Branch	Vestment		Large continent	T-bone, eg
					Destroy		Earth			Stops
					Snooze					
Unit of force			Single			Foot digit	Ease up			
Put down			Enemy				Spiritual leader			
Lawren-cium (symbol)			Doesn't sink					Homeric epic		
			Haze							
		Peddled				"I see!"	Seeps			
		Fuss					Steal			
Plutonium (symbol)					Occured	Ei-nsteinium (symbol)		A kloof in the Eastern Cape		
Small part										
			Definite article			Handle				
						Mafia				
Italian island			Owens			Camel-hair cloth				
Terrier, eg			Increase			Bovine				
				"Once ... a time"	Not off		Second Greek letter	Sprite	Consuming	Bites
							Strange			
					Capital of France	Ecological commu-nities				
			Young dog		Verve					
			Certain		Expres-sionless					
A Toyota SUV		With-stand	Navigation aid			A bit		Tantalum (symbol)		
		Rodent				Winter ailment		Bind		
						Cooler		Spasm		
						Indefinite article		Album		
Over-rides		Per annum (symbol)	Watch part				Move furtively			
					Cozy			Wooden pins		

COMPILED BY GERDA ENGELBRECHT

Toast of the town!

Win with Van Loveren's Tangled Tree range

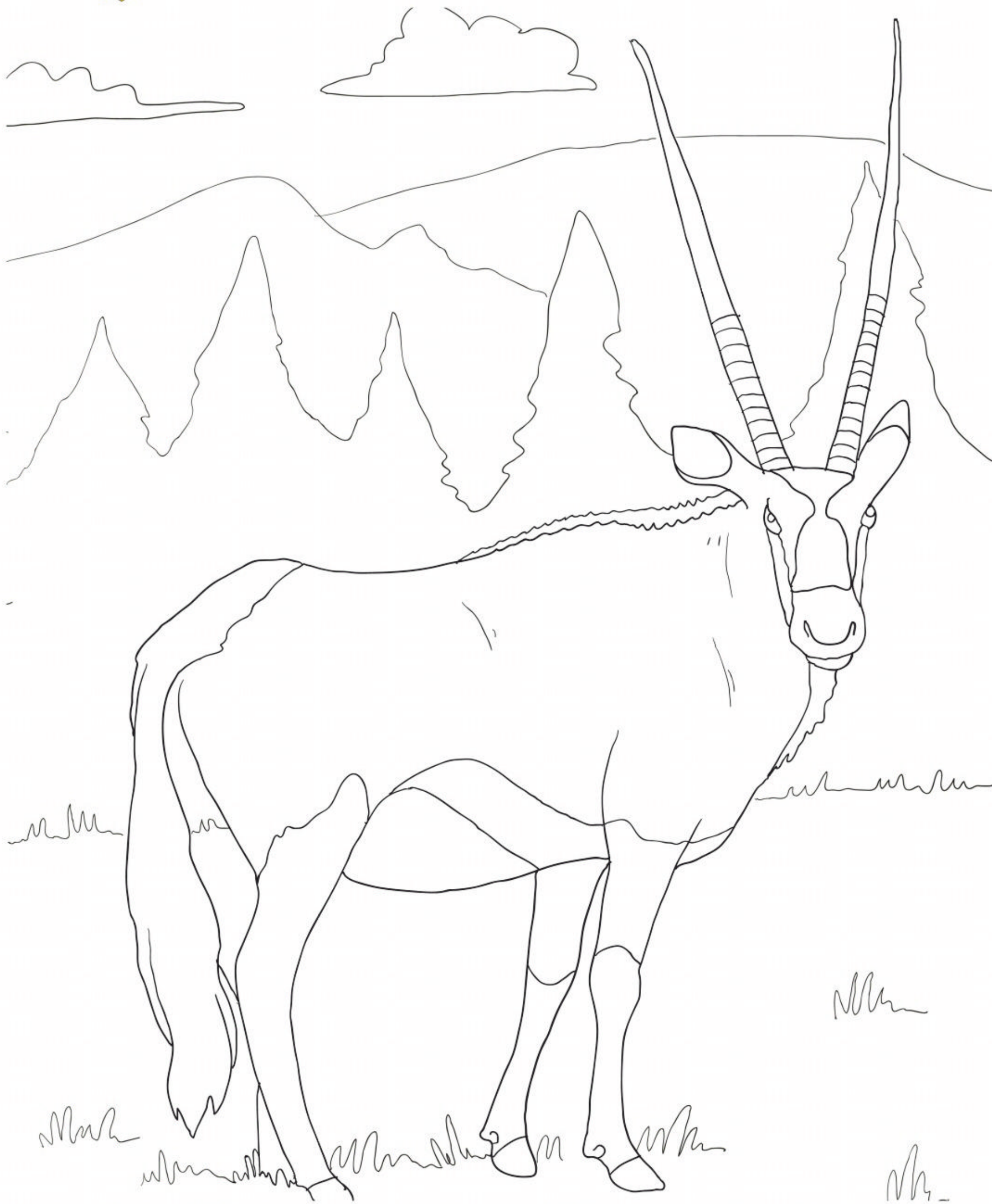
This mouth-watering eco-friendly range was inspired by a tree on the Van Loveren farm. In 1941, Jean Retief ordered a *Rhus lancea* tree from the then Natal province. Her husband Hennie believed that it was the same as the Karee tree that grew along the river and planted a shoot next to it to prove this.

The two trees have since intertwined into one tree, which has come to symbolize their love. And the best part of the range? It has a 60% lower carbon footprint compared to wine in glass bottles.

Try the Tangled Tree Chocolate Cabernet Sauvignon, Butterscotch Chardonnay, Moscato Rosé, Tropical Sauvignon Blanc and Spicy Shiraz today. Find out more at tangledtree.com.



Colour in



COLOUR IN

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

WORD SEARCH

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

SPOT THE DIFFERENCE

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

MAZE

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

Word search

S L E G B K U C B I Q B A S S E T H O U N D
L H R P V H A R X Y U X E K A S A B Y F C A
Q W Y Q V E Z W L F F C G D U R X Q T N E L
R T C P Q C X R O P M R T G E H U K B Q U M
B O R D E R C O L L I E H H Z G P K N T O A
U L K B G V N A L O D A C H S H U N D X F T
L F O K B K C K E M A S R H K E M G R C O I
L R L O C M U W K I N W L W U W B E B H X O
D H U Z D R Z A T I A U O G D B I K B O T N
O M U D Q H B I P X I N T N E R W E S W E W
G W F I L G O N K J I X G Q R T L W G C R U
T P U M Z R A U M X N V N E Y G Z E J H R R
R X P P T M C F N F O S T Q A R Z I B O I Q
U G Y O R C B U X D W N L E R C Z B X W E M
H B A E I D T R O L O L B O O H X E I T R X
S S B B H K F O Z T Z A M F P J P R Q B S S
N O L Z F E W Z S O P G R W B X A G Q S P L
D E N L R A F O L P V R H O I F R E K B I X
B I O Y H J B V X A M K O V C C B E H N L B
H I G F W D H J W H V H P B C H J O Z B U Y
M X O S C H I H U A H U A E G O E R X O D A
I C U X Q P T U O D T B R E U W R M Q E V X
B M K V C S A N Y T U K F A X Y J G A R R K
V Y T J C B C E B H F L E M E H F I I B Z T
K M V X C K L B V U W Q S U E B A D O U W U
S P U D R K Z N P L C O R R D G R R H L H J
B D E S V U O L O B H O F Z J N C H I C H I
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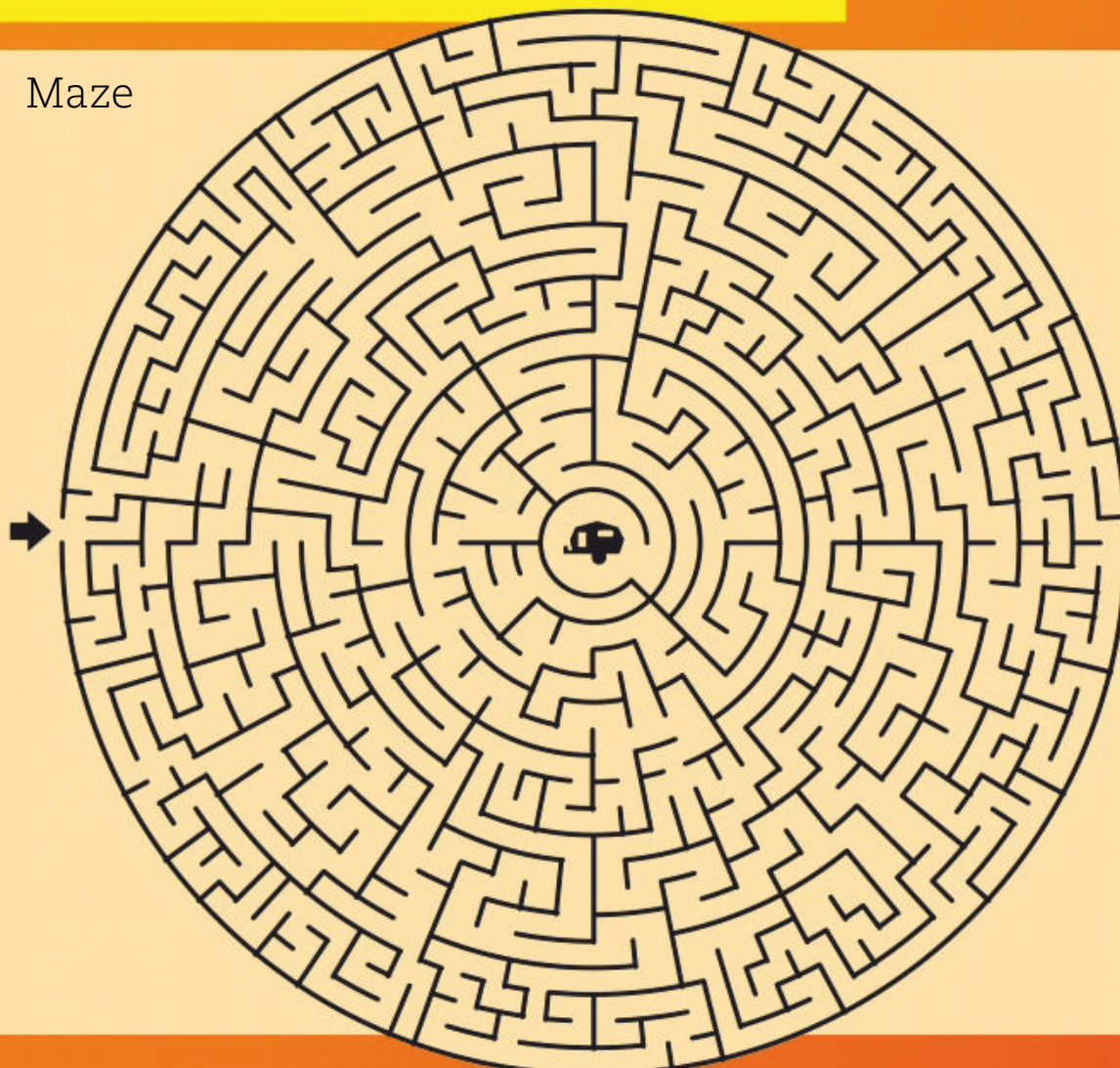
MAN'S BEST FRIEND

Basset hound	Boxer	Corgi
Beagle	Bulldog	Dalmation
Bloodhound	Chi-chi	Dachshund
Boerbul	Chihuahua	Doberman pinscher
Border collie	Chow-chow	Fox terrier
Boston terrier	Collie	German shepherd

Spot the differences



Maze



Animal facts



PRAYING MANTIS

- They have great vision with two large compound eyes and three simple eyes located in-between.
- They have cat-like agility, jumping with precision and contorting their bodies mid-air.
- Praying mantises ambush their prey and do so with lightning speed using their big front legs.
- The only eat live food and like their food still moving, this makes them helpful in pest control.
- Besides insects they also attack hummingbirds, thereby disrupting the food chain.

Wheel nuts and bolts

There are a number of fundamentals when it comes to your overlanding vehicle's wheel nuts and bolts, says **Mic van Zyl**.

Over the years I have been very fortunate when it comes to tyre punctures. I haven't had that many but my most recent one was a rather disastrous affair in the Tankwa Karoo National Park. Fully aware of the fact that I did not have the correct tyres fitted for the terrain, I paid the price next to a very hot and dusty road – twice on the same road.

This experience was exacerbated by my inability to get two of the wheel nuts undone. I eventually managed but I was quite upset with the fitment centre for over-

tightening the wheel nuts and more so with myself for not practising better DIY vehicle maintenance in this area. I am now the proud owner of a very decent torque wrench and I always re-torque my wheel nuts after a visit to the tyre store.

DURING THE LOCKDOWN, I have come across a plethora of interesting information on the internet, covering a number of very diverse topics. I've taught myself to play the drums, and I have become much better at taking and editing photos thanks to Photoshop and other photography tutorials.

I have also come across much information on DIY vehicle maintenance which has become very relevant with our vehicles being laid up for weeks at a time. One particular piece of information struck a chord with me as it had to do with wheel nuts and DIY maintenance to prevent a Tankwa disaster.

The video in question was produced by someone with a master's degree in automotive engineering. He says there are fundamentals when it comes to wheel nuts and bolts and I have taken the following for my own 'toolbox' of knowledge. First and foremost, wheel nuts or wheel bolts must always be torqued to the correct vehicle or wheel manufacturers specifications. The tightening sequence is also very important.

Vehicles that are not in constant use (dedicated overlanding vehicles, caravans, trailers and camper trailers) can develop inter-metal corrosion between the wheel nuts and wheel studs, or in some cases between the wheel bolts and the wheel hub into which they screw as well as the metal of the actual wheel. This corrosion will in most cases increase the torque required to undo the wheel.

One's attempt to overcome this increased torque requirement can quite easily snap off the stud or wheel bolt. Should you encounter a stuck fastener, a squirt of penetrating lubricant is a good start. Then, quick sharp blows with a rubber mallet onto your wheel spanner is advised over a constant increased force. The quick, sharp blows will 'crack' the corrosion and prevent over-torque which is what snaps those studs.

IT IS ALWAYS a good idea to administer some preventative DIY to those wheel nuts and bolts. A slight bit of Copper Slip lubricating grease on the threaded surface of the wheel studs as well as the mounting surface between wheel nut and the actual wheel will prevent the corrosion.

It is also critical to ensure that the correct wheel nuts or bolts are used with the new wheels, especially when you have aftermarket mag wheels fitted. The mounting surface between wheel nut or bolt and the steel or mag wheel has a specific angle to allow the surface to marry perfectly. Any deviation from this will prevent correct tightening torque which could also lead to disaster.

Finally, when using Copper Slip on the wheel bolt threads, you must decrease the tightening torque accordingly. The recommendation by manufacturers is up to a 30% reduction in the fastening torque of a greased fastener.

So, according to this automotive engineer, apply a minimal amount of Copper Slip to the wheel nut or stud threads as well as the nut or bolt to wheel mounting surface and drop your wheel fastener torque from 110 Nm down to 80 Nm. Your wheels will not come undone and you will prevent any additional drama when changing a punctured tyre.



Hurry up!

Weg!
Ry & Sleep



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 1980 (that costs less than R25 000), a team and lots of spirit. And get ready for some superlative fun!

When?
1-4 October 2020

Where?
Vanwyksvlei, Northern Cape

Register now! Spaces often fill in a jiffy.

Visit quicket.co.za for more information or contact francois.malan@media24.com

Look to the future

Here's hoping the camping industry will rise from the ashes and enter a bright future with innovative ideas and renewed zeal, says **Neels van Heerden**.

Former US president Lyndon B Johnson once said: "Yesterday is not ours to recover, but tomorrow is ours to win or lose."

When you find the largest and most popular caravan park on the KwaZulu-Natal South Coast sending a distress signal to its regular customers by asking for donations, the enormous pressure the COVID-19 pandemic has placed on the camping industry becomes crystal clear.

When we look at what lies ahead, however, there are some bright spots here and

there on the horizon. In May, dealers were able to reopen their doors. The future market conditions with regards to the purchase and sale of camping vehicles, however, are still uncertain.

Judging by conversations on social media, campers are eagerly looking forward to dusting off their gear and hitting the road. Let's hope the industry can rise from the ashes and enter a bright future with innovative ideas and renewed vigour.

CAMPSITES WILL HAVE to work extremely smart to emerge stronger after lockdown has been lifted. As a starting point, the current status of camping needs to be heightened.

I recently called in to Radio 702 to voice my opinion on the government's tourism aid fund, which, in my opinion, has significant shortcomings. One example: the fund ignores the more than a thousand campsites that are fighting for survival. The show's host, who knew nothing about camping, described the camping industry as a living organism or ecosystem – an apt summation.

The economic prosperity of a town or region depends on the collective success of all nearby campsites, after all. At the moment, only KwaZulu-Natal has a governing association that promotes the interests of campsites in their region. You won't find that anywhere else in South Africa.

Owners need to start working together in their regional context, for example in the Eastern Cape, Brits, Bela-Bela and Dinokeng, to build a brighter future.

Then, all campsites must get their paperwork in order and take out unemployment insurance immediately. In the tourism industry, all small businesses obtain B-BBEE status if their turnover is less than R5 million a year – regardless of ownership, and this also applies to

campsites. By completing a standard form, the campsite will at least get their B-BBEE 4 status.

THE ENTIRE INDUSTRY should pursue best business practices over the next year or so. Experts predict that the virus will remain a danger for a long, long time. Therefore, standards need be set quickly to, for example, keep ablution facilities sanitised and apply proper sanitation practices all round.

The ultimate goal of such an ongoing process is to keep staff and guests safe and sound. Visionary entrepreneurs could create products and services in towns or even regions. Campsites could band together to buy sanitary products in bulk in order to be able to negotiate better prices from wholesalers.

Kudos to the Kleine Bela Resort for how they adapted to the pandemic. The resort spotted the market for long-term camping in May and provided eight very spacious stands for isolation purposes.

They isolated guests for two weeks on a stand with private ablution facilities. All guests' temperatures were measured daily and at the end of the quarantine period, guests could move to the communal campsites.

The resort provided daily delivery services for basic goods and even medications, with fresh produce also available daily.

At Kleine Bela there is, among other things, a hiking trail in the mountain, mountain-biking trails, a mini golf course and two swimming pools. It is therefore the ideal place for lockdown – campers were even allowed to bring small dogs.

With this idea, the campsite created a distinctive business model that provided them with a much-needed cash injection. And, in the process, they have also created a long-term loyal customer base.

Well done!



Botswana, Okavango Delta, Caprivi, Chobe and Vic Falls



TENTED ACCOMMODATION

Never been to Botswana? This camping trip makes things easy for you. Upon arrival at your camp, your tent is already pitched. Hungry? A bush chef prepares your meals!

Explore Botswana's Okavango Delta, the great rivers of the Zambezi Region (the old Caprivi Strip), and mighty Victoria Falls, while our experts make sure you're safe, well fed and comfortable at all times.

This self-drive tour is one of the most popular on the Bhejane itinerary, for good reason: It allows you to have a true African adventure at a reasonable price, and you don't need any technical off-road driving skills.

Travel from the vast Makgadikgadi Pans around the Okavango Delta and up the Panhandle, pausing at the mysterious Tsodilo Hills, which is a world-renowned rock art site. You'll travel east through the Caprivi in Namibia, and back to Kasane in Botswana via the ever-impressive Victoria Falls

in Zimbabwe. The tour ends with a cruise on the Chobe River, where you can toast the sunset while elephants splash in the shallows.

Bhejane will provide all tents and camping equipment, and their staff members will set up and strike camp. Experts will be on hand to guide you through sections of technical driving, and they'll be carrying all the necessary recovery gear should you get stuck.

A highlight of any Bhejane trip is the food, and this one is no exception: Our experienced bush chef will prepare three delicious meals a day in his camp kitchen. The coffee pot will be on the fire until late.

All the campsites visited, other than the wild camp on Kubu Island, will have hot showers and flush toilets.

HIGHLIGHTS

- Kubu Island • Okavango Delta
- Tsodilo Hills • Kavango River & Zambezi River • Victoria Falls
- Chobe River

TRANS-BOTSWANA SELF-DRIVE

11 days, 10 nights

Start point:

Letlhakane, Botswana

End point:

Kasane, Botswana

DATES AND RATES

2 – 12 October 2020

R15 950 per adult sharing;
half-price for kids under 10.

THE RATES INCLUDE

- The services of an experienced field guide
- Two-way radios in all vehicles
- All camp fees, park entrance fees and advertised activities
- All tents and associated camping gear, including cutlery and crockery
- Three meals a day, plus coffee and tea all day in camp

WHAT SHOULD I BRING?

- Your own vehicle, and fuel
- Mattress, sleeping bag, camping chairs and a camping table
- Drinks and snacks
- Travel insurance and medical evacuation insurance (compulsory)
- You're responsible for border-crossing fees and road taxes

I want to go!

Call 044 535 9033

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What has been seen, can never be unseen

After many years of camping – in varying degrees of comfort – Evan Naudé wonders what distinguishes one type of camper from another.

I can't remember the first time I went camping. I don't come from a family of campers and we typically went on holiday in a rented house in some seaside town.

My dad has always been a hiker, though, and every now and then he would take my brother and I – plus a friend or two – to an overnight trail in the Cederberg. I still remember packing: tightly rolled-up clothes, a tiny cooking set and gas stove, the A-frame tent with its musty smell (thanks to many years on a garage shelf) and the mess trays and cutlery kits my dad still had for some or other reason 20 years after the end of his army days. Everything had to be small and compact. We walked up and down the corridors with our backpacks to test their weight. On the mountain, the backpacks were still heavy, the tent cold, but the tuna and pasta dinner absolutely delicious in the army mess trays.

When I got to high school, I regularly went camping with my best friend, Jacobus, somewhere along the ocean along the West Coast. The Müllers had a Volkswagen Kombi we could really pack with items including groundsheets, camping chairs,



tables and gazebos – everything that made camping more comfortable than our hiking trips in the Cederberg.

We even took a caravan and bunch of tents to the Stywe Lyne caravan park in Velddrif a couple of times during school holidays. Here you had tar roads between the stands, and people would return year after year to come and camp at 'their' stand. Every morning the PA system loudly announced the day's programme, the names of those celebrating their birthdays, and every now and again a tinny song would be played. On New Year's Day, everyone gathered by the pool for Mr & Miss Stywe Lyne, an awkward fashion parade of

teenagers in cozzies around the pool.

There was a similar competition for the grannies, too, but they didn't have to strip down to their swimwear. It didn't stop a certain auntie from swaying her hips as she put herself on display in a little lime-green number. And Jacobus's grandmother was livid when an 'outsider' from the Cape stole her crown one year.

ON MANY A FRIDAY AFTERNOON after school, Jacobus and I would load up his student car, a dull green Uno, and head for a campsite near the sea. In the luggage compartment and on the back seat, there would usually be a random pile of supplies: a plastic shopping bag with braai meat, chips and garlic bread, a crate of wood (stolen from his father's supply), a braai grid, a cooler box with beer, a tent and sleeping bags. For some reason, we never packed chairs or a table; the cooler box had a lid, after all, and back then we could still manage to sit cross-legged on the ground or on





an upside-down crate. Also, there was never a tripod for the grid. I remember simply balancing it on a slightly dodgy tower of stones next to the coals.

The next phase in my camp education – if you could call it that – happened at music festivals. Other than the fact that you're sleeping in a tent, you could hardly call it camping, but I still learnt a number of lessons. Firstly, that a waterproof tent is essential and that your car's keys should always be kept in a safe place (one you can actually remember later). During this phase I also understood the usefulness of removing your muddy shoes before you got into the tent and I concluded that inflatable mattresses never last the duration of the weekend. But I also learnt that if you have imbibed enough before going to bed, it doesn't really matter what state your mattress is in. Finally, you and your camping gear would make it back home. Worn out, but home all the same.

I was in my twenties when I first started touring with overlanders and discovered a whole new world of camping. This bunch would tour with a kitchen, wardrobe, shower and fridge in their bakkie's load bin, with solar panels and a rooftop tent. They're the kind of campers who venture as far away from society as possible to places that aren't usually accessible via a tar road. To get to such places, your vehicle must have a host of accessories – some essential and others for 'just in case'. Somewhere under the bakkie's canopy or on the roof rack would be tools with manly names such as high-lift jacks, jerrycans, winches, compressors and

converters. I've never met a camper who loves gadgets more than an overlander.

MANY MOONS AGO, I camped with a guy who cooked his potatoes directly on the coals – without wrapping them in tinfoil first. "I'm don't mess around with fancy-schmancy stuff when I'm camping," he'd declare as he used a stick to scrape the blackened lumps from the fire. "I like to struggle a bit!"

I still don't quite get his dislike of tinfoil, but he had a point about struggling. In fact, I reckon struggling is inherent in camping. After all, you cannot call yourself a camper unless there is some degree of difficulty involved. Glamping certainly doesn't count.

So, what distinguishes one type of camper from another?

How much you're willing to struggle, of course. The hiker toils with a heavy

backpack, a cramped tent and freeze-dried food. The caravan camper goes through the arduous process of obtaining a towing license, then diligently tows an entire house-on-wheels and then still has to level it all carefully wherever he wants to settle in for night. The 4x4 guy has to equip his bakkie with a bunch of extras, drive long dusty roads and probably fix a broken thing somewhere in the bundus. And the music festival camper? Well, the hangovers and hearing loss are probably enough penance.

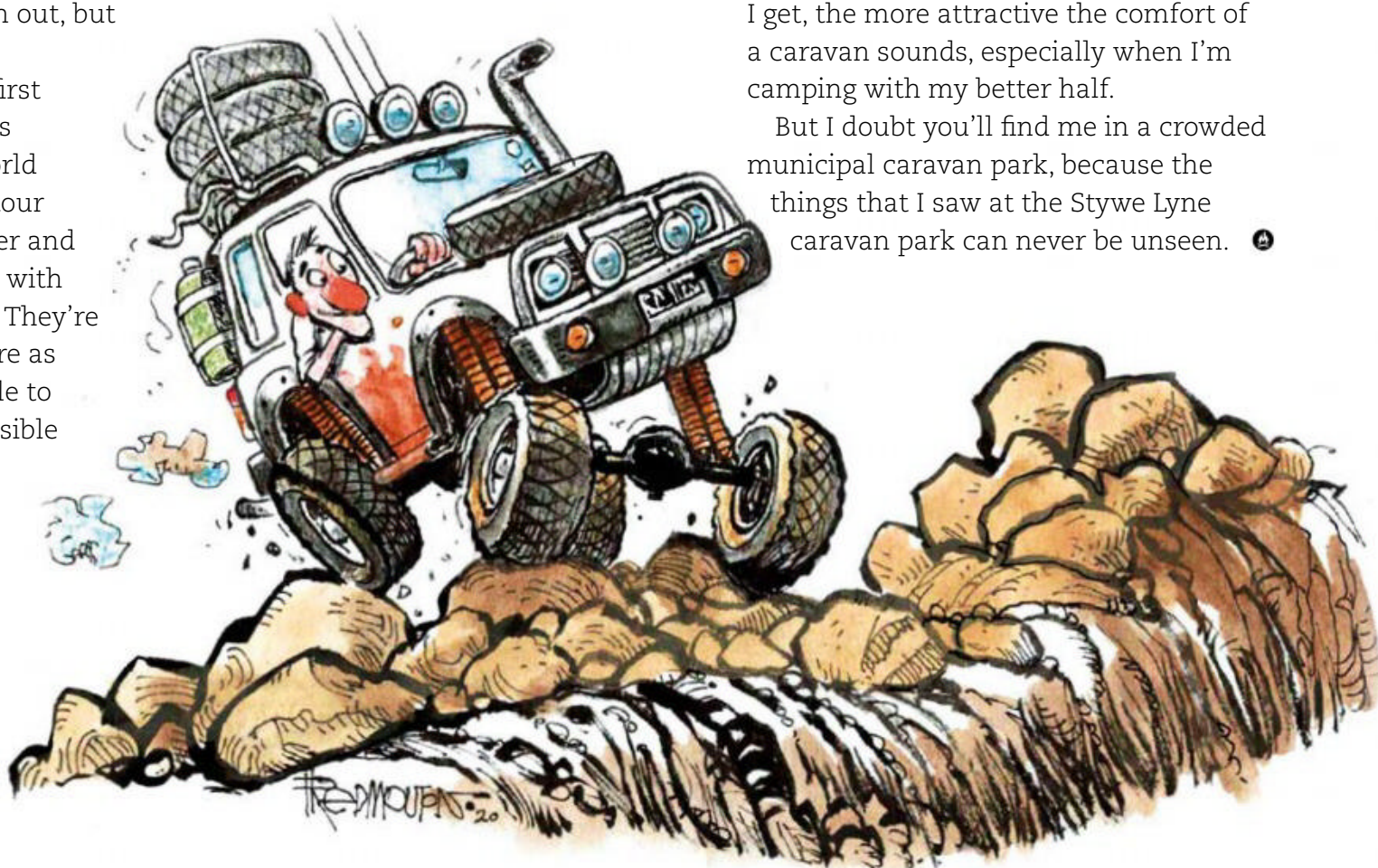
Goodness knows, I've had my share of struggles on every kind of camping trip. Sore shoulders from heavy backpacks, blisters on my feet thanks to wet socks, and icy baths in mountain rivers. That dull green Uno Jacobus had tended to overheat wherever we went. Sure enough, it got stuck on the beach one day.

On 4x4 trips, I've gotten lost, stuck, changed flat tyres, battled with broken parts and camped in horrible conditions. Several times over.

And here's the marvellous reality about camping – despite all the scorched potatoes and wet socks: all the trouble is still worth it. I camp not only because I want to, but because I have an addiction to the outdoors, and for that it's worth its weight in gold.

For as long as I am young enough, I will carry a heavy backpack to watch the Milky Way from deep within the Cederberg. I won't easily decline the dust and sweat of a 4x4 trip. And the older I get, the more attractive the comfort of a caravan sounds, especially when I'm camping with my better half.

But I doubt you'll find me in a crowded municipal caravan park, because the things that I saw at the Stywe Lyne caravan park can never be unseen. 🏕️



... AND FINALLY

‘Murika, and more muscle!

Everything is bigger in the land of the free and home of the brave, and that’s the ace in the underpinnings of this Dodge Challenger.

We’re no strangers to the wonders of American marques with big Vee engines and even bigger bodies – especially if you’re old enough to remember the jingle ‘Braaivleis, rugby, sunny skies and Chevrolet’ or the popular saying ‘1 ℓ brandy, 2 ℓ coke and a 3 ℓ Cortina.’

For some enthusiasts, the idea of being able to park a Dodge Challenger in their garage might be a dream come true, but the owner of this particular example wasn’t going to rest on his laurels. If you’re fond of going fast from time to time, but also want to enjoy yourself on a dirt playground, and only have space for one toy next to your daily drive, then you could possibly put yourself in his shoes.

You might wonder why this guy chose to use the 1972 Challenger’s body on top of a 1987 Chevrolet M1009 CUCV military vehicle – or the frame and axles of that Chevy to be specific. The CUCV (commercial utility cargo vehicle), basically started life as a humble Chevrolet Blazer SUV that was then de-civilianised to support vehicles like the famous Humvee.

But after seeing how much detail has gone into this build and how cool it looks, what you should ask yourself is: why not?



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

The problem is that the M1009’s 6.2 ℓ diesel V8, while bulletproof, doesn’t make for exciting driving with its 120 kW output, especially with the gearing set at a long and slow 3,08 final drive. To add some excitement, the motor was replaced with a more modern 5,7 ℓ petrol V8. The motor, also from the General Motors stable, sends torque to all four wheels via a shorter ratio automatic transmission.

What makes this a pukka 4x4? Well you can’t argue its credentials thanks to the transfer case that allows you to switch from 2H to 4L or 4H, and the front and rear lockers. There’s also a Skyjacker Black Max suspension system that lifts the body enough to accommodate mammoth 37” BF Goodrich KM2 tyres.

Obviously, by dropping the military-prepped Chevy shell for the nostalgia of the muscle means that the owner has sacrificed its ability to withstand rifle rounds and no longer has space for a machine gun turret, but he has invested in new panels inside, custom gauges and seats and a full audio system when he gets tired of listening to the V8’s growl.

It sounds like he’s has enough fun over the past few years and is ready to part with his pride and joy, as it’s been listed on Craigslist. After investing more than R750 000 into the build, his asking price is R500 000.





go!

Hiking 2020

Plan your first post-lockdown adventure!

By now, you're craving to be out and about for more than just a couple of hours every day. You're longing for the simple but soothing rhythm that only a long walk can deliver. That time will come again – a time to move freely, to plan and set off into the mountains, to see the smiles on your fellow (unmasked!) hikers. How thrilling that will be!

This year's hiking guide is filled with excellent suggestions and adventures that will jump-start your post-lockdown outings.

New to hiking? Consider one of our hand-picked day hikes, or do a slackpacking trail somewhere awesome like the Cederberg, the Baviaanskloof or along the vast, empty beaches of the Eastern Cape.

Looking for more of a challenge? How about hiking in the Naukluft Desert? Or cruising through the Kruger – on foot!

We'll show you weekend hideouts with great trails in the vicinity, we'll take you down Suicide Gorge and up Kilimanjaro, and we'll decode some of the wildest, unspoilt nooks and crannies of the Drakensberg.

Enough with the Netflix and navel-gazing. Get your copy of go! Hiking 2020 and take the first step to new-found freedom!

go! Hiking 2020 is on shelf from 3 July. Order your copy online at  winkel.weg.co.za

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