

#34

go!

BABY IN THE BUSH THIS IS HOW YOU CAMP WITH TOTS

MAY 2020 | ISSUE 34

Drive & Camp

Camp in the Kalahari

Two resorts among bright red dunes

BAKKIE CAMPERTEST

The Obiqua
bunks four

TAKE 5!

Bare necessities
for overlanding

Dinokeng

A weekend break with
the Big 5 on your stoep

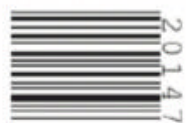
NEWS Covid-19 cripples camping and motoring industries | **CAMP FOOD** Big on bovine: six beef recipes

DRIVEN Brutal Jeep Trackhawk and low-key Disco Sport | **TRAIL GUIDE** Drive on a (tiny) Table Mountain

Lesotho

From Sani Pass to Katse Dam
via scenic country roads

4X4 PROFESSOR THE INS AND OUTS OF DIFFS AND LOCKERS



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COROLLA

Staying put



“

If there is one thing that this pandemic and the restrictions has taught us, it's what a privilege it is to be able to travel

”



The magazine you're holding now is something of a landmark event for me. Like the rest of South Africa, the *Drive & Camp* editorial team had to stay at their respective homes from the end of March as part of the national lockdown to try to slow the spread of the COVID-19 pandemic.

This meant that we had to dramatically change the way we've been putting your magazine together for years. It was certainly no easy task, but one's own needs seem insignificant when compared to the larger issue at stake. The pandemic is a challenge all of us face and each and every one has the responsibility to do everything in our power to ensure not only our own safety but also that of our fellow countrymen.

Thankfully, we'd completed our travels for the May issue before the lockdown was announced – I returned from Lesotho just in time – but as far as the final processes of laying out and proofreading this magazine was concerned, we faced some tricky obstacles. Change is difficult, and one struggles to leave a comfort zone.

But here it is, in your hands, and I can honestly say I couldn't be prouder of everyone on our team. Between poor internet connections, data running out and the difficulty of connecting to the servers at headquarters, everyone pushed through (some in the dead of the night, “because then the people of Noordhoek aren't all glued to their phones”) with a can-do attitude, an astonishing work ethic and, in most cases, a smile, too.

However, this isn't about us adapting to changes. The lockdown will have a far-reaching effect on the tourism industry. Just look at all the cancellations, first as a result of the virus sweeping across the globe and then the mandatory self-isolation. Fortunately, it seems that in most cases plans could be made for alternative dates, as Neels van Heerden discusses in his column on page 118.

If there is one thing that this pandemic and the restrictions has taught us, it's what a privilege it is to be able to travel. I'm sure you already know where you'll be heading once you're allowed to hit the road again.

You'll be happy to hear that we already have sufficient content for the June issue. Hopefully, matters have settled by then so we can return to something closer to normal. And boy, then we'll be making a proper dent in our travel budget.

Stay safe!

Schalk

EDITOR

schalk.jonker@media24.com

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EDITORIAL TEAM

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

CEO OF MEDIA24 ISHMET DAVIDSON
HEAD OF MEDIA24 PRINT MEDIA RIKA SWART
HEAD OF LIFESTYLE MINETTE FERREIRA
CMO MEDIA24 LIFESTYLE NERISA COETZEE
HEAD OF PROJECT MANAGEMENT RAJ LALBAHADUR
FINANCIAL MANAGER MUNEEB ADAMS
CIRCULATION MANAGER RIAAN WEYERS riaan.weyers@media24.com

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

SALES TEAM - CAPE TOWN

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

JOHANNESBURG

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

DURBAN

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

MEDIA24 LIFESTYLE CREATE STUDIO

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



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

ADVERT PRODUCTION MEGAN LUITERS
COPY EDITOR BRIGITTE BLANCKENBERG

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

CONTACT US

DONVÉ MYBURGH 021 406 2387 donve.myburgh@media24.com

CAPE TOWN

POSTAL ADDRESS go! Drive & Camp, PO Box 740, Cape Town 8000
STREET ADDRESS 19th Floor, Media24 Centre,
 40 Heerengracht Street, Cape Town 8001

JOHANNESBURG

POSTAL ADDRESS go! Drive & Camp, PO Box 785266, Sandton 2146
STREET ADDRESS 6 Kikuyu Street, Sunninghill 2191

SUBSCRIPTIONS, RENEWALS & INQUIRIES

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



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#34 COVER PIC – LEON BOTHA

“The Kgalagadi is an extraordinary place made even more special when a late afternoon dust storm turns into a thunderstorm. Here we have two campers at the Kgalagadi Lodge near Askham, appreciating a cheerful rainbow trailing behind the brooding storm on its way north to Botswana.”

Settings Canon EOS 6D Mark II; f8; 1/1 600 s;
 35 mm; ISO 400





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.



Good people in our world

I have a wonderful story to tell, which restored my faith in humanity.

Last year we did a road trip to various places in Namibia. It's

one of our favourite countries and we spent a wonderful week in Etosha. After leaving, just outside Otjiwarongo, my Toyota Fortuner's brakes failed...

Fortunately I was driving slowly. To our relief, the Indongo Toyota dealer was at the first traffic light as we entered town.

They determined the left rear brake hose had sprung a leak, resulting in a loss of brake fluid. They didn't have

WINNING
LETTER

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



a replacement part but managed to get a local engineering shop to make a hose that would fit. At around 18:00 – after the mechanic and manager stayed late to complete the repair – we were ready to leave. The Toyota dealer’s computer network was down and they therefore couldn’t invoice me. I offered to transfer the money electronically, but the manager generously shrugged it off and bid us farewell, providing the whole repair for free.

When we arrived at our campsite, we discovered that our stainless steel table, a table that specifically fits into our Front Runner’s roof rack, had mysteriously disappeared (it costs R2 600). Had we forgotten to pack it in or had it come loose and fallen out? We replaced the table in Windhoek with a cheap make-shift one and went on to the Richtersveld.

Upon our return home, I bought a new table from Front Runner in Kyalami.

Two months later, I got a call from Penda Shetunyenga who works at the Namutoni camp in Etosha. “Were you camping at Namutoni on 2 September 2019 and did you leave a table behind?” I was stunned and couldn’t believe she would go to the trouble of tracking me down. They had our table and she’d send it to us in Johannesburg with someone going that way.

Last week – about five months after our visit to Namutoni – Tony Sakala, a guide with Drifters Adventure Tours, phoned me to make arrangements to drop off the table. He brought it all the way from Etosha – a 2 500 km drive.

I called Carel de Jager at Front Runner and told him the whole story. I asked whether I could return the replacement table (still in its original packaging). He agreed to a refund – wow, what service!

I salute the manager of Toyota Indongo Motors, Penda Shetunyenga of Namibian Wild Life Resorts, Tony Sakala from Drifters and Carel de Jager from Front Runner for their wonderful service, kindness and customer care. Despite today’s many problems and difficulties, we are blessed with very special people in our part of the world.

CLIVE EVIAN
Johannesburg



Carry on camping

My wife, Gillian, and I have just returned home after a short getaway to Scottburgh Caravan Park on the KZN South Coast and we felt compelled to share the respect and admiration that we had for our campsite neighbours, Johnny and Ria Jordaan from Vanderbijlpark.

When I first saw Johnny drive past in his old Kombi towing a trailer, I remember thinking that we’re never too old to camp.

We were blessed that they actually chose the stand next to ours. After barely 10 minutes, 82-year-old Johnny had his feet up and was swigging on a cold beer. “That’s how you do it,” he said.

We were amazed at how basic yet functional their setup was. They say for long stays, they rather tow their Mazda 323 instead of the trailer and would also put up a gazebo. This particular trip was unplanned and would last anything from 2 to 4 weeks, depending on how they feel.

My respect for Johnny increased even further when I saw him haul out a set

of golf clubs. After camping, his second passion is golf and he plays two to three times a week wherever he camps.

Johnny stopped working at 55 and has been camping all over southern Africa ever since. Their trusted steed, the Kombi, has been with them since 1991 and has only just started giving them occasional problems. In fact, they called the mechanics on this trip as it would not start. One of the mechanics asked Johnny when the fuel filter was last changed. “Probably 20 years ago,” he replied with a shrug of his shoulders.

It will be Johnny and Ria’s 60th wedding anniversary on 17 June this year, so before we left we gave them a bottle of bubbly to enjoy on the day – that’s the bottle Johnny’s holding in the photo.

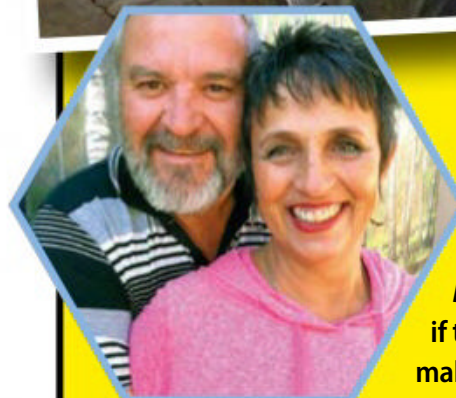
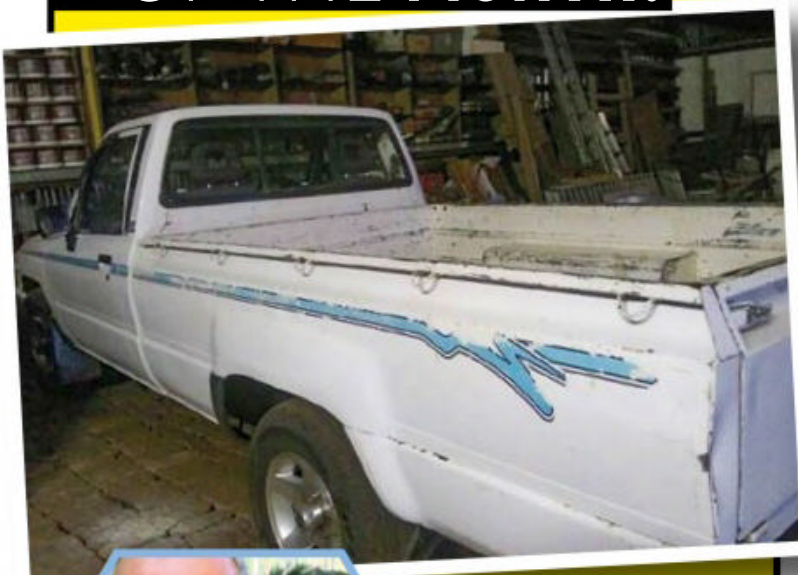
I am 58 and also retired at 55, so to see Johnny and Ria still enjoying life to the full in this beautiful country gives me so much to look forward to. Who knows, maybe when I am 82, someone will send our photo to *Drive & Camp*!

DAVE ELSTON
Assagay, Durban



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

COMMENT OF THE MONTH!



Under a promoted post on Facebook for the first *Drive & Camp Bakkie Run*, Ilze wonders if their vehicle would make it.

Ilze Zimmerman Burger "What about our iconic Slakkie, which now has 1,5 million kilometres on the clock – will there be a trail for us?"

We postponed the Bakkie Run due to the COVID-19 virus until the weekend of 4-6 September 2020. – Ed.



Let the hippos come!

My daughter Martie, her husband, Shawn McTaggart, and their son Liam holidayed at St Lucia. They really enjoyed the marine life and nature.

One night, they decided to take a drive and see whether they could spot some of the hippos in the area, but first they had

to take a photo of Liam next to a hippo warning sign. He bravely got out of the bakkie to stand next to the sign. In the photo you can see he was prepared... his toy gun at the ready.

NELIA PELSER
Vanderbijlpark

Instant fix

We are off-road enthusiasts and love heading into the bundus. In the pic, we're camping at the Taita Falcon Lodge near the Victoria Falls.

When you enter the unknown, you must plan and take many days' worth of food supplies as it's so remote. Think of the Kaokoland in Namibia, for example: there are almost no stores, and if you find one, you only get basic items.

Should you not have a fridge/freezer, you'll have to rely on your 'dry rations'. Here's a corned beef and tinned beans recipe I love to make. It's quick and easy with ingredients that keep a long time.

1 Fry some onions.

2 Add cooked potato slices plus a tin each of tinned beans and corned beef (cut into cubes).

3 Heat everything together until warm. If you like, you can now add tomato purée.

ANINA ALEXANDER
Trompsburg 🇿🇦



MINE BEATS YOURS

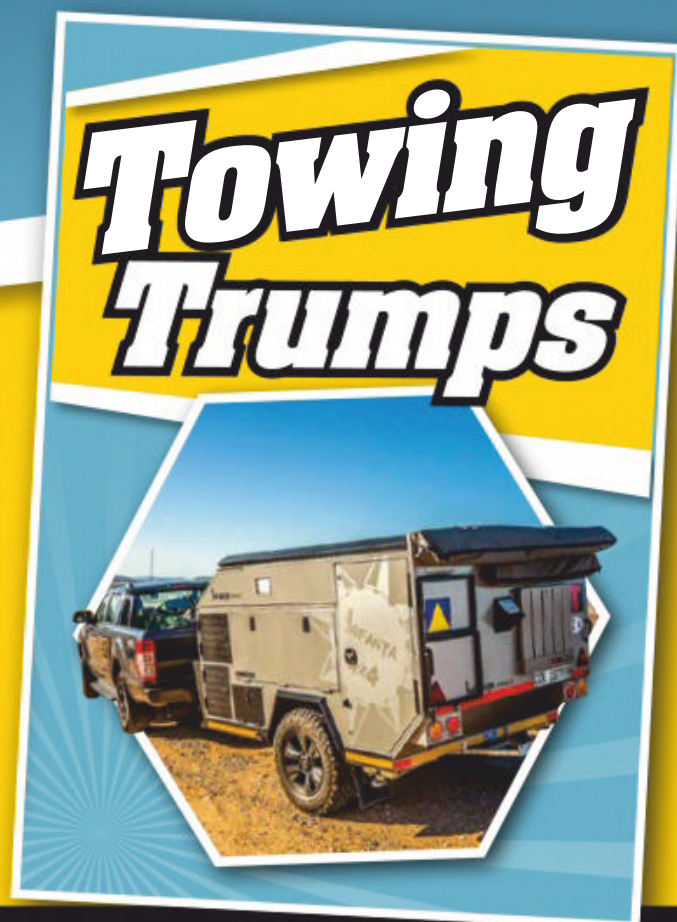
Ever wondered how the weight of a road caravan compares to an off-road trailer, or a motorhome? Pit these camping rigs against each other with our new **Towing Trumps** cards. The deck of 52 playing cards feature vehicles launched between 2008-2013 for players to compare technical specifications.

Towing Trumps

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On sale now

The game is based on the popular Trump playing card series and will provide hours of fun on the back seat of a car while travelling to the coast. Hey, perhaps your own model caravan is featured in this game!





I have a farm in Africa

When a picturesque scene appears **Zelda Herridge**, who farms with sheep, cattle and game in the Kalahari, makes the most of it with her Canon EOS 550D.

From dust to dusk

"The roan antelope is by far my favourite wild animal. During a drought, we feed them later in the day. We were running late that particular day and put the feed out a little later than usual. It was then that this guy came closer and I was able to take a lovely picture. This has become my favourite sunset photo. The dust that the antelope stirs up as he comes closer simply makes the picture."

Zelda was on the scene and, thanks to her photo, we're also able to experience it.

This photo works for a number of reasons. You know exactly where to look as the

antelope is smack in the middle. As we've said before, a focal point in the middle of the photo is usually not that desirable.

But Zelda circumvents that rule in a subtle way: while the antelope is in the centre, he's moving to the side. That adds a kind of energy to the pic and you can see where he's heading in your mind's eye.

The same is true of the flare: it's usually distracting, but in this case it provides an additional dimension because the antelope is stepping in its direction. In addition, it is green – a colour that is nowhere to be seen anywhere else in the photo.

The horizon does not run straight through the picture, but makes a dip where

the antelope is walking. It adds even more weight to the focal point – and the single tree on the right balances nicely with the two smaller ones on the left.

If you look closely, there is a second antelope in the picture. On either side of the middle one, there are two straight lines of shadow. It is the shadow of the 'other' antelope's legs.

This one's is only visible between the horns of the front antelope, but because it is in the distance and in the dust, it has a lighter shade and doesn't distract from the focal point.

This is a beautiful moment to look at – again and again.



Delicate weatherman

"I have a great love for dragonflies and always keep an eye out for them. When I see one outside, we know we'll be getting rain that night or the next day. They never disappoint, even if they only send a few drops.

They're curious creatures and turn their head toward me as I take a pic. It seems as if they're posing for it. It was overcast on the morning I took this pic and it started to rain later. So, they are my lucky charms. I like the detail on its little body you can see here."

The dragonfly's eyes are the focal point, of course, but it's also obvious where Zelda crops the body and the wings.

Such an element is often distracting, because it feels like part of the photo that is there isn't visible.

But in this case, the image goes out of focus here because of the shallow focus depth (the lens aperture was f5.6). So there is little to no detail and therefore doesn't bother you.

The composition lines of the dragonfly's body and wings run diagonally through the photograph like a large cross, and the pattern is repeated subtly in the background.

The green twig or leaf at the back has similar lines, and balances as negative space against the detail of the dragonfly.

Three angels

"I like silhouette photos. These are my two kids, CJ and Zelmeri, on either side of their cousin. We live between two dunes and the kids love playing there. Like most evenings, we walked up the dune so my two could show it to their cousin and then play for a bit.

They were up and down the dune – and when they got tired, sat down to take a breather. I realised it would make a nice photo and sneaked a pic. Kids are active, but as you can see in the photo, they can sometimes slow down long enough to appreciate the beauty of nature."

This is a good example of a silhouette photo – it looks as though the three children were carved from a single block. You see enough detail on each of the kids that also tells you more about them.

The vertical blades of grass in front of them gives away their direct surroundings, but look at how much detail there is in the clouds: almost nothing except for colour.

Though you do see enough of the clouds so your subconscious completes the picture. Zelda also used a shallow focus depth (f5.6) and therefore the clouds are out of focus.

This was a good decision because had the detail of the clouds been visible, it would have drawn your attention away from the silhouettes.

SEND YOUR PICTURES

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

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



Okto builds its



Okto's first double-axle model is here, but it's not merely a stretched version of the Villa and Cabana models.

The Chateau has some unique features. Unlike the existing models that all have a pop-up roof, the newcomer has a fixed roof and an upright fridge that runs on 220 V electricity. (The Villa and Cabana both use 12 V.) It also has an outdoor kitchen and, like the others, an identical

stove-and-sink combination that slides from the left panel close to the nose. The worktop – with shelves behind it in the hull – is also above the wheels, and that's where you get one of the first surprises: at the far left of the cupboard, an ice machine slides out on its frame.

The door is between the rear end and the wheels, with the fridge against the opposite panel as you get in. The bathroom is to the right in the rear,

with the island bed on the A-frame's side. An electronic touchscreen that controls the lights sits on the left of the door frame. The cupboard next to it houses a novelty: a special space for a coffee machine with its own sliding door.

Next to the fridge are two benches across from each other, typically like the dinette in a road caravan. The couches can be folded down to form a three-quarter bed that can comfortably sleep two children.

first double axle



The island bed has a bedside table on each side. Near the right corner of the queen-sized bed is a cupboard with one of the largest upright mirrors we've ever seen in a caravan. The mirror is part of the cupboard door that opens with shelves behind it.

The bathroom door is in the middle of the back panel. The sink is directly in front of you as you open the door, with the flushing cassette toilet to the right. The shower to the left is a separate cubicle with its own door.

The cupboard in the nose cone is the same as the one used in Okto's other caravans, with an oversized door lifting out of the way. The bottom of the cupboard is level with the edge, which makes packing and unpacking easy.

The Chateau can be compared to the Jurgens Exclusive, one of the most popular models on our roads. Woody Loftus from Okto says they already have a lot of orders for the Chateau.

The numbers 7,84 (l) x 2,362 m (w). The gross vehicle mass should be 1 900 kg with a loading capacity of 15%. The tare weight will therefore be in the region of 1 600 kg.

Price The Okto Chateau is in the prototype phase, but Woody says the price should be around R500 000.

Contact 084 471 9674

📧 oktocaravans.co.za

📧 info@oktocaravans.co.za

SACA Southwestern Cape celebrates 50 years

The Southwestern Cape region of the South African Caravan Association (SACA) recently celebrated its 50th anniversary.

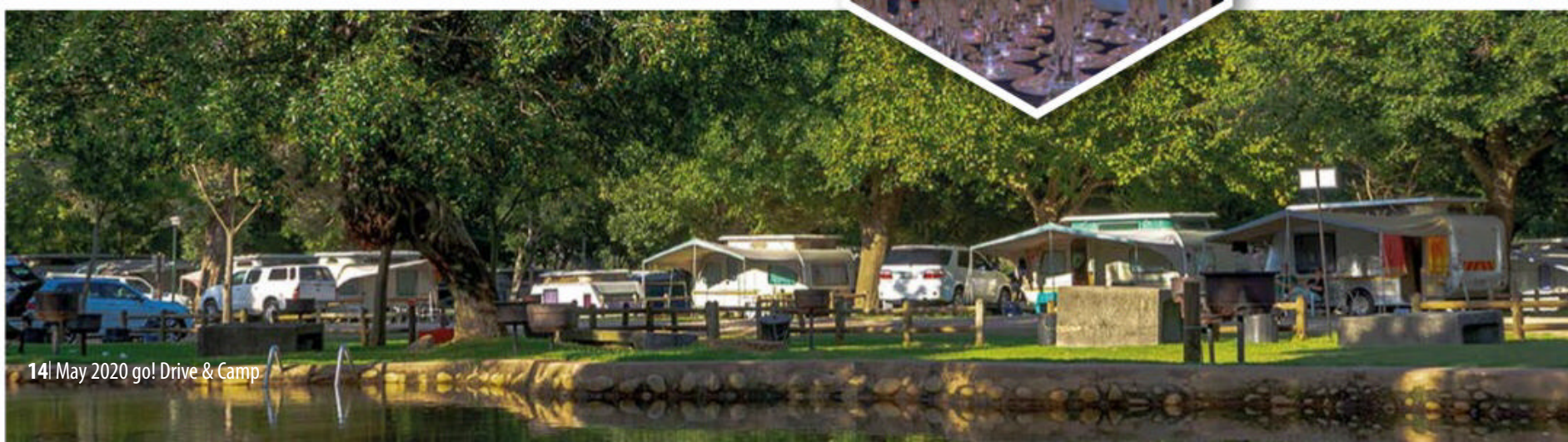
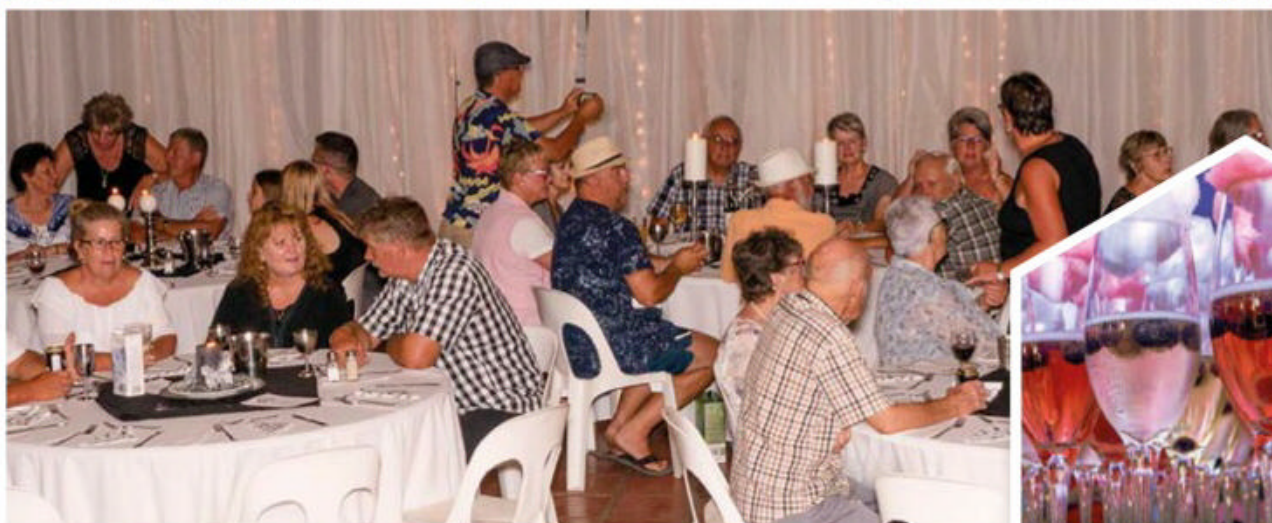
The celebrations took the shape of the club's annual Phantom Camp: members of the caravan club gather at a certain meeting place and then follow clues that take them past scenic points on a specific route until they reach the campsite.

This year's clues led members to De Hollandsche Molen Resort near Franschhoek. The group of 55 caravans were welcomed by the organisers, Hanlo and Melicia Engelbrecht, and their helpers, Johan and Ohna Oosthuizen. Alec, 87, and Joan Forster, 82, were the oldest members to attend the gathering.

The proceedings kicked off with a glass of sparkling wine and birthday cake, and on Saturday the seniors spoilt the rest with delicious food and drinks. Then followed an informal dinner where 50 candles were lit.

The gathering ended with a church service on Sunday, after which the mystery Phantom was to be unmasked. Up to this point, the members did not yet know who arranged the Phantom Camp. There were a number of identities – Achmed the Dead Terrorist (Louis Havenga), a brightly coloured clown (Carla Smit), an old lady (Koekie Griessel) and a farmer (Johan de Swart) – the real Phantom was unveiled: the farmer!

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New canopy manufacturer

One person that has already made his mark in the caravan and canopy industry has started a new venture in Cape Town's northern suburbs that specialises in aluminium.

Riaan Botha of Cape Town has already designed a new roof tent and canopy, and he also manufactures, among other items, drawers for storage space, fridge/freezer frames, bakkie-camper conversions and all sorts of other alterations to motorhomes and caravans. The name of his business is Rugged Design.

Riaan and his dad, Fanie, founded the company Eko Veld Gear 12 years ago, and they were well known for canopies and later the Armadillo off-road caravan range. Eko Veld Gear was sold last year.

Address 46B Gemini Street, Brackenfell Industria.

Contact 082 898 4339 or 021 023 0740 ruggeddesign.co.za

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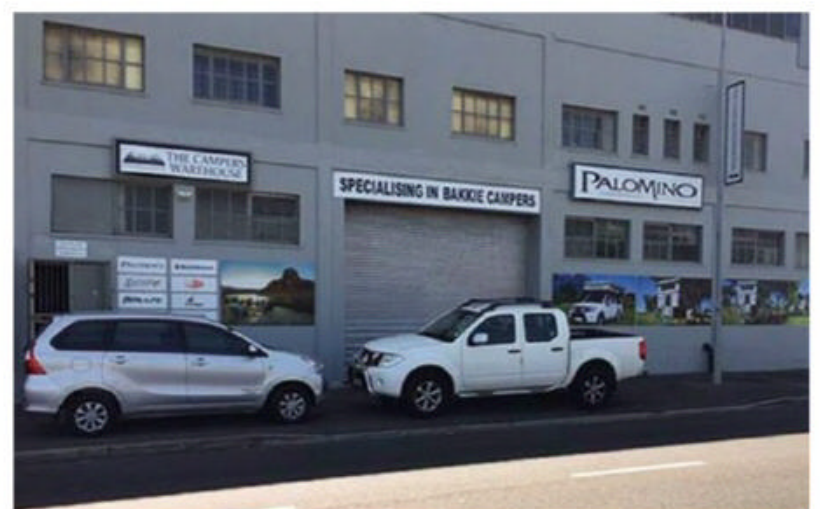


Cape Town gets a new bakkie-camper dealer

The Cape recently acquired a Palomino and North Star dealer after Greg Renault, who imports these bakkie campers from America to his headquarters in St Francis Bay, teamed with Rob McEwan of The Campers Warehouse. Customers have a choice of 12 Palomino models and six North Star models.

Address 26 Gateway Park, Berkley Street, Maitland.

Contact 082 453 8306 palominorvct@gmail.com



SHOCK ABSORBER SELECTION

Ironman 4x4 offers three ranges of shock absorbers. Each range is available in either comfort or firm valving.



NITRO GAS SHOCK ABSORBER

Highly versatile performance upgrade from original shock absorbers.



- 35mm Piston
- 54mm body
- 16mm Piston Rod
- Nitrogen Gas Pressurised
- Twin Tube Construction

From
R2200.00
Incl. VAT

GR
NITRO GAS
GRC
NITRO GAS COMFORT



FOAM CELL SHOCK ABSORBER

Larger size and capacity suitable in all conditions.



- 40mm Piston
- 60mm body
- 18mm Piston Rod
- Foam Cell Technology
- Twin Tube Construction

From
R2500.00
Incl. VAT

FE
FOAM CELL
FEC
FOAM CELL COMFORT



FOAM CELL PRO SHOCK ABSORBER

Maximum size and most robust design suitable in all conditions.

- 45mm Piston
- 65 - 72mm body
- 20mm Piston Rod
- Foam Cell Technology
- Twin Tube Construction

From
R3950.00
Incl. VAT

FE^{PRO}
FOAM CELL PRO
FEC^{PRO}
FOAM CELL PRO COMFORT



Foam Cell and Foam Cell Pro shock absorbers may not be available for some models due to vehicle design limitations



#SaferStrongerSmarter

All prices include VAT but exclude freight and fitting. Prices are subject to change without prior notice due to rampant exchange rate fluctuations.

www.ironman4x4.co.za | Tel: +27 11 058 3026

For more info on our shocks scan the QR code:



Tonga gets a showroom

Cape manufacturer Tonga, one of the newest fibreglass caravan manufacturers, has set up a showroom.

Half of the 400 m² space serves as showroom while the other half is used for assembling, says owner Etienne van Zyl.

Business hours Mondays-Thursdays 07: 00-17: 00, Fridays 07: 00-16: 00, Saturdays by appointment.

Address 3 Uranium Street, Unit 2, Triangle Farm, Bellville.

Contact 021 945 2142 or 074 893 0748
tongasa.com admin@tongasa.com



First Sherpa rally

Sherpa Leisure, the largest manufacturer of small fibreglass caravans in SA, held its first rally since its inception nine years ago.

Louis Helmbold arranged the gathering where 24 Sherpa caravans arrived at the Klipdraai Caravan Park in Meyerton. Louis says there was an example of each model.

A certain Willie from Richards Bay reportedly said he was already on his third set of tyres after having travelled 200 000 km with his Sherpa. And Fred Hardy (pictured) turned heads with his self-built Viper Trike with a V8 BMW engine and a Rambler B on tow.

The company has already built 350 caravans. According to owner, Neville De Meillon, customers can come up with their own suggestions in addition to the standard layouts. One such example is a fixed roof for its Wanderer model, but of course that would cost extra.

A rally is scheduled for this month at Yellow Sands in the Eastern Cape, and more rallies – in the Western Cape and KwaZulu-Natal – are also in the pipeline.

Contact 011 452 8188

sherpaleisure.co.za



New Jurgens dealership for Boksburg

The director of Tuinroete Camping and Caravans in Mossel Bay, Johan Nel, has opened a new Jurgens dealership in the East Rand: Carnival Camping & Caravans in Boksburg.

Johan says after the drama around Jurgens, he saw a gap in the market. He thinks Jurgens' business is back on track and this now is a good time for a new Jurgens dealer in the area.

All Jurgens new caravans are available here as well as several secondhand models. There's a camping shop and a workshop, and it's an outlet for Howling Moon products as well.

Address Afritech Office Park, Building 1, on the corner of van Dyk and North Boundary Streets, Van Dyk Park, Boksburg.

Contact 010 005 0499 carnivalcamping.com



Corona virus paralyses

Leaders from South Africa's largest vehicle manufacturers gathered in March to discuss measures to mitigate the adverse effects of the COVID-19 pandemic. Besides the government closure of the plants, manufacturers expect new vehicle sales to decline over the next decade.

Car dealers are worried because of a sharp decline in sales and fears that it will take several years before sales around the world, including in South Africa, return to normal.

Due to the mandatory lockdown, new vehicles will henceforth be launched through press releases – until there is certainty that the pandemic has been curbed. The launch of Suzuki's S-Presso was cancelled at the last minute and was the first vehicle to be launched digitally in South Africa on 18 March. The Kia Sorento followed on 19 March, and the digital launch

of the new Toyota Corolla took place on 25 March.

At the time of going to print, however, BMW in America decided not to stop work at its huge Spartanburg plant in South Carolina. This is in the midst of the closure of beaches, schools and universities in that state. The Spartanburg plant builds the X3, X5 and X7, which are all important models for the company. All BMW's plants in Europe were closed due to the pandemic as well as South Africa's Rosslyn plant that manufactures the popular X4. Mercedes-Benz in the US also wanted to stay open and continue operations, but their parts supply dried up at the end of March after subcontractors and the German parent company closed.

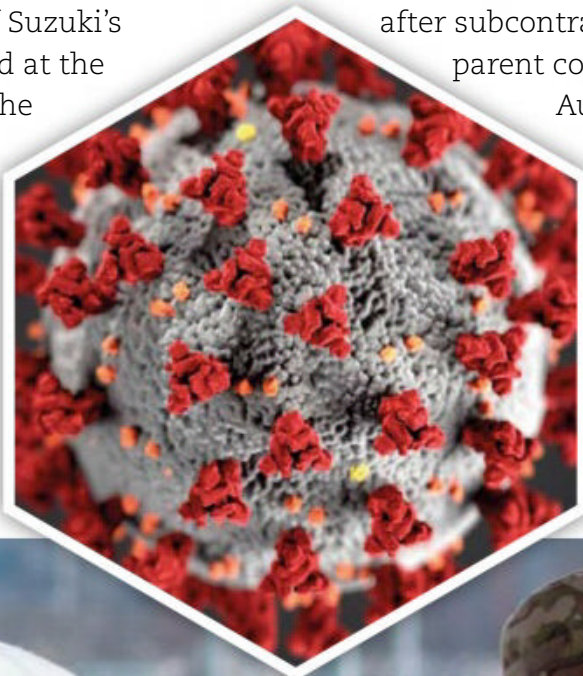
Automakers such as Tesla, General Motors and Ford are now considering building medical respirators as car manufacturing is likely to decline over the next few years,

while COVID-19 could continue to spread. GM and Ford are in official talks with the US and UK governments about the feasibility of the plan, while Elon Musk tweeted that Tesla is also willing to help.

Kia announced on Wednesday, 25 March that its Yancheng plant in China has been adjusted to make masks because of the global shortage. Its plants in Georgia, America, Slovakia and India were closed when we went to print.

Chinese carmaker Geely has devised a virus-resistant way to deliver new vehicles to customers: people don't have to visit a car dealership to get their new drive; you simply order your vehicle on Geely's website, electronically complete the transaction and your sterilised vehicle is delivered to your door. A drone brings the key to your home minutes before delivery.

American motor-racing organisation Nascar hosted its first digital race: the eNascar Pro Invitational Series. Drivers got behind the wheel of digital racing cars and competed on a digital racetrack. The race was broadcast on the online video



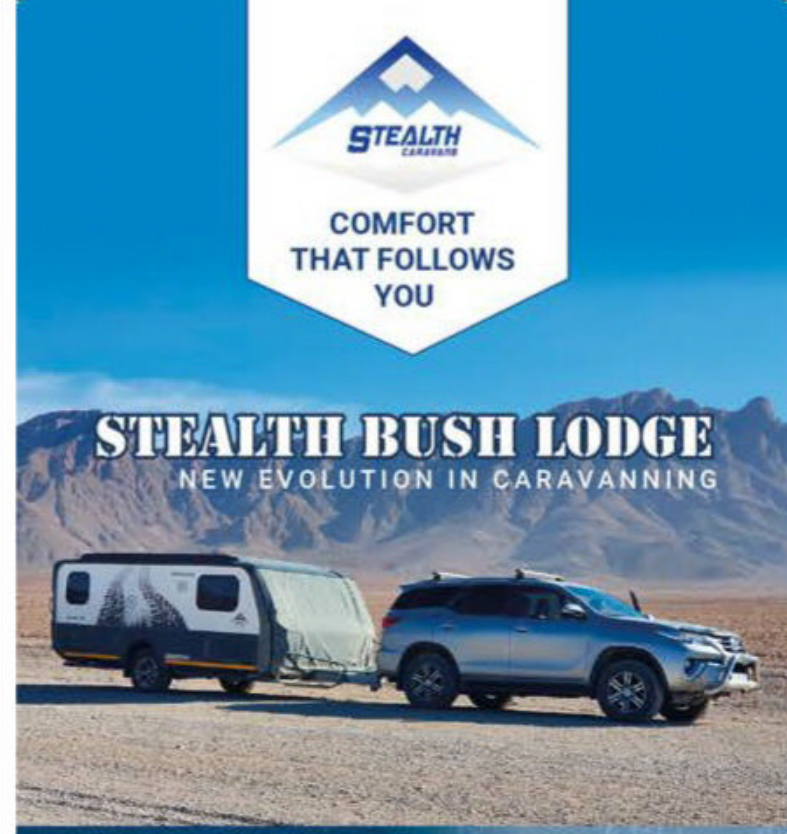
the car industry

game service iRacing. Formula 1 drivers are also turning to digital racing and British driver Lando Norris competed against Valeri Bottas of Mercedes and Nicholas Latifi of Williams in March this year. This race was watched by 170 000 people on Twitch.

In positive news, Reuters news agency reports that work at the

Donfeng car plant in Wuhan, China, has resumed. Wuhan was the home of the latest coronavirus outbreak, but the World Health Organization has determined that the disease is under control in that city.

Donfeng is building the Peugeot Landtrek bakkie we reported on last month.



KEY FEATURES AND SPECIFICATIONS

- Length 6.1 m
- Width 2.35 m
- TARE 1350 kg est.
- GVM 1800 kg
- STD features: All-round protection bars, 12 V installation with 110 AH battery
- 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

VISIT YOUR NEAREST DEALER TO VIEW OUR 2020 RANGE

KEMPTON CARAVANS & LEISUREWORLD

Natal Caravans & Marine (est. 1960)

Newcastle LeisureWorld

CARA-CAMP

Loftus Caravan City

Middelburg Caravans

Silver Lakes

Caravans

A Disco for an ordinary bloke

If you're looking to buy a 'cheap' new Land Rover today, **Pierre Steyn** reckons the revamped Discovery Sport might just be the entry-level model you should look at.

Now that the new Defender will leave you a cool million out of pocket and the Evoque is a city slicker that is more at home next to a gin bar than on a dirt road, the Discovery Sport may be simplest Land Rover you can buy.

The first Discovery Sport was launched in 2015 to replace the beleaguered Freelander. The idea was to sell a relatively affordable SUV that would be equally at home in a suburb and on a dirt road, a vehicle with which to tow your caravan and that you could take for a bit of off-roading if you wanted to. It wasn't as good as the more expensive Discovery on technical terrain, but hey...

It's five years later and the 'new' Discovery Sport has been revamped inside, outside and down below. We drove the D180 R-Dynamic

HSE from Cape Town to Langebaan and then on to Riebeek-Kasteel to test the car on tar and farm roads, plus we took it through a 4x4 obstacle or two.

The engines

With the Disco Sport's launch, there was only one engine available: a 2 l four-cylinder turbodiesel with 132 kW of power and 430 Nm of torque. This proven engine has its advantages: it is fairly refined for a diesel, and its fuel consumption, says Land Rover, is only 5,8 l/100 km. On the open road we got pretty close to that. There is not much fault to be found with the ZF nine-speed automatic transmission that changes very smoothly.

The engine's weak point is the degree of turbo inertia. When you step on the accelerator to pass a truck, the engine must think for a second or so before the turbo kicks in. And even then, it takes a while before it picks up speed. Also, the acceleration of

0-100 km/h within 9,7 seconds isn't great.

The P250 petrol engine (183 kW and 365 Nm) will respond faster. This model will soon be launched in South Africa along with an electric hybrid model, the P300.

During normal road conditions, when driving on a tar road, power is sent to the front axle only. This helps reduce fuel consumption. But as soon as the car's sensors detect that you've lost traction, power is immediately sent to the rear axle as well.

The ride

One of the biggest improvements to the new Disco Sport is its chassis. It's built on Jaguar Land Rover's Premium Transverse Architecture, and the result is that the car doesn't sway as much around corners as its predecessor. Up front, there are improved McPherson struts that help reduce vibration. Road noise is kept to a minimum and, in general, this Disco behaves brilliantly on tar.

This is also the case on gravel roads, and even over rough terrain, its off-road ability



SPECIFICATIONS

Engine.....	1 999 cc, 4 cylinder turbodiesel
Power	132 kW @ 4 000 rpm
Torque	430 Nm @ 1 750-2 500 rpm
Gearbox	9-speed automatic
Top speed	202 km/h
Fuel consumption	5,8 ℓ/100 km
Tank	65 ℓ
Wading depth	600 mm
Ground clearance	212 mm
Approach and departure angles	25° and 20.6°
Tare weight	2 590 kg
Maximum tow weight	2 500 kg
Warranty	5 years/100 000 km
Service plan	5 years/100 000 km
Safety rating	★★★★★EuroNCAP, 2014)

PRICE

Land Rover Discovery Sport D180.....	R749 000
Land Rover Discovery Sport D180 S	R795 500
Land Rover Discovery Sport D180 R-Dynamic S	R819 100
Land Rover Discovery Sport D180 R-Dynamic SE	R855 300
Land Rover Discovery Sport D180 R-Dynamic HSE	R897 800

is better than you'd expect. Land Rover's Terrain Response system has been improved: you can leave it in automatic mode and the car's computer will decide what to do, or you can play between different terrain modes which include sand, mud and rock. Torque is automatically sent to different wheels depending on the situation.

Ground clearance is 212 mm, and thanks to a gadget called GroundView, you have a 180° view ahead, around and under your Disco which is displayed on a touchscreen. You can wade through 600 mm deep water and tow up to 2 500 kg with the new Discovery Sport.

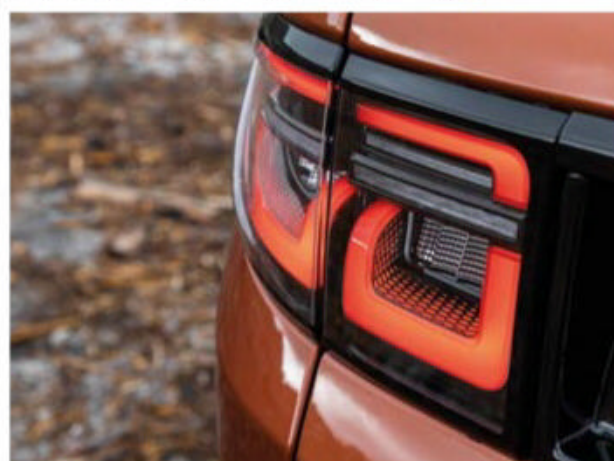
The looks

Many of the new Discovery's design elements have now been transferred to the Sport, especially with regard to the LEDs front and rear, and the new bumpers. We think the Sport looks better than its more expensive brother – especially from behind.

Inside, the Sport has also entered the 2020s and it feels as though you're in a luxury SUV. You've got all the latest technology, from a 10" touchscreen, Apple CarPlay and an inductive pad to charge your phone wirelessly.

Some of the technology works better than others. The ClearSight rearview mirror, linked to a camera on the back of the roof, gives you a wide digital view of what's going on behind you. But after looking at it for a few seconds, you may start to experience motion sickness. You are able to turn it off and use the mirror in a conventional way, thankfully.

The finishes are good and the leather seats exceedingly comfortable. Theoretically, the Discovery Sport is a seven-seater car, but as



in most cases, the rear two seats are only for toddlers or contortionists. Rather expect it to have an interior that will comfortably seat five people and their luggage.

In conclusion

No (new) Land Rover can be considered a working-class vehicle anymore. The British manufacturer now focuses mainly on the luxury side of the market. But the Discovery Sport, which is very much at home in the city and surprisingly competent in the veld, may just be its most austere model remaining. Perhaps not altogether working class, but mercifully middle class in its offerings.



SIMPLE TASTES The new Disco Sport won't hit you over the head with gadgets, but Land Rover couldn't resist throwing in a couple of electronic aids that do actually prove useful, like GroundView, and others that are less useful, such as the digital rearview mirror.



COMPETITORS

Off-road SUVs with 2 ℓ engines



R764 900 **Hyundai Santa Fe R2.2 Elite AWD**

Agreeably priced and well appointed, but not quite as humble as the Landie.



R771 000 **Volvo XC60 D5 Momentum**

Understated yet easy on the eye. It's a pity about the poor resale value, though.



R813 416 **Mercedes-Benz GLC 220d**

The gold standard for luxury SUVs is posh compared to the Disco Sport, but somehow also duller.

What is the best dual-battery system for your 4x4?

The 4x4 travel market has no shortage of hot debates and shootout tests. Whether it be vehicles in a comparison, or tyres, suspension, fridges, winches, or even camping pots for that matter, people want to know what works 'best'.

However, there's one subject that many overland travellers are generally keen to steer clear of, and that's the topic of batteries and split-charging systems.

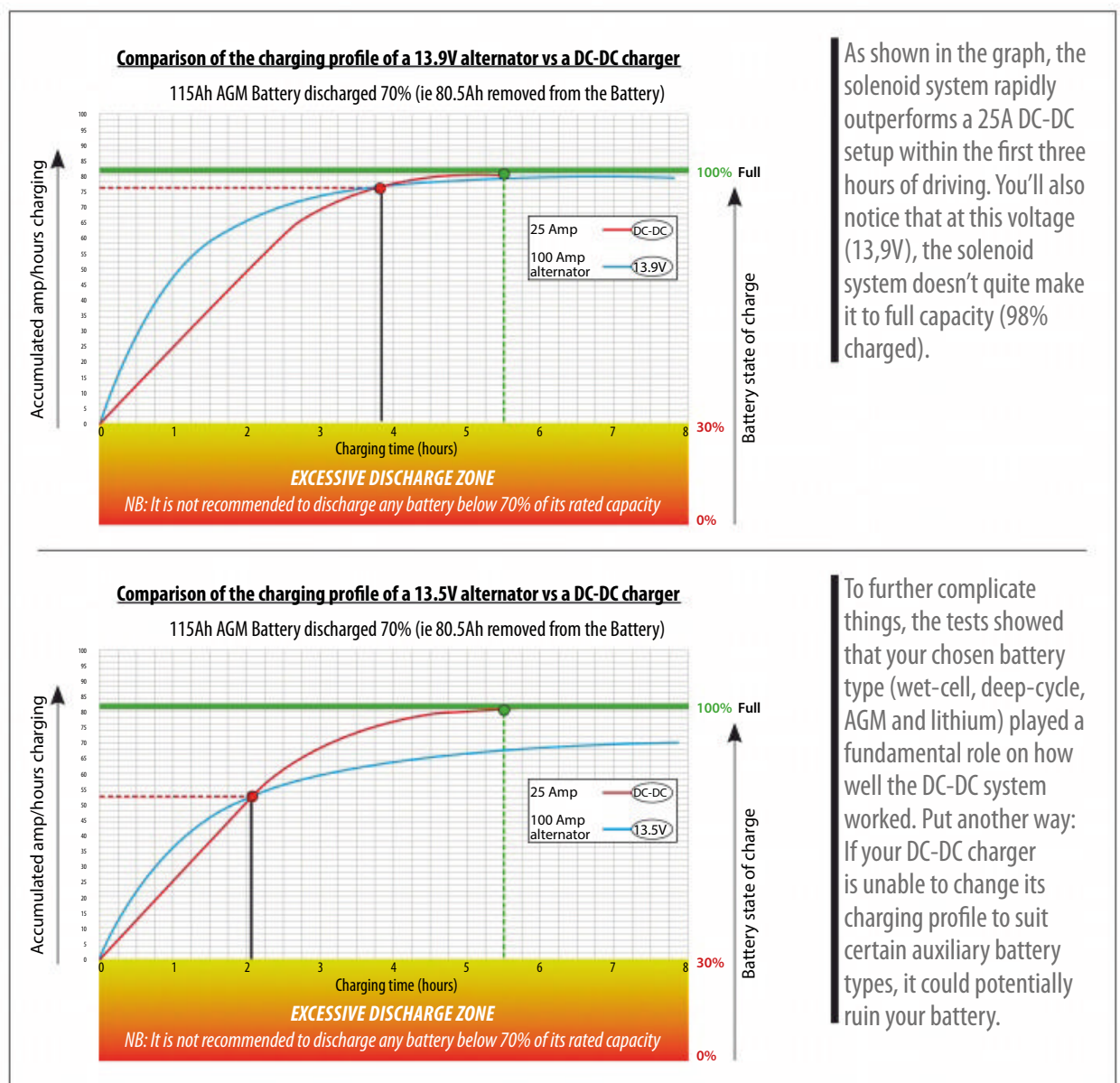
SO WHY IS THE TOPIC CONTROVERSIAL?

Well, it has a lot to do with varying vehicle types, alternators, preferred battery locations, power needs and, of course, different driving times or distances. There are so many variables to consider that it's impossible to say: "This dual-battery system is better than that one."

Nonetheless, some time ago, National Luna published a feature detailing why it took us so long to develop a DC-DC dual-battery system, after our age-old solenoid kit was already 22 years in service. The reason for our delay came down to one reason: we weren't convinced that DC-DC systems were outperforming solenoid switches.

With this in mind, we laboratory tested various dual-battery kits, along with different battery types, to determine which setup performed best. Rather than deliver a conclusive result, however, the tests highlighted just how complex the subject really is.

The following graphs and images depict exactly what we found in terms of when a solenoid system works best, and when a DC-DC system should be the preferred choice.



SOLENOID TEST

The above-mentioned tests concluded that in certain instances, if your vehicle's alternator output delivers a constant voltage of 13.9V or more, then a 20A to 25A DC-DC system will actually slow down

the recharge process.

In fact, above 13.9V, the solenoid system radically outperforms (within the first few hours of driving) any 20A to 25A DC-DC charger on the market, regardless of what type of battery you use.

However, in saying that, it will also take the DC-DC system more than five hours (driving time) to fully recharge the battery. This explains why so many dual-battery systems work well within the first year or so, but as time goes by, the system becomes less efficient. The reason for this is because the performance of the battery declines with each partially recharged state. This is especially important for wet-cell batteries.

That said, it's strongly recommended that an Intelligent Maintenance Charger be used (after your trip) no matter what type of system you use. The mistake many of us make is to believe that a few hours on a drive home will do a sufficient job of recharging the auxiliary battery, when in fact the battery still needs a maintenance charge in order to reach a full (storage friendly) state.



DC-DC TEST

The graph highlights the obvious advantage of a DC-DC setup once the alternator's output is as low as 13,5V. Although the solenoid switch is still outperforming the DC-DC system within the first two hours, the bigger issue is that the solenoid noticeably fails to fully recharge the battery (even after eight hours), and the best it can do is an 86% recharge state.

Once you hit the two-hour mark, the DC-DC system starts to drastically outperform the solenoid switch.

Because DC-DC systems are heat sensitive, once engine-bay temperatures reach 50 °C+ (a normal temperature), many DC-DC units shut down. That is why it's often best to install your auxiliary battery and DC-DC system in the boot of your vehicle. Incidentally, solenoid switches don't have the same problem.



OPTIONS Both the solenoid (left) and DC-DC dual-battery systems are available in Power Pack form.

SUMMARY

If your vehicle's alternator delivers a constant voltage output of 13,9V or more, a solenoid switch is the preferred choice.

If your vehicle's alternator delivers a constant voltage output that's less than 13,9V, a DC-DC charger will do a better job at restoring the auxiliary battery's (near) full capacity.

No matter what dual-battery system you install, it's advisable that an Intelligent Maintenance Charger be used to service the auxiliary battery and restore it to full capacity after each trip.

Aside from the 13,9V threshold, the tests do highlight a growing need for DC-DC chargers within the modern

vehicle market and their increasing use of variable voltage alternators.

FINAL THOUGHTS

Naturally, the results of these tests will significantly change if a 40A DC-DC charger were used. On that note, we'll publish a future article where we'll compare the recharge performance of our 25A DC-DC charger, versus our newly launched 40A DC-DC system.

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.

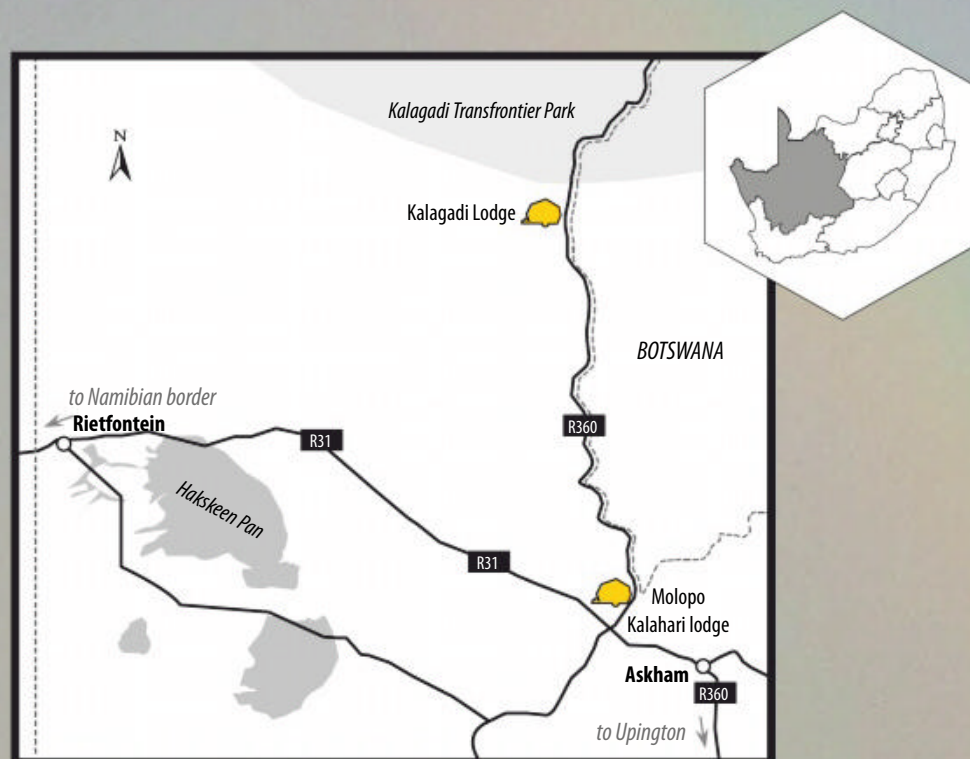


for pricing or to find a distributor near you.



Camp in the red

Kalahari sand



Although most of the Kalahari lies in Botswana, you don't have to cross the border to experience its beauty. We pitched camp outside Upington at two great campsites to see why campers return to this world again and again.

Words and photos **Leon Botha**

You don't head to the Kalahari for just a day or two. Your ammo crates are chock-a-block with groceries and long-life milk; the long-range tank and jerry cans are full; and you had to have booked your stand at this destination months in advance.

So, if you're heading north from Upington, chances are you're either going to visit the Kgalagadi or visit the Botswana section of this transfrontier park or perhaps you're heading to southern Namibia.

After 200 km you're already in the Kalahari. At Askham you can pick up those last few items and refuel, because it will be a while before you see civilisation again. From here it is another 75 km north to the gate of the Kgalagadi and 85 km west to Namibia's Rietfontein border post.

By now, the kids are tired of playing on their phones, you're sick of sitting behind the wheel and there are only a few crumbs left in the container that held the Romany Creams. Why don't you rather stop over instead of torturing yourself? Stretch your legs for a day or two and get to your destination far better rested.

The Molopo Kalahari Lodge is just 15 km away and the Kgalagadi Lodge about 50 km along. These two spots have lovely campsites where you can really relax, and before you know it, you will stop here again on your way home.

“

As you gaze around, you quickly realise why this place is so popular with campers

”



MOLOPO KALAHARI LODGE

All sorted

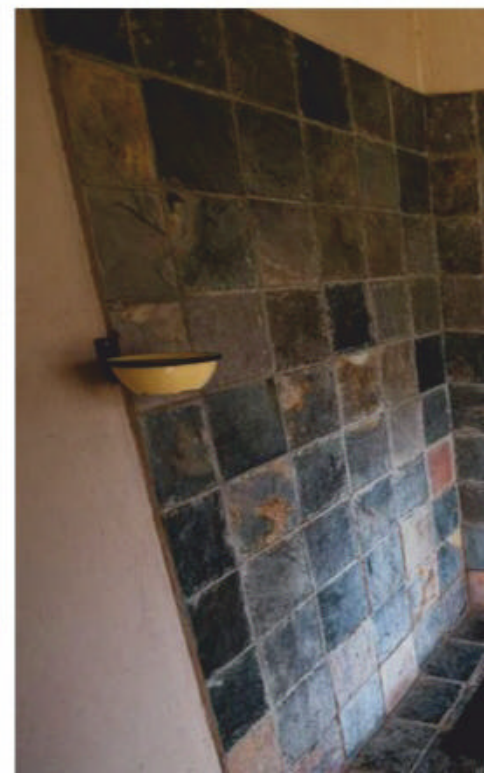
Just a few kilometres outside Askham is a junction where you turn right to the Kgalagadi. There's a dorp named Andriesvale here, but it's not much more than a general dealer and a few houses.

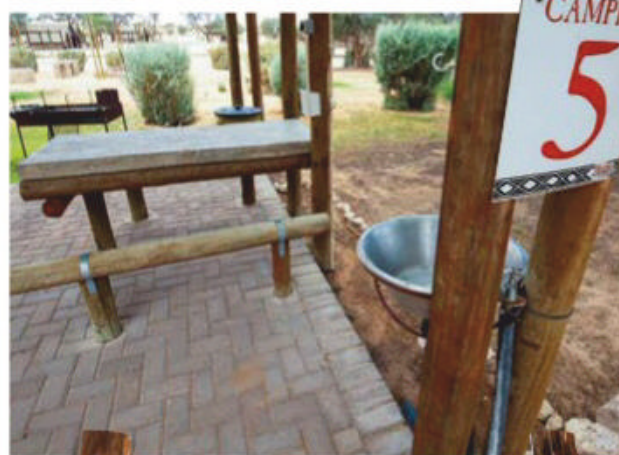
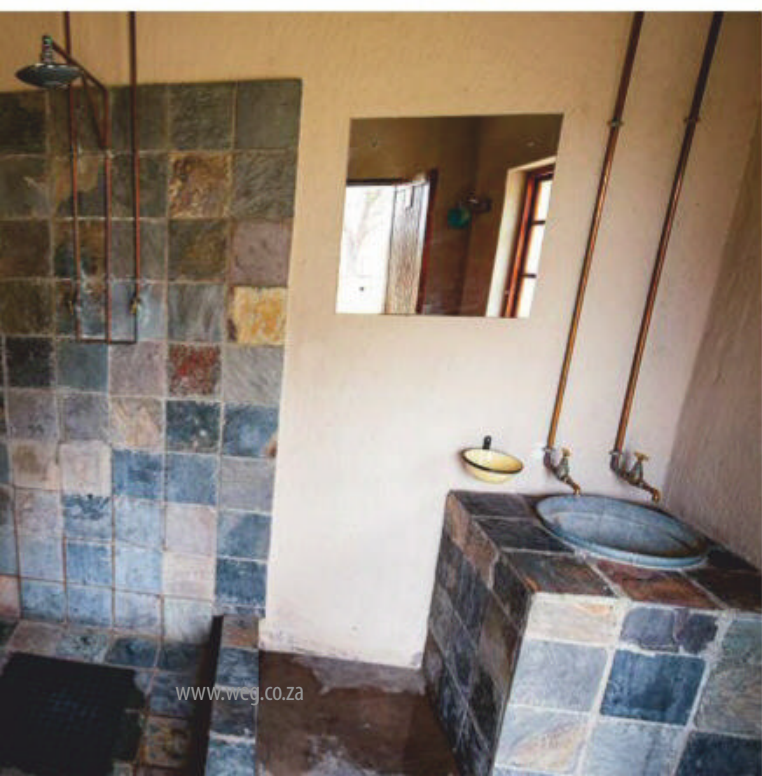
The 350 m dirt road from the tar road to the lodge is not bad, and the evergreen fan palms on the side are a preview of what awaits at the lodge. A couple of South African flags and a stray British one flutter next to the gate with eagle statues posing on pillars.

As you gaze around, you quickly realise why this place is so popular with campers. It's part of the NC Famous Lodges group that includes places such as the Letsatsi Lodge at Vanrhynsdorp, the Tshahitsi Lodge in Upington and the Vischgat Game Lodge, also here in the Kalahari. Really excellent spots.

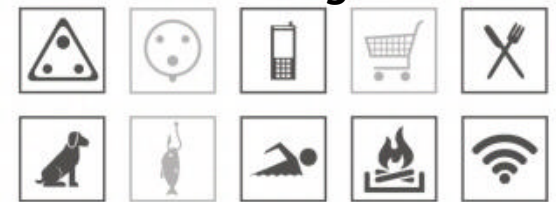
The lodge has its own fuel station – 50 ppm diesel and 95-octane unleaded petrol – but bear in mind they have a minimum spend of R200. So, don't think you're going to fill up in Askham and then again here. There's also a compressor if you want to check your vehicle's tyre pressures.

JUST LIKE HOME Even though this is a long way from it, this campsite doesn't feel far from home. You have your own, private ablution facilities and there's even petrol and 50 ppm diesel available. At your stand you get a steel braai with adjustable grid.





Briefly | Molopo Kalahari lodge



Campsite 12 stands, each with its own paved area and shade net. Some of the stands are in the sun and others have shade.

Ablution facilities Your own, in a building not too far from your stand.

Price R150 pppn for the first 2 people, then R100 pp (R75 for pupils). A maximum of 6 people per site.

Arrival and departure 14:00 and 11:00.

Contact 054 511 0008

molopo.ncfamouslodges.com

namrod13@lantic.net

Nearest town Askham, 16 km.

Road condition The last 350 m is a nice dirt road. There are sandy roads in the campsite.

GPS S26.933517 E20.664043

Drive & Camp says Ever evening, a freshly baked bread is delivered to your stand.

First, it's time to report to reception. Drive to where the road ends at a circle – there's enough room to turn around for even the longest tow combination. You walk past the restaurant's verandah to get to reception, and it's suddenly clear why this place is called a lodge: it's classy with stylish décor and heavy dark wood furniture. Particularly striking are the giant bellows used as a table, and the row of meerkat statues behind the counter.

There is no shop, but they do sell essential items including wood, ice and bottled water (no matches or firelighters). In the office is a fridge with different types of meat: beef and chicken braai packs, *skilpadjies*, various types of sausage and even springbok salami (R300 for almost a kilogram). As with any hotel, you can charge anything you buy to your account.

In the bar next door there's a lion skin on the floor, complete with stuffed head, with wooden pangolins on either side. As

you walk around, you'll spot another lion skin on the wall with a rifle mounted next to it. The lion was apparently shot at Welkom near the Kgalagadi years ago with that very same .22.

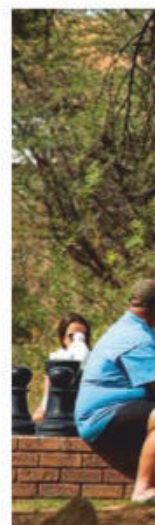
Double back to get to your stand – turn off across from the fuel pumps. The kids can run from reception across the lawn and signal you to your stand – it's barely 70 m away.

THE PATHWAYS AT THE stands are sand with ankle-height stones on both sides. The same stones are packed around your stand.

The first nine stands have a fair amount of shade, but from stand 10 onward (where the road turns sharply to the right), there aren't any shade trees. The stands are relatively small and will only accommodate your caravan, its rally tent and tow vehicle. There's a paved section next to the stand that's got a shade net. In the middle is a concrete slab on two transverse posts that form



LET YOUR HAIR DOWN The pool is on the way to the office; so you tend to walk past quite often. You can keep an eye on the kids or jump in yourself, and just a bit further you can get something cold at the bar. At the giant chessboard, you can show the younglings how it's done.

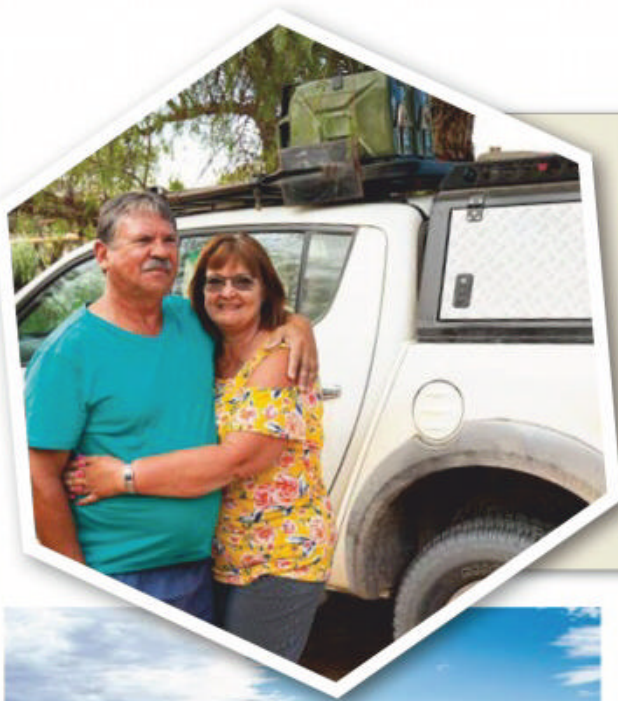


a table with a bench on either side. The power point – an ordinary house socket – is here as is the switch for the fluorescent light against the shade roof. The sink is in the corner near the table.

You have a standalone braai, and boy, it's solid at around 1 x 0,5 m for the coals and with an adjustable grid. One corner has a tower where you can light a few logs to make coals. There's even a steel brush attached to the braai.

When Molopo's staff deliver your bundles of wood to your stand, you first feel somewhat short changed as there are barely five or six pieces per bundle. But once you start braaiing, you realise you won't easily find better braai wood



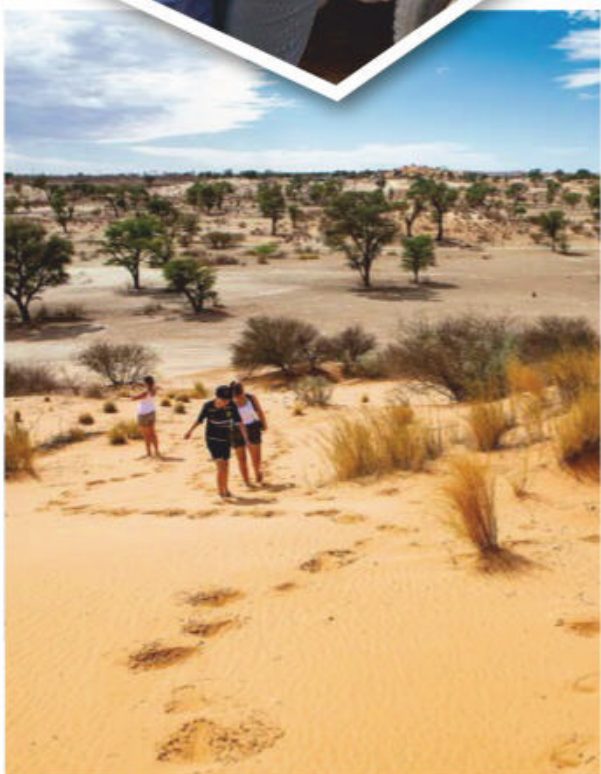


They say

Nico and Stef Els from Delmas camp with a 2011 Mitsubishi Triton and a 2017 Jurgens Safari Xcape.

"We've just come back from the Kgalagadi. Our trip started about two weeks ago – driving through Botswana and turning at Epupa Falls in the far north of Namibia.

We entered South Africa at the Kgalagadi's Mata-Mata camp. Molopo is simply fantastic. The sheep neck dish served in the restaurant is top notch."



They say

Manie and Lizzie Kriel, and their daughter, Kylah, hail from Secunda and camp with a 2013 Ford Ranger 3.2 XLT and a 2011 Conqueror Courage.

"It's our third time here, and just like the Elses, we can't say no to that sheep neck and springbok pie. Our trip with the Elses has been a good 7 500 km and we only had one incident along the way: I found a leaking tyre on the Conqueror, but fortunately the tyre pressure monitors warned me and I was able to replace it in time, before there was any damage."



as it give more than enough heat. In the morning, before you even think about getting up, someone has already cleaned the braai.

Each stand has its own private bathroom, but it's not on your stand. As you enter the camping area, there are two ablution blocks to the left behind the stands in the direction of reception, and another around the corner at the stands without shade trees.

Each block has four rooms, and each of those are assigned to a stand. The bathroom is spacious with an open shower in a corner. There's plenty of shelf space and the basin is recessed into a pillar tiled with slate. The hot water comes from an electric geyser and the toilet is in the same room, but open.

The two dishwashing sinks are open and to one side. One is next to stand 7 and the other one opposite stand 12. Sometimes the leaves of the trees fall into it, but at least here is hot water.

KEEN TO experience the red Kalahari sand? Take a dune walk. From the circle behind the office, walk in the direction of

Andriesvale past a few chalets. Continue for about 200 m past the last chalet on the far right until the dirt road ends at a small circle. About 40 m to the right, the dune begins. Just be careful in the summer, because the red sand gets pretty hot, and you'll not enjoy walking there with bare feet.

When it starts looking like the kids are getting bored, send them to the outdoor chessboard next to the fuel pumps.

If you're exploring further, make a stop at Molopo's gate. You'll find Izak Kruiper – or !hap – standing across the road in his traditional Bushman dress. He makes and sells souvenirs and says he's been there for 10 years. Izak, who was born in Twee Rivieren, is slim and wears an ostrich leather strip around his head with two steenbok horns protruding above his forehead. A steenbok, he explains, is a proud animal, and the ostrich strip is a sign of an animal that can run very far, and "we can use its eggs as water containers".

But don't ask him how old he is: "We Bushman," Izak jokes, "don't know how old we are."



“

From here you can see brown cottages with their white roofs. The campsite is behind the cottages

”



KGALAGADI LODGE

Oasis in the middle of nowhere

The Kgalagadi Lodge is 53 km farther on the tar road in the direction of the Kgalagadi Transfrontier Park – the tar ends at the park itself. Shortly after Molopo, the road runs along the dry Nossob River, which also forms the border with Botswana. (This is the southernmost point of Botswana.)

The Kgalagadi Lodge is on the left of the road on top of a vegetated dune. From here you can see brown cottages with their white roofs. The campsite is behind the cottages.

National flags also grace the gated entrance. The reception, shop and restaurant are to the right of the gate.

The shop resembles a small supermarket and the shelves groan under the weight of freshly baked bread, yoghurt, cream, cheese, rice, instant coffee, cooking oil and fruits and vegetables (apples, bananas, tomatoes, lettuce, beans and corn) to meat (mutton, chicken, pork and mince) and venison, as well as a fridge filled with cooldrink, wine, beer and, of course, bottled water.

Judging by all the cars in front of reception, many travellers who are simply driving past stop to cool down in the pool.



YOU WON'T GET BETTER THAN THIS Nobody's going to complain if you and yours need to stay here longer than originally planned. There's a lovely campsite on the reddest dune, and there's plenty do get up to here. Your supplies won't run up because the shop has a little bit of everything, and then some. From fresh goods to a good bottle of red wine.





The reception is just an open counter on the verandah – it looks like a tree trunk cut longitudinally. Here, staff tell you what stand you've been allocated and also hand you your bathroom keys.

TO GET TO THE campsite, drive past the office and around the cottages on the dune. It is a decent dirt road that takes you up the dune without the danger of getting stuck in the red Kalahari sand.

The cattle grid at the entrance is there for a good reason, as you'll see soon enough: an emu walks down the road and sits down right in front of us. This odd bird is probably overheating and we have to reverse a little to get past it. At the top of the dune, another oddity awaits: three blue wildebeest calves right

next to the road. They are so tame, you can walk up to them to take a photo.

The campsite is divided into two sections. The first on the right has six stands, with nine more in the next.

A sand road turns right to the first stands, but keep going if you're not in an off-road vehicle. The second turn-off is doable with a sedan. You'll now see six buildings (the bathrooms) about 10 m apart against the reddest of sand dunes. Each building has a wicket fence all around with the front section open, and next to each building is a paved area with a mesh awning. Your caravan can fit comfortably next to the awning. The sand is looser here, so reverse your caravan back toward the awning without struggling in the sand. (At the first three stands there is plenty of room to set up camp in front of the building.)

The sand looks too soft for tent pegs, but barely 10 cm below the sand is hard soil. Even our 8 mm steel pegs with their sharp points struggled under the 1,8 kg hammer we used. Closer to the dune, it's just sand – a 30 cm peg will do here.

The awning is about the size of a double garage, with the braai built on the one side. It's knee-high and doesn't have a grid.

The sink is on the veranda in front of the building, and the power point – with a blue and a three-point socket – is on the other side of the building where you'll also find the tap and rubbish bin. An extension cord of 20 m should be long enough.

The bathrooms are spacious with the basin in one corner and the toilet and shower with its glass door in the other. The décor and tiling are stylish and two or three people can be inside without getting in each other's way.

The other nine stands are 200 m away and laid out in a rectangular horseshoe. These stands are similar to the first, but have no paving and only a three-point socket for power.

At the end are four more buildings, but these are actually chalets with a sleeping area and a kitchen area with a fridge.

AS YOU WALK away from the first stands over the dune behind your stand, you come across a kraal with a small zebra. He comes closer for some attention and



ALL STATIONS At the first group of stands are six private ablution blocks in a neat row. The nearer stands have more space for you to reverse your caravan into, but at those further on you'll have to offload. The higher up you go the looser the sand gets, so rather reverse your caravan back onto the stand so that you don't struggle. Don't get a fright if you see a trio of wildebeest walk by, because they're quite tame and are campsite regulars.



“

As you walk away from the first stands over the dune behind your stand, you come across a kraal with a small zebra

”

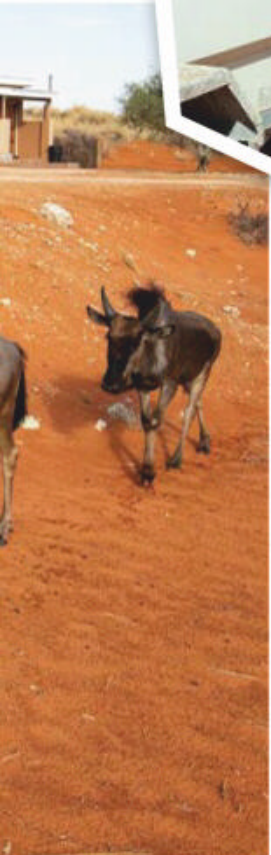


They say

Adriaan Smit and Cheryl Clark are from Pretoria and camp with their 2000 Toyota Land Cruiser 4.5 EFI and a self-built off-road trailer.

“We travel in and outside the Kgalagadi and usually come here once a year. We come here to get clean – the facilities are good and the service excellent. We ordered food from the restaurant – and even with all of

Eskom’s load shedding, they delivered the food to our stand. The Cruiser has 400 000 km on the clock and I basically overhauled its engine. I carry almost an entire workshop in the back in case something goes wrong.”



“

Watch out for scorpions at night, especially
when the wind blows. We saw many...

”





FROM CUTE TO CAUTIONARY You'll find many creatures in the Kalahari that only occur in its arid climate. The meerkats will steal your heart, but the scorpions will definitely make it beat faster.



is just as tame as the wildebeest.

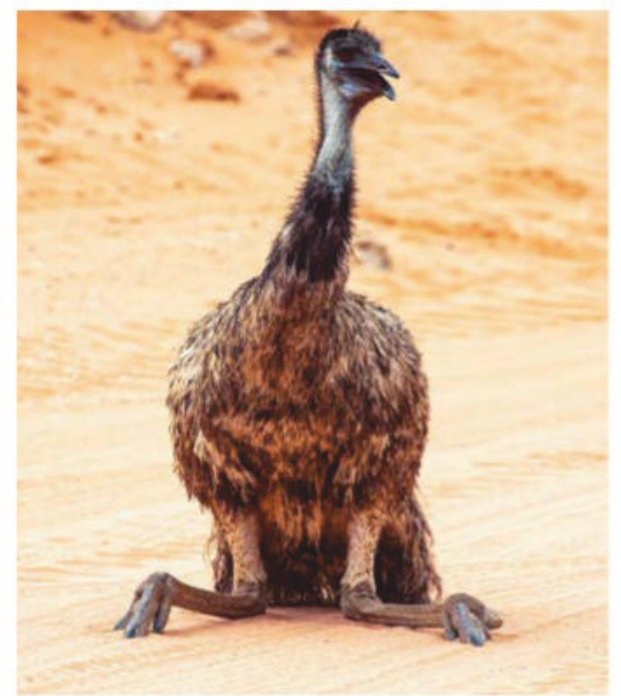
Watch out for scorpions at night, especially when the wind blows. We saw many – on the day we departed, one as big as your palm crawled out from under the canvas. It had a huge sting.

There are all sorts of other weird bugs... including the solifuge. Although it looks like a spider, it isn't – and it is also harmless. But it is pink and hairy and has big jaws, and scurries at night to get out of the light (and follows your shadow during the day...).

The Kalahari is, of course, world famous for its meerkats. If you want to take a closer look at these interesting

guys, visit the meerkat sanctuary at Kalahari Trails. It is 30 km back toward Molopo. It's right next to the road with a clear signpost. This 3 500 ha conservancy belongs to professor Anne Rasa who has owned it for the past 23 years. Anne is a retired zoologist and she looks after, among other animals, meerkats that were previously illegally kept by humans.

The farmhouse is about 250 m from the turnoff. To the right of this is a tree



Briefly | Kgalagadi Lodge



Campsite 15 stands, each with its own private bathroom and a paved area with an awning for shade. The braai does not have a grid.

Ablution facilities Your own spacious bathroom at your stand.

Price R450 per site for up to 4 people. Then R90 pp (free for under 6s). A maximum of 6 people per site.

Arrival and departure No scheduled time, and 10:00.

Contact 054 325 0935

kgalagadi-lodge.co.za

info@kgalagadi-lodge.co.za

Nearest town? Askham, 68 km.

Road condition Tar to the lodge, with a compacted sandy dirt road to your stand.

GPS S26.524865 E20.604764

Drive & Camp says The first six stands are more private than the rest.

that has been encamped with a fence to form a camp for the meerkats. One of the guides says although they handle the meerkats, they keep it to the minimum (especially the little ones), because the animals have to go back to nature.

A little farther away is another camp with meerkats. They are older and with the guide's help you can caress or even hold one of them. You don't pay entrance fees to see the meerkats but make a donation to help them with their good work.

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(Trailer not included)

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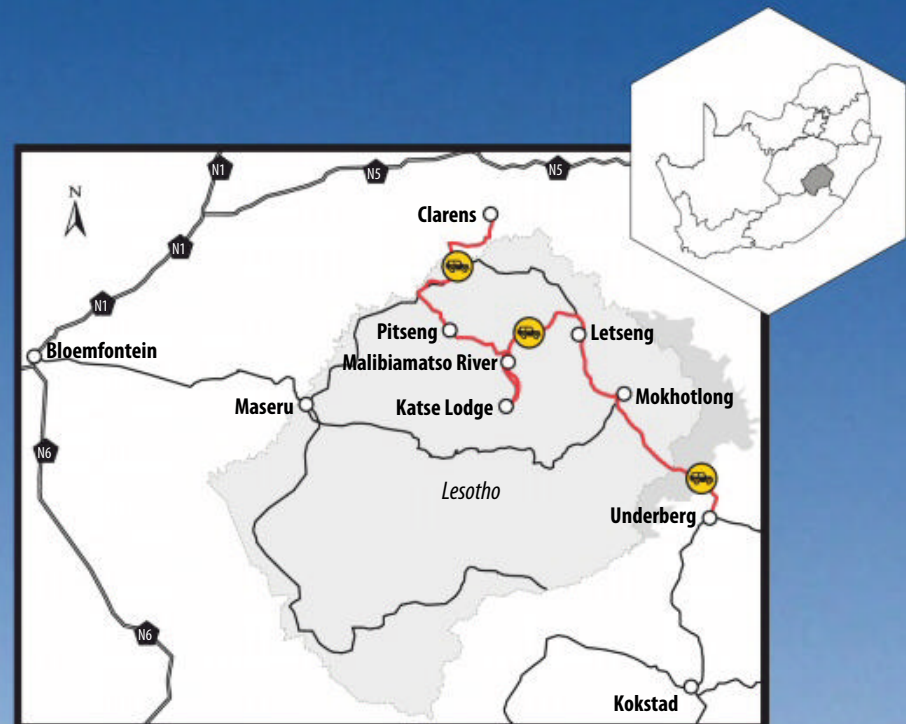
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Magical mountains

We drive in convoy through Lesotho and tame the Sani Pass before heading back to the Katse Dam.

Words and photos **Schalk Jonker**





It is safe to say that there is no more iconic dirt-road pass in all of South Africa than the Sani Pass. This stretch of road between Himeville in KwaZulu-Natal and the mountain kingdom of Lesotho presents an outstanding 4x4 challenge with excellent views, unpredictable weather and conditions that can change in the blink of an eye.

It is a pass unmatched in South Africa, and there are few other places where you can literally feel the air getting thinner as you progress up it.

WHEN YOU GET up early morning in Himeville and look at the Drakensberg while sipping your coffee, the mountain seems insurmountable.



The Twelve Apostles lie to your left in the distance, neatly in a row, and even farther to the left, though you cannot see it from here, is the road that will get you across the mountain. Reduce your tyre pressure to 1,8 bar before starting your drive.

The Sani Pass starts at an altitude of just over 1 500 m and over a distance of just 9 km, you climb an astonishing 1 332 m to finally reach 2 876 m.

The authorities are busy tarring the first section of the pass. It is unclear at this stage for how long they will be doing this and exactly how much of the pass will eventually be tarred. We drove past roadworks and don't want to sound like prophets of doom, but if the Sani Pass is on your bucket list, you shouldn't delay it for much longer. It will be a sad day indeed when one day you can do this spectacular road in a Corolla.

The climb starts off gradually at the foot of the Drakensberg, but at

the end it is a steep business with loads of sharp bends. Many vehicles have had to sound the retreat here, or worse, crashed into the abyss. Make no mistake: the Sani Pass can be dangerous, especially when it's snowing and you're not in the right vehicle. During our visit in March, we couldn't have asked for better weather conditions. In any case, it is advisable to first find out from the local authority what the weather forecast is before tackling the pass. Chances are good that the pass will be closed due to snow in winter.

The South African border post is your first beacon along the route. This is not the actual border; you first enter Lesotho on the summit at this country's own border post. Remember your passport and make sure it is still valid for at least six months. It's also a good plan to have your vehicle registration documents and a letter from your bank if your vehicle is

“

It will be a sad day indeed when one day you can do this spectacular road in a Corolla

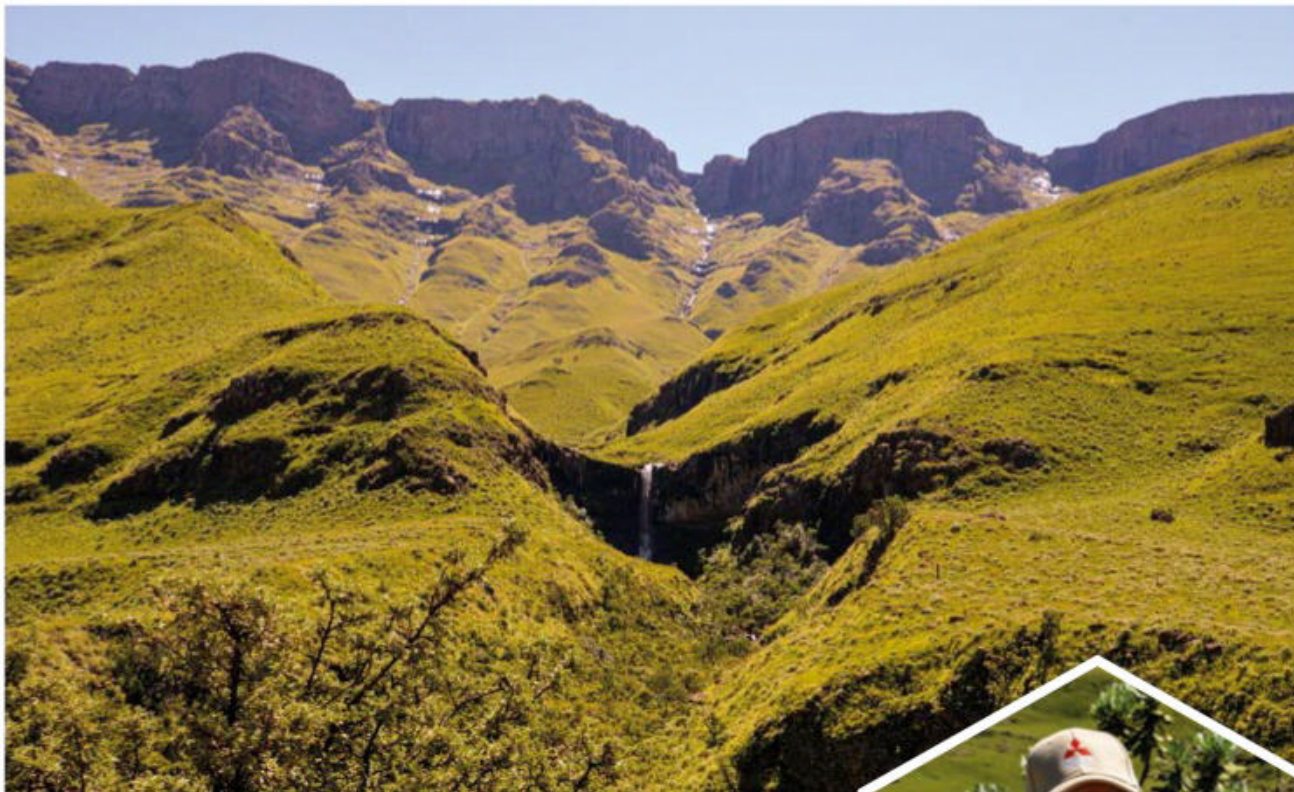
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still financed. And your driver's license, of course.

There's a big notice at the border post warning that you have to have a 4x4 vehicle to continue, and that's good, because things get serious from here. Both border posts close at 18:00 so make sure you give yourself enough time. By the way, the toilet facilities at the SA border post are the last ones you will encounter until you get to the top.

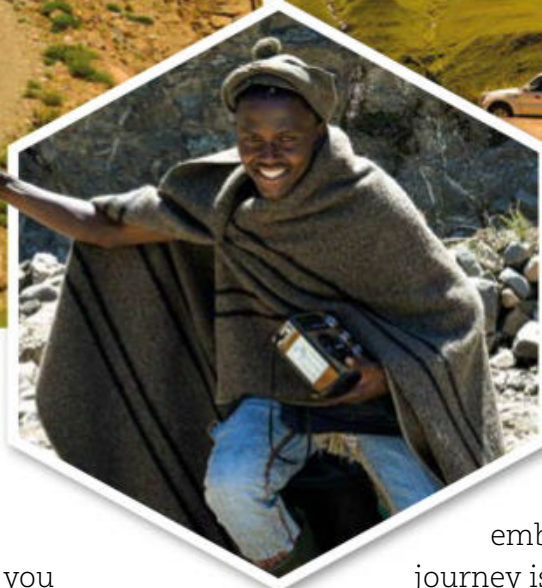
And now the fun starts! The first part is actually easy when you consider what awaits a little higher up. Engage low gears, maintain your concentration, and don't take your eyes off the road. Get ready for steep inclines, loose gravel and stones – and depending on the weather, even snow and ice on the road.



HIGHER AND HIGHER... AND HIGHER The South African border post is your first stop on this iconic mountain pass. The adventure starts here and includes several hairpin bends, steep inclines, loose surfaces and the occasional fallen rock. Depending on the season you can also expect to find snow. Don't race up the pass like the tour operators do, rather pause to appreciate the view.



Just don't forget to stop and get out every now and then to admire the scenery. There are occasional stops where you can pull over to look at the breathtaking Khomazana Valley around and below you, and depending on the time of year, it seems as if there's a waterfall or other natural wonder around every bend. There is something magical about looking back and seeing the path you've just conquered, winding beneath you like a thin white ribbon. Various tour operators in the area take tourists up and down the Sani Pass. However, they rush up the mountain at astonishing speed and one cannot help wondering



what this experience is like for the wide-eyed passengers. If there is one place that embodies the phrase 'the journey is more important than the destination', it is this pass. Take your time to get to the top and really take in the scenery around you.

The road up goes to and fro around the sharpest of hairpin bends and the climb is quick. Confidence in your vehicle and your own abilities are important here, as there is no room for any doubt. We were lucky enough to have a clear day, but you can only imagine what a challenge it would be when it's overcast and the road wet and slippery. The road has been widened in places,

which makes your driving task a little easier than in earlier years, but prepare yourself for getting shaken up good on your way to the top.

When you finally reach the tired old building of the Lesotho border post at the top, your adrenaline levels are in the red. It feels as though the pass was simply too short and you wish you could climb another few kilometres. Get your passport stamped, pay the R40 road tax and have some refreshments and a hot plate of food at the Sani Mountain Lodge – they say they're the highest bar in Africa.

From here, it's another 55 km to your overnight spot, the Mokhotlong Hotel in the village of the same name. The road is tarred, but don't rush and be on the lookout for rocks in the road, especially



WELCOME AT THE TOP The pub of the Sani Mountain Lodge is marketed as the highest pub in Africa. Say cheers to conquering the Sani Pass and if you're feeling peckish, there's a restaurant next door.



as you come around those sharp bends. Before your destination, first stop at the vantage point on Black Mountain Pass. Here you're at the highest point of the whole trip – a total of 3 240 m above sea level – and it's surprising how thin the air gets, even though just a short while ago you were perfectly happy in your shorts and T-shirt.

It takes a little less than two hours to reach the Mokhotlong Hotel. The facilities are basic and tired, but it is nonetheless clean and the staff friendly. Here is

a restaurant and bar where you and your friends can celebrate having mastered the Sani Pass.

Contact 00 266 22 92 0010

info@mokhotlonghotel.com

reception@mokhotlonghotel.com

AFTER BREAKFAST THE next morning it is time to hit the road to Katse Dam. Follow the A1 main road north in the direction of Letseng. The first 70 km or so is tarred, but you must nevertheless check the road carefully for potholes.

You don't want to drive too fast here, anyway, as the mountain kingdom shows off as you drive up and down the rolling hills on the slopes of the mountains. Along the way are small settlements with traditional rondavels, each worthy of a photo. However, be prepared for when you stop: it may feel as though you're all alone gazing at the world in front of you, but in a blink of an eye you'll be surrounded by a group of kids who all have only one thing on the brain... sweets. It's truly amazing to see how



quickly they come out of nowhere and crowd around you. Resist the temptation to give the kids some treats – our Protea 4x4 Adventures tour guides, Jannie and Ansu Rykaart, recommend that you bring along items such as stationery and books to distribute instead.

After 70 km on tar, the Letse diamond mine is on your right. Stop and check out the scale of the operation. In 2014, they dug up a 198-carat diamond. Nobody will blame you if you roll over a few of the larger stones with your foot... you never know!

Shortly after the mine, turn left (S28.948756 E28.832784) and leave the tar – now follow the road through the valley, all the way down the Malibamatso River.

This is where a true adventure begins. Yesterday, on the Sani Pass, you knew more or less what to expect, but that's not the case now. All you know is you'll be sleeping sleep next to the Katse Dam tonight, but you have no idea what the road conditions will be. That ignorance



4X4 DESTINATION

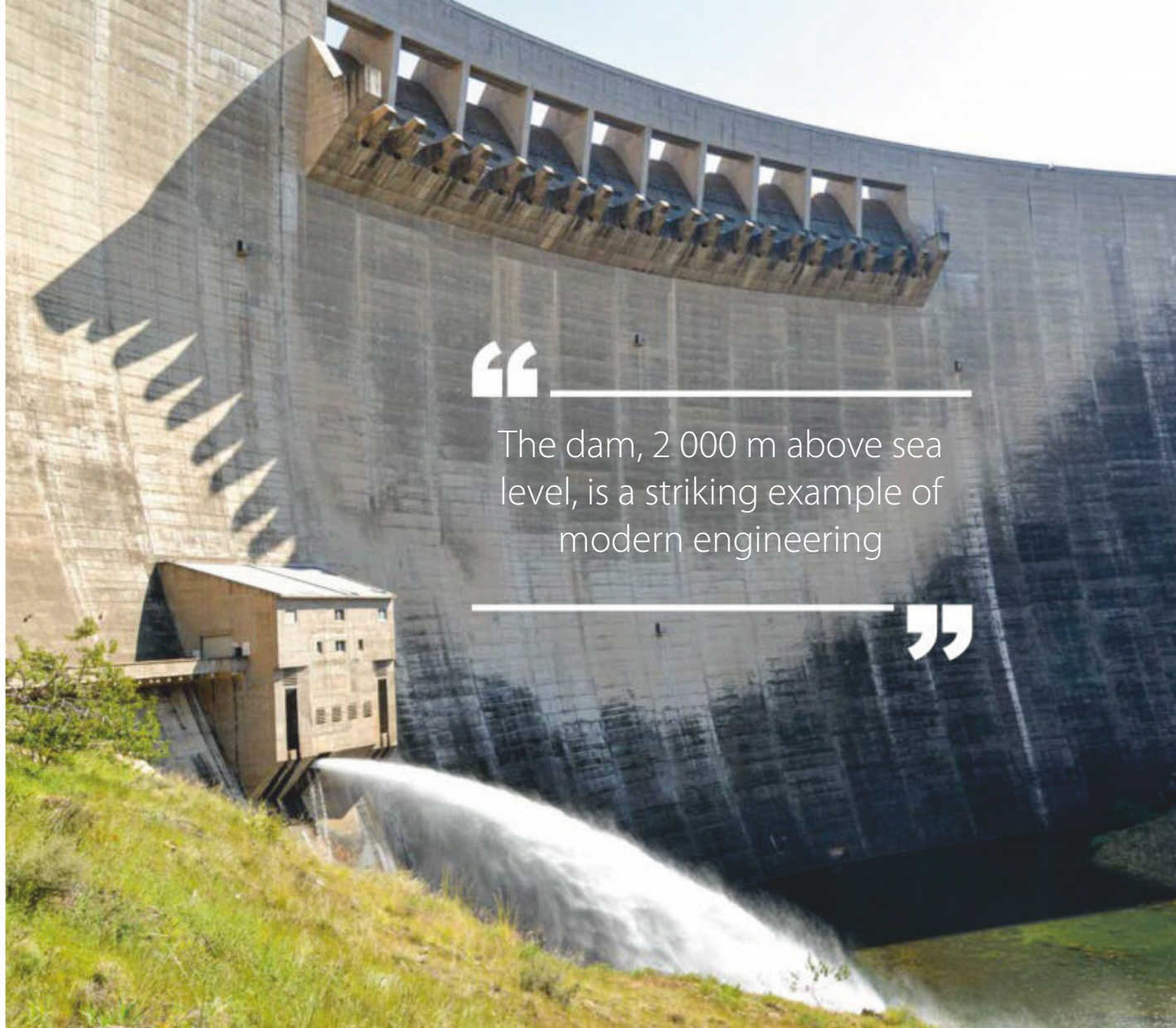


creates excitement, because there could be a challenge requiring low-range gears around every corner.

You basically drive all the way up one big mountain pass with a precipice next to you or a mountain slope above you, and at every turn it feels like you see something even more special than a moment ago.

The world here is littered with beautiful experiences. Don't rush it through here. Give yourself plenty of time, make sure your camera's batteries are charged, and bring an extra memory card. Your shutter finger will get numb from all the photos you take.

Another unique quality about the environment here is all the herdsmen on donkeys or horses you encounter with their flocks of sheep and goats. They generally don't mind if you photograph them, but then come closer for a fee. Keep some cash at hand for this purpose.



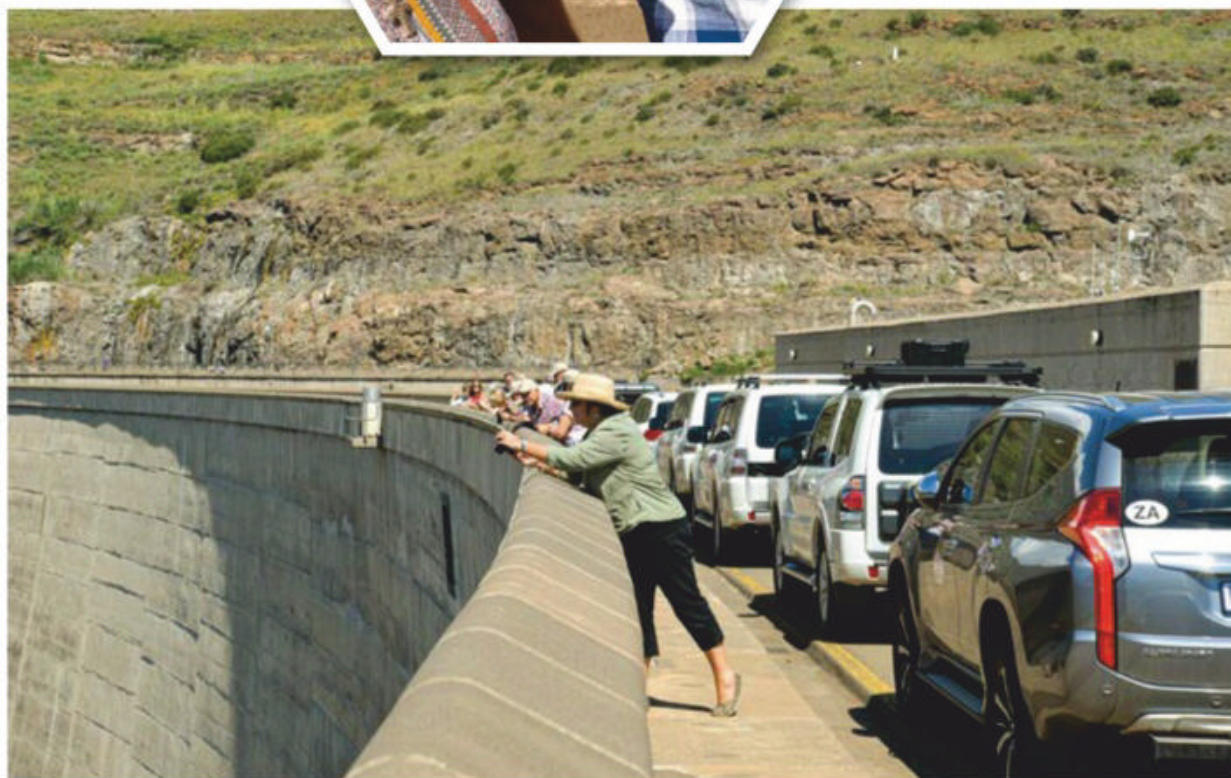
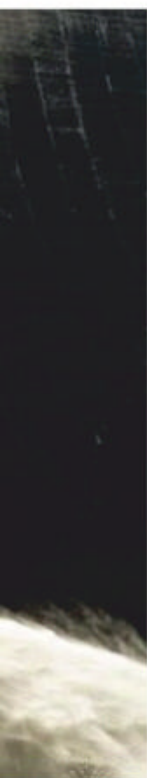
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The dam, 2 000 m above sea level, is a striking example of modern engineering

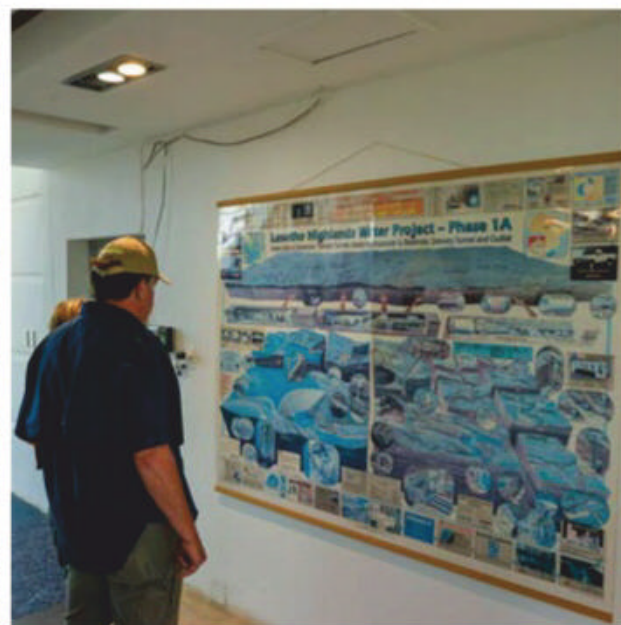
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WHAT A PIECE OF WORK One feels small and vulnerable when standing at the base of the enormous Katse Dam wall. It is the second tallest wall on the continent after Tekeze Dam in Ethiopia.





WHAT TO DO There are several activities near the dam to keep you occupied. Other than visiting the wall you can also go out on a boat trip.



On the journey through the valley, you pass small villages and settlements with names such as Laoti, Tholo and Lejone. They aren't like the towns you're used to in South Africa, but most of them will have a small shop. Rather pack your own water and snacks for the day, because there's nowhere to stop for a hamburger and Coke. Fuel is also not freely available.

After a while, you reach a low-water bridge where you cross the river (S29.019924 E28.548332). The road is quiet here and you can stop on the bridge to pause for a moment while giant rock

formations tower toward the sky on either side. Remove your shoes and put your feet in the water as you breathe in the clean air. You'll feel insignificant here, but also privileged to experience moments like these.

From here, it's a little more than 60 km to the Katse Dam, where you will spend the night. You stay on the winding road up and down through the valley for just over half of the road at first before getting back onto tar for the final stretch. Keep your eyes peeled for potholes!

During our trip we stayed at the Katse Lodge next to the dam. Here we

discovered that we were some of the last guests here for the immediate future. The lodge has been closed for a major renovation since the end of March this year. This is unfortunate, as accommodation options in the area around the Katse Dam are limited. Visit websites like visitlesotho.travel and lesotho-info.co.za to look for accommodation when heading here.

THE KATSE DAM, one of Lesotho's most popular tourism destinations, was named (according to the Lesotho Highlands Development Authority) after a wealthy



man named Katse, who owned much livestock and provided fresh vegetables to local communities.

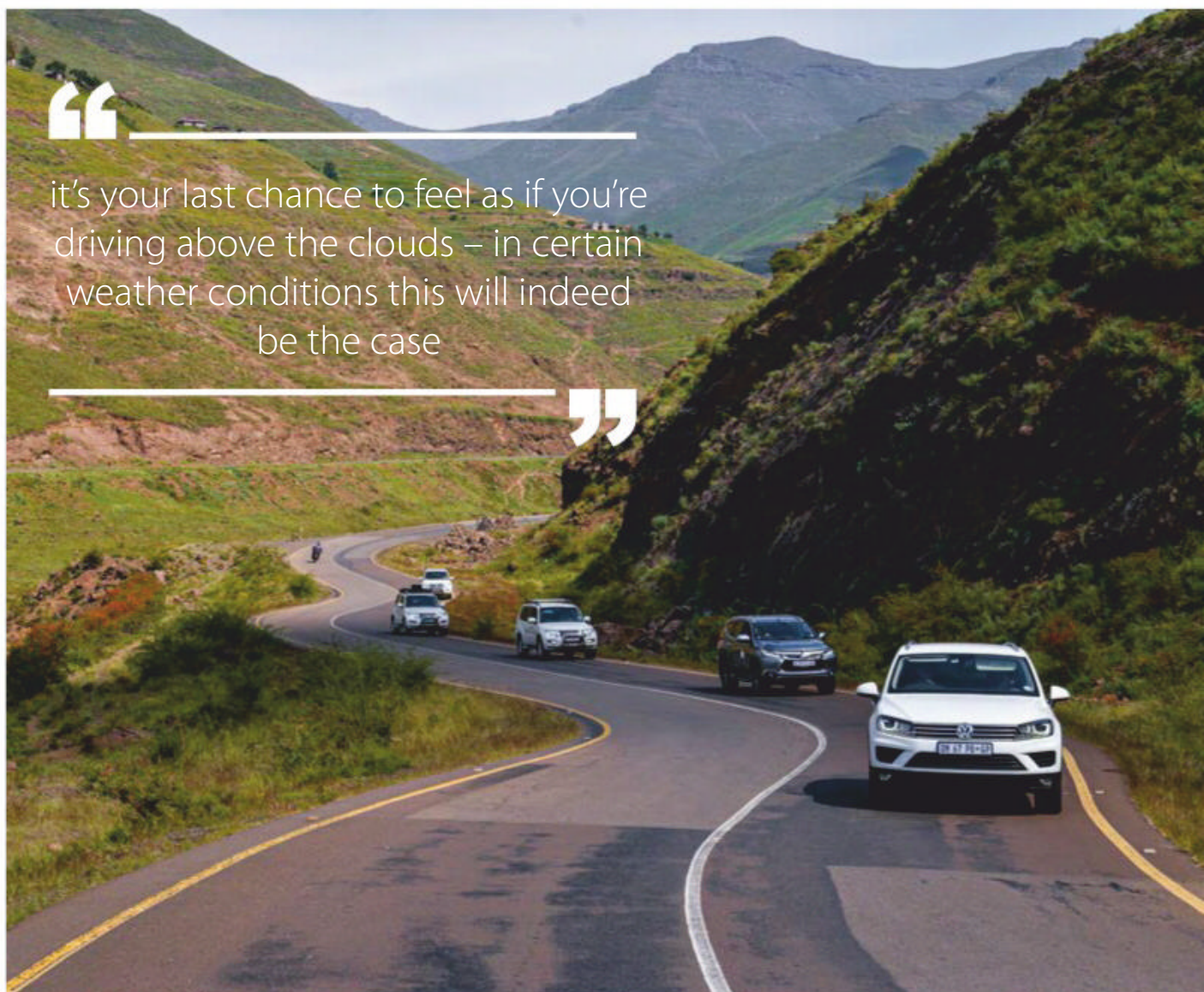
Katse may not farm here anymore, but the area is now home to the second highest dam wall on the continent. The dam was built as part of the Lesotho Highlands water project and supplies water to Gauteng while also generating electricity for Lesotho.

The dam, 2 000 m above sea level, is a striking example of modern engineering. The dam wall is 185 m high, 60 m wide at its base and 9 m wide at the top.

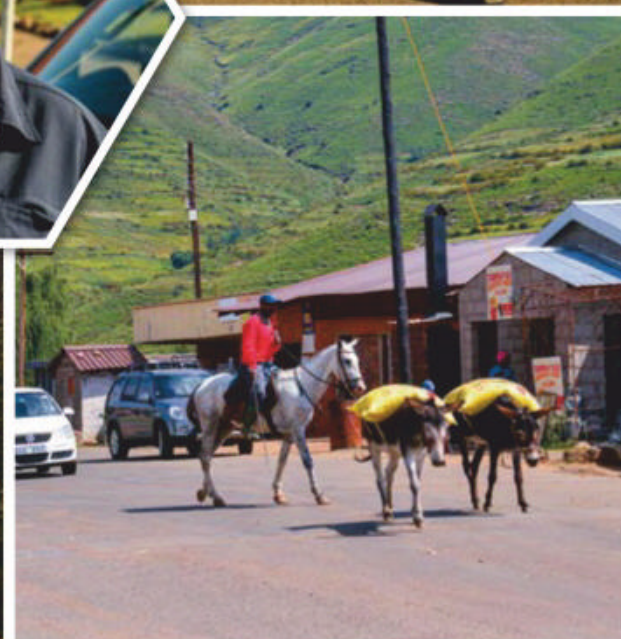
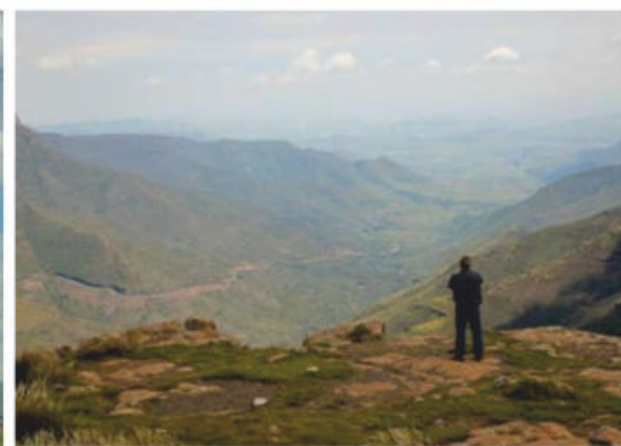
The embankment is not only curved from side to side, but also from the base to the top. It is one of only 30 dams around the world with a double-concrete arch dam wall, and it took six years (and almost two billion cubic meters of concrete) to build.

The Lesotho Highlands Development Authority gives a briefing daily at 09:00 and 14:00, followed by a tour to the dam wall where you learn more about the history of the project, the construction of the embankment, how it's all maintained, and what impact the project had on the environment and its people. On

A SIGHT TO BEHOLD The wall of the Katse Dam is 185 m tall. Its base measures 60 m wide and it 9 m wide at the upper edge. The authorities allow tours both inside and on top of the wall.



it's your last chance to feel as if you're driving above the clouds – in certain weather conditions this will indeed be the case



weekends, the tour is presented three times a day (at 09:00, 11:00 and 14:00). Call 00 266 22 91 0377 to book.

Other than the dam-walking tour, there are a range of activities to keep you busy while you spend the day here. We didn't do it ourselves, but there are some 4x4 trails you can do in your off-roader, or rent a quad bike to explore the beautiful scenery around the dam.

If you want to be without an engine for a while and also don't feel like walking or cycling, you can also experience the world on horseback. This way, you will see a very different side of Lesotho on paths and in places where you can't go with a vehicle.

Or book a boat trip on the dam, pack a cooler box and relax on the water as the sun sets slowly. Send an email to lhwp@lhda.org.ls for more information.

The Katse Botanical Garden is also worth a visit. This garden was not part of the initial planning for the Lesotho Highlands water project, but

I ALSO WANT TO GO

Drive & Camp did the tour with Protea 4x4 Adventures.

If you want to join, visit protea4x4.co.za, send an email to info@protea4x4.co.za or call Jannie Rykaart at 083 268 0566.

a patch of land was reserved for the plants that were removed before the water accumulated in the reservoir. The beautiful spiral aloe, Lesotho's national plant, is one of them and can be seen here.

The botanical garden is open daily for visitors from 08:00 to 17:00 (weekends until 14:00). Call 00 266 22 91 0315 for more information.

UNFORTUNATELY, AFTER YOUR last night next to the Katse Dam, it's time to go home. At first, you basically drive back the way you came, but then turn left and take the Mafika Lisiu Pass down in the direction of the Republic. As the road descends, it's your last chance to feel as if you're driving above the clouds – in certain weather conditions this will indeed be the case.

Follow the A25 past Pitseng and through Hlotse, and turn right to Butha-Buthe, where you turn left with the Caledonspoort border post in your sights. Everything should go smoothly at the border and you'll be back on home soil in a blink of an eye.

But why rush to get back? Take a day in Clarens to see why so many people love coming here for weekends. Taste gin and boutique beer, stroll through the many antique shops and delay the return to city life for a while. Spend a night in one of the many overnight options and head back to the city in the morning.

The Bushveld on your doorstep

Dinokeng Camp & Leisure awaits you and your tent pegs just outside Hammanskraal, north of Pretoria, in the popular Dinokeng Reserve.

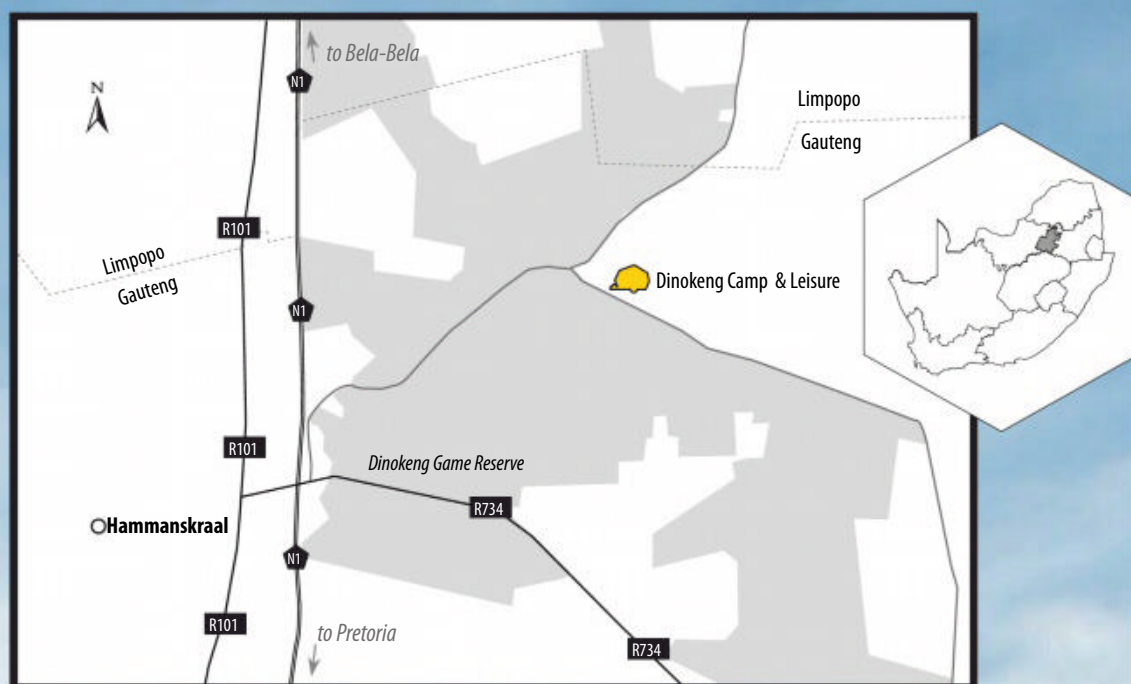
Words and photos **Helenus Kruger**



Some campsites are so popular these days that you have to book months in advance – even for just a regular weekend. Dinokeng Camp & Leisure, the latest campsite in the northwest of the Big 5 Dinokeng Reserve, is one such a place.

Early in December last year when the first campers were on their way, the owners, Devan and Carla van der Merwe, were still busy getting everything ready. By the time the Christmas campers arrived, the campsite was ready, the new unheated pool was filled, and there was a lawn for the sunbathers.

When you book, Carla will send you a stand number and gate code. On arrival, drive straight to your stand, park your caravan and start unpacking. Carla says they don't have a reception yet because they are so new – so she does a late-afternoon visit to the campground to welcome everyone and complete the paperwork.



WEEKEND BREAK

THE CAMP'S 20 stands lie side by side in a U-shape and you therefore only have neighbours on either side. Depending on where you position your front door, you either have a view of the veld or look out onto the campsite.

Low crescent-shaped concrete walls between the stands not only serve as boundary lines, but also house the water supply, far away from where tent pegs can punch holes in them. Just be careful not to drive over these walls when you're parking your caravan as the concrete is not strong enough to withstand your vehicle's weight.

The stands are large – 17 x 24 steps – and there is plenty of space between you and your neighbours. Devan says the stands are big enough to have up to three caravans per stand when your friends come camping. The corner stands (10 and 11) at the farthest point of the camp have the most privacy with a wide view of the veld, while sites 1 and 20 are at the entrance and are far busier with all the campers driving in and out of the camp.

The short wild grass on the stands is scanty, but each stand also has a 10 x 10 paved surface for your caravan or tent. You can leave your drill at home, because the slab's bricks are loose enough for you to easily hammer your tent pegs in between bricks.

There's not a lot of shade. About three-quarters of the stands have a tree somewhere on it, but it's not necessarily at the paving, which means your caravan sits in the sun. There are, however, a lot of trees that make enough shade so people can sit under them. Only stand 13 has trees that are large and close enough to the paving to provide shade for your tent up until lunchtime.

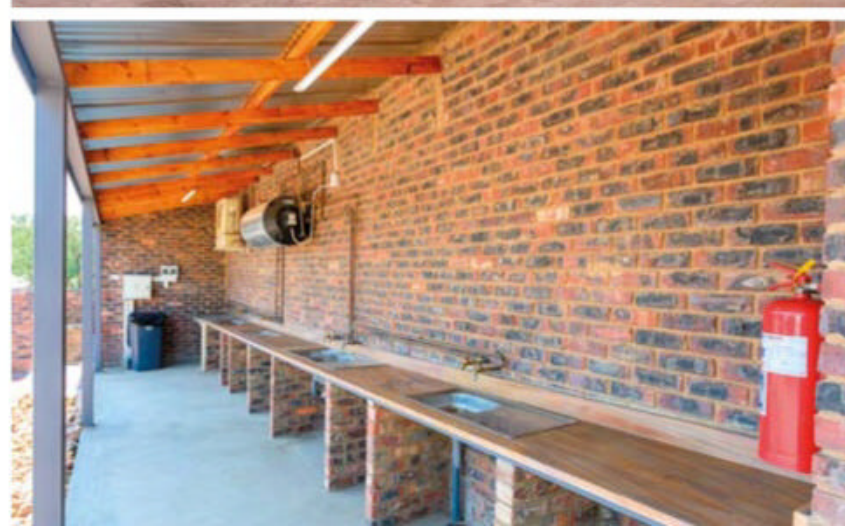
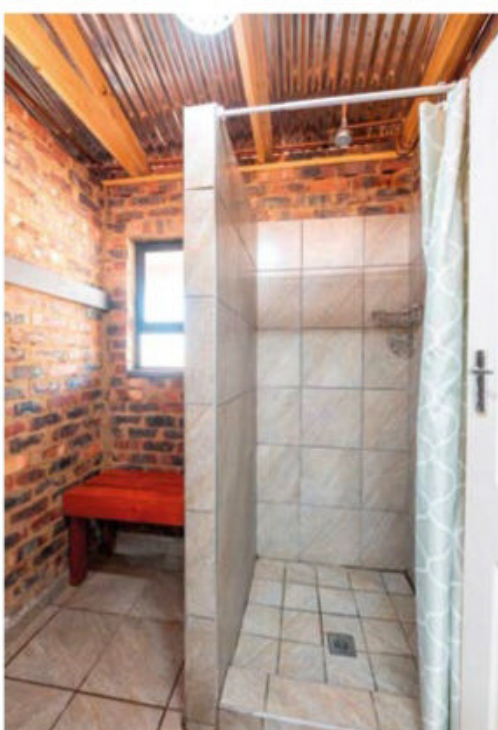
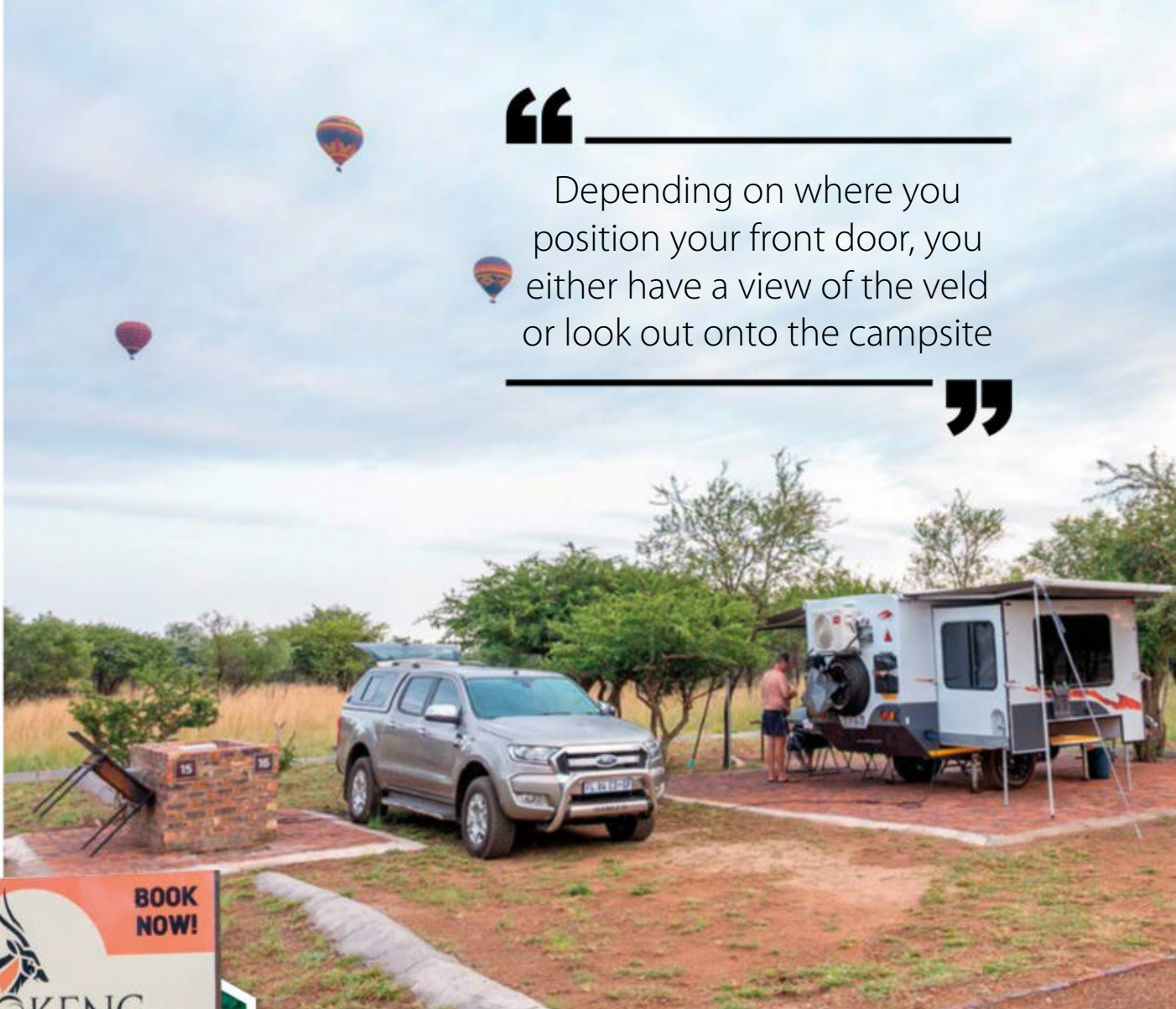
Each stand's braai (with a grid) can be moved around. And when you're done braaiing, you can lower the braai's dish in its frame to just above the ground and light a fire to socialise around. The stands each have a bin, tap and power point (regular socket).

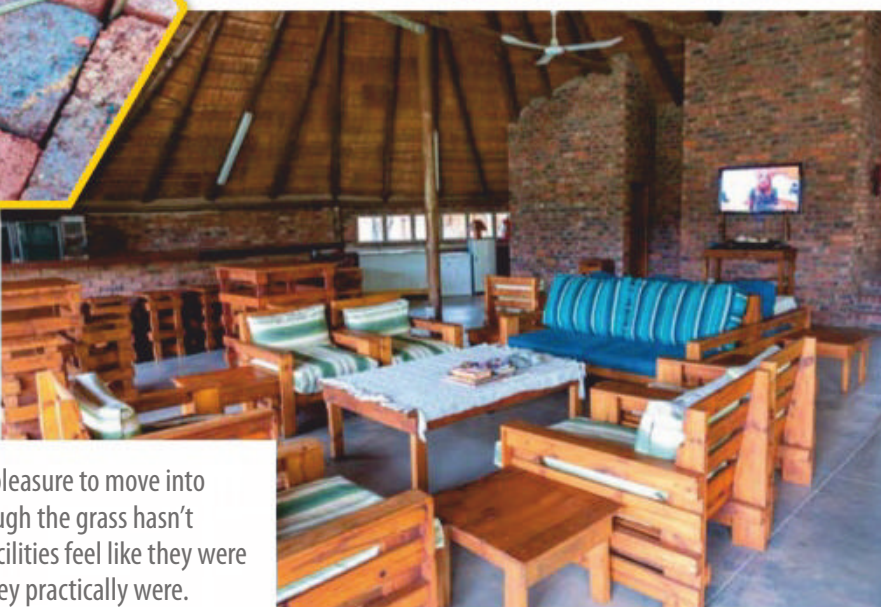
Part of the camp's neat feel is thanks to the bins hidden in built-in cubicles between the stands. The power point and tap sit on the outside of the cubicle

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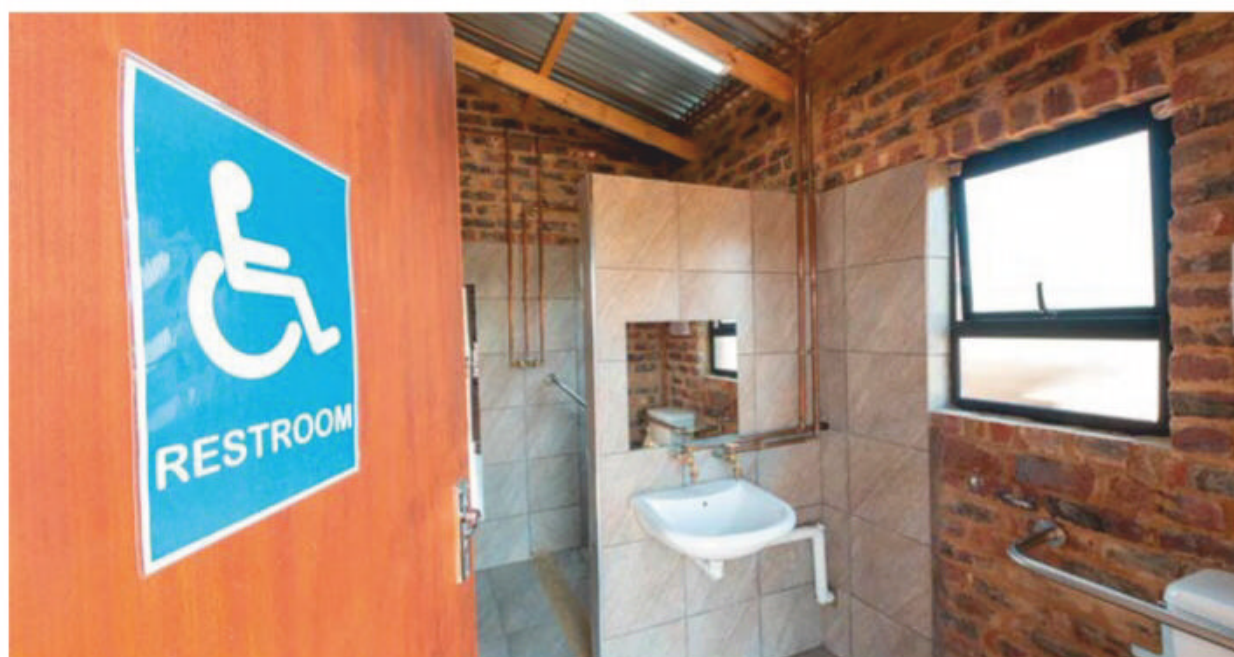
Depending on where you position your front door, you either have a view of the veld or look out onto the campsite

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IN WITH THE NEW It's always a pleasure to move into a brand-new campsite even though the grass hasn't properly taken hold yet. If the facilities feel like they were erected yesterday it's because they practically were.



Briefly | Dinokeng Camp & Leisure



Campsite 20 stands with paving for your caravan, but little shade.

Ablution facilities Spacious amenities with a separate wheelchair-friendly bathroom.

Price Weekends and holidays R450 pn per site for up to 6 people. The weekly rate is R200.

Contact 083 271 4242 (Carla) or 082 752 6318 (Devan)

dinokengcl@gmail.com Facebook: Dinokeng Camp & Leisure Lodge.

Arrival and departure 14:00 and 10:00, unless otherwise arranged.

Road condition Tar road with the last 4 km, a gravel road.

GPS S25.357005 E28.392172

Drive & Camp says If you want to spoil yourself and your other half, book for a massage session next to the dam for R250 per person.

and a 20 m extension cord will be more than long enough to get the power to your caravan.

THE BATHROOMS AT Dinokeng Camp & Leisure outdo those of many other camps. The spaciousness and meticulous attention to detail with a combination of spartan and modern has you wanting to spend time in there.

In the men's facilities, the general area has more than enough room for

They say

Kobus and Marietjie van den Berg from Benoni camp with a Sprite Sport they tow with a Ford Everest.

"We like camping at a place that has both veld and wild animals. We like a quiet atmosphere and don't ever visit busy resorts. That's why it's so great here at Dinokeng Camp & Leisure. The Dinokeng Reserve, where you can go on a game drive with your own vehicle, is around the corner, and the herd of nyala that regularly pass

through the camp is a welcome bonus. We love the convenience of camping on paving, and with the marked boundary lines of the stands you know exactly where to place your caravan. We also like being able to move the braai around as we see fit. The bathrooms are well designed: you can tell the people here know what they're doing."





“ Once you’re done swimming, walk down to the thatched lapa, where there is a big-screen TV with DStv ”

everyone to move easily. When you walk in, there are five basins on a wood-finished surface on the one side. One of them is nice and low for youngsters. The modern ceramic basins are a lovely contrast to the copper garden taps. Liquid hand-washing soap and paper towels are provided. There are no hooks on the walls, but the space between the basins is big enough for your toiletry bag. A wide mirror is fixed to the wall above the basins. You can plug your razor (or hair dryer) into the wall socket next to the mirror.

A rechargeable LED automatically turns on when loadshedding kicks in.

The shower and dressing sections of the five shower cubicles are separated by a wall, and a shower curtain keeps most of the water inside the shower section. As with the basins, there are also copper taps and the water pipes run against the wall. Inside the shower is a soap dish, while the dressing area has three hooks and a wooden bench. There are three flushing toilets. The shower walls and floors are tiled and the rest of the walls are unplastered facebrick. The bin, bucket, mop and broom are within easy reach so you can quickly clean your muddy footprints. Though staff regularly check to make sure all is neat and tidy.



PAVED WITH GOOD INTENTIONS It’s a family-orientated resort but not necessarily an overcrowded place since the stands are spacious. If you don’t want a view of the resort you can always face your camp outward toward the veld.



They say

Bernard and Lorraine Maritz and their sons, Gerhard (8) and Stephan (11), tow a Gypsy Regal with their Toyota Hilux.

"We've been camping for three years now and these ablution facilities are the best we've ever seen. The layout is practical and we love the convenience of hand-washing soap, paper towels and an emergency light for when the power goes off. The stands are large and you don't feel cramped the way you do in some other

campsites. For the kids, the trampoline was the highlight and they hung out there all day. They also swam and rode their bikes on the trails in the veld.

It's great that there are self-catering units here. We often have family or friends who don't camp but want to join us and so there's accommodation for them."



On the women's side, the layout is basically the same as for the men, with a few obvious differences. The general area is twice the width of the men's, there are six toilets, and there is a bathtub instead of a fifth shower. Something you don't see often is a nappy changing station in the centre of the room with a work surface on which you can lie your baby down to pamper it with powder and cream after bath time.

The wheelchair-friendly bathroom is on the side of the building, and around the corner on the other side is the dish-

washing area with four stainless steel sinks (two single and two double) and a double sink for washing clothes. The drain for cassette toilets is next to that.

THE CAMP'S ACTIVITIES are just enough to satisfy those who like to move around, without compromising the tranquil atmosphere. The cold-water pool is a short distance from the campsite, close to sites 1 and 20.

Around the pool is paving and then grass. There are a few trees under which you can sit and two steel canopies

with benches. Next to the pool are two trampolines and a volleyball court.

Once you're done swimming, walk down to the thatched lapa, where there is a big-screen TV with DStv. The camp doesn't have a shop, but you can find wood, briquettes, firelighters, water and ice to buy at the lapa. It works on an honesty system: you simply write down what you take in a book and pay Carla when you leave.

Next to the lapa is a boma where a big fire is made at night and you can socialise with friends and fellow campers while braaiing.

Remember to pack your fishing tackle. Devan says there are some pretty big carp and catfish in the dam. Next to the dam is a bird shelter that was still under construction during our visit.

The Safari Mall is the closest place if you've forgotten something at home. It has a grocery store, butchery, bottle store and restaurant. Between all these shops you'll be able to buy everything from a screwdriver to a delicious breakfast. The butchery's pepper droëwors (R265/kg) is a winner. You can also fill up your vehicle with fuel here.

If you get bored after a day or two of sitting around, there's a host of nearby activities to keep you busy. Take a trip in a hot-air balloon early in the morning with Big Sky Ballooning (dinokengreserve.co.za), go on a game drive (get your permit and map at the Tau gate and drive it yourself), go and see monkeys and exotic birds at the Mystic Monkeys & Feathers wildlife park (mysticmonkeys.co.za) or have something to eat and drink and at one of several restaurants at the lodges. Many of the lodges also offer guided game drives on their own game-viewing vehicles.



Cavort on one of the best off-road tracks in the Western Cape, a mere two-hour drive from Cape Town.

Words and photos **Piet van Heerde**

Klein Tafelberg 4x4 is located on a farm near Redelinghuys – surrounding towns include Velddrif, Aurora and Elands Bay. The trail and campground were developed by owner Stephen Burger, but these days they're run by his neighbours, Alfie and Gezie Louw.

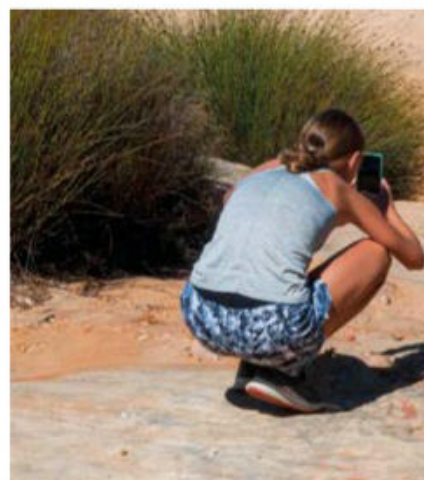
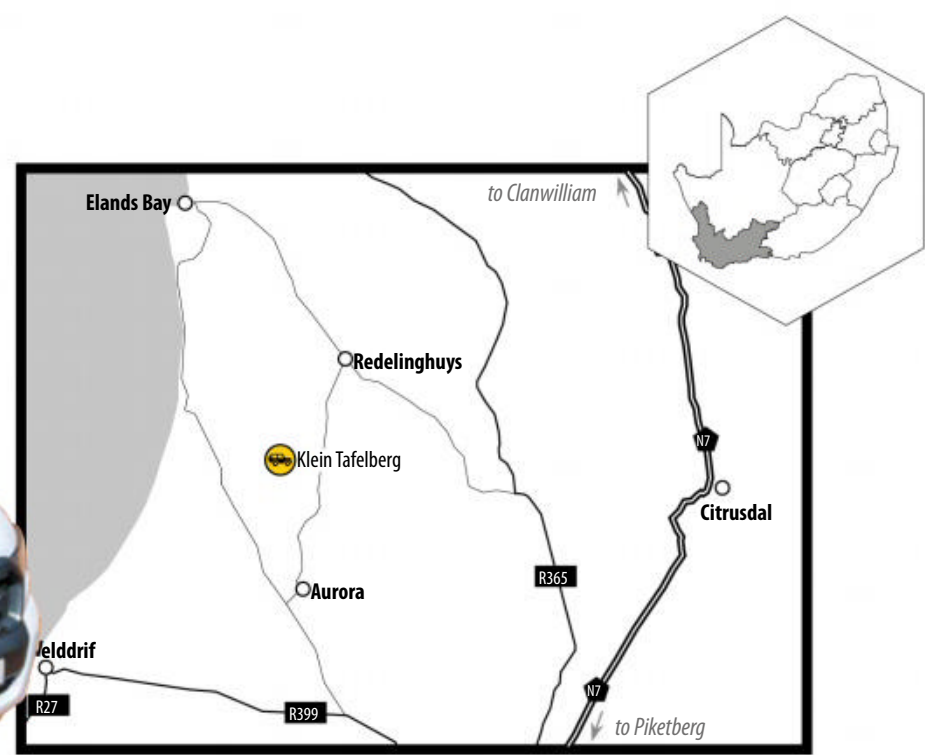
On arrival, you get a pointed briefing and a two-way radio. No alcoholic drinks are allowed on the route and every vehicle must wait at each obstacle until called by a guide. Normal convoy rules also apply, which is why you wait at every intersection or turnoff for the vehicle behind you to catch up.

THE FIRST OBSTACLE is called Milkshake, which arrives shortly after the

start. You first follow a few turns through the sand and then wait for a guide to drive through a number of sharp bends to the top of the hill.

The guide calls the first vehicle up, which kicks up great arches of sand as it progresses around sharp bends. It appears that he's going to make it, but then the vehicle stops, the engine revs up a few times, but eventually the driver sounds the retreat and reverses all the way back down to the bottom.

A question on the radio: "What is your tyre pressure and what gear were you in? Just reverse to where you started." It is found that the vehicle's tyre pressure went up by 0,2 bar between reception and here – this would be due to ambient heat. After the pressure is addressed,



TESTING, TESTING Your guide will communicate the nature of each obstacle via a two-way radio. You'll get to experience sand, shale and rock on which to hone your 4x4 skills.

a second attempt succeeds without any issues. And so, each vehicle gets tested properly at the very first obstacle.

From here you progress to the next obstacle. It's new and has yet to be named, but for now it's called Little Heartbreak Hill. It's a steep hill in the sand with a sharp twist at its base, which limits your speed and, of course, momentum. If you can maintain speed and momentum, it's relatively easy, but if not, you have to start over again. After your third failed attempt, you must take

TRAIL GUIDE

the escape route. Don't feel embarrassed – you have to start somewhere to get to know your and your vehicle's abilities.

On the next section of the route, you have to traverse several sandstone steps, and occasionally there's a larger stone in the middle that you need to navigate around. The guide, Uncle Alfie, gives great directions and everyone passes by without damaging their vehicles.

Then you get to the Corkscrew: again you drive in sand with hairpin bends and steep dunes. The drivers are already more experienced at this stage and nobody struggles much.

The trail winds all the way around the 'mountain' of Klein Tafelberg, and you slowly but steadily go up with beautiful views of the Sandveld. Take a moment to look at the fields of rooibos below, waiting in neat queues to be watered.

Then suddenly there's a massive stone ledge straight ahead – it's called Adoons. Here you have to pick your line carefully to begin with to avoid axle twist-up. Uncle Alfie is here to help with advice while stacking rocks. The stone-ledge track goes higher and higher, around bends, and you have to make sure you hold the line, otherwise

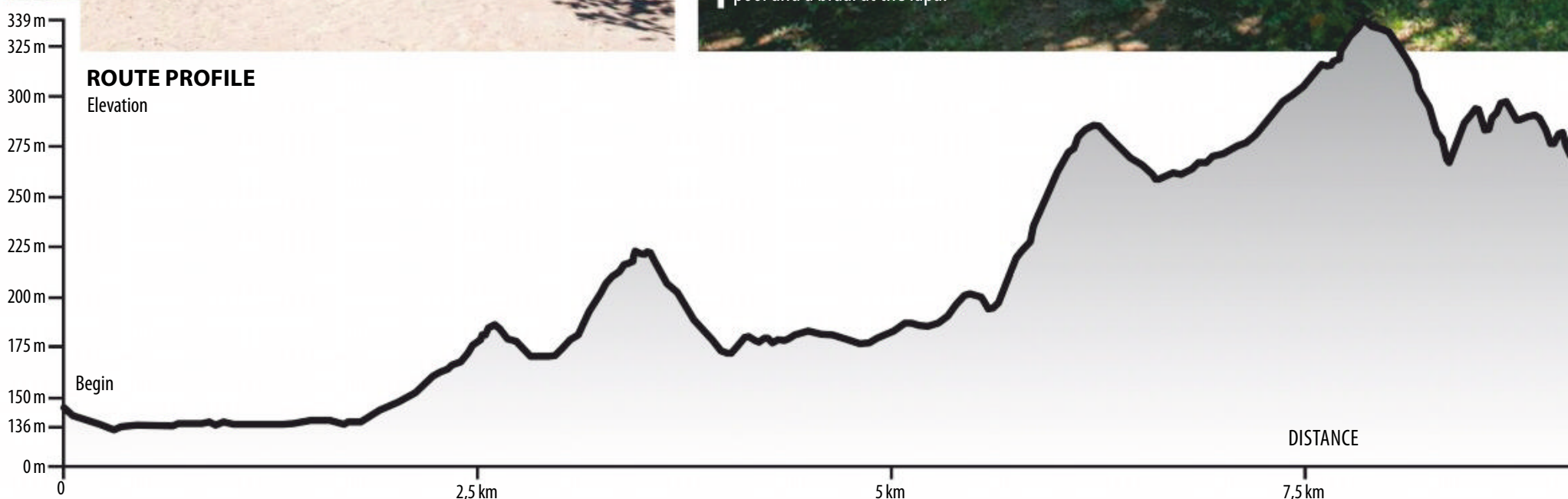
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You can cool off and the kids can have a run-around after being cooped up in your car

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AFTER ACTION, SATISFACTION It's rewarding to end your off-roading activities with a well-earned splash in the pool and a braai at the lapa.



you could damage your vehicle. After showing Adoons who's the boss, there's a stop to stretch your legs and admire the view. This is also where the Tortoise Trail (grade 5) begins. During our visit, the trail was closed for maintenance, but we're told it's quite rocky with sharp bends and slopes.

After this, the trail winds through the fynbos, which is recovering after terrible fires a few years ago. Finally, you reach Heartbreak Hill. It's a steep and sloping stretch of road with lots of sand and large holes to cross. This is undoubtedly the most fun obstacle of the route.

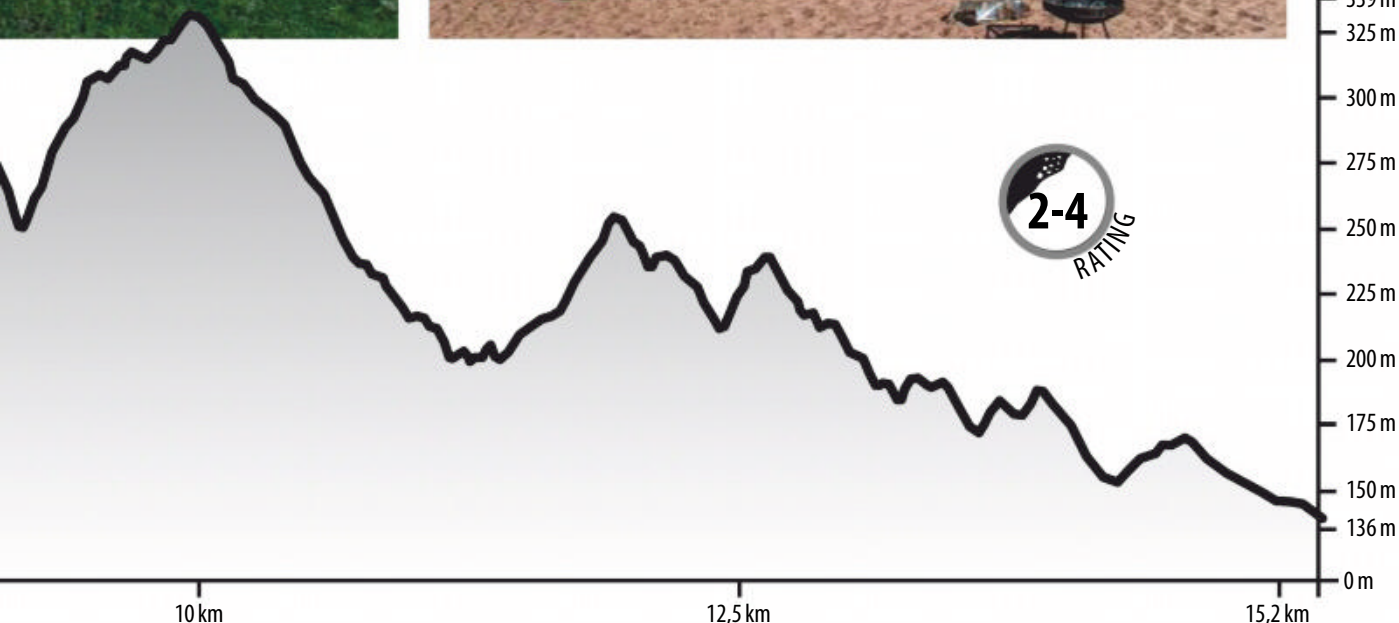
THE CAMPSITE IS SPACIOUS and divided into three sections. If you're camping with a group, you can camp in the sheep, goat or cattle camps. For smaller groups – or even single vehicles – the calf or lamb camps are suitable.

All the stands are under large rooikrans trees with lots of shade and sand underfoot.

There's one central ablution block and two smaller ones that are kept spick and span. If you don't want to camp, stay in one of the chalets. In the campsite is a lapa with a large braai area where everyone can socialise, but the highlight

is the large pool where you can cool off and the kids can have a run-around after being cooped up in your car.

If you don't want to spend a whole weekend at the campsite, you can easily make day trips in the immediate area. Visit the bird island or dine at Isabella's in Lamberts Bay, check out rock art at Elands Bay or, if it's the season, go for a drive and see the wildflowers.



What you need to know



Maximum number of vehicles 20.

Do I get a map? No, it's a guided trail.

Will I scratch my vehicle? Unlikely.

Do I need to take a compressor? No, you can use theirs.

Can I braai along the way? No.

Can I turn around halfway? Yes.

Is there cellphone signal? Not everywhere, but it's decent at the top of the mountain.

AROUND THE ROUTE

Best time to go? All year.

Can I take my family? Yes, definitely.

Just for the day or weekend? At least a weekend.

Are there ablution facilities? Yes.

Directions Head north on the N7 from Cape Town – about 8 km before Piketberg (shortly after crossing the Berg River) turn left on the R399 to Velddrif and after 4 km turn left again to stay on the R399. Drive 24 km and turn right onto Aurora and then right again after 2,3 km. Turn left into Kloof Street and follow the road for 18 km before turning again. After 5 km, you've arrived at the entrance.

Price R250 per vehicle.

Contact 083 771 6237 022 962 1716

kleintafelberg4x4.co.za

ktb4x4@breede.co.za

GPS S32.55723 E18.47346

Drive & Camp says Reduce tyre pressure before you even go through the gate – there's thick sand just before reception. 🚗



Ford and family

He used to tow their 1980 Gypsy Caravette 5 with an Isuzu KB, but after turning to Ford's Ranger three years ago, there's no going back, says **Clint Morris** from Durbanville.

“ I used to drive a **2003 Isuzu KB 300 TDI double cab (4x2)** for seven years, but after it suffered a major failure that wasn't worth the fixing, I decided to look around, bite the bullet and go for a brand-new vehicle.

Whether you're camping with or without a caravan, a bakkie's load bin really comes in handy and you can avoid exceeding the caravan's weight by loading up the bakkie.

I'm a DIY guy and a hands-on dad, so if it's not a wheelbarrow or stone and cement, then it's the kids' bikes or swimming gear

from a fun day at the beach in the back.

Early on, my eye was on a bakkie, but we also needed to consider its safety specification and reliability, passenger comfort and versatility.

We looked around at SUVs but the bakkie bug bit me long ago, and I couldn't do without another one. Eventually, I found **a Ford Ranger 2.2 TDCi double cab**, the 4x2 with a manual gearbox for **R333 000** in January 2017.

Now, if money were no object, I'd have a **Mercedes-Benz G-Class**. Sure, it's not

a bakkie, but I'd get a trailer to make up for the lack of a load bin. But seriously, I've owned bakkies from other manufacturers, and don't think I'll abandon the Ford brand.

One of the better qualities of my vehicle is that I can reach **850 km on a full tank** of diesel. And on top of that, it's a competent workhorse. My Ranger is still stock standard, but some extra cash in my pocket would go toward a decent set of off-road rubber because the Ranger comes with road-biased tyres as standard.

With 385 Nm of torque on tap, towing



“

We looked around at SUVs but the bakkie bug bit me long ago, and I couldn't do without another one

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a **670 kg Gypsy Caravette** is an effortless affair. Plus, the fuel consumption with the caravan doesn't increase all that much and I still have a range of about **750 km**.

So far, I've encountered no real issues with my bakkie, and seeing as the caravan is an old lady, the few cosmetic issues are to be expected. Overall, she's built tough, just like my Ford.

Our favourite destination is **Vloedbos** because it's family oriented, they cater for kids and it's a family-run, privately owned resort. You can see they put plenty of time and money into the upkeep of their facilities and everyone abides by the rules, no matter who or what you are.

We haven't had a bad experience there yet. In fact, we enjoy it there so much that we will sometimes drive all the way from Durbanville to Vloedbos – a trip of some 140 km – just for the day. 🚗

”



Show us your wheels

Send an email to

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

Three weeks in northern Namibia

Northern Namibia put on a really good show on their journey of 7 000 km over 21 days, says **Jeannie Venter** from Porterville in the Western Cape.



When they got the idea of touring the north of Namibia, Jeannie and Henri Venter of Halfmanshof just outside Porterville didn't wait very long. They scoured the internet and eventually decided to travel with Live the Journey to the concession area in the Skeleton Coast and Kaokoland.

They booked their spot on the tour a year in advance, but the tour dates happened to be during the school term. Jeannie and Henri decided it would be good to have a holiday without the kids.

Fortunately, grandparents were more than willing to help with the kids and their busy school programmes. Jeannie tells us all about their trip.

“ We started enjoying the planning of what we'd do before and after the Live the Journey tour so much that we finally planned a three-week trip around it. We decided to drive through Etosha and Damaraland and then end at Swakopmund before leaving for the Skeleton Coast with our tour group on the Sunday.

Our friends Schalk and Elsa Burger

from Kakamas joined us. They also left their kids with the grandparents. Our children are lucky to have such wonderful grandparents!

We left home on 8 May with our Toyota Hilux 2.8 GD-6 4x4 Raider and our Bush Lapa Vlooi. We met the Burgers in Mariental and spent the first night at the River Chalets in town – it was great to catch up on a year's worth of chatting.

From Mariental, we drove to Windhoek to buy meat at the Hartlief Shop & Bistro's factory shop. This is a good stopover for any holidaymaker, because it's easy to get here from the B1 and



the meat and processed products are of the highest quality. You can also enjoy delicious coffee and fresh *brötchen* while shopping. With our freezers full of meat and delicacies, we hit the road again.

We drove to Etosha National Park and camped just outside the Von Lindequist Gate at Onguma's Tamboti campsite for two nights. The stands are spacious and private, and you are barely five minutes from the park's gate. You also have private ablution and laundry facilities.

During the day we drove through the park to enjoy the scenery. At night, you hear the call of the hyenas at the

waterhole. On our second day, we saw a black mamba in a tree about 300 m from the campsite and we couldn't help wondering how many of his kind were slithering around there...

After the two nights at Onguma, we set up camp at Halali, also for two nights. During the day we drove around the waterholes – and saw the same leopard twice in one day! – and in the evenings after dinner we'd walk to the Moringa waterhole with some hot coffee. This waterhole, which looks like an amphitheater, is where many rhinos come to drink.

We spent our final night in Etosha at Olifantsrus. The western side of Etosha Park impressed us the most – the roads are in good condition, the signposts are good (and look new), and the waterholes are simply beautiful. Olifantsrus is a highlight because of the hide on stilts over the waterhole.

The roads in the rest of Etosha are disappointing: the corrugation worked on our nerves (and our vehicles). We think it has to do with the amount of tourists, and just about all of them come to Etosha. But despite the road conditions, Etosha has a special charm you won't easily find elsewhere. The waterholes, the herds of wildlife, the salt pan, the limestone cliffs... the Great White Place is truly one of a kind.

WE LEFT ETOSHA at the Galton Gate where they searched our vehicles for meat products. We drove to Kamanjab where we stocked up on food at the Spar and visited the traditional Himba village. We spent a lot of time there and supported the women by buying some of their arts and crafts.

Then it was over the Grootberg Pass and crossing the stony desert of Damaraland to the Aba-Huab community camp where we camped for two nights under a large mopane tree in the Aba-Huab riverbed. You need to stoke the fire in a donkey boiler to get hot water for your shower.

The Aba-Huab is centrally located and close to the attractions around Twyfelfontein. The next morning we did the tour of the Twyfelfontein World Heritage Site and its rock art. We also visited the Organ Pipes and Burnt Mountain.

We decided to stop for a braai for lunch in one of the stone desert's dry riverbeds. As we waited for the coals to die down, we heard a dog bark. It was walking with a local goat herder quietly following behind his flock. These people live simple lives, but they are content.

After our riverbed braai, we headed up to Khorixas and were surprised by the lovely OK Foods. About 42 km west of Khorixas is the Petrified Forest, another national monument. For me, this was the

highlight of Damaraland. Our guide was an elderly Damara woman and she told us the trees had been washed down from Angola by a great flood. Over the years, they've been covered in sediment, which left them petrified.

The centuries-old fossilised trees lie among a host of welwitschia in the Damaraland sun. The veld is dry and Schalk asked our guide when it last rained. Her answer was short and to the point: "Never."

The next day we drove across Uis to the Brandberg. We stop at Uis in the Brandberg Rest Camp Lodge – and the 'jukebox' – at N\$5 for seven songs – got to be almost our biggest expense of the holiday. We enjoyed it so much that we had to venture across the road to get some more change. The collection of CDs is perfect for 'young people' our age.

We dined at the Koekepan and then drove out to the Brandberg White Lady Lodge at sunset where we had a wonderful camp on the banks of the Ugab – a fat scorpion surprised us around the fire that night.

The staff of the lodge came to fire up the boiler for the showers early evening. The ablution facilities are excellent and, best of all, is the fact that it is an open-air shower and toilet. At sunrise we took pics of the glowing Brandberg with its many shades of red.

WE DECIDED NOT to drive straight to Swakopmund. We drove around the foot of the Brandberg to the road that runs to Mile 105. These are back roads, and it does feel as though the earth ends here.

We had lunch at Cape Cross and left our off-road trailer with some acquaintances. Our tour to the Kunene and Kaokoland would start in two days and we had to pack everything we'd need in our bakkie.

We didn't camp in Swakopmund, but decided to spend the two nights between the white sheets of the Be Still self-catering cottages before heading to the unspoilt north. They're central and we could walk to town and restaurants. So we shopped for the Kaokoland tour on Saturday – they'd sent us a list of items

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Schalk asked our guide when it last rained. Her answer was short and to the point: Never

”





EXPLORE The tour involves a lot of driving but its not at all tiring because each passing kilometre brings one after the other postcard-perfect sight. At the end of the day you put your feet up next to a campfire.



to pack, such as diesel, water and wood.

Henri and I packed the bakkie and checked everything was secured. We wanted to make sure nothing could fall around when we drove over the big dunes. On Sunday morning we said goodbye to Elsa and Schalk and met our tour group for the next week. Our tour guide, Jakkals, and his two right-hand men gave each vehicle a radio. We left Swakopmund at 08:00 and tackled the first stint to Möwe Bay.

We passed the Zeila shipwreck between Henties Bay and Swakopmund, visited the lichen fields at Cape Cross and took a look at the remnants of the brave and adventurous Ben du Preez's oil drill. We refuelled for the last time in a while at Terrace Bay and entered the strict Skeleton Coast concession area. Our Venter also got our first flat tyre

here... not knowing that we would lose that very same tyre on the last day of the tour. At Möwe Bay, Jakkals submitted our paperwork while we visited the museum.

Our tour guides set up our first night's camp just outside Möwe Bay. Every night, they erected a toilet and shower and spoilt us with snacks, a main course and something sweet with coffee. The food was excellent and the team extremely professional.

ON DAY TWO, we drove up to Cape Fria, but first stopped at the wreck of the Karimona (1971). A little farther on, we stopped at the remains of a bulldozer and a tractor, and a few kilometres north of this, we reached the wreck of the Ventura Bomber.

This aircraft was part of one of the largest rescue efforts in Namibia's

history and had to parachute food down to the survivors of the Dunedin Star that wrecked about 100 km north from here in 1942.

The pilot, a Captain Naude, saw a section of flat earth where he could land. The landing was successful, but when they wanted to take off again, the Ventura Bomber got stuck in the thick sand. Captain Naude and his men were stranded for two weeks before help arrived from Windhoek. A few months later, the Ventura Bomber was restored and Captain Naude was able to take off. But he only flew some distance before the plane crashed into the sea. Today, only some bits of wreckage remain.

We drove over a few dunes and spotted the famous Shipwreck Lodge where Prince Harry is said to have been on honeymoon. The place is exclusive,

but your wallet has to be really loaded if you want to spend a night here, because they have to bring you in from Möwe Bay to the lodge. The guide took us up along the Hoarusib River. We enjoyed lunch in the riverbed and pitched camp at Cape Fria late afternoon.

The next day, we again reduced tyre pressures as we'd be driving on the beach all day. We struck it lucky with the tide and drove about 120 km on the beach just above the low-tide mark, visiting the Dunedin Star's wreck and commemorative plaque on our way.

From there, our convoy headed to the mouth of the Kunene River. It was truly a wonderful feeling to be on the border between Angola and Namibia.

We soaked in the atmosphere while watching giant turtles and pelicans. We again drove over some large dunes with sharp slipfaces and the guides set up camp among the dunes at Jakkals-se-gat, as tour groups long before us had baptised the spot.

The next day, we drove dunes all day, all the way down to the Kunene River. We stopped often at viewpoints over

the river. On the Namibian side of the Kunene, there are only dunes as far as the eye can see, but just beyond the river in Angola are black mountains.

Henri also gave me a chance to drive one of the high dunes. "Just don't lift your foot off the accelerator," he advised. I followed his instructions... and what an indescribable feeling stopping at the top!

As the day went on, the men joked and teased one another over the radio, especially when someone's tyres were over-inflated. The secret is to just simply stay in the tracks that the guide makes.



“

On the Namibian side of the Kunene, there are only dunes as far as the eye can see

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DUNE, DESERT PLANET Your guide gives expert advice on how to drive in the sand. The Skeleton Coast is not to be trifled with, as one can tell by the number of wrecked cars and ships strewn out along the coastline.





The convoy snaked over dunes all day until we camped for the last time next to the Kunene.

THE NEXT DAY we left the dunes behind and entered the Hartmann Valley with its open plains. Here we spotted large herds of gemsbok, as well as Hartmann's zebras and a number of giraffes.

The Hartmann Valley's fairy circles, where the grass won't grow for some inexplicable reason, resemble giant polka-dot patterns. There are many theories about where the circles come from – ranging from toxic underground gases, toxic plants, sand termites and even aliens – but it remains beautiful and the mystery only makes it more interesting.

We re-inflated our tyres as we were done with the soft dunes. The stones of

the Kaokoland aren't your friends, and you wonder how the Himbas cope in this savage world.

We followed the Kaokoland's drums, one after the other. The humorous directions and lonely stone men who stand guard so enigmatically stop you from getting bored. After our last drum, Rooidrom, we crossed the Rooidrom Pass, or Jan Joubert Pass, to Otjimenje, where we camped at the Orupembe Conservancy's community camp.

Our guide told us more about

Jan Joubert, a well-known figure in Kaokoland and especially conservation circles. He is remembered for his hand-drawn maps and guide books. It's sad to hear he was murdered at the age of 60.

Our penultimate day started with a visit to the remains of the marble mine in the area. We stopped at the Orupembe Shop No 1 for a cold beer before exchanging the Kaokoland's stone plains for the Hoarusib riverbed.

One of the tributaries is filled with fountains that give a grass-green vision among the arid mountains. We drove up to Purros where we camped under a big old camelthorn. Behind the trunk of the tree, a sign warns you about the desert elephants. It was also here, in the riverbed of the Hoarusib where we found some desert elephants in the late afternoon.

It was as if they were sent to us in the proverbial golden hour. The same elephants broke the camp's water pipes that night, wreaking havoc. What an incredible way to end your last night on the Kaokoland tour.

On our last day, the convoy headed to Sesfontein. There we said goodbye as we refuelled. I got so attached to the people during those seven days as we shared the beauty of Namibia. The guides also treated us like royalty.

On the way back to South Africa, the tour replays in my head over and over again. Namibia remains beautiful and its magic lies in how we could experience such a wide variety of things in three weeks – and a distance of 7 500 km. I once read an article in which the journalist stated the Kaokoland is like a drug: once it hooks you, you'll return again and again. And it spoils you in new ways every time.

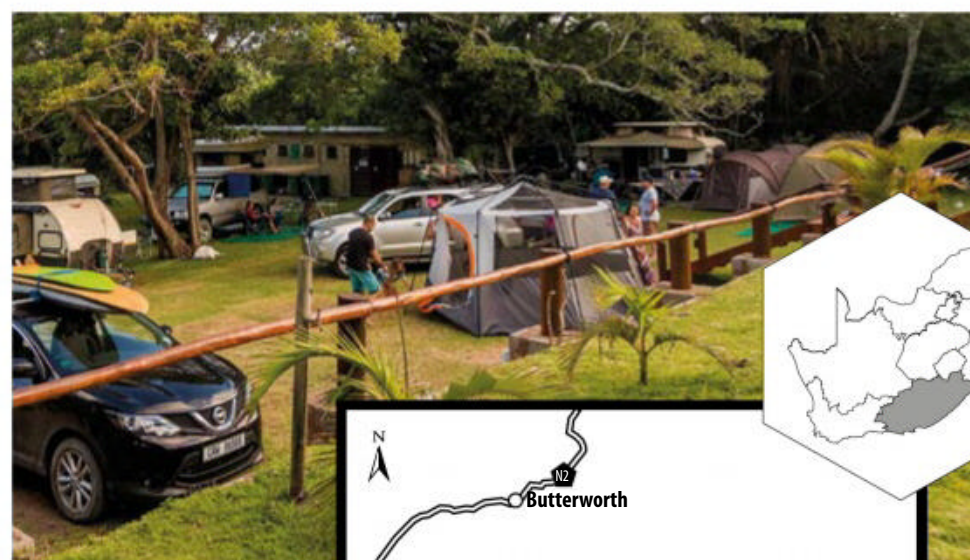
I have now also gotten some of this drug and hope to one day sink my feet into the Kunene estuary's sand again.

Thank you, Namibia – you never disappoint.

CAMP COVER www.campcover.co.za

Jeannie Venter 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.





Trennerys is a fancy campsite in the south of the Wild Coast. It offers divine camping and is an angler's paradise.



Trennerys Hotel & Camping

GRAB YOUR CAMPING GEAR – PLENTY OF FISH AWAIT

The Trennerys Hotel is built on a hill with a campsite at the foot, on the sea side. Take a look at everything available at reception on arrival, because you will walk here more than once from your campsite. The laundry, shop, games room, bar and pool are all clustered here.

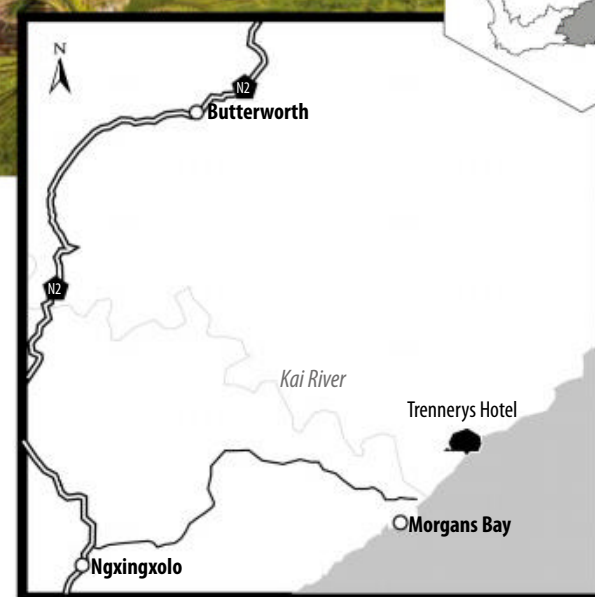
From reception, the road makes a slight turn to the right down the hill and runs down to the campsite on a terrace below the playground.

The unmarked stands are laid out in a circle and the reception staff will indicate which stand you've been allocated. Eight of the stands are next to one another at the edge of the circle, with

another two right in the middle.

You set up camp on a neat lawn. The three campsites on the far right of the campsite are the most level, but you have no shade here. The rest all have a slight slope, but are sheltered from the sun. The two middle stands are on either side of a tree that's several stories high – even the tallest motorhome will fit in here without scratching its roof. Your power point (an ordinary three-prong socket) is in a weatherproof box on a short pole. On top of the pole is a light turned on by the hotel staff when night falls.

You cook your meat (or fish!) on a movable steel braai.



Taps are scarce, and for some of the stands it's easier to walk to the bathroom for water. This building is at the far end of the circle, but still close enough for all.

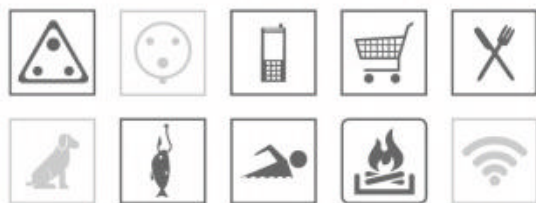
One of the two paths to the beach starts at reception, at the lazy bend that leads you to the campsite.

This path goes to the lagoon and the beach is to the right over a few low dunes. The shortcut to the sea from your stand is a path that starts at the campsite.

To the left where you drive in, across from the first stand, there's a gate in the fence. From this gate the beach is only about 100 m away.



Briefly | Trennerys Hotel & Camping



Fish Among others, white and black musselcracker, cod and brown hottentot. **Campsite** 10 stands in a circle on grass, with power and light. Most of the stands have shade.

Ablution facilities Basic and clean with gas geysers.

Price Depending on the season, between R130 pppn and R930 pn for the first 4 people; thereafter R125 pp. A maximum of 6 people per site.

Arrival and departure After 12:00 and 11:00.

Contact 047 498 0004 info@trennerys.co.za

Nearest big town Butterworth, 59 km.

Road condition 10 km of rocky dirt road with steep sections before the last stretch of tar road.

GPS S32.635513 E28.426437

Drive & Camp says Trennerys' annual Rock & Surf fishing competition is planned from 5-7 June this year.



FISH DISH

HOT SMOKED TROUT Where there's smoke...

The brown sugar in this recipe 'protects' the fish and does wonders for the flavour. Don't worry – you can't use too much. It will simply run off and your fish won't taste like candy.

Ingredients

(enough for 8)

- 1 trout, cleaned
- ½-1 cup sticky brown sugar
- A handful of wood shavings

FOR THE ORIENTAL SAUCE

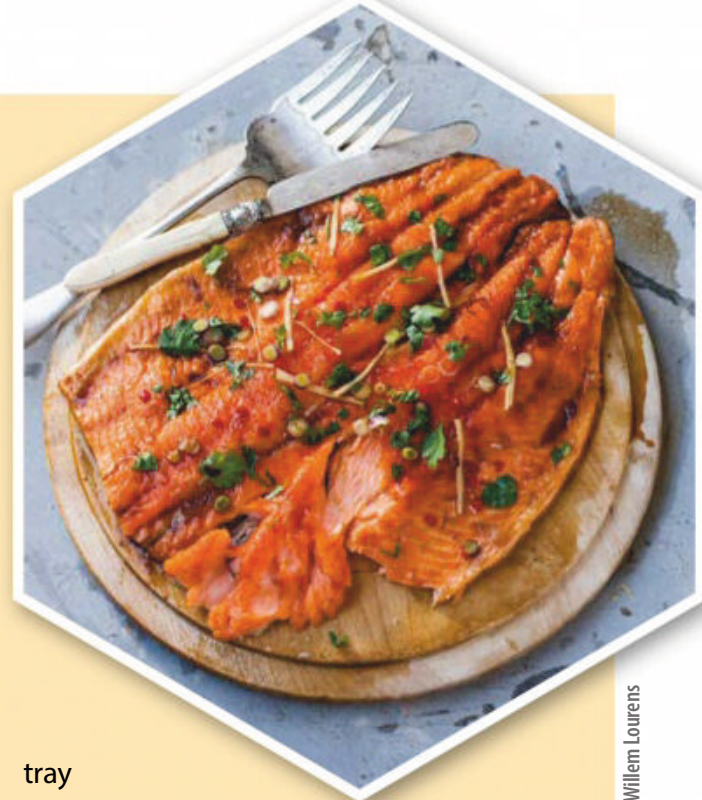
- 1 small chilli, finely chopped
- 1 piece ginger root about 2 cm, peeled and cut into matches
- 1 small handful coriander leaves, chopped
- 5 tablespoons soy sauce
- 4 spring onions, finely chopped
- juice and grated zest of 1 lemon

Here's how

1 Remove the head and butterfly the trout or cut it into fillets. Use kitchen tongs to remove the bones. You can also do this after the fish is cooked, just as long as you don't forget about them!

2 Pack the brown sugar in a thick layer on the fish's flesh side and set it aside while you get the coals going in the kettle braai. The fish can also be left in the fridge overnight coated in the sugar.

3 Soak the wood shavings in water as soon as the coals are ready – lukewarm, about 120 °C. Pat the shavings dry. Now place a foil



tray under the grid and add the shavings to it. Cover it with the kettle braai's flat iron plate over it or place two layers of thick foil directly on the grid. Wait until the shavings start to smoke and then place the fish face down on the plate or grid. Cover the braai with its lid. **4 Smoke** the fish for 1-2 hours, depending on its thickness. The fish is cooked when it can easily flake.

5 Meanwhile, mix the sauce ingredients together. Put the cooked fish on a wooden board and pour the sauce over it – it can be served hot or cold. If you don't serve it immediately, wipe the melted brown sugar syrup off with kitchen towel, wrap the fish in clingfilm and keep it in the fridge for up to three days.

Drive & Camp says If you're not a fan of oriental flavours, you can also serve the fish with lemon, a spoonful of sour cream and chopped fresh dill.

Recipe: Aletta Lintvelt Foto: Willem Lourens



FISHING GEAR

Ace up your sleeve

If you have more than one fishing rod and transport them together, things can quickly become a tangled mess. Gut, for instance, easily gets snared on the eyelet of another fishing rod, and before you know, you have to spend time untangling the mess before you can get fishing. A cover for each rod is the best solution.

Adrenaline's rod protector sleeve is a good choice – the rod goes tip first into the protector, which then pulls over it like a long stocking. The sleeve extends up to the reel and this allows you to

stack your fishing rods together with less hassle. The sleeve not only protects the rod's eyelets, but also delicate rods against scratches and chips should they bump into one another.

The sleeve's material is hook friendly. In addition, you can even push a wet rod back into the sleeve as its material allows air through to allow the moisture to escape – so the line and rod stay dry. And, just as easily as the rod slips into the sleeve, it also comes out.

The sleeve is perfect for rods up to 7'5" long and is especially suitable for black bass anglers.

Price From R99.

Contact Adrenalin Importers &

Distributors (importers) 021 982 1510

adrenalin@adrenalin.co.za

catches@4adrenalin.co.za



Power trip

The Jeep Grand Cherokee SRT Trackhawk is possibly the most powerful SUV in the world, though it is certainly not intended for the bush. Nevertheless, we took it for a spin on a dirt road to see what would happen.

Words and photos **Cyril Kloppe**



JEEP SRT TRACKHAWK

Do you remember the very first time you went on a roller coaster as a kid? Can you remember waiting anxiously in line, the second thoughts as you got into the cart and how your stomach turned as the train travelled up and over the highest point of the track and set off on a mad downward rush? Then you probably also remember how your knees trembled as you got out, but you still shouted: "Let's go again!"

That's exactly what it feels like when you stop on an isolated, dead-straight back road, jab the Jeep Grand Cherokee SRT Trackhawk's launch control button... and floor the pedal.

What do we have here?

At first glance, the Trackhawk looks almost exactly like an ordinary Grand Cherokee. It's only when you walk closer and notice the huge Brembo disc brake calipers, air vents on

the bonnet and an emblem on the tailgate that you'd see it's a Trackhawk.

Under the bonnet is a 6,2 l V8 power plant – the Chrysler Hemi, or so-called Hellcat engine. It generates 522 kW of power and 875 Nm of torque. That's more than what a Lamborghini Urus can come up with (478 kW and 850 Nm) and significantly more than the 'meagre' power outputs of a BMW X5 M50i, Mercedes-Benz AMG GLE 63 S and Porsche Cayenne Turbo S – three cars that



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At first glance, the Trackhawk looks like an ordinary Grand Cherokee. It's only when you step closer...

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NOT VANILLA It may not look like a monster but first impressions can be dead wrong. As mean as it is, the Trackhawk remains a family friendly vehicle with practical qualities such as a big boot and on-board entertainment.

digs in. You blast off with all four tyres shrieking, and what follows is an impressive acceleration that rattles your nerves. In less than five seconds, you shoot past the 100 km/h mark... and the Trackhawk is still accelerating. The car starts drifting sideways across the road and your first thought is that there's too much power and too little traction, but then you realise it's because you're being pushed back into the seat and your arms are pulling the steering wheel off-centre.

Come to a full stop again and page through the centre console's touch screen until you reach the launch control menu which allows you to adjust the maximum revs. Try 2 500 rpm so you can launch earlier, with less wheelspin. The screaming of the tyres may sound awesome, but it wastes time.

Slide your seat forward so the acceleration doesn't pull your arms from their sockets and threaten to break your neck. Follow the same brake-and-petrol pedal ritual, but this time you will be changing gears with the paddles on either side of the steering wheel.

Step on the petrol, wait for the signal and release the brakes. The launch feels similarly quick, and all four tyres are still screaming, but it's no longer quite as deafening. Since the tyres are now quieter, you hear the whine

aren't used to being bested, certainly not by an upstart American.

The V8 is enhanced by a supercharger – unlike a turbocharger, it responds the moment you step on the pedal. Inside, there are chunky buttons, glowing lights and a neat black and silver finish.

Powerful, you say

Let's return to that launch control button. When you are stationary, activate launch control in automatic mode – we're taking it

easy on your first try. A message on the rev counter instructs you to depress the brake pedal, and a graph shows whether you should exert more, or less pressure. As soon as you apply the correct amount of pressure to the brake pedal, a second message flashes that you need to step on the accelerator pedal – keep your other foot on the brake. Once the engine reaches 3 000 rpm, an alert flashes that you should immediately lift your foot off the brake.

The Trackhawk's nose rises as its rear

DRIVING IMPRESSION



DO YOU EVEN LIFT, BRO? The speedometer goes up to 320 km/h but it occupies a secondary spot compared to the larger rev counter. This is what it's all about; not top speed or lap times, but rather good old All-American stop-light racing.



SPECIFICATIONS

Model	Jeep Grand Cherokee Trackhawk
Engine	6 167 cc, V8 with supercharger
Power	522 kW @ 6 000 rpm
Torque	875 Nm @ 4 800 rpm
Top speed	290 km/h
Acceleration	(0-100 km/h) 3,7 sec
Stop distance	(100-0 km/h) 35 m
Transmission	8-speed automatic
Wheel size	295/45Z/R20
Fuel consumption	18,5 l/100 km (tested)
Tank	93,5 l
Towing weight	2 905 kg
Safety rating	★★★★★ (EuroNCAP, 2011)

PRICER2 199 000

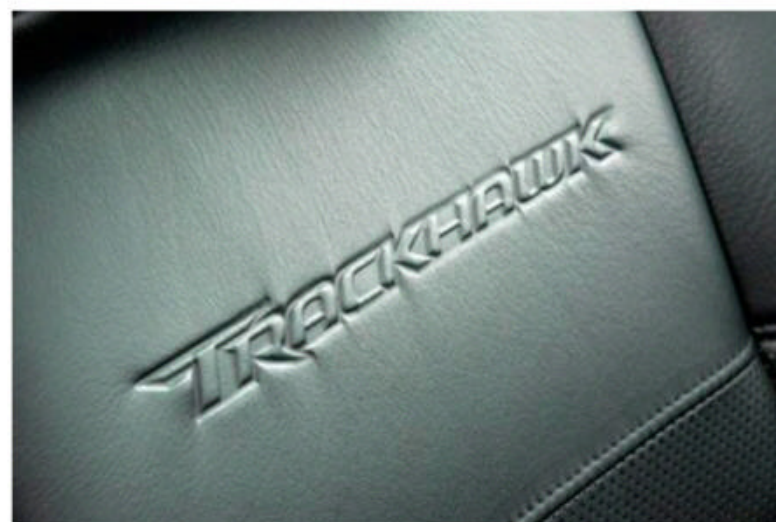
of the supercharger. A light on the dashboard flashes that you need to change gear. Second gear, flash, third gear, flash, fourth gear. By now your peripheral vision is all but gone – this is what tunnel vision feels like. You peek down at the speedometer... and, goodness, you've long exceeded the speed limit and there are still gears left you haven't used yet.

Stop once more and activate track mode – the Trackhawk's most aggressive driving mode. Set the maximum rpm even lower to 2 000 so the tyres don't spin at all. Now you have to keep a cool head, because in this mode, all electronic aids are switched off, the Bilstein suspension is stiffened up, stability control is switched off, and you are now in complete control.

The rev counter's needle is pegged at

2 000 rpm and you release the brake. At first everything seems curiously slow, and the only sensation of speed is the pressure on your body and the rising bonnet. You obey the light that indicates gear shifts while you listen to the supercharger's whistle gradually being drowned out by the roar of the V8. Instantly, the Trackhawk bombs past 100 km/h.

The trip computer records your launch and shows a graph of the G-force exerted on your body and, of course, your time: 3,9 seconds! The brochure says you can achieve 3,7 s and on YouTube there are videos of guys who clocked up even faster times, but you'll have to leave this for another day, because the adrenaline fizzing through your veins is causing your kneecaps to rattle against each other. A feeling not felt since you were a kid.



On a dirt road

We swapped the tar for gravel and realised straight away that you need to dial things back. A Trackhawk on gravel is by no means a death sentence unless you use launch control, which would not only be foolish but probably lethal. You shouldn't even engage track mode here, because despite the all-wheel drive, a Trackhawk is simply too beastly for farm roads.

Axle articulation is limited, and when you drive through ditches, one wheel is forever



dangling in the air because the suspension simply isn't designed for these kinds of shenanigans. The standard Pirelli-P Zero tyres certainly don't belong here and the suspension delivers merely an acceptable ride. No, a Trackhawk is by no means an off-road vehicle.

In conclusion

If you're looking for a Jeep to take on 4x4 routes, then the Trackhawk is a poor choice. If you take a gravel road only occasionally, you could, maybe, consider it.

The Trackhawk belongs on a drag strip or a broad highway. Its acceleration is mad, but it can quickly get away from you if you're not careful, as young racing driver Stuart White discovered at this year's Emerald Speed Fest in Vanderbijlpark when he lost

control of a Trackhawk and rolled repeatedly. Fortunately, he was unharmed.

A Trackhawk isn't a frivolous pursuit, its luggage space is huge and there are TV screens on the back of Mom and Dad's headrests to keep the little ones engaged while the adults talk about grown-up matters.

Who will buy it? We think he's in his early thirties and owns a successful start-up. A tribal tattoo peeks from under a rolled-up sleeve of his Fabiani shirt and his name is something like Chad, but with an Afrikaans surname like Uys (which he changed to Ace on his Linked-in profile).

Chad would prefer a Ford Mustang 5.0 GT, but he's a family man and his wife said he could buy anything as long as it's a four-door SUV. Little does she know that Chad's Trackhawk annihilates most sports cars.

COMPETITORS V8 SUVs with roid rage



R1 553 090 BMW X5 M50i Sport

Cheaper, but surprisingly tame compared to the Trackhawk.



R2 499 822 Mercedes-Benz AMG GLE 63 S

A status symbol for a financially successful older man with a spring in his step.



R2 775 000 Porsche Cayenne Turbo S

The Cayenne is certainly a worthy opponent, but it's not quite as aggressive.



R3 495 000 Lamborghini Urus

Its 4.0 V8 engine may be smaller, but technologically it's light years ahead – it trounces a stock standard Jeep Trackhawk.



OBIQUA BAKKIE CAMPER

On the double

Most bakkie campers can only accommodate two people, but the Obiqua offers shelter for four.

Words and photos **Leon Botha**

A bakkie camper quickly transforms your bakkie into a motorhome. It's a shell that fits on top of the load bin, and two people sleep on a double bed.

Usually, the camper is equipped with camping equipment including a fridge and stove and even a shower or toilet.

André van der Merwe, a fruit farmer

from Tulbagh, has been touring and camping for more than 30 years, and he has now designed and built his own take on a bakkie camper.

His camper is similar to other models on the market, but with one major difference: his Obiqua has two double beds, so it sleeps four.

The body of the unit is made of

fibreglass with self-extinguishing structural foam core.

When the Obiqua is closed, it fits perfectly into a standard garage. A further bonus is better fuel economy as it doesn't extend far above the roof of your bakkie.

We borrowed André's show unit and camped in the Boland for the weekend.



Build your bed

One of the unusual elements of the Obiqua is how the beds are set up. As you stand behind the camper, one half of the roof opens to the right and the other to the left.

First loosen the roof clips on each side and swing the ladder down in the centre of the unit at the tailgate. The door then opens from left to right. Climb up the ladder until you reach the roof. Take each of the sides in front of you and lift them up – they swing open almost effortlessly.

While the two beds open, the tent unfolds in front of you. Where you walk into the unit is a panel with an arch that forms

the door frame. As the tent unfolds, the door frame lifts up so you can now stand inside the Obiqua. In front of you is another solid panel that also swings upwards like the arch.

An adjustable pole now fits at the top between the two panels so as to form the apex. The length of the bed at its far ends each gets a U-frame that lifts up to support the sides of the tent. Four support poles now fit between the corners of the U-frames to the apex pole. The Obiqua's tent now looks like a rooftop tent on top of a fibreglass hull.

A fly sheet gets pitched with three springsteel rods on each side. These are exactly like the ones you'll find on rooftop tents and on off-road trailers. You have to stretch high to reach them; Perhaps pack a small step so you don't accidentally put out your back with the effort.





Where is what?

The aisle is 46 cm wide and extends 1,76 m in front of you, and on either side is a 40 ℓ fridge/freezer that pulls out on a sliding frame – it's easy to reach from the outside, although you can slide out only one at a time. (A fully equipped Obiqua comes with just one fridge/freezer, but there is room for two.)

A large open cupboard in which you can keep a cassette toilet is next to the left fridge/freezer; next to the opposite one is an open cupboard in which two ammo boxes fit on top of each other. Above each fridge/freezer is a flat shelf as wide as your hand with a canvas door that zips shut. Here you can store quite a few plastic containers with your groceries.

Above this shelf on the left are three cupboards, also with canvas flaps – these are for clothes. On the other side is another open shelf with the switches for the lights, water pump, fridge next to it. Here you'll also find two USB ports and a Hella socket with a screen that shows the battery charge.

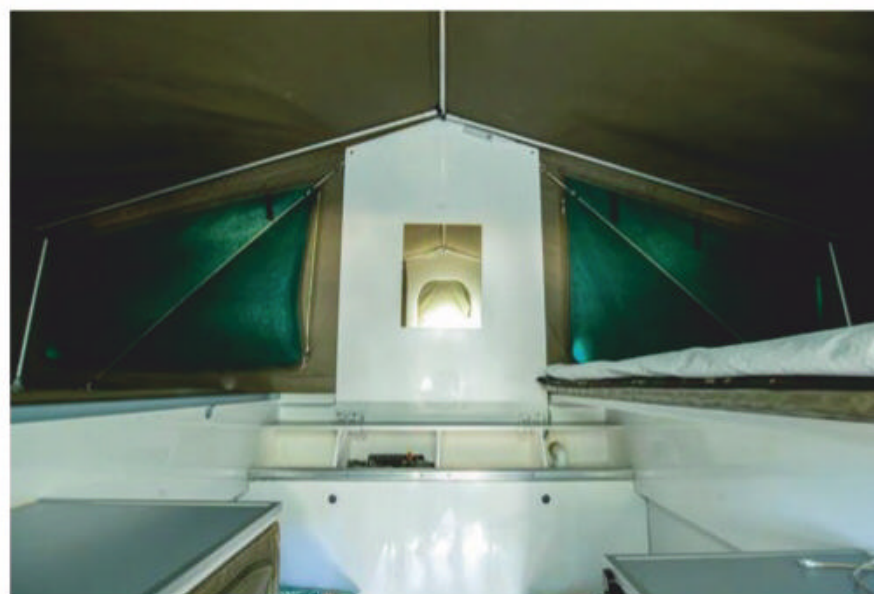
The top of each side is a flat

surface where you can place stuff – with a sunken vanity basin on the right-hand side – and at the end of each is a bench with a pillow. When you lift the pillow, there is storage space below each for linen or more groceries.

At the end of the aisle, sideways across the hull, is another shelf with four open shelves side by side, each the size of a shoe box – just perfect for items like a hair dryer. Next to the left bench is a two- and three-prong power point plus a USB port. The mirror is mounted on the ridge panel next to you.

Each bed is 94,5 cm wide, which is not quite double-bed size. But André came up with another clever plan: Next to the bed is a hidden loose panel that you lift and fit next to the bed, widening each bed by 24,5 cm.

The bed's surface is 1,14 m above the floor, which means you have to climb to get into bed. Of course, you can step on the benches, but less flexible people will struggle. Because of the layout, the person who sleeps at the far end must get in first (both beds).





On the outside

Because the beds are overhanging and high above the load bin, the whole affair sways as you move on the bed – you are left to the mercy of the bakkie's suspension. But, the Obiqua has sturdy corner steadies that consist of two parts: a jack with a crank handle and foot piece, and then a part that fits at the back corners to support the unit. These supports (plus another set stored in the side cupboard) can be used to support the Obiqua when you remove it from the bakkie. This frees up the bakkie and your camper is now separate.

In the same cupboard as where you'll find the corner supports, there is also a shower handle with a long hose. The sink flips out of the cupboard next to it: a frame folds open toward you with a plastic basin that fits into it. But the framework consists of two parts so that the drying rack also folds out (about stomach height). The in-line gas

geyser sits to the right in the same cupboard. On either side of the door, next to the entrance, is space for two gas cylinders.

The gas stove folds out on the other side and is in the cupboard closest to the cabin. The stove sits crosswise on the 37 x 52 cm top. The test model did not have a screen plate next to the stove, which means you have to hope the wind blows from the other side of the bakkie.

On the Hilux, the test model's stove was right next to the fuel tank's inlet, but André can move the stove to the cupboard next to it. Where the stove folds out is a concealed shelf with a twin three-prong socket – a kettle and toaster can go here. In the cupboard next to the stove are a number of built-in shelves for glasses, mugs, plates and cutlery.

By the way, when you stand outside, the beds are high enough above you. It actually forms a handy roof over the sides of the Obiqua.





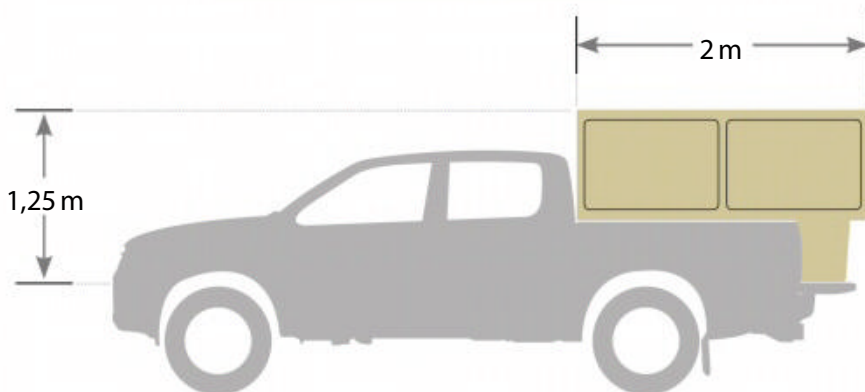
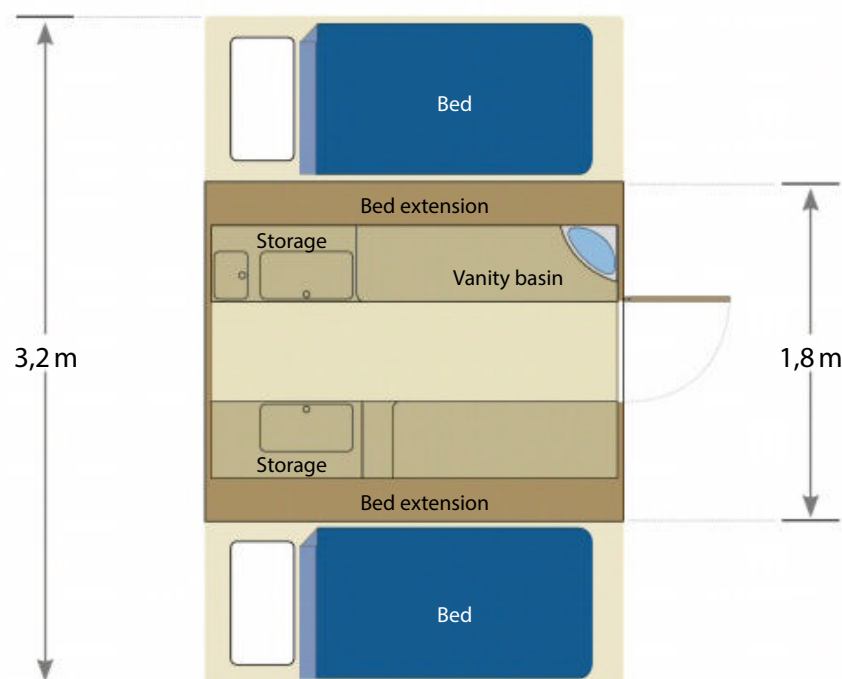
Standard equipment

Equipment such as the 55 ℓ water tank with its 12 V water pump, 12 V indoor and outdoor lights, 220 V and USB sockets, the folding sink with its drying rack and the four corner steadies are standard.

The fully equipped unit also has a 140 Ah battery with a charger and monitor, crockery for four people, a kettle and toaster, a set of pots and pans, a

geyser, two gas cylinders, a 40 ℓ fridge/freezer, a two-plate gas stove, cassette toilet and an awning where you get in.

The kitchen and shower tents are R4 025 extra for each, and that's also the price to match the Obiqua's colour to your bakkie. And if you want to close the sides of the awning, those canvas panels will set you back another R5 175.



The technical stuff

Length 2 m

Width 1,8 m (folded open 3,2 m)

Height 1,25 m

Head height inside 2,2 m

Empty weight 230 kg

Price R172 500 - R227 125



Plus

- Sleeping four in a bakkie camper is a spoil.
- The two beds fold out easily and quickly.
- The fold-out sink is clever and easily folds away.
- The jack supports are nice and sturdy.



Minus

- The bed is quite high above the floor and it can be difficult for larger people to get onto.
- The stove needs a screen against the wind.

Drive & Camp loaned the Obiqua and the bakkie on

which it was mounted from the manufacturer.

Drive & Camp says The Obiqua fits all local bakkies – from single to double cabs. No modifications are needed on your bakkie as the Obiqua is anchored to your bakkie's standard anchor points with ratchet straps.

Dealer network

Obiqua is a family business in Tulbagh in the Western Cape, but the units are distributed nationwide.

Contact 083 275 7016

obiquacampers.co.za

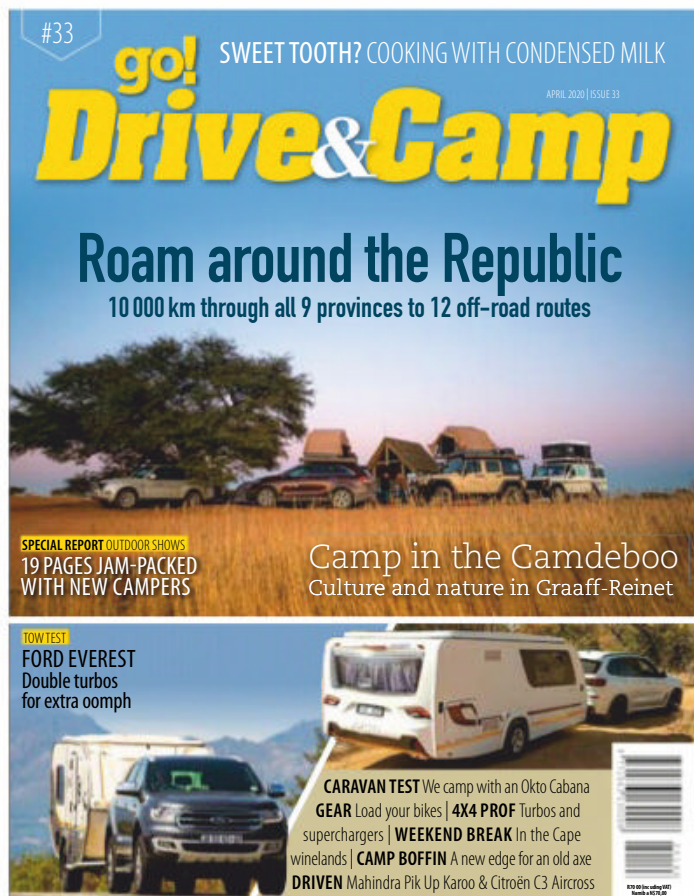
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Get ready for an overland trip



Here are the top five items to get before embarking on an epic journey through our neighbouring countries.

One of the most common questions asked by newbies on 4x4 forums is what the most important equipment is to acquire for an overlanding trip. We had a look at the 4x4 Community and Nissan Patrol forums to see

what wisdom seasoned adventurers are sharing with less experienced forum members.

We also asked our Facebook friends, and it turns out that next to a good tent, camping furniture and a long list of tools, you should buy the following.



Always have water and food that can sustain you for five days

– Engel, 4x4community.co.za



1 Hydrate
Water is the most important consideration when travelling in Africa.

Each person needs to drink an average of 2 l water a day to stay healthy, so you need to take a water tank that holds enough water for

everyone in your vehicle for the number of days until you reach a place where you can get the tank refilled.

“Use a bilge pump or have the pump at the tank outlet.”
– Jelo, 4x4community.co.za



2 Chill out
Internet forums are abuzz about fridge/freezers. Some members prefer certain brands over others, but they agree on one thing: if you're going to be travelling for longer than three days, you should

purchase a fridge/freezer rather than a cooler box. You need a dual-battery system for this to work properly.

"Day two will always be remembered for its lukewarm drinks." – **Elders, 4x4community.co.za**



3 Help from above
A GPS device doesn't replace a map book, but its satellites can guide you to exactly where you need to be and you can record your track and share it with other travellers upon your return.

Drive & Camp hardly ever leave home without a GPS to navigate the back roads of remote destinations.

"Tracks4Africa apparently only works with Garmin"
– **Sweetlips, patrol4x4.co.za**



4 Under pressure
It helps if you know the exact pressure of your vehicle's tyres. On highways, they have to be hard so they last longer and give better fuel consumption, but in the veld you want to run them

at lower pressures – and on technical terrain lower still. A tyre pressure monitor will alert you if you spring a leak.

"Tyre pressure monitor. You can lose a tyre just like that!"
– **Danie Malan, Facebook**



5 Pack it in
The interior of a vehicle can quickly devolve into chaos when camping equipment is not secured, this is why packing crates are essential.

Ammo boxes work well as they're rectangular and

therefore waste little space. Pack the heavy boxes inside and the lighter ones on the roof rack.

"Run through your mind's eye setting up the camp and where everything is. It helps."
– **James, patrol4x4.co.za**

First Aid 101

Accidents happen, which is why it pays to always be prepared. Here's what to do in case of an emergency at the campsite.

Words **Kyle Kock** Illustrations **Deidré Jacobs**

Camping is about getting away from the urban hustle and bustle, and leaving behind your daily responsibilities. But one important aspect of your camping preparation is making sure that at least one person in your group has enough basic first-aid training so you don't get caught out by an unforeseen mishap.

FIRST THINGS FIRST

You'll want to identify possible threats to your safety, but also consider the safety of the victim. Of utmost importance is getting the victim away from the threat of danger. Always wear gloves to protect yourself and the victim.

CPR

This is when you've checked a non-responsive victim for a pulse (pressing your index and middle fingers next to the throat and feeling for a heartbeat) and are certain that there isn't one. Essentially, you're trying to get the heart to beat on its own again.

Once the victim is laid out and you've established that there's nothing blocking an airway, you breathe into the victim's mouth twice using the pocket mask in your kit. This fills the victim's lungs with oxygen for when you perform the next step of chest compressions. When you perform the first compression, the blood gets a chance to move through the pulmonary veins, and through the second compression, oxygenated blood flows to the heart and the rest of the body. This shouldn't be a daunting task if you follow these instructions.

"Place your one hand on the chest over the bottom half of the sternum. Place the other hand on top of the other and lock the fingers by pulling the bottom fingers up," says medical audit control officer Andrew Fortuin, who is also a paramedic for the City of Cape Town's Fire & Rescue Service. "Lock the elbows and compress



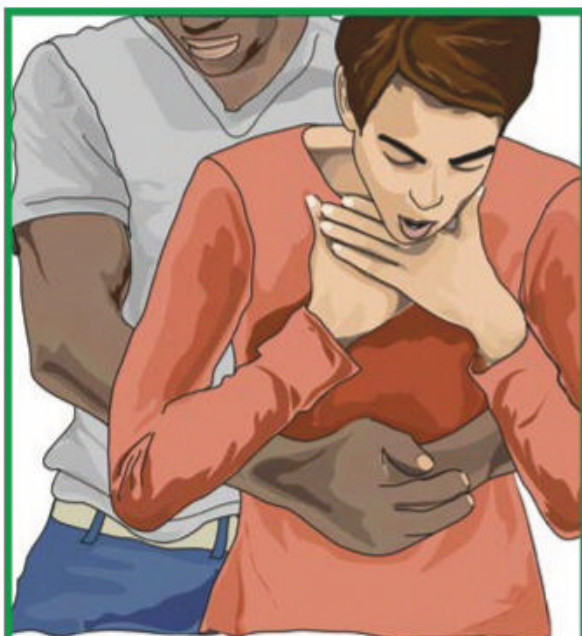


the chest, ensuring that you press hard enough to get approximately 4-5 cm deep. If you're not an experienced medic, stick to at least 100 compressions per minute. Do this until help arrives or until the patient regains consciousness. Every two minutes, stop and check for a pulse for at least 10-20 seconds."

RESTRICTED AIRWAY

Someone might just take a bit too much of a mouthful or has laughed with a full mouth, causing a solid object to become lodged in the throat. The patient is struggling to breathe, and the skin darkens.

For everyone older than one years old, you can perform the Heimlich manoeuvre by



standing behind the adult or kneeling behind the child. Place one foot (in the case of the child, a knee) between the victim's leg, make a fist and position the thumb-side against the victim's abdomen (just above the navel, and grab your fist with your other hand and start performing abdominal thrusts by pulling inward and upward firmly.

"You're basically forcing the body to perform a strong enough cough to bring the object back up through the mouth," says BLS Paramedic Ryan Harrison.

BURNS

All it takes is a little forgetfulness that the number 3 pot has been resting on red-hot coals for someone to get a nasty shock. Whether you've tried to pick it up by hand or kicked over boiling water, you need to get to a water source or tap immediately and run cold water over the burned skin for at least 20 minutes.

Use the Burnshield dressing from your kit to cover the affected area. If severely burned, also wrap a wet bandage over the Burnshield patch. If the burned flesh doesn't blister

over a surface area bigger than your palm, it's treatable at the scene, but any larger patches or in a case where skin is completely burned off, and the patient needs medical attention.

"Don't try to remove any skin and or open any subsequent blisters," Andrew says.

Even though the burned area might be small, and you treated it immediately, be sure to keep an eye on it. "Keep this injury clean and sterile as far as possible as burns get infected very easily. If you think the burn could be infected, seek medical attention," adds Dianne Silva, Centre Manager at St John Ambulance Foundation in Johannesburg

BROKEN BONES

This can be an especially horrible sight, not only for the victim, but for onlookers as well. The most important thing is to get the victim in a rested position or lying down.

"Next, you'll need to splint the limb. If it's a lower leg, then bear in mind that you have two shinbones, so it's preferable to do it twice. One splint on each side. If you don't have a splint in your kit, then search the area for the straightest branches you can find. They need to be thick enough to keep the leg straight after you've bound it," says Ryan.

If it's a forearm, then you can splint it, and use triangular bandages to create a sling.

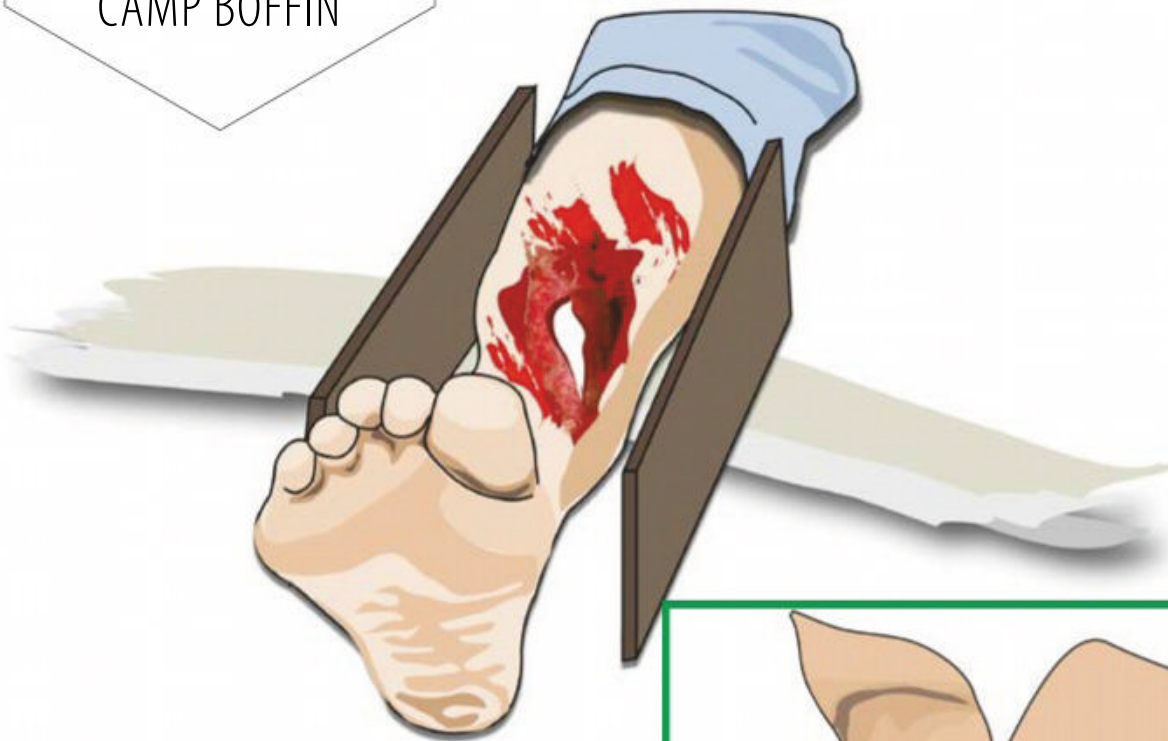
Drive & Camp says To make a splint more comfortable, you can use a clean bandage between the splint and the victim's limb.

ANIMAL BITES

Make sure that it's safe to approach the victim for removal, but if it's a relatively small creature like a feral cat and you can scare it off, then that's fine too. "Take note of the colour of the blood. Dark red blood is indicative of arterial bleeding and a bright red colour indicates venous blood, which moves just below the surface of your skin," Andrew says.

Apply a wound dressing after you have cleaned the area with sterile water or the Savlon in your kit. Contact emergency services, as the patient will require a tetanus prophylaxis injection – and possibly stitches.





SNAKE BITES

"It's good if you can identify the snake, possibly by taking a photograph from a safe distance, but that's not of the utmost importance," says Johan Marais of the African Snakebite Institute.

What's most crucial here is to get the victim to the nearest emergency room. In the cases of puff adders, Mozambican spitting cobras, stiletto snakes or night adders, there's absolutely nothing you can do other than to



rush the individual to hospital. The venom from these snakes is cytotoxic, which causes much pain and swelling, blisters and tissue damage.

The only thing you can do while moving the person, if they've been bitten on the hand or foot, is to keep the bitten body part raised slightly above the heart. "If you've been bitten on the hand for example, and it's resting at your side, you'll feel every heartbeat quite painfully," says Johan.

According to him, the only two exceptions here are the two snakes that cause most of the deaths in South Africa – the black mamba and the Cape cobra. "Of the 10 to 12 deaths from snakebites per year, these two are usually the cause, because of their neurotoxic venom that affects the nervous system, and in bad cases will stop your breathing."

Other than getting the person to hospital quite quickly, you can also use what's known as a pressure bandage to try and stop the spread of venom through the lymphatic system. This will buy you some time. And if the person stops breathing, you'll have to apply mouth-to-mouth to keep a supply of oxygen to the brain.

Don't know what to pack in a first-aid kit?

A medical bag might not be a new thing to most experienced campers, but we asked BLS paramedic Ryan Harrison about what he regards as the essentials.

BURNSHIELD

A hydrogel that soothes the burning sensation and starts the healing process early. Don't use petroleum jelly, such as Vaseline on burns, as the oily substance will block pores and won't allow the skin to breathe. Burnshield also comes in a dressing form.

TRAUMA BANDAGES, TRAUMA PADS AND STERILE GAUZE

Don't worry about packing cotton wool, because you can't clean a wound with it as the cotton wool breaks off on the rough skin that's been torn open. So you may have cleaned the wound, but the tiny bits of cotton wool left behind can cause an infection. Sterile gauze and a trauma pad will hold a lot of blood, so it can clot. This is what you want to stop heavy bleeding.

GLOVES

A thicker, more substantial surgical grade glove is what you want to aim for if you

can afford to, says Ryan. "The regular latex gloves tear easily, and you want to protect the victim and yourself from contaminants and pathogens."

TOURNIQUET

You could make one yourself by using something like a belt and a small stick, but when you're pressed for time, Ryan says a tourniquet is an essential item. In the case of massive blood loss, it will limit the flow and possibly save a life.

A PAIR OF SCISSORS

Not the type Johnny uses for his arts and crafts, but the so-called rescue scissors, which are tough enough to cut through almost anything, including denim, leather and plastic. They don't lose their edge easily.

TWEEZERS

These are especially useful for extracting an embedded object that's on the surface of the skin, like a thorn or shard of glass. It's safer for the responder to use these than try to remove the hazardous object by hand.

STERILE FLUID

Something like Savlon antiseptic liquid

to clean wounds without risking the skin being damaged and also a saline (salt-water) solution for minor afflictions.

SPLINT

In the case of a serious fracture of an arm or leg, a real splint will help stabilise the limb before the patient receives medical attention.

African Snakebite Institute CEO Johan Marais weighed in on this list by suggesting that you make sure you add these two essential items to the bag.

PRESSURE BANDAGES

A special type of bandage that helps prevent the spread of venom by cutting off the lymphatic system. The pressure bandage indicates to the person applying the bandage how tightly to wrap it – you pull the bandage until the triangles on the bandage look like rectangles, then you stop

POCKET MASK

Unlike the flimsier mouthpieces with a piece of plastic around it, this mask fits over the victim's nose and mouth, and creates a seal. You blow into it every six seconds.

STINGS

The kids kick a ball straight into a hive of bees who are understandably quite angry and want to start stinging. Bees or wasps are an especially dangerous hazard when provoked, so of prime importance is getting the patient away from the bees. If they linger, distract them with something sweet.

"Do not waste time on scene. Try as quickly as possible to get the emergency services there or the patient to hospital. While waiting for the emergency services, use a tweezer or a bank card to remove the stingers if you can still see them. Keep the patient calm at all times," says Andrew.

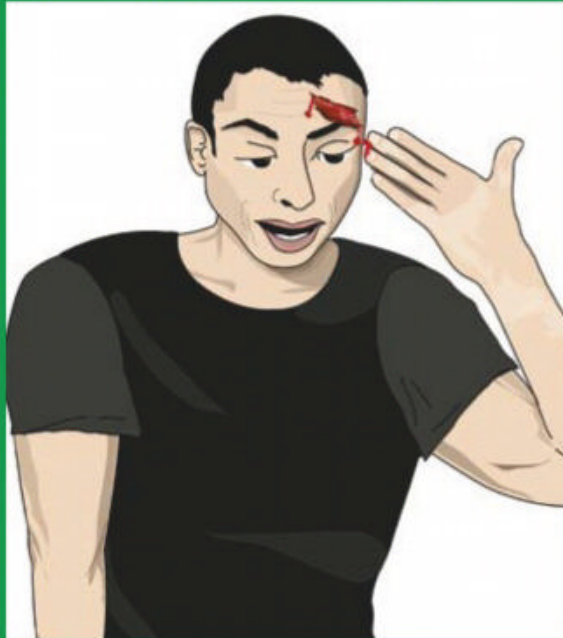
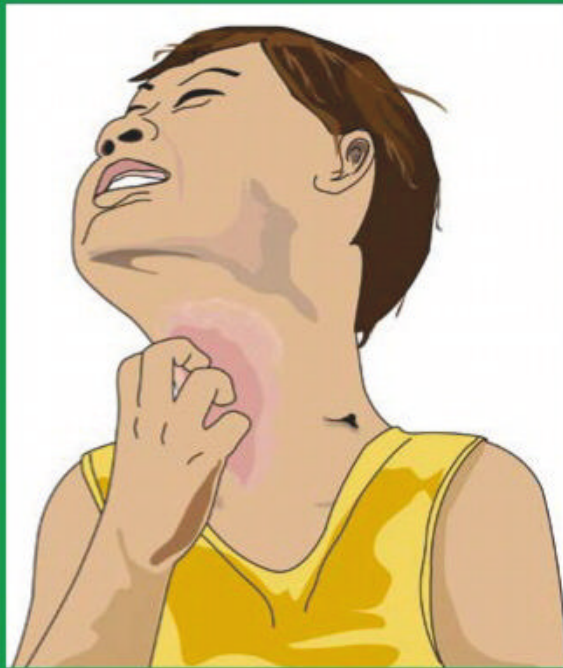
If you're uncertain about a spider bite or a scorpion's sting, then heed Andrew's advice, don't waste time at the scene and head to the hospital.

DEEP WOUNDS

With a deep cut, you'll need to immobilise the limb immediately. Also, it'll help to elevate the affected area (if it's a limb) above the heart and then check to see exactly how deep the wound is. If there's a layer of fat visible (yellowish in colour), the victim will require stitches. Cover with dry gauze and bandages and seek medical help immediately. The stitches will need to be performed within two days of the accident

"As a note, wounds that are deep are often quite difficult to stop bleeding, if wounds are more than 5cm long, or 1,5 cm deep, the victim should be seen by a medical professional. Any wound that won't stop bleeding or leads to lack of sensation around or below the site, or loss of function must be seen by a medical professional," says Dianne.

In the case of a stab wound, especially if the object is still imbedded, it's important not to remove the object at the scene – this



needs to be done in an operating room where professionals can deal with possible internal bleeding.

"Leaving the object in will naturally stem the flow of blood. Stabilize the object as much as possible by packing and securing soft material around it and get to hospital quickly," says Dianne.

BLUNT-FORCE TRAUMA

The bike trails near your favourite campsite are tempting and some routes are more technical than others. Someone hits a stump and goes flying into a tree: head first. Unfortunately, their helmet wasn't tightened properly.

If there is any bleeding, try to stop it with bandage or a clean cloth. Keep the patient's head in a neutral position and check for a pulse and for breathing. "If the patient has a pulse and is breathing, remain calm and contact the emergency services," says Andrew.

"Blunt-force trauma may not necessarily result in a wound, but there could be signs

of a mild or heavy concussion such as momentary memory loss – when the victim doesn't remember their name or what day of the week it is. Keep the patient calm and wait for emergency services," Ryan adds.

SEVERED BODY PART

Not all of us are dexterous with tools, and an axe is something that could very easily claim a digit if not handle with care.

If a finger or toe is hanging by skin, then you can push it back onto its base and strap it appropriately using the gauze and bandages in your kit and apply ice to the affected area.

But it depends on what you've lost. You might be able to transport a little finger wrapped up in a clean plastic bag and nicely packed with ice, but remember that if it's something that's a lot more complicated to 'put back', such as a foot, for example, they may not be successful. In any case, make sure that you do not use dry ice, lest you damage the already weakened severed body part.

Seek out emergency services immediately.

Drive & Camp says It's a good idea to call a private ambulance service. To reduce the response time, especially when you're far away from town, meet them halfway, provided the victim can be moved safely.



NUMBERS TO SAVE

082 911 – Netcare 911

084 124 – ER24

112 – this is a government service, that you could reach even when you don't have a SIM card or have no reception.

SOURCES

- SAS Survival Handbook, Wiseman J, (Collins, 2009)
- South African First Aid Manual, Buys L (Struik, 2015)

- African Snakebite Institute App (free on the App Store and on Google Play)
- St John Ambulance Foundation stjohn.org.za



Axles, lockers & grinding teeth

What is the difference between a powertrain and a drivetrain? How does 4x4 differ from diff locks, and should a diff lock be fitted on the front or rear axle? Here are the answers...

Words **Cyril Kloppe**

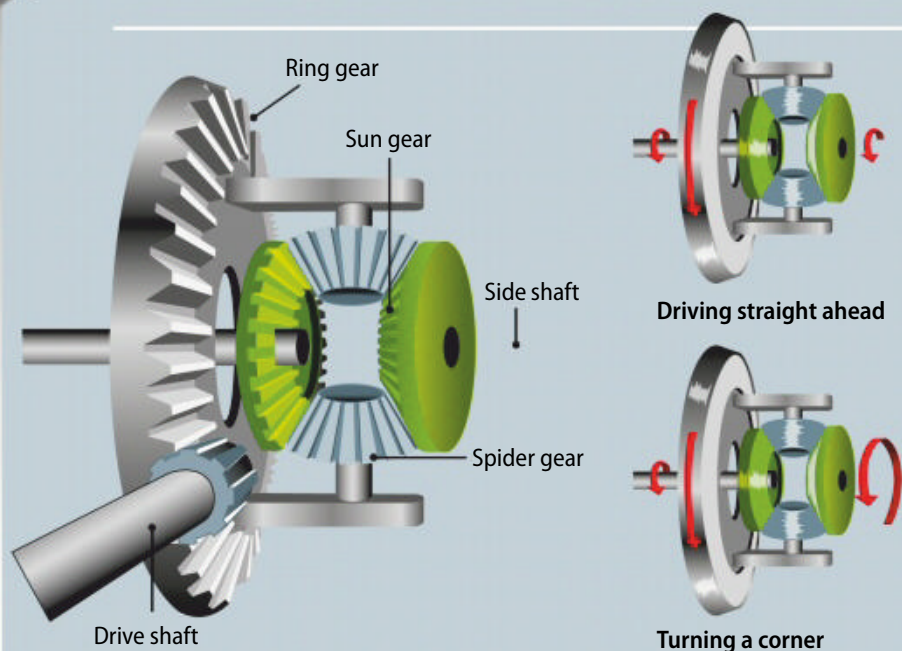
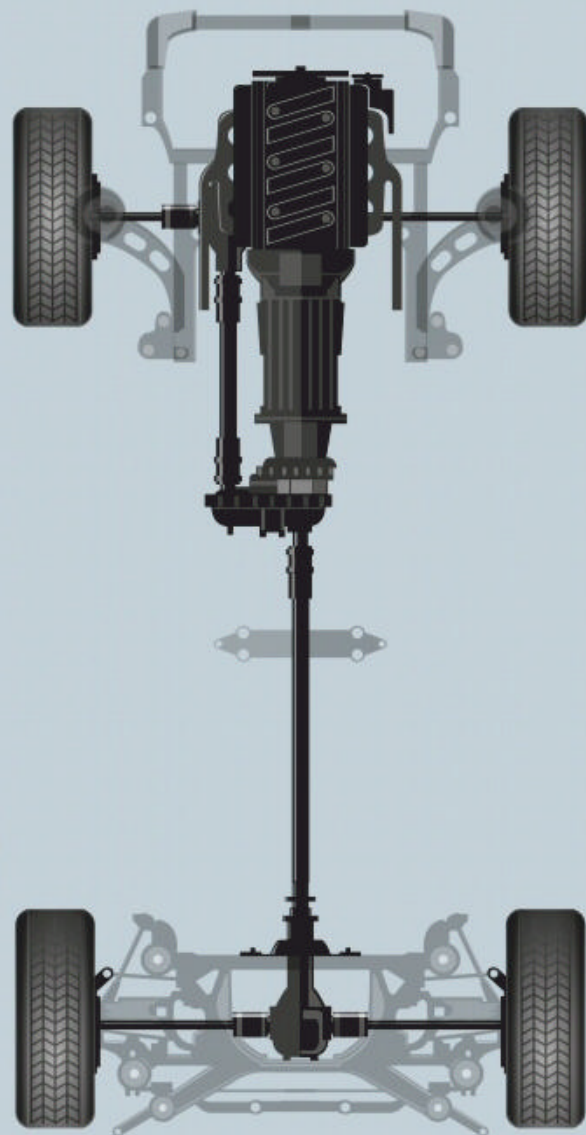
A powertrain consists of your vehicle's engine, gearbox, drive shafts, transfer case, differential gears, side shafts and wheels. In effect the entire mechanism that makes your 4x4 vehicle go.

A drivetrain, on the other hand, excludes the engine and wheels and focuses only on the gearbox,

front and rear drive shaft, transfer case, differential gears and all four side shafts.

The final drive of your off-road vehicle only includes the differential and the side shafts. By the way, in a boat, the final drive is its prop, and in a motorcycle, it's typically the chain and rear sprocket.

POWERTRAIN



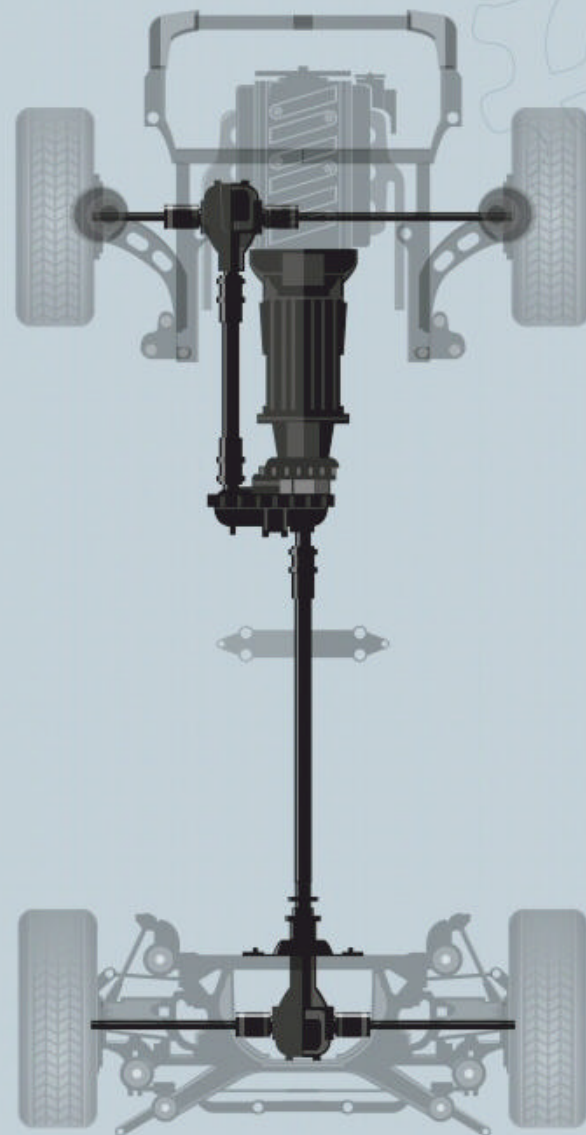
A four-wheel drive system involves delivering power to all four wheels as opposed to only the front or rear wheels. All cars, whether front-wheel, rear-wheel or all-wheel-drive, use differential gears.

Why differential gears? None of your vehicle's four wheels rotate at the same speeds when you go around a bend, and yet all four wheels are connected to just one mechanical component via the powertrain: the engine's crankshaft. For example, if you

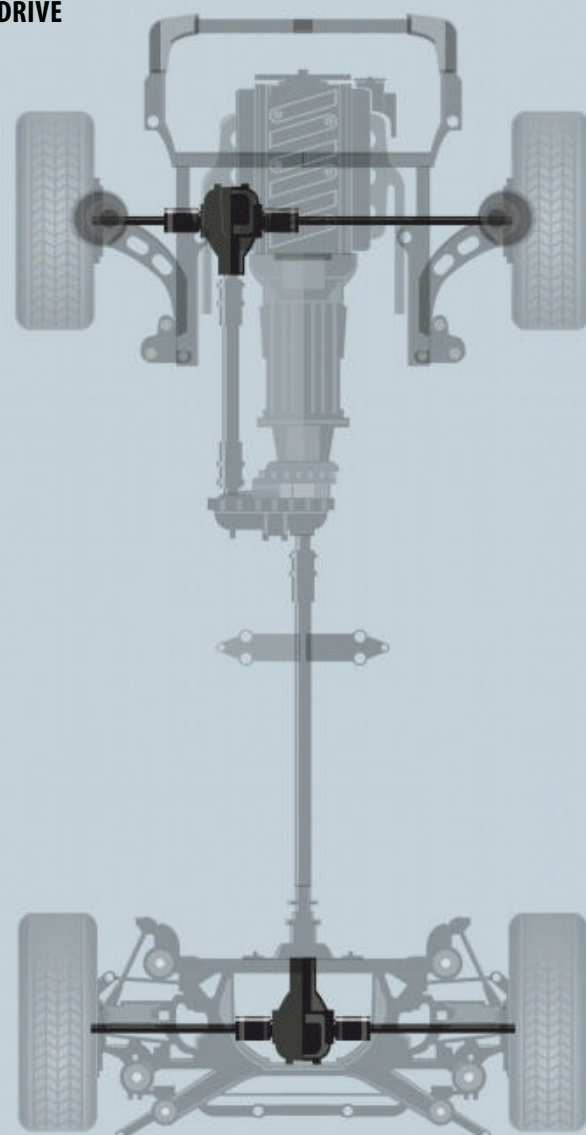
turn left, the left front wheel rotates at 1 rpm and the right front wheel at 0,8 rpm. In turn, the left rear wheel rotates at 0,7 rpm and the right rear wheel at 0,9 rpm. (These figures are only an example to explain geometry and aren't necessarily mathematically correct.)

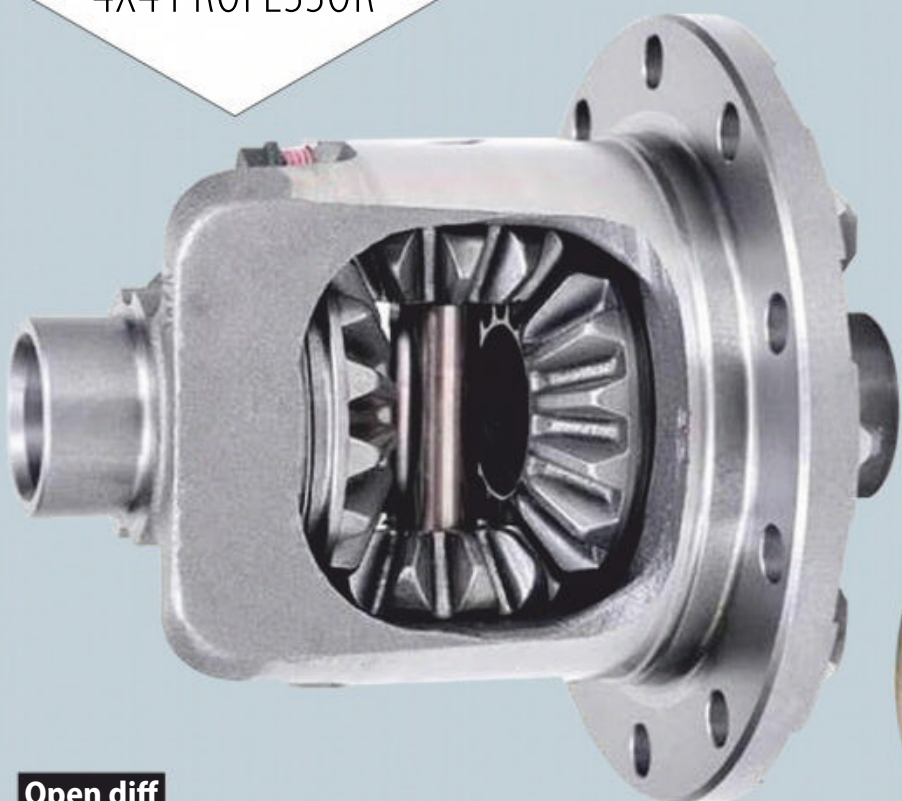
To send engine power to all four wheels, each rotating at their own speed without breaking anything or slipping the wheels, we have to use differential gears.

DRIVETRAIN



FINAL DRIVE





Open diff

An open diff works as follows: the drive shaft's final pinion gear rotates a ring gear, also known as a crown wheel, at a 90° angle and the ring gear indirectly turns the side shafts. We say 'indirectly' because between the ring gear and the side shafts are two spider gears that connect with the sun gears of the side shafts. The collective name for the various gears within the differential casing is the differential gears.

When driving straight ahead, the differential gears lie still, but as soon as you turn the steering wheel, the spider gears

rotate in opposite directions, allowing one side shaft to turn at a certain speed and the other at a different speed, but both wheels still rotate forward.

The mathematical dark arts are difficult to put into words, but basically, it allows one wheel to rotate slower than the other while both wheels receive equal power from the drive shaft.

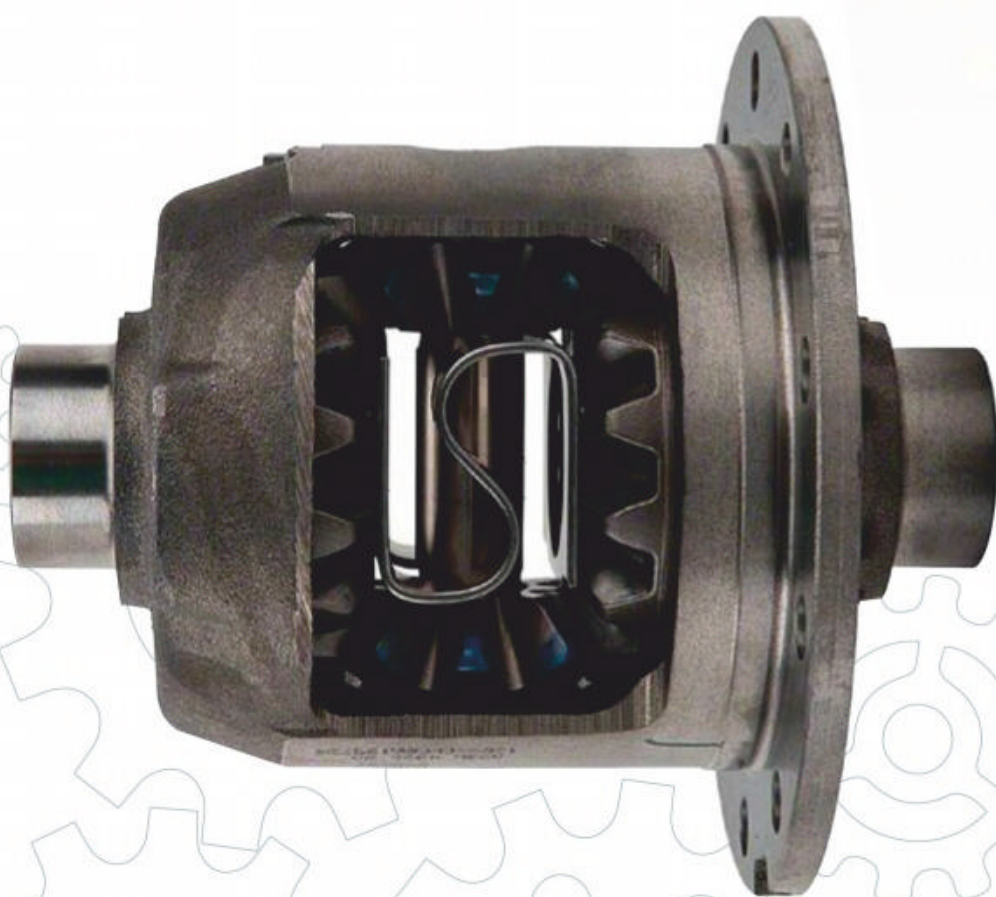
The problem with an open diff is that when one wheel lifts off the ground, it will get all the engine power and spin uselessly while the wheel that remains on the ground, that now has to do all the work, gets no power.



“

A torque-vectoring differential is a next level McGuffin that employs several sensors to monitor the road...

”



Limited slip diff

A limited slip diff is a huge improvement on an open diff because it works as follows: Inside the diff housing is a set of coil springs (or sometimes a leaf spring as shown here) that pushes the sun gears to the side of the housing. Between the housing and the sun gears are clutch plates that push back and cause friction.

Just like an open diff, the differential gears lie stationary when driving straight ahead, but as you turn, the friction of the clutch plates cause the differential gears to not rotate too easily in their own direction and each side shaft therefore get some of the engine power. The

wheel on the ground will receive a percentage of the power (around 25%), while the wheel dangling in the air will still get the majority and turn uselessly. It's not a perfect solution, but it's far better than an open diff.

The problem with a limited slip diff is that the friction causes the clutch plates to wear out after a few thousand kilometres. Then a limited slip diff reverts back to a regular open diff until you repair or replace it.

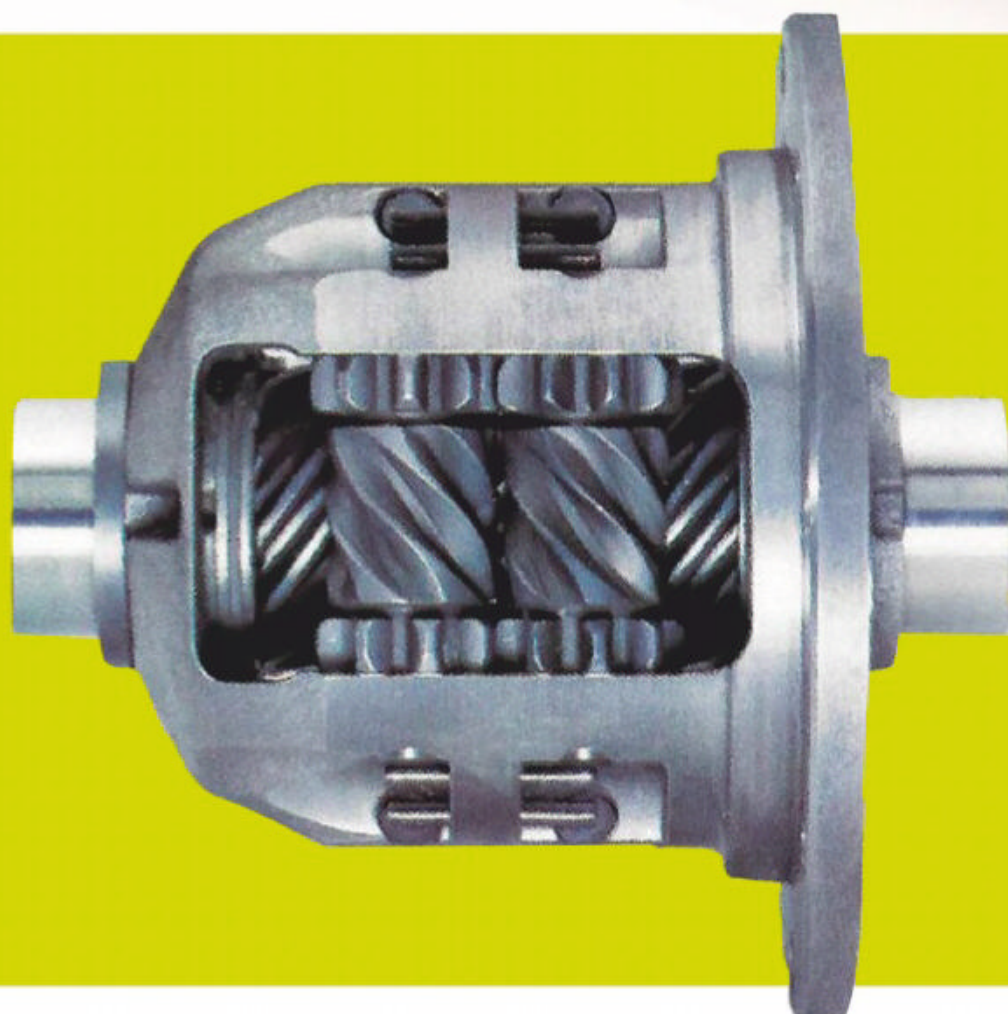
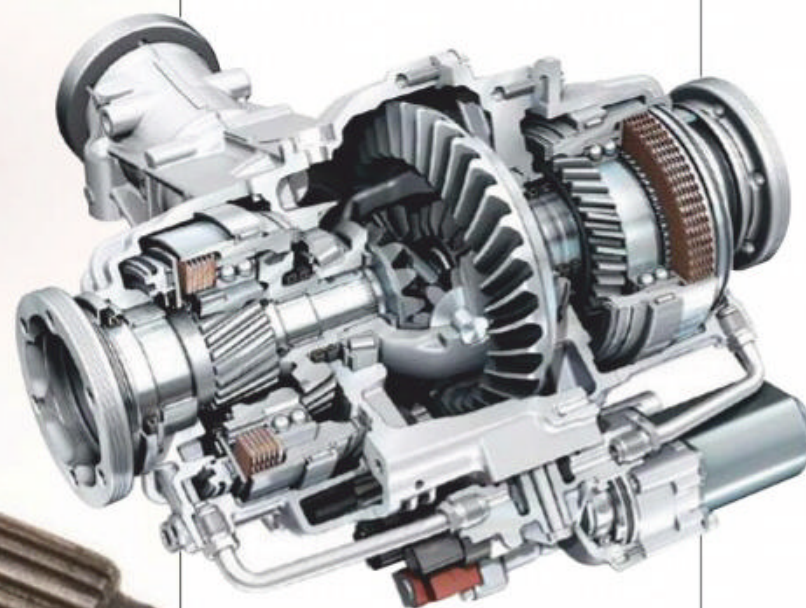
You can install a limited slip diff on the front or rear axle, but it will last longest on the rear axle, and a front limited slip diff may also encumber steering performance.



Torque-vectoring differential

A torque-vectoring differential is a next-level McGuffin that employs several sensors to monitor the road, accelerator position, steering wheel position, suspension, tyre pressure and all sorts of other factors.

A computer then calculates how much torque is sent to which wheel. It's something that's already employed in high-performance SUVs, but because it's so complicated and expensive, it's still only used on tar roads – it hasn't proven itself in the rough yet.



Torsen differential

Torsen is a combination of the words torque and sensing and works similarly to a limited slip diff except that there are no springs or clutch plates that will wear out. Instead, the torsen has three sets of worm gears and spur gears that are connected at a ratio of 1:1 to one another.

The worm gears rotate against two worm wheels at a 45° angle which in turn causes friction. Just like the limited slip diff, the collective name for all these gears and wheels is also differential gears. In short: a torsen diff lock prefers it when both wheels rotate equally, and if one wheel slips on a smooth surface (and now receives more power)

while the other wheel is on hard ground, the friction between the differential gears will cause the wheel on the hard ground to also get at least some engine power.

The problem with a Torsen diff is that if one wheel lifts completely off the ground, the wheel remaining on the ground will get no power – just as with an open diff. To fix this problem, you need to lightly step on the brake (or slightly raise the handbrake), which then locks the torsen diff into a spool – more on this later.

You can use a torsen differential on a front and rear axle, as well as in the middle between two drive shafts, as is the case with the Toyota Land Cruiser 200.

Selectable diff locker

There are three types of selectable lockers: air, electrical and mechanical. The former two can be locked with the push of a button.

An air locker works with a compressor that uses air to move a load plate that locks the differential gears so that your differential turns into a spool. A good example of this is the ARB Air Locker.

An advantage of ARB's air locker is that you can use this compressor to inflate your

vehicle's tyres. However, one disadvantage is that the air hoses can spring a leak and then the diff won't lock up.

An electric diff lock works the same except that it uses a 12 V electrical current to power an electromagnet or servo that moves the load plate to lock the differential. The Eaton ELocker is a well-known and reliable electric diff locker.

A disadvantage of the air and electric lockers is that they need a few seconds to engage,

and you need to activate them before you hit an obstacle (not when you're already in trouble). If these locks kick in while a wheel spins, you can also damage a side shaft or even break the diff, a phenomenon called crash lock.

Mechanical selectable lockers such as the Ox Locker work by pulling a short lever inside the cabin. A physical cable then moves the load plates within the differential and locks up the differential gears.

It's a reliable type of selectable locker precisely because it is so simple.

Other benefits are that it locks immediately when you pull that lever – and stays locked regardless of power or air pressure.

There are those, however, who believe this direct link is too hard on the diff gears. Opponents of the mechanical selectable locker argue that the gradual and 'soft' coupling of an air or electrical locker is better.



Automatic diff locker

An automatic diff locker works without any input from the driver. Contrary to what you might think, it doesn't lock by itself, but it does in fact unlock on its own. It actually shouldn't be called a diff lock because it has no differential gears. However, that's how it's generally referred to and so we'll go with the term.

The Detroit locker is perhaps the best-known auto diff lock. You get two types, the most popular of which features three discs with toothed surfaces pressing against each other. The outer two disks

are fixed to the side shafts and the middle disk is rotated by the ring gear and drive shaft.

It works exactly like a spool (we'll get to it in a bit) when your vehicle moves forward, but as you turn, one of the discs will move slightly apart and skip from one tooth to the next.

For a fraction of a second, one of the two side shafts loses power, allowing the wheel to spin freely and preventing the axle from binding up. It's a simple system that works great – and it's well-liked by off-road rally drivers.

Which goes where?

If you want to start an argument on a 4x4 internet forum, all you need to do is state that one type of diff or diff locker is better than another. We don't want to add fuel to the fire, so we'll steer clear of this topic. What we will dare to say is that it all depends on what you want to use your vehicle for and what kind of off-road activities you have planned. There are pros and cons to every type of diff and diff lock.

We believe a diff lock is more useful on a rear axle, but we emphasise that there are exceptions. Two diff locks – one on each axle – are obviously

better than just one.

You can leave a rear diff locked when you turn, because the rear wheels' revolutions differ only marginally when compared to the front wheels – a locked rear diff may fight you when you steer, but not so much that you can't turn at all.

It is also useful to engage a rear diff locker when driving down a tall dune, as it locks the rear wheels to have the same revolutions (almost like dragging an anchor). In contrast, a front locker won't help you to slide down a dune – on the contrary, it can make it worse.





The disadvantage for ordinary 4x4 enthusiasts is that it generates clacking noises when turning and your vehicle's handling is adversely affected when driving on tarred roads. If the noise doesn't bother you, then there's no major reason why you shouldn't fit a Detroit locker.

Also consider the Eaton MLocker as fitted to our long-term test vehicle's rear axle. It's quiet and doesn't suffer adverse handling when driving on tar.

An auto locker is perfect for a rear axle. If you want one for

a front axle, consider a smaller type of Detroit locker, best known as a lunchbox. A lunchbox fits within an existing diff housing (often referred to as a pumpkin) and replaces all the differential gears. It works slightly differently to a standard Detroit locker, but essentially, it's the same idea.

An alternative to Detroit's lunchbox is the Lokka, an Australian auto locker that is popular in South Africa because it reliably unlocks when you turn and forms a spool when you drive straight ahead.

If you're an American who does the annual pilgrimage to Moab's boulders, you will no doubt disagree with us. We concede that a front locker will help *pull* you up rocks better than a rear locker will help *push* you up them. In Africa, where we are more likely to encounter sand, gravel, mud and shale, a rear diff lock is therefore more important, in our opinion.

Many 4x4 enthusiasts don't like an automatic locker on the front axle, while others hate a selectable locker that you constantly need to engage and disengage. In addition,

a selectable locker on the front axle acts like a spool that can make steering difficult – by contrast, an auto locker on the front axle can be far more driver friendly, provided you know how to use it.

The closest to unanimity there can ever be in this debate – and even that is no done deal – is that selectable lockers work well in multipurpose vehicles that spend as much time in the city as they do in the wild, while simpler automatic lockers are more suited for proper overland adventures that last months or even years.



Spool

Here we go: a spool is not a diff locker. It's simply a metal spindle to which the ring gear and two side shafts are attached. The power from the drive shaft goes directly to your side shafts, without the interference of differential gears. Each wheel always gets 50% of the torque provided by one drive shaft.

Because the two wheels on your rear axle have identical rotations, a spool is not suited for driving on tar – the only people who use these are serious 4x4 enthusiasts and desert rally racers.

If this modification is too drastic for your liking, you can always purchase a mini spool that fits

within your truck's standard pumpkin, just like a lunchbox, and replaces the differential gears. When you later decide it's too much for you, you can take it out again and reinstall the diff gears.

Some guys weld the differential gears together and thereby create a spool. It's a cheap option, but if you mess up the welding, you're headed for big trouble.



Some history

The differential gear for vehicles was invented in 1827 by the Frenchman Onésiphore Pecquer. Pecquer's *différentiel mécanique* was used in steam-powered vehicles and was therefore already known when cars with internal combustion engines showed up at the end of the 19th century.

Pecquer probably came up with the idea for a differential gear while he was learning

watchmaking as a young man. Some wrist watches use differential gears and these were invented in 1720 by one Joseph Williamson.

Karl Benz was the first motoring engineer to use differential gears in cars as we know them today, but his diff was based on a different invention to Pecquer's – a chain driven device patented by the Brit James Starley in 1876.

Cooling while camping



Your first time camping as a new parent needn't be a scary affair if you make sure you take these essentials.

Words **Kyle Kock** Photos **Supplied**

You and your partner have been enjoying the outdoors on your own, but now that a little bundle of joy has entered the world, it's just a matter of time before the two of you will be introducing the tyke to the wonders of nature.

If you're going to get to the great outdoors anytime soon, whether baby is still a newborn or entering the infant or toddler phase, you'll want some of these essentials and nice-to-haves.



JUNGLE BUNNY

Nipper baby forest play mat

For the very little ones, you're obviously going to be careful about where you lay them down to play and learn to reach for things. This play mat from baby brand Nipper depicts a jungle scene and has detachable toys that hang from an overhead arch so your tot can develop hand-eye coordination and build strength while grasping for them.

Price R600 from Takealot.

Drive & Camp says This mat is designed to stimulate the mind. Plus, it'll match your camp surroundings.

SLEEP TIGHT

Chelino Tiffany Lux campcot

The first and most important rule of camping is to make sure that the place you lay your head at night is sorted upon arrival. The same goes for your baby. But this unique cot is more than just a bed.

With its multiple settings, it adjusts to your baby's stages, so you can keep it for a while before you upgrade to a little stretcher.

There are rotating toys and a musical unit that helps to soothe the little one before bedtime.

Price R2 000 from Chelino.

Drive & Camp says The flip-away folding changing table is a great place to release baby from that stinky nappy.



SORT-IT-ALL

Camp Cover seat storage bag

For most of us, a road trip is something to look forward to, but the little ones in the back probably don't share that sentiment. To make life a little easier, this storage bag, that hangs behind the front seat, keeps stationery, activity books, toys, electronic devices and, most importantly, snacks and drinks close at hand.

It's made of ripstop fabric with heavy duty zips and sliders that won't fail after just two trips.

Price R231 from Camp Cover.

Drive & Camp says Mom and Dad will be grateful to have less clutter on the back seat, and somewhere to keep everything in its place.



FEEDING TIME

Oztrail Junior high chair

You've worked so hard to get the little terror into a proper eating routine that includes sitting in a chair and settling down for chow time, so you don't exactly want that to change.

Oztrail has you covered with this camping high chair. It's rated for up to 80 kg, though it weighs

only 3,2 kg and has a plastic top that's easily wiped down.

Price R795 from Camp & Climb.

Drive & Camp says There's a locking pin that prevents the chair from folding up unexpectedly with the little one still in it.



SPLISH SPLASH SPLOSH

Intex Gator play centre

Plenty of campsites and resorts have restrictions on having toddlers who are not yet potty trained in their pools – even the shallow pools dedicated to the little ones to splash in.

This inflatable pool from Intex will keep your baby entertained for hours, and even has a hood for

shade so the tot doesn't get too much direct exposure to the sun.

Price R900 from Takealot.

Drive & Camp says You don't have to worry about those pricey waterproof nappies when you bring your own pool to the party



MEAL PREP

Tommee Tippee pop-up freezer pots

Once your little one has transitioned from formula to puréed food, you'll soon realise that if you're making your own fruit and vegetable mixes it pays to have containers to store the food in.

These 60 ml sized bowls are designed to be frozen, which you

can do at home before throwing them out when you arrive at your campsite. They're also dishwasher, microwave and steriliser safe.

Price R160 from Baby Boom.

Drive & Camp says The bases are soft, so you can push out the exact amount of food you require.

KANGAROO AND JOEY

Pod deluxe organic hemp baby carrier

Newborns are easily cradled, but when they get just a little bigger, the tots start to get too heavy to carry on the arm all day. This carrier is made right here in South Africa from organic hemp fibre, which is not only strong and breathable, but also soft and comfortable. Your baby can be carried on your back, on your hip or in front of you. There's also a detachable hood, for when the kid is sleeping.

Price R1 550 from Faithful to Nature.



Drive & Camp says This carrier will last your baby from approximately six months (or when your baby's neck is strong enough) to three years old.

AT THE READY

Atlasware 1ℓ vacuum flask

In the middle of the night, someone's going to have to get up to prepare a fresh bottle of milk for the little one. But you don't have to stand there bleary eyed in front of the gas stove, if you have a double-walled flask up to the task of keeping that water piping hot for hours after boiling.

Price R600 from Outdoor Warehouse.

Drive & Camp says There are cheaper flasks out there, but we doubt that those match Atlasware for performance and value-for-money.



BATH TIME

Baby Leo folding tub

With all the other things you take along camping with you, we've thrown in a folding product that is well and truly an essential item – your baby's bath.

Luckily this one doesn't take up too much room when you pack it away. The built-in hook lets you hang it out to dry when open.

Price R680 from Baby Boom.

Drive & Camp says There's a heat-sensitive plug that indicates the ideal temperature for your baby's bathwater.



GERM CONTROL

SoPure disinfecting toy & nursery cleaner

With the whole world learning just how important good hygiene practices are, it's crucial to keep the kids protected – especially when you're out in the middle of the bundus where all sorts of nasty

bacteria lurk. Toddlers tend to put anything in their mouths, so you might want to spray some of this stuff around. SoPure's range of disinfectants are non-toxic because they're made with mostly natural products.

Price R60 from Faithful to Nature.

Drive & Camp says This company's range includes a dummy steriliser. It's also R60 from the supplier.



TRIP FORTWO

Thule Coaster XT

If you're an active parent, and are loathe to leave the little ones behind while exploring a new trail or even just a farmers' market, then know that Swedish cargo company Thule has a range of bike trailers that are right up your alley.

The Coaster XT is at the more affordable end, so you won't break the budget, and will seat two toddlers, or up to a combined mass of 45 kg. There's extra cargo room for carrying the twins' essentials, too.

Price R7 000 from Thule.

Drive & Camp says The 'jockey' wheel for strolling easily folds down when you're not towing with a bike.



GET THE PRODUCTS HERE

Thule  thulestore.co.za

Outdoor Warehouse  outdoorwarehouse.co.za

Takealot  takealot.com

Baby Boom  babyboom.co.za

Camp Cover  campcover.co.za

Faithful to Nature  faithful-to-nature.co.za

Camp & Climb  campandclimb.co.za

Chelino  chelino.co.za

Beef me up, Scotty!

Beef up your braai with these six recipes.

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

BILTONG STEAK

Coriander delights

Crushed coriander seeds on the meat and fresh coriander in the oil doubles the flavour with these steaks.

Ingredients

(serves 4 as a starter)

- 2 thick-cut rump steaks
- 1 tablespoon brown vinegar
- 2 tablespoons Worcester sauce
- 2 heaped tablespoons biltong spice
- a pinch of chilli flakes
- 2 tablespoons fresh coriander leaves, chopped
- 1 tablespoon mint, chopped
- 1 red chilli, chopped
- juice and zest of 1 lime
- 3 tablespoons olive oil

Here's how

1 Rub the meat with the vinegar, dip it in the Worcester sauce and then sprinkle the biltong spices and chilli flakes all over. Place the meat in the fridge for an hour or so while you get the coals ready. Remember to bring it back to room temperature before braaiing.

2 Mix together the rest of the ingredients to make the herb oil.

3 Braai the steak swiftly over hot coals – baste with a little oil – so that the flames lick the meat. It should have a nice crust on the outside while remaining blush pink in the middle.

4 Allow the meat to rest for a few minutes before slicing, and simply place it on the cutting board along with the herb oil so that guests can dip the meat into it. Serve before the meat gets cold.

Drive & Camp says We like using Freddy Hirsch's Hunter's Biltong Seasoning, but experiment with your favourite.

ROLLED BRISKET WITH PEPPER AND MUSHROOM SAUCE

Saucy treat

I got this sous vide brisket recipe from my butcher who also helps to roll the meat in the spices and vacuum pack it for me. For best results, I prepare the meat over the course of two days. This is a delicious recipe for braaiers who want to try something new. Sous vide is a French term that means 'under vacuum' and is what the process of cooking food in a bag is called.

Ingredients

(serves 6)

- 2 kg brisket spiced with pepper, rolled and vacuum packed
- 2 tablespoons butter
- 400 g mushrooms, roughly chopped
- 3 tablespoons flour
- a generous pinch of nutmeg
- salt and pepper to taste
- 1 cup cream

Here's how

1 Place the meat roll in its plastic vacuum bag in a large potjie and add enough water to cover the

meat. Heat the potjie to a boil and reduce the heat until the water is just simmering. Let it simmer gently for four hours. Refill the water as needed, as the bag must remain submerged. Allow the meat to cool in the water and then place it in the fridge overnight. You'll see about a cup of fluid has seeped around the meat into the bag.

2 Carefully remove the meat from the bag and retain the liquid. Now make the sauce by melting the butter in a saucepan and brown the mushrooms. Stir in the flour and then gradually whisk in the stock from the plastic bag. Season to taste with salt, pepper and nutmeg. Cook for five minutes, stir in the cream and cook everything until the sauce is thick.

3 Now braai the meat roll over moderate coals until it is nicely golden brown all over. Baste with your favourite braai sauce if you like for extra shine. (You can also cut the meat into thick slices and braai the slices.) Serve the meat with the sauce and your favourite starch.

Drive & Camp says Talk to your butcher and ask him to sprinkle your favourite spice mix over the meat. He also has to make sure there isn't too much excess fat on the cut before rolling and vacuum packing. The vacuum packaging also makes it easy to transport the meat.





BOERIE KOFTAS

Put a stick in it

Give boerewors some attitude by putting it on a stick.

Ingredients

(serves 6)

- 1 kg boerewors
- 6 long rosemary twigs or sosatie sticks

FOR THE RELISH

- 2 roasted red peppers, finely chopped
- 1 large tomato, chopped
- 1 red chilli, chopped
- ½ teaspoon cumin seeds
- 1 teaspoon tamarind
- 1 clove garlic, crushed
- 1 small red onion, chopped
- 1 teaspoon mustard seeds
- ½ teaspoon curry powder

FOR THE PAP

- 1 litre boiling water
- 1 teaspoon braai salt
- 1 thyme twig (or use a pinch of dry thyme)
- 1 cup mielie flour or polenta
- a solid lump of butter

Here's how

1 Carefully squeeze the sausage meat from its casing and form meatballs with it. Thread the meatballs onto the sticks you first soaked in water – this stops them from catching fire over the coals. **2 In** a saucepan, combine all the ingredients for the relish and cook until the sauce has thickened nicely.

3 Boil the water for the porridge in a large saucepan, stir in the salt and thyme and whisk the flour in using a whisk. Heat the mixture to a boil and then reduce the heat. Simmer for about 30 minutes or until smooth and thick. (Double check the time on the packaging, as the cooking times for different brands vary. Also adjust the amount of liquid to make sure the porridge stays soft and does not become too thick.) Once the porridge is ready to your liking, stir in the butter and keep it warm.

4 Braai the koftas over hot coals until golden brown outside and just cooked and juicy on the inside. Serve with the porridge and relish.



BEEF RIB BOURGUIGNON POTJIE

Parlez-vous français?

Cooking with red wine is oh so French and this flavoursome potjie is full of ooh la la.

Ingredients

(serves 6)

- 1,5 kg beef short rib, cut into portions (about 6)
- 6 small onions, peeled and quartered
- 2 carrots, peeled and chopped
- 3 celery stalks, finely chopped
- 1 piece fresh ginger of 2 cm, peeled and finely chopped
- 3 star anise
- 1 tablespoon peppercorns
- 2 bay leaves and a twig of thyme
- 4 cloves garlic, crushed
- 3 tablespoons tomato paste
- 2 cups red wine
- 1 cup meat stock
- 400 g mushrooms

Here's how

1 Fry the meat in a black potjie with no extra fat until golden brown all over. The meat is

usually quite fatty and it helps to cut it so that the excess fat gets used rather than adding extra oil to the pot.

2 Stir in the onion, carrot and celery and stir-fry the mixture for a few more minutes. Add the ginger, star anise, peppercorns, bay leaves, thyme and garlic, followed by the tomato paste and red wine. Cook everything for a few minutes and then reduce the heat under the potjie. Add the stock, replace the lid with a few coals on top and let it simmer for at least three hours – scoop off any fat and impurities that form on the surface.

3 Season the sauce to taste with salt and stir in the mushrooms. Now simmer the potjie without a lid until the sauce thickens and the meat is as soft as marrow – for at least another hour. Serve the potjie with samp, mashed potatoes or pap.

Drive & Camp says Longer is better for this meat cut. Make sure you have enough coals and drinks to keep your guests happy – don't rush this potjie.



OX TAIL SOUP

Take your time...

Soups aren't only for starters. This hearty meal can serve as a main course.

Ingredients

(serves 6-8)

- 2 tablespoons cake flour
- salt and freshly ground black pepper to taste
- 1 teaspoon each smoked paprika and coriander
- 1,2 kg ox tail, cut into pieces
- 6 tablespoons oil
- 1 large onion, peeled and chopped
- 2 carrots, peeled and chopped
- 3 celery stalks, chopped
- 2 cloves garlic, crushed
- 1 tablespoon tomato paste
- 1 bottle (330 ml) beer – we used lager
- 1 tin (400 g) chopped tomatoes
- 2 tins (400 g each) beans
- 2 ℓ good meat stock

Here's how

1 Season the cake flour with salt and pepper to taste and add the

paprika and coriander. Roll the ox tail pieces in the flour mixture until coated all over. Heat the oil in the potjie and fry the meat slowly in batches until golden brown. It sounds like a lot of oil, but you can spoon some out later rather than struggling to get the meat nice and crispy. Spoon out the meat and keep the fat in the pot.

2 Fry the onion, carrot and celery until soft and fragrant. Add the garlic, tomato paste and beer and cook everything quickly for a few minutes.

3 Return the meat to the potjie and add the tomato, beans and stock. Simmer for about three hours until the meat is tender. Scoop off any foam and impurities that rise to the surface.

4 Use a potato masher and carefully mash some of the beans while keeping the meat whole. Taste one last time for salt and pepper and serve with delicious bread.

Drive & Camp says If you like, you can flake the meat while mashing the beans. Serve with or without the bones.



RISOTTO À LA MILANESE

To the marrow

Pour yourself a glass of red wine with this one.

Ingredients

(serves 6)

- a lump of butter (use real butter)
- 6 slices of 3 cm thick marrow bones
- 1 large white onion, chopped
- 1 whole garlic
- 1 teaspoon turmeric
- a pinch of dry chilli
- 2 cups risotto rice (arborio)
- 1 glass white wine
- 1 ℓ good meat stock
- ½ cup grated pecorino or parmesan

Here's how

1 Heat a large heavy-bottomed potjie over moderate heat, melt the butter in it and fry the marrow bones until they're nicely golden brown all over. Stir in the onion and garlic and slowly fry for five minutes until fragrant.

2 Add the turmeric, chilli and rice and stir until all the grains are golden yellow. Pour in the wine and stir the rice until all the liquid has been absorbed.

3 Add a cup of stock and stir the mixture until the rice has absorbed most of the liquid. Add the rest of the stock, cup by cup, and stir each time until the liquid has almost boiled away. Ultimately, the rice should be creamy and al dente after about 20 minutes.

4 Remove the potjie from the heat and scoop out the garlic (discard it). Stir the cheese through the risotto and season to taste with salt and freshly ground black pepper. Serve immediately with a marrow bone in the middle of each portion. Add a sprinkling of biltong powder as garnish.

Drive & Camp says Because risotto is quite rich, you can also serve it as a side dish. If you're feeling luxurious, replace the turmeric with a pinch of saffron that you first soaked in a little warm water.

go! **Drive & Camp** MARKETPLACE

• ADVERTISING PROMOTION

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The Red Rock River Camp, an eco-driven campsite, sits on the banks of the Orange River where you can recharge your batteries with a variety of adventure activities.

It is situated in Onseepkans, about 50 km from Pofadder, a settlement in the Northern Cape and close to the Velloorsdrif border post to Namibia.

The Red Rock River Camp welcomes families and groups as well as individuals. There's plenty of opportunities for stargazing and bird watching, rowing on the river, fly fishing, rock climbing and hiking. There is also a 4x4 trail to the Ritchie Falls, plus a beautiful quiver-tree forest about 15 km from the campsite.

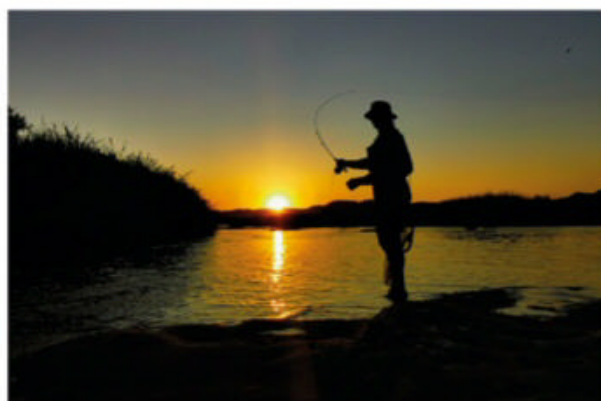
The campsite has 15 stands with separate ablution blocks for the men and women. Each block has four showers and five toilets. A donkey boiler provides hot water.

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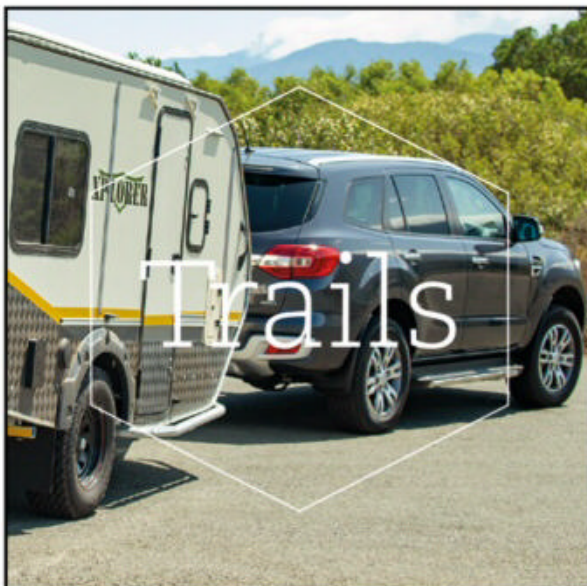
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 Tel. 071 430 6311
nick.fitzell@media24.com

JEANINE KRUGER
 Tel. 082 342 2299
jeanine.kruger@media24.com

THEA THOMAS
 Tel. 071 539 5280
tthomas@media24.com

LIZEL PAUW
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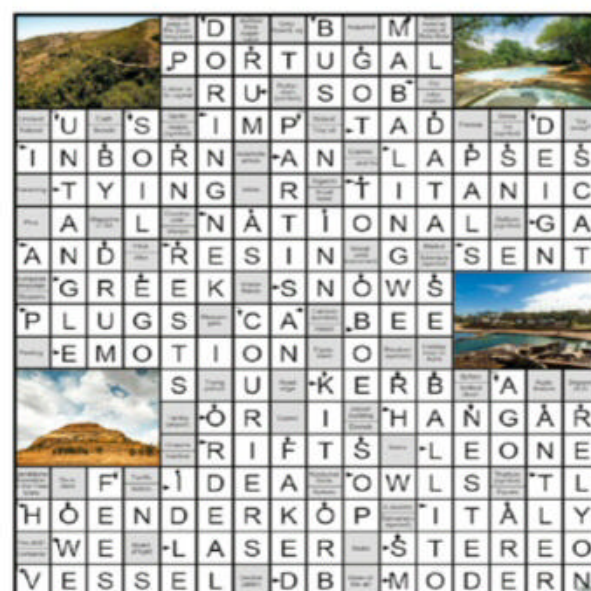
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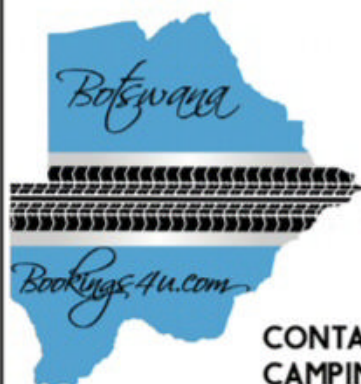
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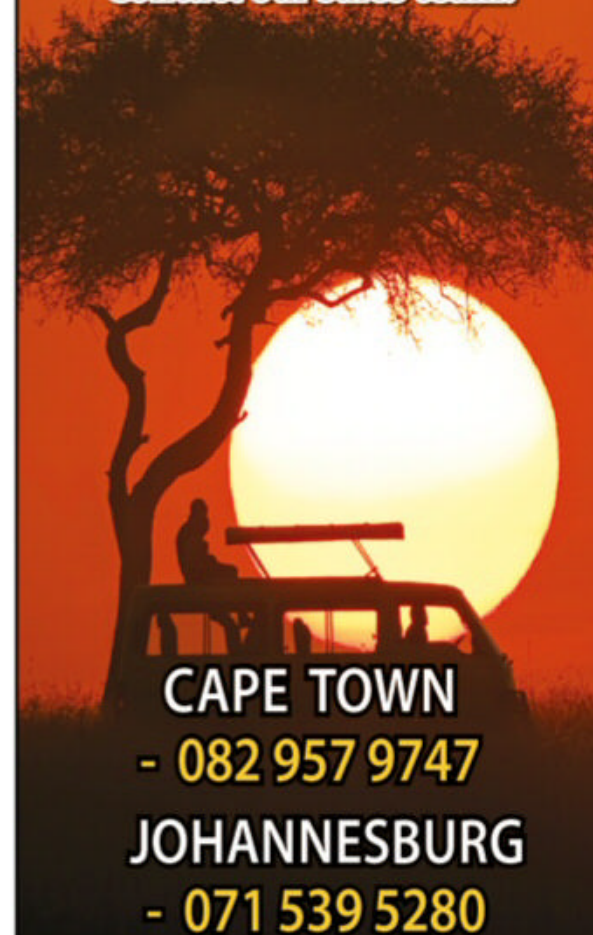


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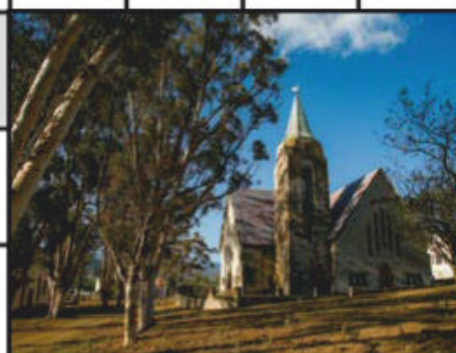
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CROSSWORD

Michelle Rossouw from Parklands has won **Van Loveren wine** worth R1 000 for her entry in the March 2020 crossword competition. Complete this one and e-mail a picture to 📧 drivecamp@gomag.co.za. Please include your contact details. Or do it at <https://bit.ly/2JzXduw>. Last month's solution is on p 108.



COMPILED BY GERDA ENGELBRECHT

Have a glass of wine!

Win with Van Loveren's Tangled Tree range

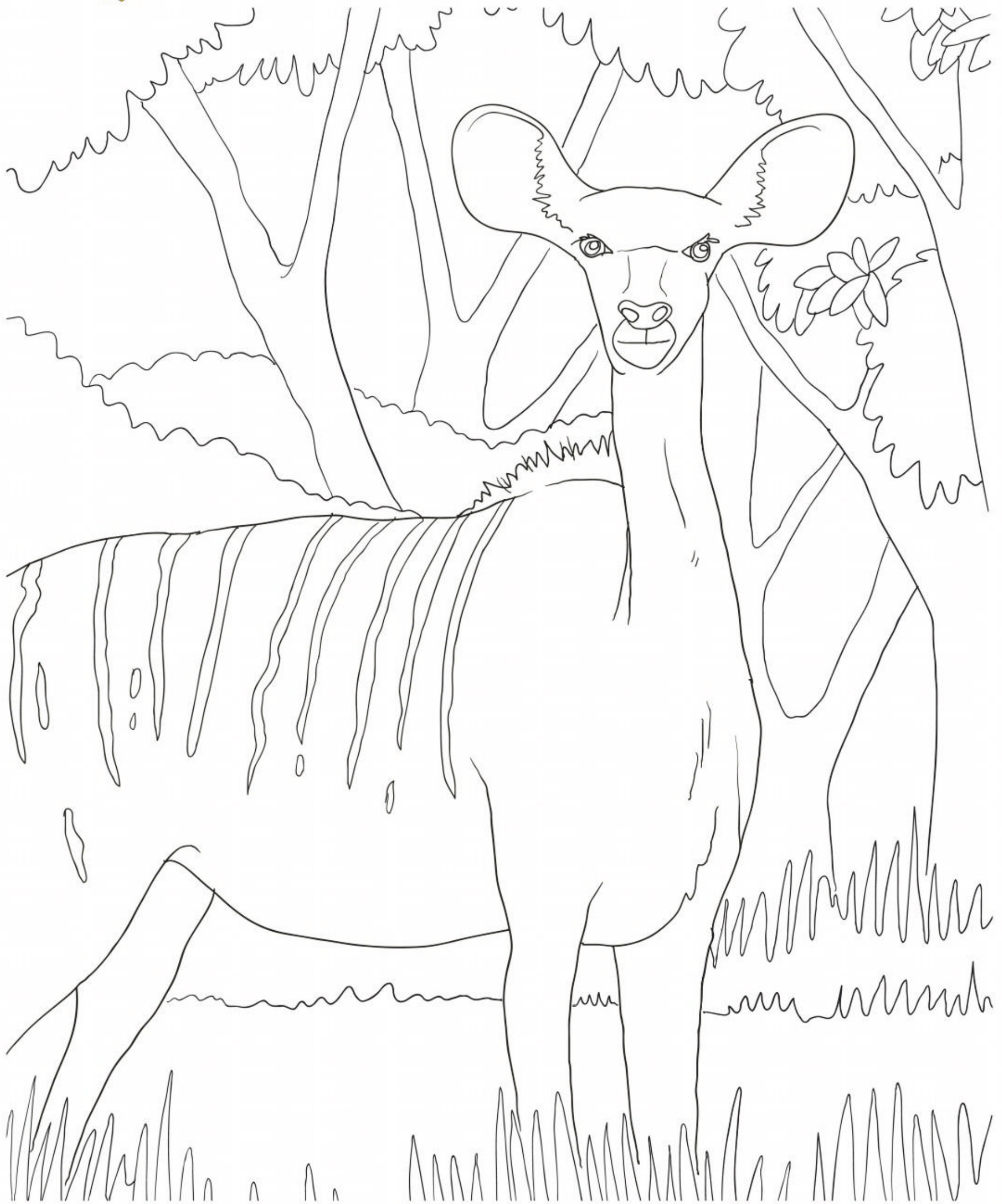
This mouth-watering eco-friendly range was inspired by a tree on the Van Loveren farm. In 1941, Jean Retief ordered a *Rhus lancea* tree from the then Natal province. Her husband Hennie believed that it was the same as the Karee tree that grew along the river and planted a shoot next to it to prove this.

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.

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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.

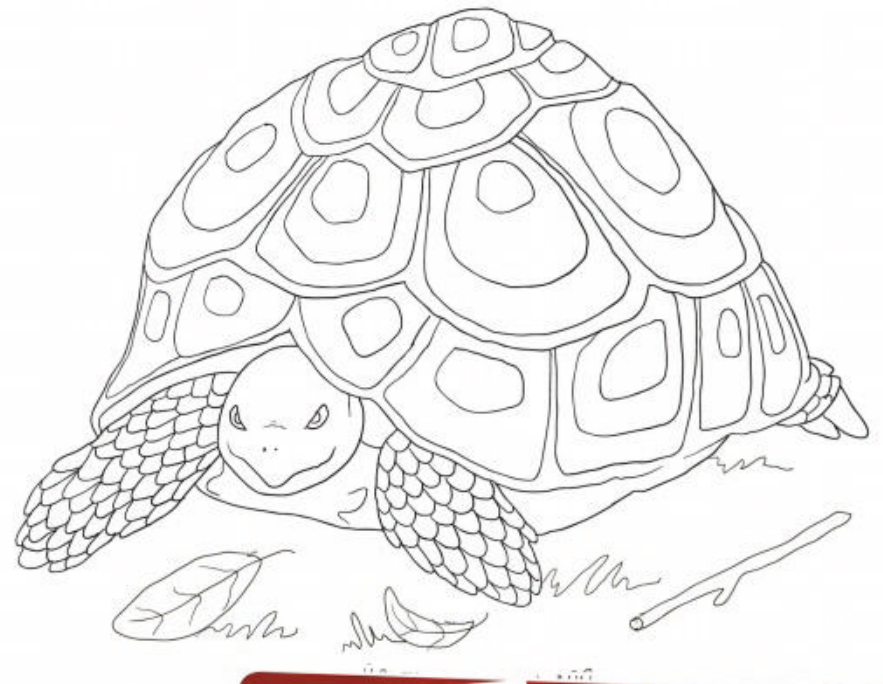
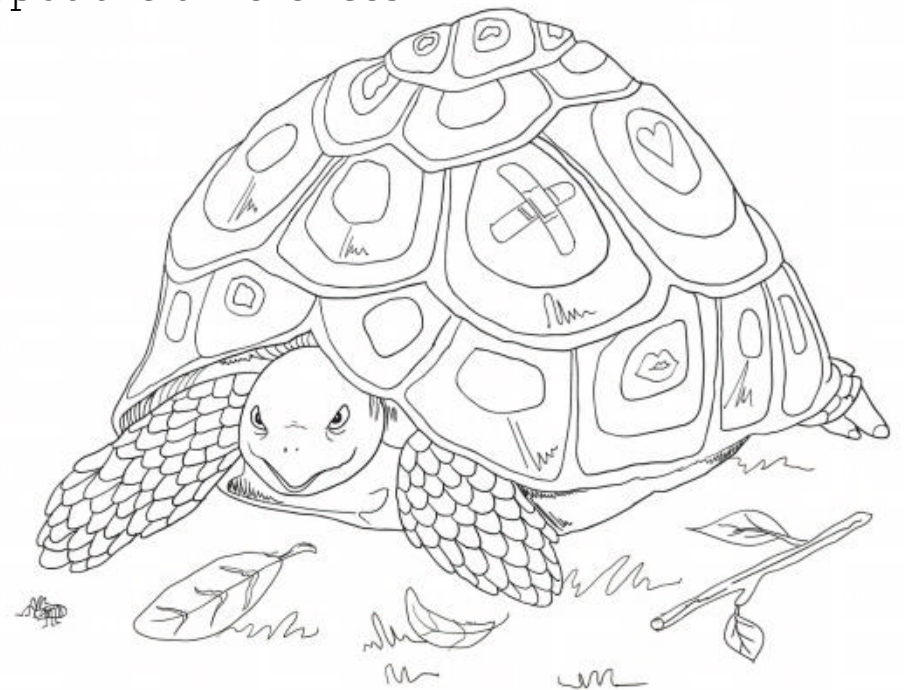
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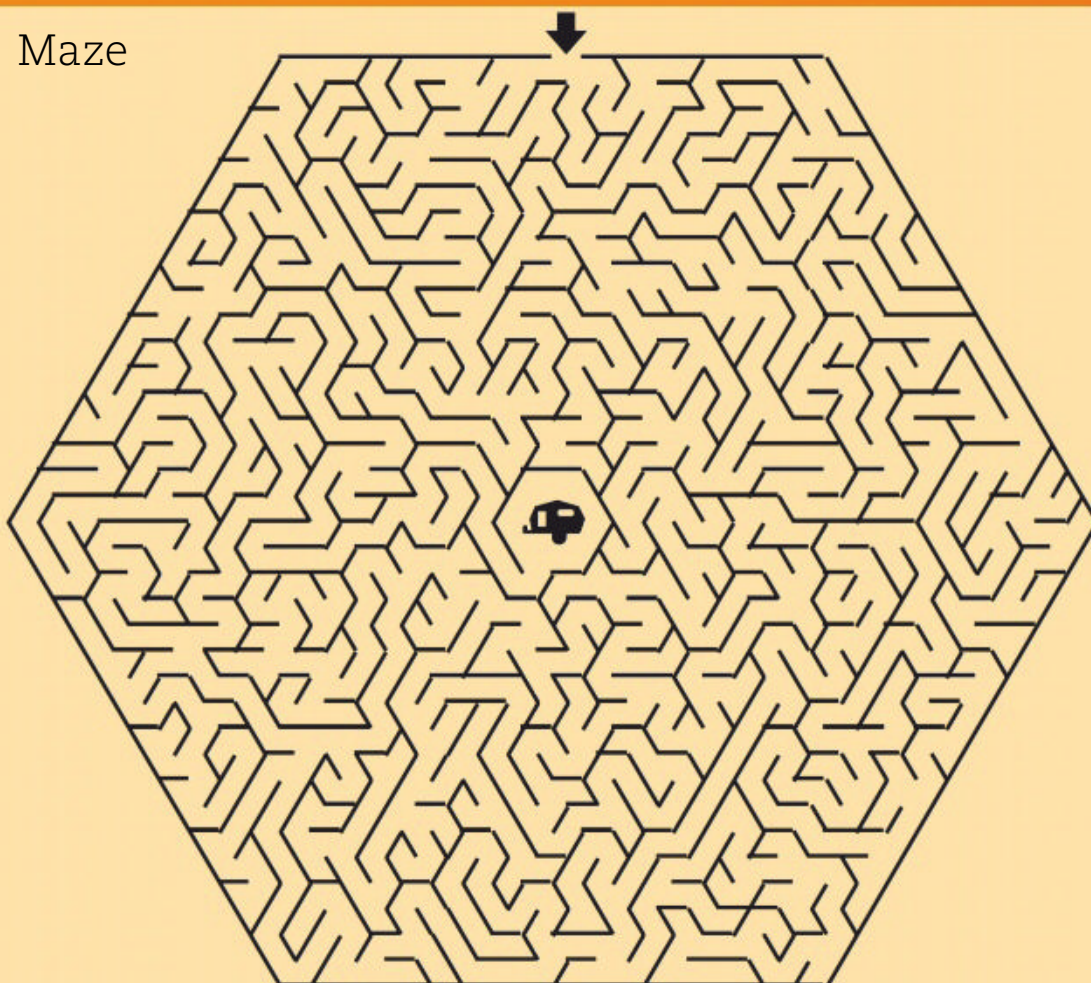
RANDOM ITEMS

- | | | |
|---------------|---------------|-------------|
| Shoe lace | Bottle cap | Rug |
| Street lights | Tweezers | Sidewalk |
| Fake flowers | House | Table |
| Plastic fork | Picture frame | Cat |
| Magnet | Speakers | Credit card |
| Sailboat | Soda can | Sand paper |

Spot the differences



Maze



Animal facts



TARANTULA

- There are around 700 kinds, or species, of tarantula.
- Scientists believe that they have been around for millions of years with little change in that time!
- Tarantulas are nighttime hunters who will pounce on their prey.
- Their worst enemies are the spider wasp and humans who eat them or keep them as pets.
- The Goliath bird-eating tarantula eats larger prey like lizards, snakes, frogs, bats and small birds.

SUV vs bakkie

He has owned and overlanded in both SUVs and bakkies – each type has various pros and cons, says **Mic van Zyl**.

I am not the talkative type at the best of times and even less so when recently sitting in an airport lounge waiting for a flight to Melbourne, Australia.

I was happy to oblige, however, when an elderly gentleman spotted my company logo on my shirt and started chatting about four-wheel driving. It turns out he recently retired and was looking to acquire a 4x4 vehicle for touring. He was undecided as to whether he should get a SUV or a bakkie and he asked for my opinion. This isn't the first time that somebody has posed this question to me and I'm sure it

won't be the last time either. While sharing my thoughts, I realised that even I am conflicted about which is better. I've owned both types of vehicles and various things about each stand out for me as good and bad. In my experience, SUVs have an advantage when it comes to off-roading. It's not a big advantage but in certain situations it is telling.

MOST SUVs ARE constant 4x4s which is a good thing in my books, whether you are off-road or on a paved road in the city while it rains. Constant traction from both axles has to be better than traction from only the rear on a part-time 4x4, as is the case with most bakkies. I don't understand why all 4x4 bakkies are not constant four-wheel drive vehicles and in my opinion the Mitsubishi Triton and the Volkswagen Amarok have the upper hand here.

The slightly shorter wheelbase of a SUV as opposed to a double-cab bakkie is better when negotiating difficult terrain when going off-road. The longer distance between the axles of double-cab bakkies can get you hung up more easily. A shorter wheelbase also means a smaller turning circle and the SUVs are a tad shorter than their double-cab counterparts. This is especially useful in and around town.

Most SUVs feature coils springs on the rear axle as opposed to leaf springs on bakkies. Coils articulate better than leaf springs especially when the leaf spring features a pronounced overload or second stage in their design. Better articulation will ensure more chance of constant traction when negotiating undulating terrain. The rear coil springs are also more comfortable.

While most popular SUVs are based on their bakkie counterparts, they normally feature more luxury and safety features than their bakkie cousins. Again, I find it difficult to understand why this is so.

“

SUVs have an advantage when it comes to off-roading. It's not a big advantage but in certain situations it is telling

”

DOUBLE-CAB BAKKIES come into their own when fitted with a metal canopy and a good dust seal kit. This will turn your bakkie's load bin into a huge utility space that can be configured for overlanding.

While this can be done on a smaller scale in the back of a SUV, you will hear every noise and rattle from your equipment in the back, not so in a bakkie. Most metal canopies feature side doors that lift up and they are ideal for reaching gear anywhere in the rear of the bin and, in some cases, you can have an entire kitchen built into one of the side openings.

I have also found that double-cab bakkies tow better than their SUV counterparts. The longer wheelbase and heavier weight give them the advantage here. With the exception of the Hilux and Land Cruiser, most modern bakkies have relatively decent ride quality unlike bakkies of old. Then, of course, there is their dual-purpose ability to also cart away the garden refuse on the weekend or help that mate of yours move house.

The answer really lies in what your requirements are and what you are willing to live with on an ongoing basis. I really like driving my Land Cruiser 76 SUV around town and it is a great off-road and long-distance tourer. I do wish I had the setup of my previous Ranger in the back, though. Perhaps my next choice will be a double-cab again.

Hurry up!

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A cancellation headache

With the national restriction due to COVID-19, SANParks handled the emergency cancellation of reservations really well. That, however, wasn't true of all campsites, says **Neels van Heerden**.

When the government announced all tourism accommodation had to shut their doors for the duration of the national lockdown due to the COVID-19 pandemic, social media buzzed on the topic of campsite cancellation policies.

SANParks was one of the first institutions to respond to the expected increase in cancellations, and this organisation gets full marks:

I was able to cancel my reservation at Satara for the

end of April without any hassle. I decided to retain the full credit with them – I'm confident that Satara will reopen later in the year. SANParks also provides for a full refund.

However, this fantastic approach did not apply to everyone, and the online discussions soon revealed the deeds – and misdeeds – of some campsites. There was particular concern as to whether campsite cancellation policies allow for an unusual event such as the lockdown.

ONE OF THE QUESTIONS that caught my eye was whether the outbreak of a pandemic could be considered an act of God. In legal terms, that is a natural catastrophe that no one could have prevented, something like an earthquake, hurricane or tsunami.

These disasters can be given as the reason or excuse as to why an agreement (your booking, in this case) is not honoured. But I don't know whether a campsite is obligated to repay your deposit in this case. Maybe there's a legal expert among our readers who would share their opinion?

Then there are the campsites that don't have any significant policies or are simply clumsy in their approach. It has, however, been encouraging to see so many campsites being lenient during the lockdown.

The best outcome for both parties is a deal that delays the visit to a later date. There are campsites that require a small administrative charge to move dates, but I feel it's unfair for campers to forfeit the full prepaid amount or deposit because of the lockdown.

I am no expert on consumer law, but I read an article where the ombudsman, Magauta Mphahlele, talked about the implications of the

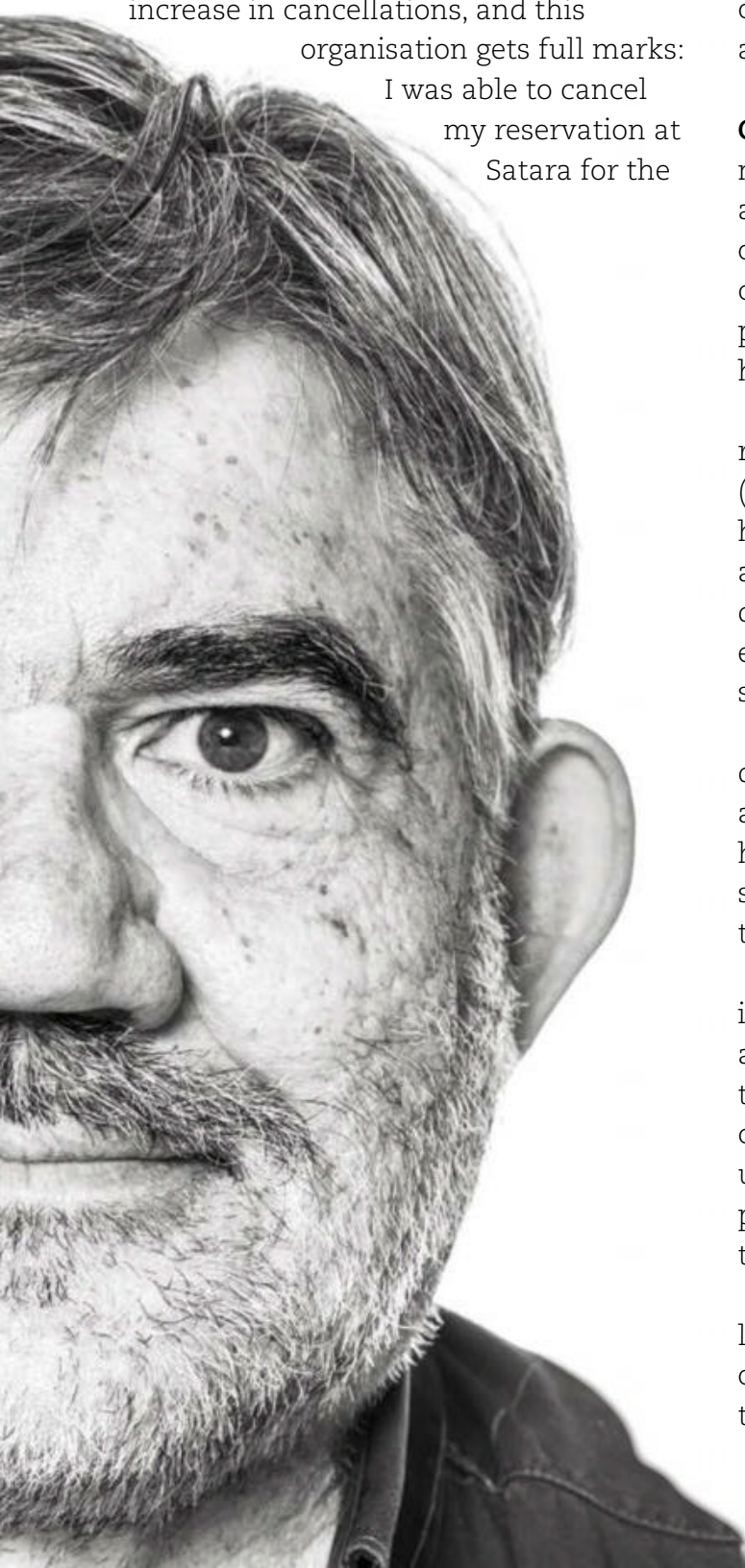
lockdown on bookings and cancellations. She believes the announcement of an overall ban on gatherings and trips for holiday purposes has forced both parties to cancel advance reservations and she confirms that neither party is at fault. She says the law is clear that consumers should not be penalised during the lockdown, but also states that the service provider has the right to offer an alternative to the consumer rather than a cash refund. A campsite is therefore not obligated to refund your deposit if it gives you a reasonable offer for an alternate date.

THERE IS, OF COURSE, the flip side of the coin when we talk about the financial well-being of especially smaller campsites. These places cannot summarily suspend paying salaries and chances are good that campsites will need to survive more than three weeks without any income.

The camp economy will suffer. The government, with the help of private businessmen, has already indicated that there will be help for small businesses.

With regard to the camping industry, I hope it focuses on retaining jobs and that that also spills over to businesses that are directly and non-directly involved in the industry.

“A campsite is therefore not obligated to refund your deposit if it gives you a reasonable offer for an alternate date”





Bakkie Run postponed until September

As we experience the impact of **COVID-19** spreading across the world, we want to take this opportunity to reassure you that *Drive & Camp* and *Media24LIVE* are taking the situation seriously and

have contingency plans in place.

As a precautionary measure to mitigate the impact of the spread of the virus on our business and ensure the safety of our sponsors, readers and staff we are in the process of finding new dates for all events

scheduled up until the 31 July 2020. All events scheduled after this date will continue as is.

The Bakkie Run will now be taking place on 3-6 September 2020 and we will be in contact shortly to finalise the necessary arrangements.



The curation of courtesy

The internet is full of rubbish jokes, but occasionally something novel pops up that could very well turn society on its head – in this case the inconsiderate drivers and poor parkers of the world, says **Kyle Kock**

Let's face it, with the increasing number of vehicles on our roads, it seems decency and common courtesy have been thrown out the window as many motorists adopt an attitude of putting themselves first.

This in an era where general lawlessness seems to be the order of the day as minibus taxis continuously commit the most atrocious road-traffic violations, e-hailing drivers who turn or stop suddenly because they don't know the lay of the land, and delivery riders on scooters and small-capacity bikes that dangerously teeter between life and death as everyone interprets the rules in their own way. And don't get me started on the motorists still using their mobile while driving...

You'd think that local traffic officials would come up with proactive and forward-thinking ways of dealing with these issues, but they've largely dropped the ball with the draconian camera-behind-a-bush method and similar passive enforcement. Actually, representatives of the law targeted drivers of the e-hailing service Uber by impounding vehicles and subjecting them to massive fines for the first and second offences. Now I don't know about you, but I don't recall when last I was really upset that my driver didn't have some special sort of permit to drop me off at the airport. But people stopping in the middle of nowhere, or driving on

the pavement or in an oncoming lane to avoid traffic bothers me plenty.

As South Africans, we'd like to think that these problems are exclusive to us, but a couple of years ago a few Russian activists showed the world just how bad their drivers were. Enter StopXam, which roughly translated means stop a rude person or stop a douchebag (SADB, as their channel on YouTube is named). They like to call themselves active citizens, who are trying to affect change in the general attitude of Russian motorists by encouraging better behaviour.

SADB'S PREMISE IS to show up in a place where the public, especially concerned residents of certain areas where the rules seem to be especially loosely interpreted, expresses concern about lawless motorists. They don't look threatening and are dressed just like anyone else. But they plant themselves in hotspots and wait for the rule-breakers to arrive.

“

Decency and common courtesy have been thrown out of the window as many motorists put themselves first

”

Most of the group's videos depict them stopping drivers who hop onto the curb and use the pavement as a convenient way to bypass traffic, while their fellow motorists are forced to sit bumper to bumper. Some are even brazen enough to hoot at pedestrians and flash their lights in an attempt to make people move aside where moms with prams or cyclists have the right of way.

The SADB activists then stand in the way of the offending motorists, and politely ask them to back up and rejoin the road where they hopped the curb in the first place. “No, not right there next to the vehicle, sir, so you'll have to reverse” or “No miss, you can't take a shortcut to the garage on the pavement” or “This area is reserved for pedestrians, and you're not allowed to bypass traffic here.”

Some drivers really do show remorse or sheepishly reply that they're late for work or that they simply do it because they see others getting away with it (sound familiar?). And will reverse or genuinely attempt to turn around on the spot and drive back the way their came.

UNFORTUNATELY, AS YOU can well imagine, there are also those who respond with indignation or arrogantly want to continue along their chosen path and ask why they're being filmed. And this is where it gets quite interesting, or amusing, depending on how you look at the situation.

The activists will inform the driver that according to the Russian constitution, a member of the public is allowed to film a crime taking place and hand a transgressor a written complaint. It just so happens that SADB have their complaints printed out on massive round stickers, which proudly states “I spit on everyone else, I drive where I want.”

If the driver revs the engine or edges toward one of the activists, sometimes actually hitting one or more of them with the vehicle in the knees or shins, they’ll get a sticker on the windshield on the passenger side. But according to Russian traffic law, once they’ve touched a pedestrian with a vehicle, then that’s a traffic accident and they must wait for police to arrive on scene. Of course, some drivers try to flee the scene, only to have a brave activist or two lay on the bonnet and paste another sticker or two. The driver eventually has no option but to stop.

Some of the drivers also fancy their chances in hand-to-hand combat and warn the activists they if they dare paste the sticker there’ll be a punch up, or they walk to the boot of their vehicle and produce a baseball bat or some other kind of weapon.

Beating someone up because they’re recording you driving on the pavement is definitely illegal – even in Russia.

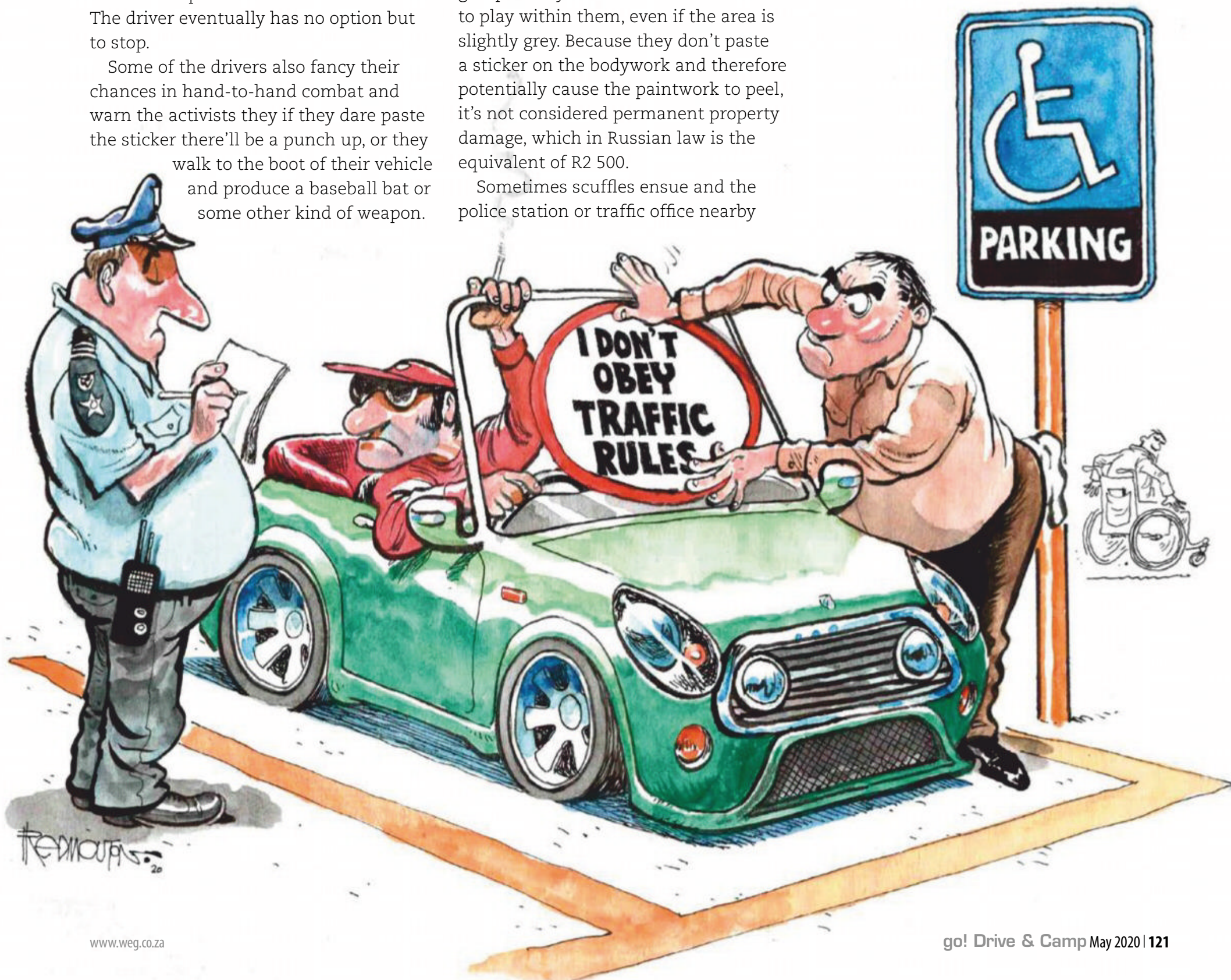
THE GROUP ALSO tries to encourage good parking habits, by politely coming up to those who make up their own parking bays, park in disabled or loading zones, or block traffic with their hazards on (usually a taxi cab waiting for potential passengers), and warning the driver that the vehicle shouldn’t be in that particular spot. Those who get mouthy get a sticker.

The stickers themselves are not easily peeled off, let me tell you. I don’t know exactly what they’re made of or what adhesive is used, but once they’re on the screen, they don’t come off easily. SADB will then recommend water and the use of a scraper for 30 minutes. The group clearly knows the rules and how to play within them, even if the area is slightly grey. Because they don’t paste a sticker on the bodywork and therefore potentially cause the paintwork to peel, it’s not considered permanent property damage, which in Russian law is the equivalent of R2 500.

Sometimes scuffles ensue and the police station or traffic office nearby

will send patrollers to the scene. The offending motorists are downright disgusted to hear that SADB’s concerned members are acting 100 % within their rights and will usually skulk away with a fine for illegal parking or driving.

Now you could say that SADB is just some sort of vigilante-type organisation, but not once have I seen any of its activists be detained. Perhaps they could do what they’re doing some other way, but the way they’ve chosen is downright effective. At the very least, it reminds some motorists that not everyone is willing to put up with bad behaviour on the road or parking lot. And that even thuggish behaviour won’t spare them the laborious effort of removing a plucky sticker from the windshield if they don’t abide by the rules like everyone else. 🚗



... AND FINALLY

Off-roading Jazz hands

You can expect to see all manner of SUVs, bakkies and pipe cars in any remote region where off-roaders thrive, but nobody expects to see Jeff Palma's uppity Honda Jazz trading punches with 'legit' 4x4 vehicles.

The Honda Jazz is one of the more expensive little hatchbacks on sale locally, but it makes up for its premium price tag by being loaded with clever packaging and tech features. It makes a lot of sense for the school run and grabbing groceries on the weekend, but you don't buy one of these to go bundu-bashing – unless you're a YouTuber from California called Jefferson Palma.

After purchasing his used 2015 base model Jazz (called a Fit in most other markets) in December 2017, Jeff decided to go the route most people who modify little hatchbacks go by lowering his suspension slightly and adding minor cosmetic details, including a front spoiler and side skirts to make it look a little racier.

After a fender bender, he removed a few panels and added flares so that the aftermarket alloys fit snugly in the wheel arches, but he soon added a bike and a roof rack and thought it would be a good idea to lift his suspension so that he could also go exploring off the beaten track.

And that's what he did, along with fitting a set of all-terrain tyres – these modifications alone were enough for Jeff's camping and trail riding. But the bug had bitten, and soon he started fabricating and fitting his own parts. The Honda soon started featuring donor items – the first being a snorkel from a Toyota Tacoma, followed by a Jeep Cherokee's fender flares. The terrain got rougher and Jeff ordered a set of 31" mud tyres as well.



Interestingly, Jeff's Jazz (like any model) is just a regular old front-wheel drive model, but he seems to have no issue with sand, mud and snow, thanks to his car's low mass and the extra footprint by way of the big rubber.

The modifications haven't stopped, and Jeff recently changed his roof rack for a sleeker unit and made his own rock sliders for when the going gets rough. The 1,5-litre VTEC engine can deliver outstanding fuel consumption, but Jeff pays a penalty at the pumps of between

10,6 and 15,6 litres/100 km because of his modifications – also depending on his driving.

So far, Jeff's been to several state parks across the United States as well as in Canada and Mexico. It doesn't look as though Jeff's adventuring is going to end any time soon because he has made it his personal goal to clock up a million miles with his Honda Jazz (1,6 million km) and he will continue to document his travels on his YouTube channel: *Whatz Production*. Nice one, Jeff.



Have you spotted any whacky wheels on your travels? Tell us about it and send a photo to *go! Drive & Camp*, PO Box 740, Cape Town 8000 or drivecamp@gomag.co.za



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