

go!

GEAR SLIP INSIDE A SLEEPING BAG — PAGE 96

DECEMBER 2019 | ISSUE 29 | WWW.WEG.CO.ZA

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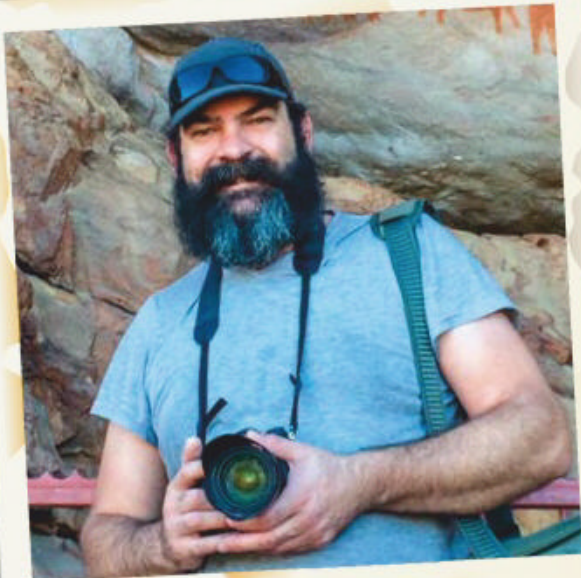
The Hilux Legend 50 is a celebration of 50 years of tougher-er, with both technological and design updates and 13 models to choose from. The exterior boasts a more aggressive grille and front bumper, unique wheel design, black styling bar, roof rails* and a tow bar; while the interior has a larger, integrated multimedia display and smart entry* with push start*. Legend 50 badging inside and out ensures the legendary legacy continues. *Available on selected models.

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“

Don't beat yourself up about everything you didn't get to do. No, now's the time to spend time with family and friends...

”



Cyril, Kyle and Leon

Can you believe we're in the home stretch of yet another year? I don't know whether it's because we're getting older, but it feels as though January and December shift closer together by a few days each year.

And now, as the year draws to a close, you also wonder what happened to all the plans you made at its start. I was more than ready to hitch a caravan and explore Botswana with my family and some friends. But hey, you know what they say about the best-laid plans.

Maybe next year...

Just don't beat yourself up about everything you didn't get to do. No, now's the time to spend time with family and friends, and recharge your battery for 2020 – it will no doubt be a year full of challenges.

I'd also planned to give a quick oversight of 2019 here, but Kyle got in there first with his summary of the highlights in the camping and off-road industries over the past year on page 86.

If you're going away over the holidays, please drive safely and enjoy the breather. On behalf of the entire *go! Drive & Camp* team, I wish you and yours a joyful Christmas.

Safe travels!

Schalk

EDITOR

schalk.jonker@media24.com



Owen, Erika and Dominic

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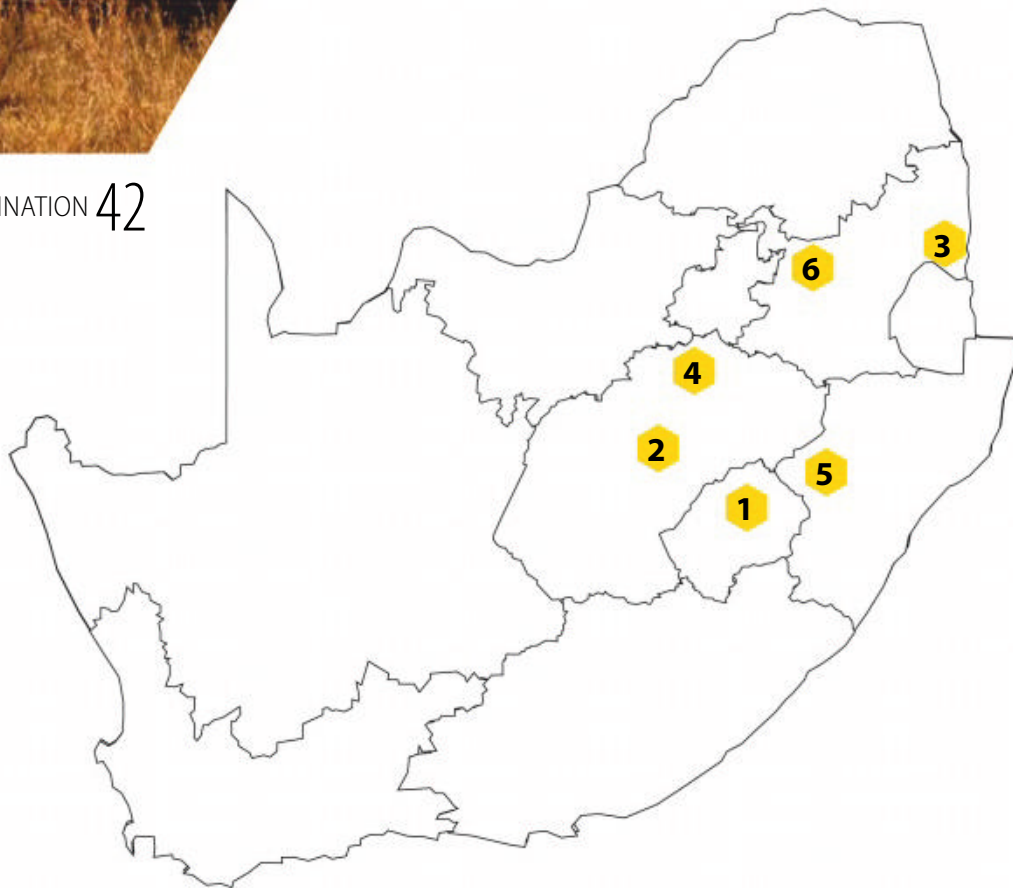
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#29 COVER IMAGE – LEON BOTHA

“Ford’s new Raptor turns heads, and even more so when towing a caravan. Its strong genes show in tough 4x4 conditions, but we take a look at how it performs on tar with a tonne on the hitch. Here it is, just past the Berg River Dam, on our way back to the Cape.”

Settings F9; 1/640 s; ISO 640; 40 mm

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MEDIA24



SAND & SEA In the next issue, we visit the notorious Doodsakker in Angola. We explain how to cross it safely, reveal some of the secret sights in the surrounding area and suggest places to stay. The Flamingo Lodge pictured here is certainly worth a visit.

PHOTO **CYRIL KLOPPER**

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We love hearing what you have to say! Please write to us at drivecamp@gomag.co.za and do remember to provide your full address and contact details. *go! Drive & Camp* reserves the right to edit and abbreviate letters – and to publish them in the magazine, on the website and elsewhere.

Nothing wrong with Land Rover

Some people – and that includes certain friends – always have disparaging comments when they see you driving a Land Rover. My wife Annamaria bought a new Discovery Sport HSE in 2015 that now has 45 000 km on the clock. This vehicle is an absolute pleasure and so far, hasn't given us any problems.

We recently drove it to Namibia to attend the sixtieth birthday celebrations of friends at Sesuviel. While there, we had to drive through thick sand on our way to Dwaalduin. We switched to sand mode and proceeded without any issues. And that's when one of our friends – in a Lexus LX – got stuck.

From Sesuviel, we drove to Walvis Bay. We went through Solitaire, on one of the worst roads I have ever experienced. I was very impressed with the Disco and once again there were no problems, and the rest of trip to Erindi and Windhoek went as smoothly.

I drive a Volkswagen Touareg myself and I'm equally satisfied with it.

SMITTIE DE VILLIERS
Pretoria

By the way, Smittie is Gino's dad... and we know what he drives! – Ed

Facebook comments

Speaking of Land Rovers, here's what our Facebook friends had to say about the brand:

Mathys Johannes Mathey
Everyone always has something to say about Land Rovers leaking oil. My reply would be that a Landi is merely marking its territory. I had a Discovery that never leaked any oil though.

Henri Henri Conradie
When Land Rover owners braai, the topic is usually about hunting, camping and fishing. When Toyota owners braai, they talk about Land Rovers.

Andre Rios
If a Toyota was only half as good as all the Land Rover jokes, I would buy a Toyota.

Llenny Bardin
Have any of you heard all the crazy jokes about Ford? The Land Rover guys don't have to feel bad.

Klasie Hreling Olivier
Someone who speaks negatively about a Landi usually owns a company car.

Gerhard Human
I love Landis myself, but do you know why they always use Land Rovers in the Camel Trophy? Apparently, it was to make the contest even tougher.

Werner Barkhuizen
Put a cat in a Mercedes-Benz ML with all the windows rolled up for an hour, and it will suffocate (two hours in a BMW X5). Put the cat in a Land Rover and after 15 minutes the cat will have escaped.

Roelof van der Breggen
I've stopped at many places and saw people admiring and taking pics of my Landi. I've never seen a stranger take photo of someone else's Japanese car. Then you know you just have to laugh at the jokes, because you have something they don't have.

Sarel Jacobsz
A Landi is the only "green" vehicle you get, because it puts the oil back into the earth.

Johan Buys
I also love a luxury 4x4, but unfortunately I have to be able to get everywhere. Land Rover is a lifestyle, and if you don't have one, you won't understand. I own a 2004 TDS with 554 000 km on the clock – it's a workhorse matched by few.

Armand Steyn Smith
My Land Rover doesn't leak oil; it simply self-lubricates the chassis.

Kobus Vermeulen
A Land Rover doesn't leak oil; it sweats power.

Gert Engelbrecht
A friend gave me a nice Land Rover jacket the other day, but it leaked oil in the wardrobe. I had a Land Rover myself and towed a boat with it. It's by far the best boat towing vehicle ever...

Piet Leuz
What do you call a Land Rover with two exhaust pipes? A whoelbarrow.

Carol Sebestiaan
I don't know what all the fuss is about. My Landi has 400 000 km on the clock: 200 000 km on the road and 200 000 km on the back of a flatbed.

Chris en Alida Laing
It's just like our Jeep. Nobody can tell us we didn't buy a good vehicle because the Jeep has already done many kilometres. The same goes for Defenders. You get some with problems and some without. Enjoy your Defender if it gives you good service!

Dup du Preez
In the Land Rover manual you will find a bus schedule on page one.

Konrad Myburgh
Land Rovers don't have engine numbers, just expiration dates.

Johan Coertze
There are only two man-made things on earth that you can see from space: The Great Wall of China and the crack in a Land Rover's engine block.

Sontie Bruwer
I love my Landi and participate in all the jokes – sometimes making a joke at my expense.

Maarten Kruyshaar
That's what makes life beautiful. You can still make jokes about someone else's vehicle. But hear me out, Mahindra stays the best!

Cruisers rule the Sahara

I read the comments about Land Rovers in the October issue with great interest.

When I think of this iconic vehicle, its dedicated owners forever tinkering under the bonnet come to mind.

I have toured the Sahara many times with tour operators, and here Land Cruisers rule without a doubt. I estimate they make up a good 90% of the total number of

4x4 vehicles. At one point I asked a tour operator why they use Land Cruisers rather than Land Rovers, and his response was: "Land Cruiser est plus solide" – the Land Cruiser is stronger. So it is clear that Land Cruisers are considered the preferred workhorse in the desert because their power and are more reliable than their British counterpart.

In these old French territories, you don't see any Land Rovers; most of the other 4x4 vehicles are Nissan.

GRAHAME MCLEOD
Tonota, Botswana

WINNING LETTER

Grahame 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.





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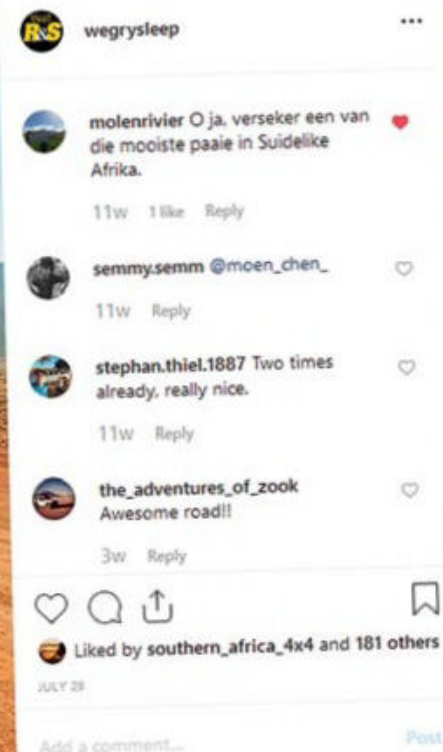
Where's the rider?

Take a look at this unique motorhome I took a photo of in Hermanus. The stirrup on the right of the bumper takes the cake!

FRANK WESSELS
Hermanus



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



CORRECTION

In the trail guide of the November 2019 issue titled "Off-roading in ancient lands" we incorrectly referred to the Watervlei 4x4 trail of the Tankwa Karoo National Park as the Graskop 4x4 trail. Thank you, Willie Engelbrecht, a SANParks honorary ranger, for pointing out our mistake.

Photo: Martin Etsebeth



COMMENT OF THE MONTH!

It seems the end has come for the Malgas pont, which has been pulled across the Breede River by hand for a 150 years. Just like so many others, Tewis Prinsloo has also been on it.



"That's right, I've also been on the pont. We even helped get it to the other side. We still pulled the cable by hand; that was a good 20 years ago. The nostalgia around this ferry will always remain with me, but I assume the new one will be safer with a greater loading capacity. I'll have to go and try it out."

Driving on the beach

We really enjoyed the article "Jewels along the West Coast" by Cyril Kloppe in the October issue. The trail runs along the beach all the way to Hondeklip Bay.

In the article, Cyril mentions that you need a permit to drive on the beach. Where and how does one obtain such a permit?

THEA VISSER
Cape Town

Cyril replies Getting a permit to drive on the beach is extremely

difficult. You must contact the Department of Environmental Affairs and they'll send you an application form. But they'll only issue the permit if you're arranging a fishing competition, are disabled or do research for a university.

I didn't drive on the beach and so didn't need a permit, but the twin track runs to very close to the beach at some points. If you stay on track, you won't need a permit either – unless you want to veer off the trail to drive on the beach.

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Lord of the skies

When everything comes together and you spot a winning pic, your camera is the first thing you reach for. That's exactly what **Juanita Loubser** from Paarl did.

"I shot this bateleur at the Rooibrak waterhole in the Kgalagadi Transfrontier Park. It was late afternoon and it was sitting basking in the rays. I was seated on the passenger side as my husband, Nico, slowly drove closer to the bird. As we got closer, I took the photo through my husband's open window. My camera was in automatic mode, I find that works best for me when we're moving."

This bateleur looks as though he's waiting for the photo, but Juanita couldn't have captured the moment any better. The secret lies in how she uses the static background to place the focus on the bird.

In this automatic mode, the camera gives preference to shutter speed. This will then necessarily mean a larger aperture (in this case f5,6), which in turn produces a shallow depth of field. So, the focus on the windmill is soft – it almost looks like a painting.

The bateleur, in turn, is sharply in focus and therefore stands out well against the windmill. In fact, the depth of field is so shallow that the bird's shoulder feathers and the top of the stump are sharpest. These different focus levels give the photo a spontaneous depth.

The composition plays an equally important role. Although the bird is in the middle on the horizontal line, it is on the third line of the vertical axis. Furthermore, the stump on which the bird sits, runs from the right-hand corner of the photo, which in itself balances with the windmill in the background.

The sun's rays also seem to be coming from behind Juanita's right shoulder, and she couldn't ask for better lighting. The low sun creates warmer colours – the orange on the rusted parts of the windmill and the bird's back feathers look about the same.

If you have to complain about something, it's the tail feathers that touch the frame, but it doesn't detract from an otherwise excellent photo.

Second nature



When you're on the move, your camera is usually within arm's reach. Three readers show what they encountered while on the road.

Words **Leon Botha**

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Lonely and alone

A visit to Etosha involves more than just animals and pans – just look at this pic by **Pierre Gouws** of Rooihuiskraal in Centurion.

"This tree is near Salvadoria on the edge of the Etosha Pan. I shot it late morning after it rained the previous night. It was still cloudy. I was awestruck by the desolate landscape with the tree and the puddle beside it."

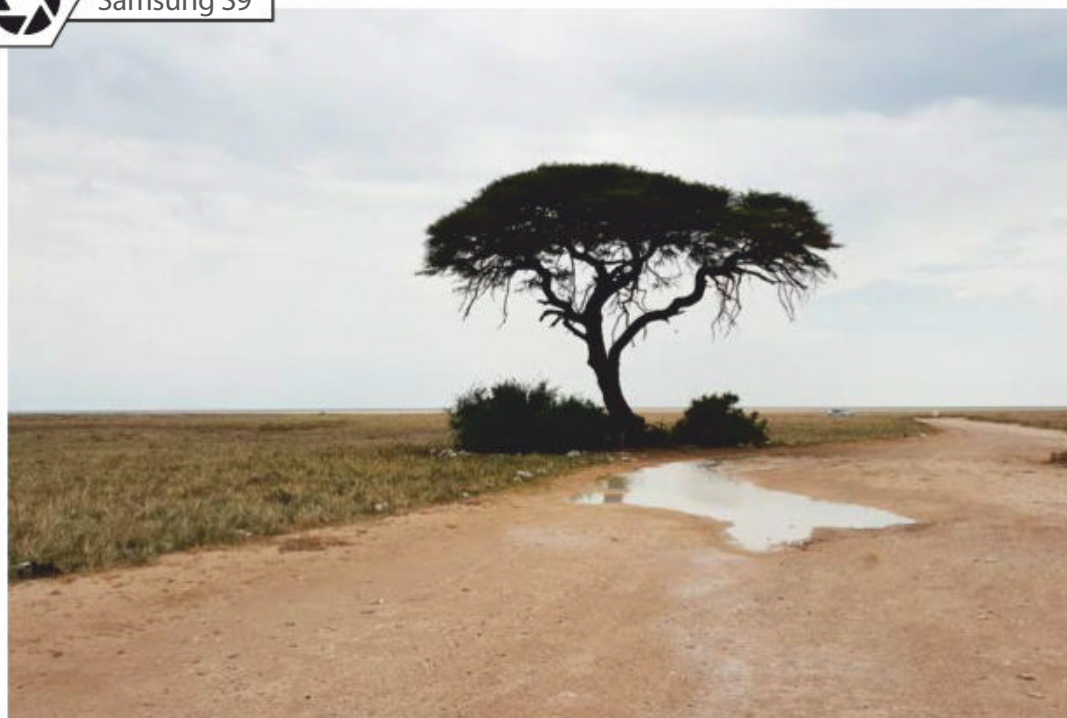
The tree in this arid landscape really stands out. As Pierre explains, it was cloudy, resulting in a more even light. It's a beautiful scene to capture – even if the light doesn't always play along. (For example, it would get new life if you were to pass by early morning here with a blue sky.)

So, the scene is slightly passive, but if you don't mind adjusting your photo, you can turn it into more of a work of art. The colour in the original photo doesn't significantly contribute to making it a better photo. But still, the photo has strong graphic elements: the tree itself, the horizon line as well as the diagonal line of the road's edge that runs obliquely under the tree.

By converting the photo to monochrome, you enhance those elements, and if you slightly darken the top of the photo, you also see more detail in the sky. Finally, you could crop out the superfluous foreground... and now you have an image to frame and put up on your wall.



Samsung S9



Samsung S8



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

Branching out

While touring Botswana for two weeks, **Michiel van Tonder** from Durbanville made sure he took lots of pics for the family album.

"I took this photo as the sun set over the Chobe River. A bird posed beautifully right in front of the bright sun as it sank behind the horizon."

By placing the bird in the brightest part of the photo, Michiel makes you not wonder for a second about the focal point.

The branches below the bird seem messy, but this pattern is repeated in the feathers of the bird (which looks like it might be an African darter). It almost looks like the guy has been through a washing machine. But he's busy drying his feathers in the last rays of the sun, of course.

Because all the detail in the dark bits tends to black, the branches form a silhouette and the bird's outline becomes part of that. But thanks to the bird's placement on the brightest part of the photo, you can easily spot it.

Finally, the flat frame rounds off the photo nicely with the tree at the far right of the frame – it forms the anchor of the photo's composition.

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BorderX goes Extreme



Only a few months after the launch of BorderX's double-axle caravan, the Expedition, the off-road caravan manufacturer in Pretoria unveiled a smaller version.

According to the owner, Werner Pretorius, the newcomer is called the Extreme and it's aimed at couples. Buyers can expect the same building materials and finishes used in the Expedition.

Werner listened to older campers when designing the Extreme: it fits in a standard garage and, unlike the trend, doesn't have a bed that folds out because the canvas sides of such a bed don't offer enough security. Older campers want to sleep inside the caravan. Furthermore, people were looking for a lightweight caravan, and with a gross vehicle mass of 1 300 kg, the Extreme is light enough to tow with a mid-range SUV.

Buyers can choose between a double bed or two single beds with a narrow aisle in between. In both, the sleeping space is in the nose with the door at the back, where there is an open space for a small table top that folds out to the left. You also get two choices for the right panel: either the whole panel consists of cupboards, or you can choose to get only half the cupboards with a shower cubicle (which also accommodates the cassette toilet).

As is the norm, the outside kitchen is on the left, with the fridge/freezer that slides all the way from of the nose cone on the left and then lowers so you can easily see

what's going on inside. A unique touch.

The drawer with the two-plate gas stove and sink sits between the fridge/freezer and the wheel. (The sink tap has an extension so you can, for example, clean a potjie on the ground.)

The Extreme gets an inline gas geyser and a 12 V-220 V power system.

Werner uses a BunduTec roof tent that folds out around the caravan from tail to nose – the tent is designed in such a way that no support poles are needed.

The stainless steel chassis is made specifically for BorderX by Roadque and comes with independent coil suspension and four shock absorbers. Just like the Expedition, the Extreme also gets a pop-up roof. The hull consists mainly of synthetic panels with a fibreglass finish. You have a choice between aluminium or bamboo for the kitchen and inside cupboards.

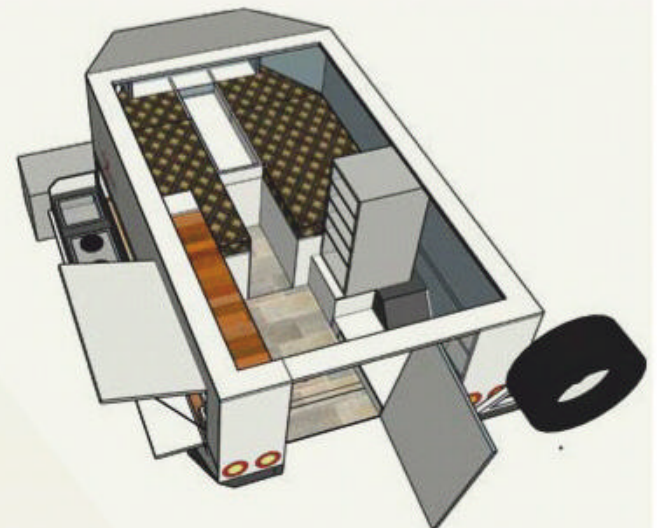
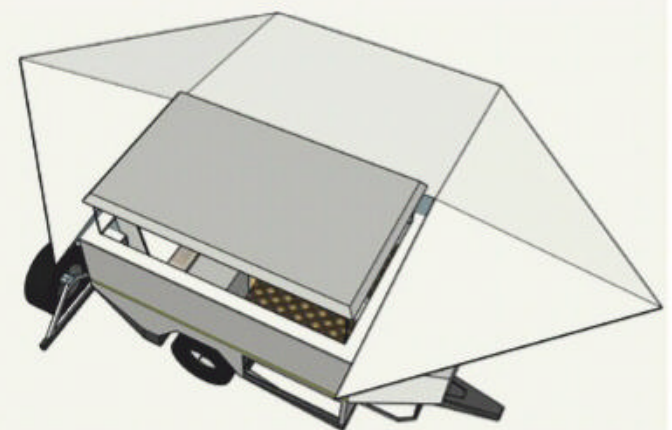
The numbers 4,8 (l) x 1,92 (w) x 2,05 m (h); tare weight ± 950 kg; carrying capacity ± 350 kg; GVM 1 300 kg

Price Approximately R250 000 – with the patio roof, fridge/freezer, solar panel and regulator included, it's R295 000.

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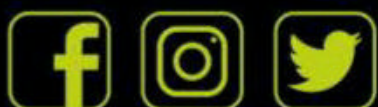
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A new look for Armadillo's XTR202



Xtreme Outdoor has made some changes to its Armadillo XTR202 pop-up caravan.

Not only has the roof's shape changed slightly, but it lifts 20 cm lower. According to Jason Collie of Xtreme Outdoor, this change was made to make the caravan laterally more stable.

As for the shape, the roof no longer has an apex in the middle, but is now flat and has a slight slope from front to back. In addition, the opening mechanism changes to make room for a large window that fits into the tent's canvas, between the hull and the roof.

The building materials of the hull panels – two aluminium layers with an insulation layer in the middle – as well as the basic layout of the caravan remain unchanged.

Price R189 950

Contact 021 981 2992 [xog.co.za](mailto:info@xog.co.za)

info@xog.co.za



Jurgens now only builds caravans



There seems to be uncertainty about the future of Jurgens dealers. This comes after two of them, Comet Caravans and Sunseeker Caravans, shut their doors in October this year.

Since 1 March this year, when new shareholders acquired a 50% stake in Jurgens Ci and established the new company Jurgens Campworld, there have been questions about dealers belonging to the manufacturer.

According to one of the new shareholders, who prefers not to be identified, Jurgens Campworld has not owned any dealers since

1 March, and the company is now focusing only on the construction and sale of caravans. "Because we now only manufacture and sell caravans it means no caravan dealer gets any preferential treatment."

The factory has also been part of Jurgens Campworld since March, trading as Jurgens Manufacturing.

Meanwhile, Jurgens Campworld spokeswoman Ina Dreyer said in a statement that Jurgens Ci was liquidated. The liquidation does not affect Jurgens Manufacturing,

according to Dreyer's statement.

Before the new shareholders' entry, six dealers belonged to Jurgens Ci. Together with the aforementioned two, they were Durban Campworld, Garden Route Caravans, Campworld Ninapark and Campworld & Safari Center Nelspruit. These dealers now belong to Prestige Campworld, which is also independent of the factory.

Regarding Comet and Sunseeker, Prestige Campworld spokesman Chris van der Walt says both branches will reopen doors soon.



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Power to the people

More and more car manufacturers are shifting to battery powered vehicles. Mitsubishi introduced two concept electric vehicles at this year's Tokyo Motor Show that caught our eye.

The **Mitsubishi Mi-Tech** uses four electric motors to power all four wheels and a tiny turbine to generate electricity for the battery. The turbine can burn various fuels, including diesel, kerosene and alcohol. The Mi-Tech will probably never progress beyond the concept phase and is merely there to pave the way for future production vehicles.

The **Mitsubishi Engelberg Tourer** stands a better chance of getting built, but probably in a toned-down version. This hybrid vehicle uses the same propulsion system developed for the Outlander PHEV (plug-in hybrid electric vehicle). The drive system consists of a 2,4 l four-cylinder engine on the front axle and an electric motor on the rear axle – just like the Volvo XC90 T8, which we discuss in this month's driving impression on p 70. The Engelberg Tourer will apparently be able to drive more than 70 km on battery power and get to 700 km if you use the internal combustion engine plus the electric motor.

Ford will soon launch an electric SUV based on the Mustang. We'd love to see how this will work, but its name is likely to be the **Ford Mach-E**. As the Mustang is available in right-hand drive, the Mach-E



MITSUBISHI MI-TECH



MITSUBISHI ENGELBERG TOURER



HONDA EVERUS



INFINITI QX

will possibly come to South Africa as well.

Last month we reported on the electric **Volvo XC40 Recharge**. The Swedes have since announced they will sponsor one year of electricity for your new Volvo – an offer that also applies in South Africa. Note, this is just the electricity for your Volvo and not your entire municipal bill.

Other electric SUVs headed here are the **Audi Q4 e-tron**, the **BMW iX3**, **Kia e-Soul** and the **Jaguar i-Pace**. Then there



KIA E-SOUL



AUDI Q4 E-TRON



JAGUAR I-PACE



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GVM	1600 kg	1600 kg
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15" x 215 AT Wrangler /Kevlar tyres		
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Cabin Pressurisation System		

*The 12v package is optional on the XHR but standard on the XGR



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Width	2.35 m
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GVM	1800 kg
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All round protection	
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158lt 12v fridge	
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Awning in bag	

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NEWS

is an oversupply of city cars, including the Mazda MX-30, the Mini Cooper SE Electric, the new Volkswagen Golf 8, the Audi A6 TFSI e 55 Quattro PHEV and various Toyotas, Teslas, Hondas, a Citroën and a Peugeot, and even a Mercedes-Benz or two that will all get electric or hybrid versions next year.

Our advice to you is to start making plans to get rid of your fuel-powered vehicle, because one day it will have no resale value. Let's also cross fingers that the government can fix Eskom before this wave of electric vehicles hits us.



TESLA MODEL X



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The desert dueler

This special edition of the Land Cruiser 79 is the desire of every farmer and overland adventurer, says **Cyril Kloppe**.

The Land Cruiser Namib came into being when Calvyn Hamman, Toyota South Africa's senior vice president of sales and marketing, and a group of friends dreamt up their ideal Cruiser around a camp fire one night in Namibia.

Calvyn is a huge Land Cruiser fan (his colleagues joke that it's his favourite Toyota product) and he has a special place in his heart for the 70 series. Back in South Africa, Calvyn ordered an investigation into the feasibility of this fantastical Land Cruiser 79. Haters might call it vanity, but for Calvyn the Namib was a passion project.

"The Namib Desert has some of the most challenging terrain on earth, and to survive here you need the right kind of equipment and preparation. So, I am proud to announce

that this special edition Land Cruiser 79 is ready to tackle these conditions."

To prove that the Land Cruiser 79 Namib is up to the task, Toyota flew us to Angola to take on one of the most demanding routes in Africa: the notorious Doodsakker. Our plane touched down in Namibe (fittingly), and we followed Calvyn through southern Angola for three days. Here are our first impressions of the Land Cruiser Namib.

On the outside

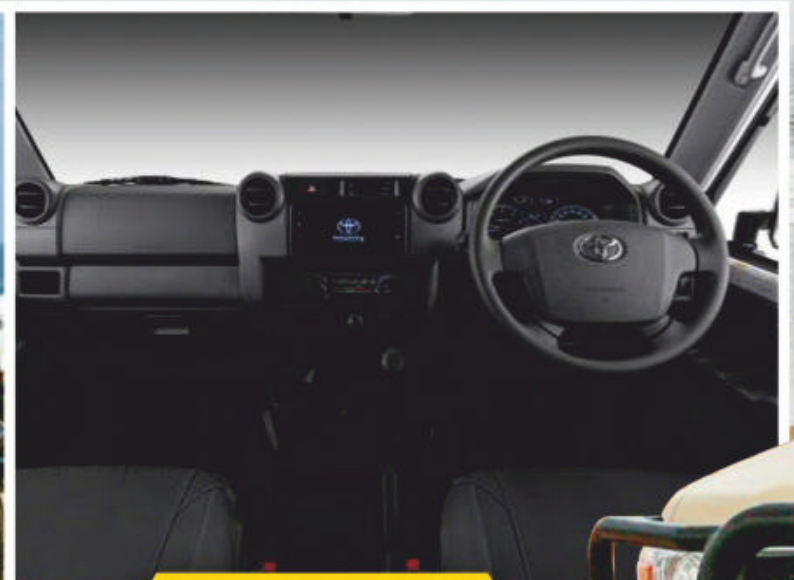
The Namib has an ARB bullbar replacing the standard bumper, with the name Toyota loud and proud on the grille in capital letters – as seen on the Hilux GR Sport – rather than the usual oval-shaped Toyota badge. The bullbar also has provision for a winch and

there are two large LED spotlights that cast astonishingly bright beams. They're almost too bright: at night these lights illuminate each and every floating dust speck.

At the back is a steel bumper with an integrated towbar and the load bin is lined with protective coating.

The standard suspension has been replaced by locally manufactured shock absorbers, plus coil and leaf springs designed specifically for the Namib. The standard 265/70R16 tyres are also replaced by thicker 265/75/R16 Cooper Discoverer S/T Maxx off-road rubber.

You can choose between two body colours: ivory white and sandy beige. They are, after all, the most popular colours among customers. And, as we saw with the



SPECIFICATIONS

Model	Land Cruiser 79 4.5D V8 Namib
Engine	4 461 cc, turbodiesel, V8
Power	151 kW @ 3 400 rpm
Torque	430 Nm @ 1 200 rpm
Transmission	5-speed manual
Tank	130 ℓ
Fuel consumption	11,3 ℓ/100 km
Top speed	160 km/h
Gross vehicle mass	3 300 kg
Load capacity	1 011 kg
Towing capacity	3 500 kg
Safety rating	★★★★★ (ANCAP, 2016)
Warranty	3 years/100 000 km
Service Plan	Optional

PRICE R893 600

Hilux Legend 50, Toyota is not shy to draw attention to the special edition: there are Namib badges on both front doors and on the tailgate.

On the inside

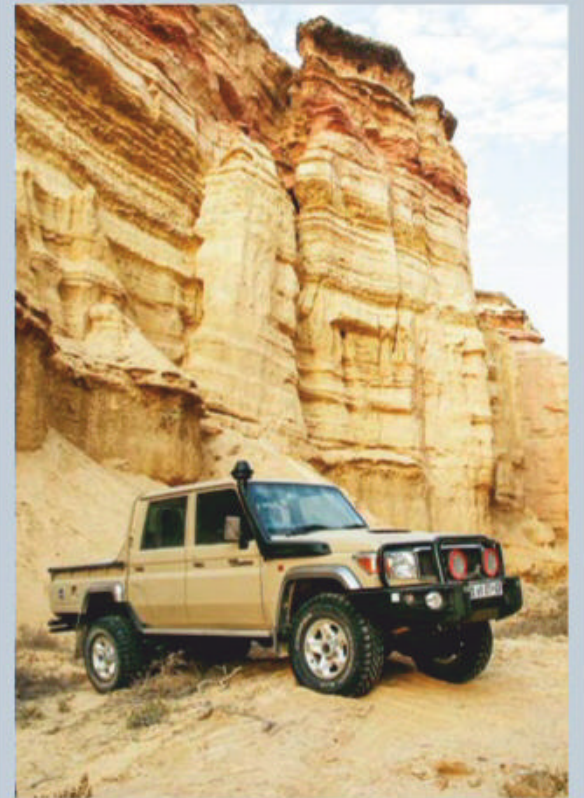
The Namib was created for the arid and hot conditions of Africa, which is why the cubby hole has a vent so the air-con can cool its contents. It's especially useful if you don't like hot, sweaty biltong.

Africa is also a dusty continent and the

Namib's upholstery is covered by bespoke seat covers on which the Namib emblem is embroidered. The covers also have durable panels on the edges to make it resistant to getting scuffed.

Another novelty is a roof console with a felt-lined cubby and space for a CB radio. The console also has bright LEDs to clearly read a roadmap at night. Not that you need a map, because the touchscreen on the dashboard has satnav that accepts Track4Africa's maps.

LAND CRUISER NAMIB



COMPETITORS

Rough and tough 4x4 bush bakkies.



R652 000 **Nissan Patrol Pickup 3.0Di 4x4**

Just as tough as the Cruiser – possibly tougher – but unfortunately only available in a single-cab version.



R374 999 **Mahindra Pik Up S10 4x4 Karoo**

Great value for money and fans praise it, but it doesn't quite play in the same league.

Last hurrah

As the current D-Max nears the end of its life cycle, Isuzu sends it off by bringing back the popular X-Rider Black model derivative.

Kyle Kock takes a closer look.

It's not a new thing for automotive manufacturers to bring out a "limited edition" version as an outgoing model nears the end of its production run, offering all or most of the available options as standard and dressing it up appropriately.

But another aspect almost synonymous with this sort of treatment is that it's almost always offered on the range-topper. The full-fat, red-blooded, halo model is usually the version that gets the full monty. Because who doesn't want the best, right?

Well, if you're in the market for a bakkie that will fit in with your lifestyle and looks good, but you're not planning to go rock-hopping a couple of times a year and it needn't look so rugged that you'll scare off your clients or small children, then Isuzu may have just reintroduced the bakkie for you.

All about looks

Enter the X-Rider Black. Essentially, it's the D-Max 2.5 TD X-Rider in a rear-wheel drive only configuration. There's just one model available and that's the one they've

chosen to fly the flag for the Black moniker.

Fittingly, it lives up to its name and is coated in a shade of black called Black Meet Kettle – sort of like a shiny black Weber. You can't have it in any other colour.

The dark finish is contrasted by a red Isuzu logo up front, and red X-Rider badges on the front doors, wheel centre caps, on a section of the rear roll bar, and the bottom right of the tailgate. The wheels are also finished in shiny black, with your only respite from the dark mirror finish being the matte black plastic grille, roof bars, side steps and rear bumper.

It's not the flashiest pickup on the road, but it sure does a striking pose – enough to get a few necks craning on the local launch drive from Port Elizabeth toward Jeffrey's Bay.

Mirror image on the inside

The cabin has been painted with the same brush as the exterior, with lots of matte black throughout, and a small helping of gloss black on a panel that borders the

infotainment system, ventilation controls and gear-lever, as well as on the door trim. The sombre mood is lifted somewhat by the thin red stitching in the leather upholstery, red X-Rider logos on the upper section of the door panels, and red embossed X-Rider insignia in the headrests.

Fairly comfortable and quiet

Isuzu isn't marketing the X-Rider Black as something to take touring through Botswana and have instead aimed it at the leisure market and those who want their bakkies to "stand out in the urban jungle".

On the road, we were pleasantly surprised with just how quiet the cabin was, despite all the jokes about Isuzu's engines being on the more agricultural side when it comes to refinement and noise – especially when we compared it with our range-topping long-term D-Max 300 LX. There's plenty of space for rear passengers, but taller drivers might bemoan the lack of reach adjustment on the steering column.

ISUZU X-RIDER BLACK



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NEW WHEELS

At least the manual gearbox, something we see less and less of these days, offers slick shifting, with a clutch that bites predictably.

The 8" infotainment screen in the X-Rider has a different interface to that of the 9" model in our D-Max, which also comes with satellite navigation, but this smaller one is somewhat more user-friendly and still features six speakers and Bluetooth connectivity. There are no USB charge ports, but you can stream audio.

Conclusion

You're not going to be able to visit the most remote parts of Africa in this rear-wheel driven bakkie, but with the ground clearance and fairly aggressive angles, and 255/60 R18 All Terrain General Grabbers fitted as standard, you'll still get to see a lot of it, and look good doing so.



SPECIFICATIONS

Engine	2 499 cc, four-cylinder, turbodiesel
Power	100 kW @ 3 400 rpm
Torque	320 Nm @ 1 800 rpm
Transmission	Five-speed manual
Fuel consumption	7,7 ℓ/100 km
Tank	80 ℓ
Ground clearance	225 mm
Approach and departure angles	30° and 21,4°
Wading depth	600 mm
Load capacity	1 024 kg
Tare weight	1 930 kg
Maximum towing weight	2 000 kg
Warranty	5 years/120 000 km
Service plan	5 years/90 000 km
Safety rating	★★★★★ (EuroNCAP, 2012)
Model driven	Isuzu D-Max X-Rider Black

PRICE..... R462 000



COMPETITORS

Good-looking 4x2 manual pickups



R464 300 Ford Ranger 2.2 TDCi Hi-Rider XLS DC

Priced very close to the X-Rider Black. We're not sure how long the 2,2 ℓ engines are going to be around though. Spec in the mid-range very good...



R540 300 VW Amarok 2.0 TDI Comfortline DC

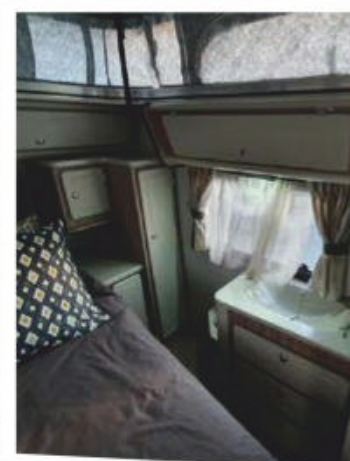
In its most basic guise, the Amarok's asking price isn't shy, but it's very easy on the eye. You're also getting a bakkie that feels very car-like to drive. It's got similar power to the X-Rider Black as well.



R575 200 Nissan Navara 2.3D Stealth DC

This is one mean-looking bakkie and it comes with all the bells and whistles. It's on the expensive side, however...





FEATURES:

External kitchen
Modular tent
Decorative wheels

Reversible upholstery
Functional pot drawer
USB-equipped power plugs
Modern styling

Drinks cabinet with space for extra glasses
Improved vanity area

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“Easy” does it

The group of off-roaders testing their mettle against one of the most extreme challenges every year tackled the infamous Letele Pass in Lesotho this year.

Words and photos **Piet van Heerde**

The handful of hand-picked participants in the annual King Price Extreme Ultimate 4WD Adventure (U4A) are certain of just a few things: they know, for example, that you have to have at least 35” tyres on your rig and that a winch as well as front and rear diff lockers are mandatory. They also know they will be tested to the limit over the next few days.

What they don’t know is where they’re going and what exactly awaits them.

This is the last time that Nicholas Harris will be the organiser of the King Price Extreme U4A, and he’s been planning this adventure for a while, getting sponsors on board and sifting through applications to decide on the final group. Participants must be fully self-sufficient for the entire duration of the adventure, have a valid passport and carry all the replacement parts and tools they may need.



“

It's a great way to prepare for what lies ahead in Lesotho, because every vehicle's ability is tested in a controlled environment

”



THE GROUP GETS together on the first evening at the Dunelm Guest Farm, about 20 km outside Clarens in the Free State, and enjoy a braai while socialising with old acquaintances and a number of new faces. There are no formalities, other than being told to report at the information session at 07:00 the following morning.

Their suspicions are confirmed: the participants will indeed go to Lesotho, but not right away. They're going to play around on the farm first and spend another night here before heading to our neighbouring mountain kingdom.

The off-roaders follow twin tracks across the farm that occasionally happens upon a proper grade 5 obstacle between the sandstone cliffs. It's a great way to prepare for what lies ahead in Lesotho, because every vehicle's ability is tested in a controlled environment.

The guys have a great time on the slopes, sharp ascents and descents, crawling over large boulders, deep ditches and winding paths. But it's not long before someone gets into trouble: there is a problem with the universal joint on the drive shaft of Gerrit Oosthuizen's Jeep, named Bronx, and he

decides to drive to Bethlehem to look for replacement parts. Not a good start.

A short while later, the power steering of Fanie Erasmus's Isuzu Trooper starts to act up, and then a water pipe in Gert Helberg's Suzuki springs a leak.

These are minor problems compared to that of Hansie Coetzee. His Jeep's right front side shaft shears off on a rocky step and the Jeep has to be recovered using a winch. As Hansie replaces the part, the CV joints of Morné Helberg's Hilux breaks, and then Kola de Klerk complains that those in his Pajero are starting to feel tight.



ROCK 'N ROLL Socialising around a fire is fun, but the real reason everyone has come here is to test the 4x4 abilities of their vehicles and their own driving prowess to the absolute limit.



The bush mechanics get to work and quickly address the issues. But this is not the last time a vehicle has to be repaired and eventually it turns into a trying day. The participants laugh it off, though. This is why they are here, after all.

The sun is close to setting as the convoy descends into a ravine and settles next to a bubbling brook and halfway under an overhang for the night. They notice the rock art and agree that the people who lived here back then must have led a blissful and healthy life. The guys relive the day's events around the campfire. Martin Ferreira

quietly disappears into the night to work on his Pajero. He also decides to remove his rear bumper because those extra few centimetres will save him a lot of pain.

EARLY THE NEXT morning, the participants are told that their destination is the lesser known Letele Pass in Lesotho. The pass was originally built as a shortcut to the higher bits and was also used as an access route to many of the diamond mines in the area.

Several 4x4 enthusiasts have tackled this trail in the past 20 years, and though most

of these expeditions were unsuccessful, some of the men in the group have already managed to get to the top.

The convoy stops at Fouriesburg for last supplies such as water, biltong and other refreshments, and to refill fuel tanks. At the Caledon border post, however, there is a small delay because some of the men brought their sons along without the proper paperwork such as an unabridged birth certificate and a letter from their moms. They turn back to get the correct paperwork printed in Fouriesburg before rejoining the group later that afternoon.

Meanwhile, Martin still hasn't found a fix for his Pajero's overheating problems and he has to withdraw and return home.

By U4A standards, the first few obstacles along the trail are not too tough, but a number of participants still have difficulty. Morné and Riaan Helberg's Hilux loses its rear differential and they are forced to quit. Unfortunately, this affects Gert and Mauritz in the Suzuki, as they have Morné and Riaan's luggage with them and are therefore also forced to withdraw.

The convoy successfully tackles a number of obstacles before looking for a level spot to set up camp. Everyone is grateful for the respite, because things are only going to get harder going forward.

Shortly after sunset they hear a rumble in the distance. Someone jokes that it is probably Gerrit on his way back... and indeed, it is him! He found the necessary parts and has rushed back to rejoin them.

THE SURVIVORS ASSEMBLE before 07:00 the next morning, ready to take on the pass. On the first section of the route they crawl over large boulders, but there are no real obstacles to hinder their progress. Before long, there is a river crossing, but unfortunately without any water. It's littered with huge rocks, though, making the vehicles lean over precariously. Each off-road vehicle is directed with great care and the guys literally creep over.

On the opposite bank waits a steep incline, and about half way up there's a 90° turn with one side of the road starting to crumble. The participants use their winches to first hoist one vehicle as far as possible up the slope, and then as far as possible around the corner. It is a time-consuming process done with well-considered gestures and thought. Everyone gets the message that the pass isn't for rookies; you absolutely have to know what you're doing.

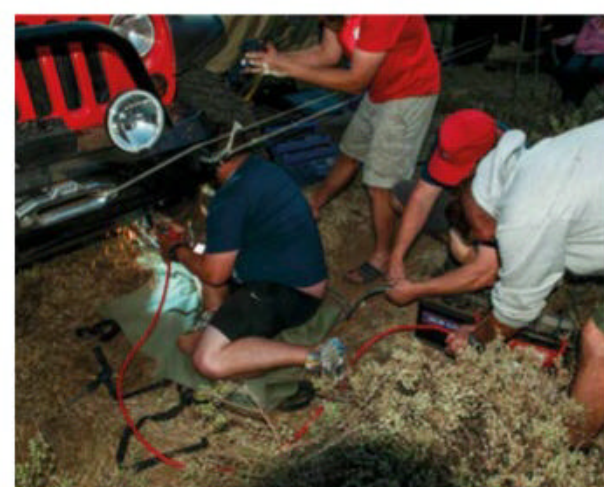
A few guys decide against taking the risk on the slope and possibly writing off their vehicle, and so they aim down the riverbed. Hansie leads the breakaway group, and though they initially make good progress, the rocks get bigger and bigger and slows down the procession.

At one point they're literally moving only a few along steps before the winch has to be spooled out again – either to move a rock or pull a vehicle over the offending boulder.





MY ACHY BREAKY PART Mechanical components are brutally tested and sometimes found wanting in these harsh conditions. The vehicles that do make it, though, receive the adoration and respect of fellow participants.



Meanwhile, the boys on the incline also have their hands full. Here and there you hear worried yelps when it appears as if a vehicle is about to roll. Amid the toil, the participants spot some smoke up in the mountain. It looks as if there might be a veldfire, and although it is smouldering in places, it does seem as though someone extinguished the flames.

Progress is slow for the group on the route and Nico Fourie returns with the

news that the rocks ahead are larger than the vehicles. It requires good direction and using every possible piece of equipment, but progress is being made.

Things don't go smoothly for the men in the riverbed, however. One team constantly has to recover another, and it's not long before Archie Coetzee snaps off his Jeep's rear side shaft. Hansie also arrives to let them know there is no way forward and they'll have to come up with another plan.

A huge recovery effort is launched with more than one winch used at a time to get the vehicles out of this hell hole. For two victims, however, the adventure comes to an abrupt end.

Meanwhile, the front group witness the veldfire flaring up once more. Now there are huge flames spewing thick black clouds of smoke. And the fire seems to be heading in the direction of the convoy. The leading vehicles immediately turn around



– one reverses over obstacles in search of a place to turn. And to make matters worse, the recovery efforts by the other group is blocking their way out. It causes a lot of anxiety and concern, but eventually everyone reaches safety.

At this stage, many vehicles have withdrawn from the challenge, but there is still some good news. The fire has run its course and the adventure can continue with the remaining participants. It's late

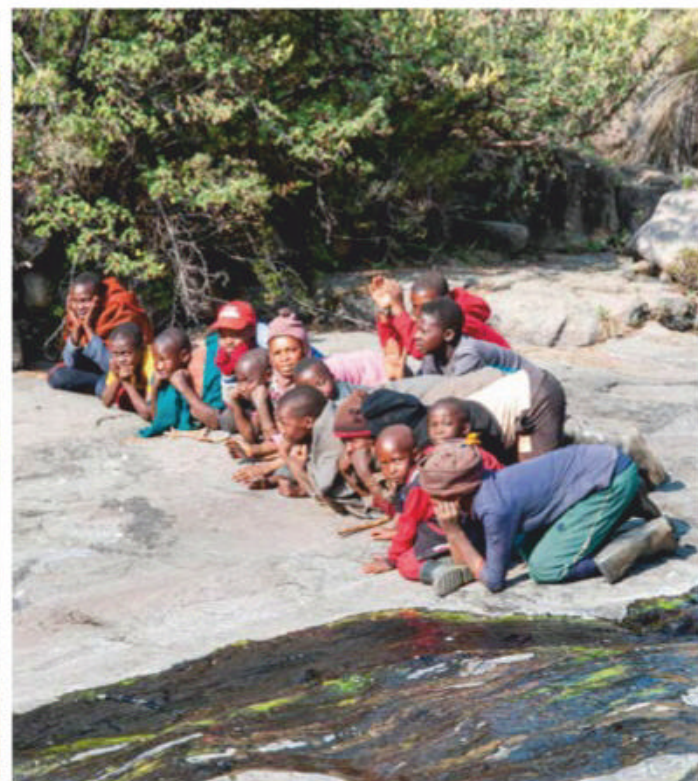
and the group is divided up into three – the guys who had to turn around, the front group and the group in the middle who still have to traverse the big rocks. The participants progress painfully slowly, and everyone has to get out often to move rocks, attach a winch and give directions. Eventually, they decide they've seen enough action for one day. They're dead tired, but there is no level ground to set up camp for the night.

“

The fire has run its course and the adventure can continue with the remaining participants

”





SUPER STRENGTH Among the hardships there is always time to have a little fun and to entertain the kids. These vehicles are a far cry from their mall-crawler cousins.



Everyone finds a spot in the sand between the rocks to lie down. They don't even bother lighting a fire and eat snacks in order not to go to bed feeling hungry.

IT'S STILL DARK when they get up the next morning. A quick coffee helps to regain lost strength.

In the daylight they progress faster and the three groups are soon reunited. The trail winds through the burnt mountain and occasionally a serious obstacle comes up that has the winches coming out and the guys stacking rocks. It remains astonishing how these specially adapted vehicles can travel over this inhospitable terrain without too much trouble.

Just after noon, we reach the top of the pass and everyone who made it to this point are delighted: it's an undeniable achievement. In the past 20 years many people have tried, but few have succeeded.

The route from here is pretty much downhill without any major obstacles. After a challenging dry riverbed crossing, they arrive at a level spot and set up camp, as the road ahead has washed away. They'll resume looking for the road in the morning.

That night, everyone is chilled and the guys hit the sack early.

The next morning, everyone is keen to get going. They're on their way home, but must first complete the route. They start with a demanding river crossing. Everyone chooses a line and without too much effort the last 10 vehicles still part of the convoy get through. The final obstacles are conquered as they systematically journey back to civilisation.

Suddenly the convoy rumbles to a halt. Ronald Hairbottle tells them over the radio that Nicholas Harris is trapped in the same mud hole that Ronald got stuck in three years ago. Nicholas tries to break free



BLOOD BROTHERS Posing for a group photograph, the participants who made it to the top share an uncommon bond. The guys who didn't make it will just have to try again next year.

a number of times but eventually allows himself to be winched out of the ditch. Hannes Opperman, who tackled the route with his son Rudi, dares to climb a steep embankment, but just as he nears his goal top, the front right side universal joint snaps – putting an end to his ascent.

He is also recovered with a winch and decides to drive the remainder of the route in two-wheel drive, since the route is nearly over anyway.

The road back to the border provides incredible views, with a long and steep uphill that causes Fanie's Isuzu to overheat.

The road to the border post feels as though it's never going to end, and the 70 km/h speed limit doesn't help either. Finally, the group crosses the border and heads home.

THIS IS NOT a route for shrinking violets. Your vehicle must have excellent ground

clearance, diff lockers are mandatory, a winch is indispensable... and the larger your tyres, the better. At least 35" though 40" is best. You must also bring along lots of replacement parts, tools and the knowledge to use them.

Your physical and mental health is also of utmost importance, because you're sure to get tired and discouraged if you aren't in good shape.

But most important of all is who your companions are on this adventure. If it weren't for guys like Pierre Mouton and Herman Venter with their specially adapted Prado, it would have been a sad affair. They were there to move rocks, give excellent directions and share life-saving advice.

Also know that your vehicle will be damaged. Everybody's bumpers got scratched, rock sliders were tested to the limit and there were not many cars that drove away without body damage.

But to complete this unique adventure successfully more than makes up for all the hardship. As a testimony to this, the guys and girls already want to know where and when to meet in 2020.

“

To complete this unique adventure successfully more than makes up for all the hardship

”



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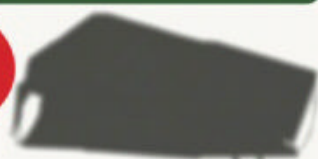
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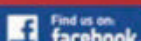
R10530 6m x 2.9m x 2.5m
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AGENTS: SEE LIST ON WEBSITE

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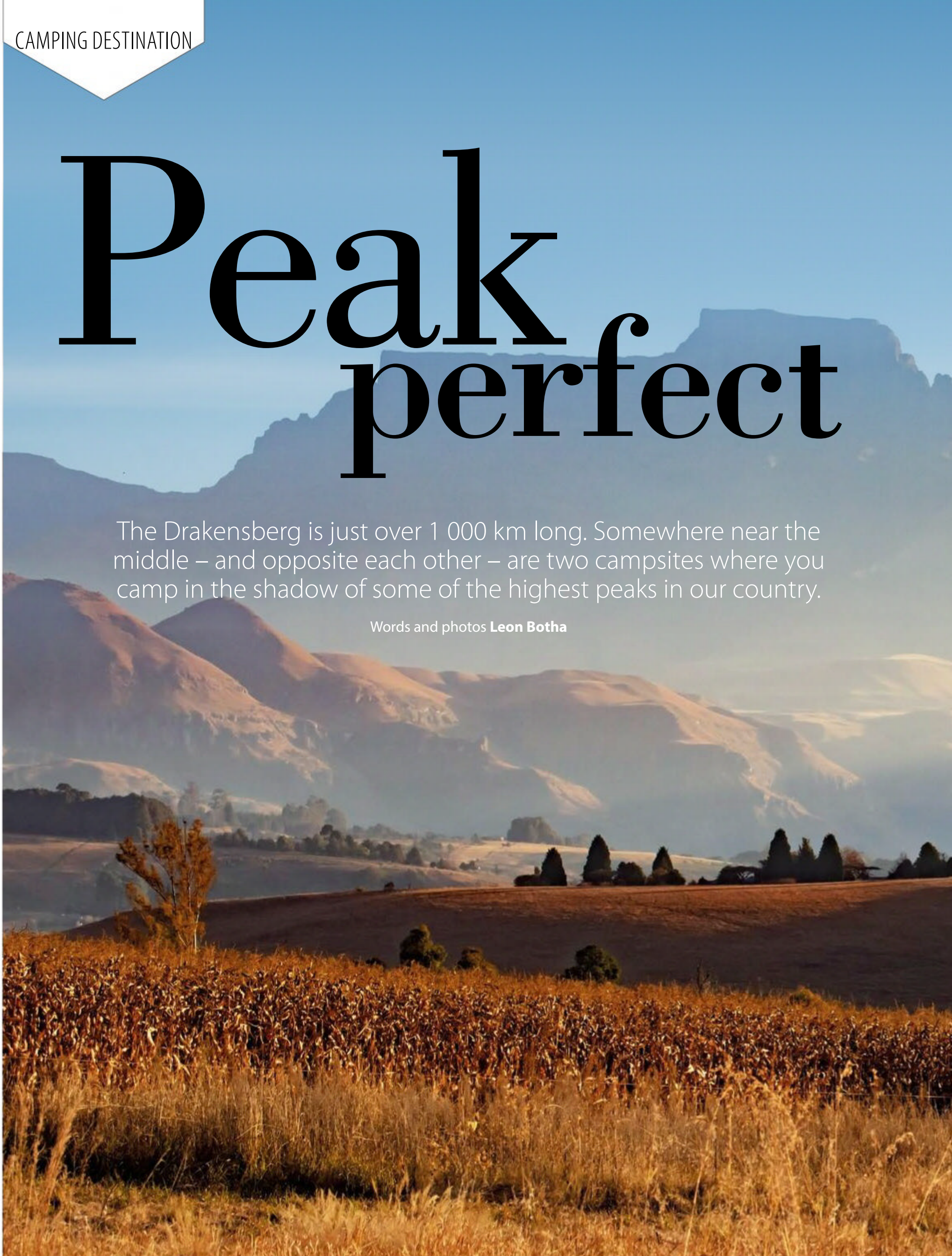


PRICES ONLY VALID FOR DECEMBER 2019

Peak perfect

The Drakensberg is just over 1 000 km long. Somewhere near the middle – and opposite each other – are two campsites where you camp in the shadow of some of the highest peaks in our country.

Words and photos **Leon Botha**





If you haven't yet visited the Drakensberg, you are missing out on some of the most beautiful scenery our country has to offer. As the mountain range winds its way from Limpopo down to the Eastern Cape, skirting the Lesotho border, its peaks seem to touch the sky. Among the mountains' folds are a number of campsites where you can camp next to the heights, places including Dragon Peaks and

Mountain Splendour. As you turn off in Winterton to get to the two resorts, Campagne Castle – at 3 377 m a mere 105 m lower than the highest peak, Thabana Ntlenyana – lies in front of you. After just 30 km, the R600 begins to twist its way into the folds of the mountain. Mountain Splendour's turnoff is the first left, but we first carry on another 2,5 km to get to Dragon Peaks on the right.



DRAGON PEAKS MOUNTAIN RESORT

Preaching to the choir

You reach the gate to Dragon Peaks gate about 400 m after the turnoff to the Drakensberg Boys Choir. A boom stops you at the gate; while waiting for the security guard to approach you with his paperwork, take note of the building to your left. It's a small supermarket that you'll definitely get to know while camping at the Dragon Peaks resort.

Unlike at some campsites, the staff at this resort are well prepared for your arrival. The guard at the gate hands you a sheet where you have to find your name and stand number among all the other campers. Then you're handed a slip to hand in at reception.

The stands are now directly to your right and the office 200 m farther to the left in a small building complex that also houses the restaurant and bar. We visited out of season, and the receptionist showed on a resort map which two of the three ablution blocks' geysers were switched off. She also showed on the map where our stand was, but since it was quiet, we could pick where we wanted to camp provided the stand wasn't booked.

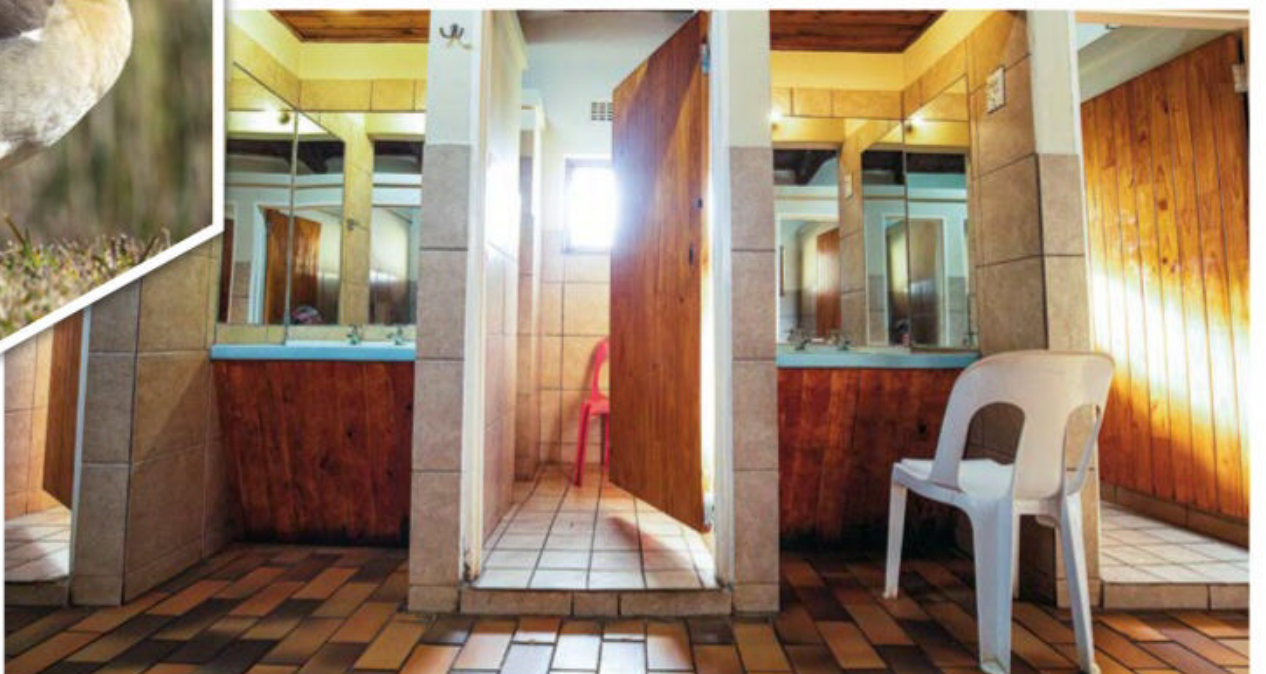
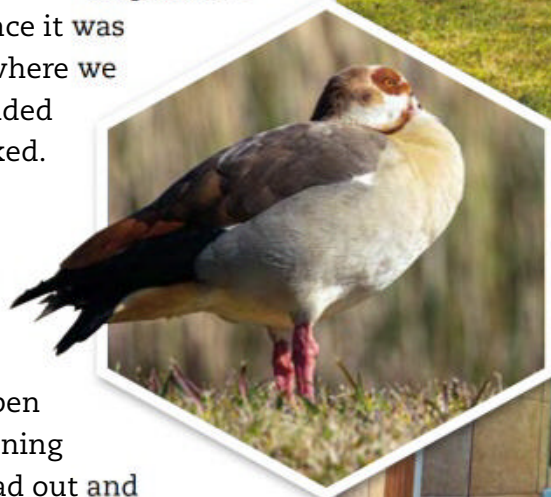
THE STANDS can be divided into two sections. The first is closest to the gate and there is a large open lawn, while the remaining stands are more spread out and among the trees.

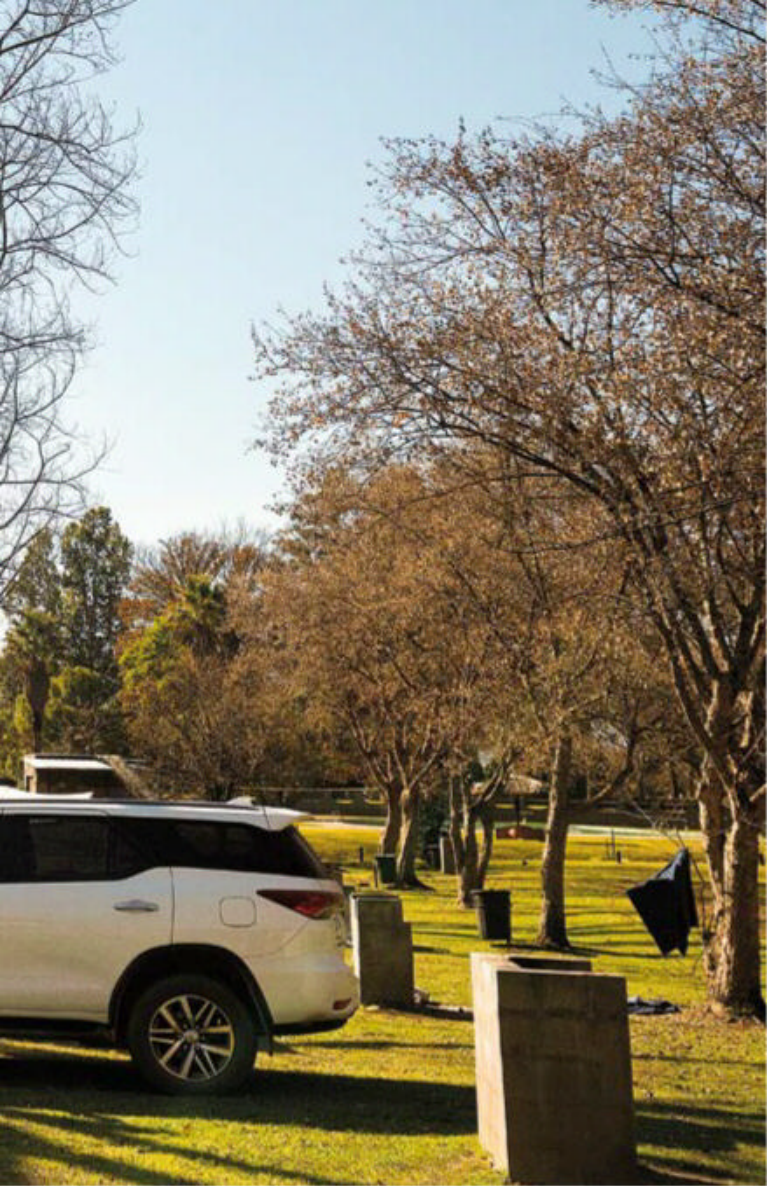
The stands on the lawn aren't demarcated, but the brick braais – they still look pretty new and have a grid each – each boasts the stand number.

A planted pole with a hoop at the top



EASY CAMPING At Dragon Peaks you pitch your tent on lush lawns at the foot of tall mountains. The staff are extremely helpful and will put your caravan in storage when you return to the big smoke – and retrieve your caravan when you call to let them know that you are ready to camp again.





keeps your garbage bin upright. This stops a monkey from knocking over the bin, but they can still lift the lid.

There are plenty of taps scattered among the stands, most of them with a concrete trough so your legs don't get full of mud when you fill the kettle with water. The power points feature regular house sockets, and a 10 m extension cord should be enough if you're not close. (Some of the stands use the blue plug, so be prepared.)

The stands on the lawn next to the entrance road have four semi-built structures. These are private bathrooms in progress, but for now the construction is on ice.

The stands opposite the pool are shaded, and instead of lawn you camp on a concrete slab. And there are some where you'll have to contend with bare soil. Some

of the braais are steel drums with grids.

If you want to be a little secluded, the farthest stands (numbers 106 and beyond) are the best choice. They also have grass and are next to the last ablution block. The very last stands (numbers 112 and beyond) are even better, because here you have not only grass but low shrubs that demarcate your campsite. Behind you are tall eucalyptus trees and in front of you a row of yellowwood trees.

YOU'RE NEVER FAR from ablution facilities in this campsite. The main building is right across from the office, next to the pool, and its design is truly excellent: between each shower cubicle is a wide-open inlet with a basin. In addition to having convenient storage space around you and a mirror in front of you, there are also



They say

John Berry from Durban camps with his grandson Kellan in a 2011 Toyota Fortuner D-4D 4x4 and 2014 Sprite Tourer SW.

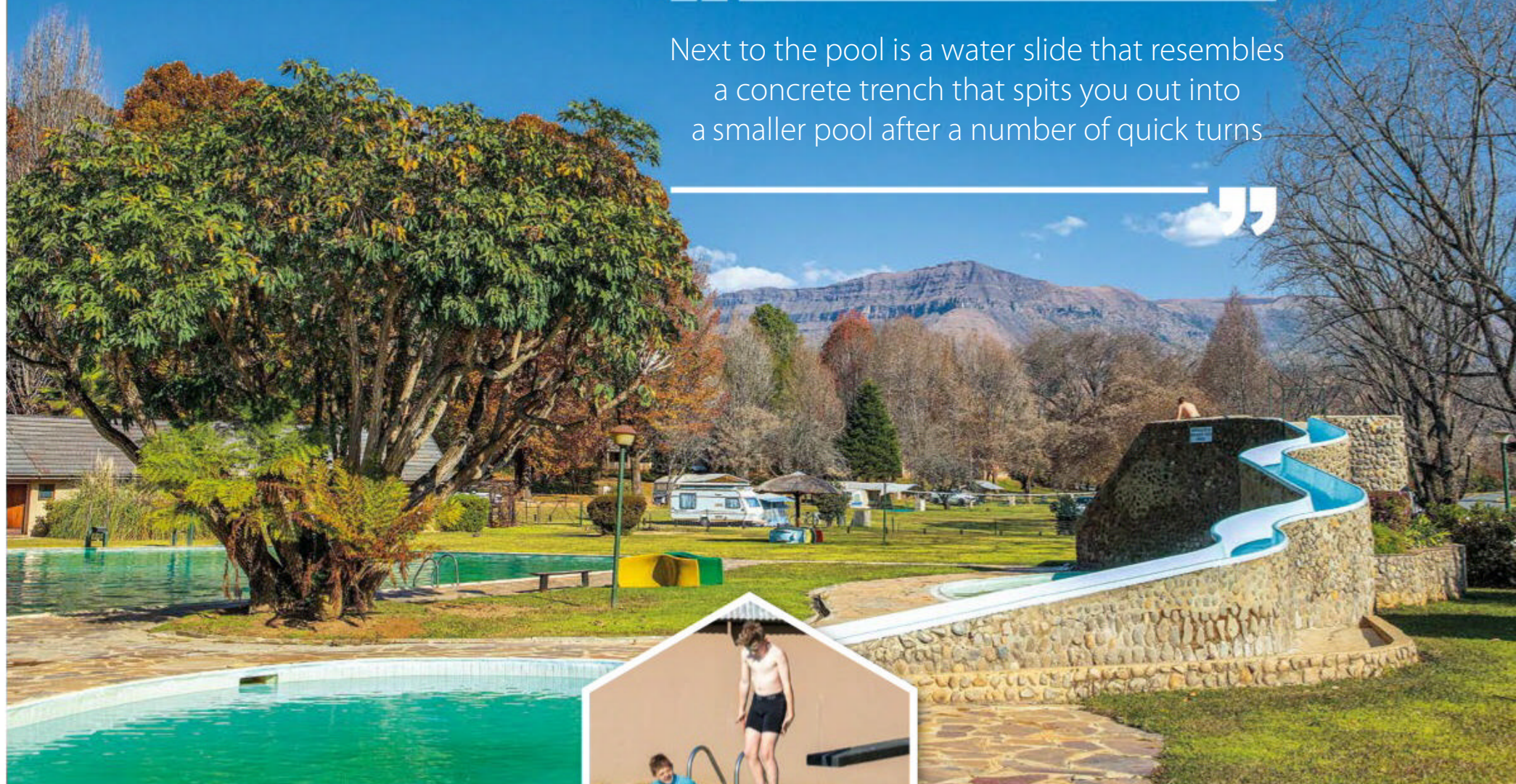
"I started camping with a caravan 25 years ago, and it happened to be here. For the next 10 years, I stored my caravan here, too. I camp regularly and about two years ago I spent six months touring the country, travelling 7 000 km in all. Kellan joined me this year to escape the Cape winter."



“

Next to the pool is a water slide that resembles a concrete trench that spits you out into a smaller pool after a number of quick turns

”



mirrors on both sides. So you have a nice private basin, while in an open room.

The second ablution block is behind the stands closer to the gate. The set of separate sinks on one wall each has its own mirror, and as with the other main block, there are private nooks here as well (they just look slightly older). There's a plastic chair in the shower cubicles for your stuff.

The laundry is in the ablution block that's the farthest from the office. The washing machine and tumble dryer each accept two R5 coins, but a notice warns that the machines are also used for the

resort's purposes in peak season, but should be available by 16:00. (The resort's laundry is next door.) In the bathrooms themselves, the basins are sunk into a long melamine top that runs down the wall with a continuous mirror behind it. You also pack your stuff on a plastic chair in the shower cubicle, and a low wall keeps the water from splashing all over.

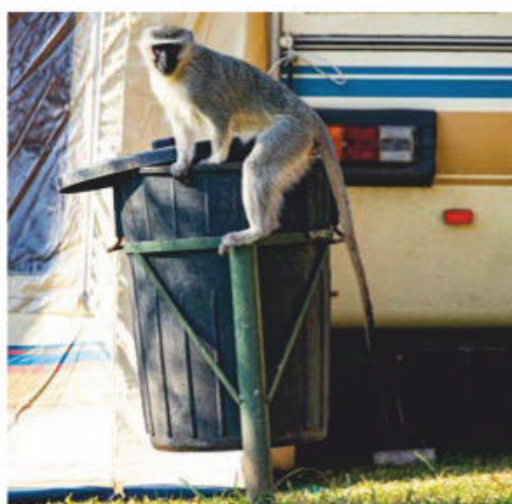
The campsites in this part of the world offer a service you don't often find: you can store your caravan here between holidays. There are rows upon rows of caravans – it almost looks like a museum or a dealership focusing on older models.

Don't be surprised if you see a farm tractor towing a caravan to a stand. During our visit, a Jurgens Champion B was towed in this way, with its canvas cover, to one of the stands at the front. The holiday makers were probably on their way, because the workers prepared the Jurgens on their behalf.

BEHIND THE OFFICE, away from the stands, is a lovely dam with clear water and a broad grassy bank. The dam is slightly bigger than a rugby field and is picturesque when the scenery on the other side is reflected on the surface.



FAIR IS FAIR The campsite rules aren't there to spoil your fun, but rather to prevent others from spoiling your holiday. And the shop sells everything you need to make your camping experience easier.



Briefly | Dragon Peaks



Campsite 130 stands – some open and on grass and others completely in the shade on concrete slabs or soil.

Ablution facilities 3 bathroom buildings with unique basins that deserve a prize for originality.

Price Depending on the season R170-R300 pppn (R85-R150 for children 5-13). Pensioners receive a 25% off-season discount and a 50% mid-season discount. If you bring a dog, it will be R95 pn.

Arrival and departure times 14:00 and 10:00.

Contact 036 468 1031 dragonpeaks.com dpp@dragonpeaks.com

Nearest town Winterton, 30 km.

What does the road look like? Tar all the way.

GPS S29.020177 E29.436024

go! Drive & Camp says There are monkeys and baboons around, but they don't bother you. There's a strict ban on music, though.

In the centre of the dam is a thatched building that forms part of Dragon Peaks' conference facilities – a 40 m wooden boardwalk connects the building to shore.

The dam is home to, among others, carp and black bass – and the resort owners allow you to fish on the side that's farthest from the office. They ask you to leave the carp alone and only go for the black bass – catch-and-release only.

Next to the pool is a water slide that resembles a concrete trench that spits you out into a smaller pool after a number of quick turns. Trampolines and a jungle gym in the form of a pirate ship is a bit farther away and will keep the little ones occupied for hours.

The shop at the gate – The Oakes – has a large selection of supplies and it is painfully neat – it feels as if you are walking into a Woolies. They have everything from fresh vegetables and meats to magazines and clothing. There are even fuel pumps (including one with 50 ppm diesel) and an FNB ATM.


 Monks Cowl Country Club

Champagne Valley

Mountain Splendour

Champagne Lane

MOUNTAIN SPLENDOUR ECO RESORT

Nature first

Mountain Splendour is just down the road from Dragon Peaks, and you can pretty much coast down the hill with your towing combination.

The resort management is serious about environmental conservation and also markets itself as an eco resort. It makes sense, because this area borders the uKhahlamba Drakensberg Park, a World Heritage Site.

On your way here, keep your eyes peeled for the huge variety of birds in the area. One of them is the bearded vulture, which is endemic to the Lesotho Highlands and adjacent mountains. Although it's a true vulture – it was previously called a lammergeyer – this remarkable bird looks anything but. It doesn't have the distinctive bare neck, but rather a gingery orange feathery fest below its head. You'll also come across more than one jackal buzzard sitting on top of a telephone pole.

The noisy hadida probably won't get you very excited, but you may spot its lesser-known cousin, the southern bald ibis.

IT FEELS AS IF you're on a farm as you turn off and a sign warns you to watch out for 'free range children'.



They say

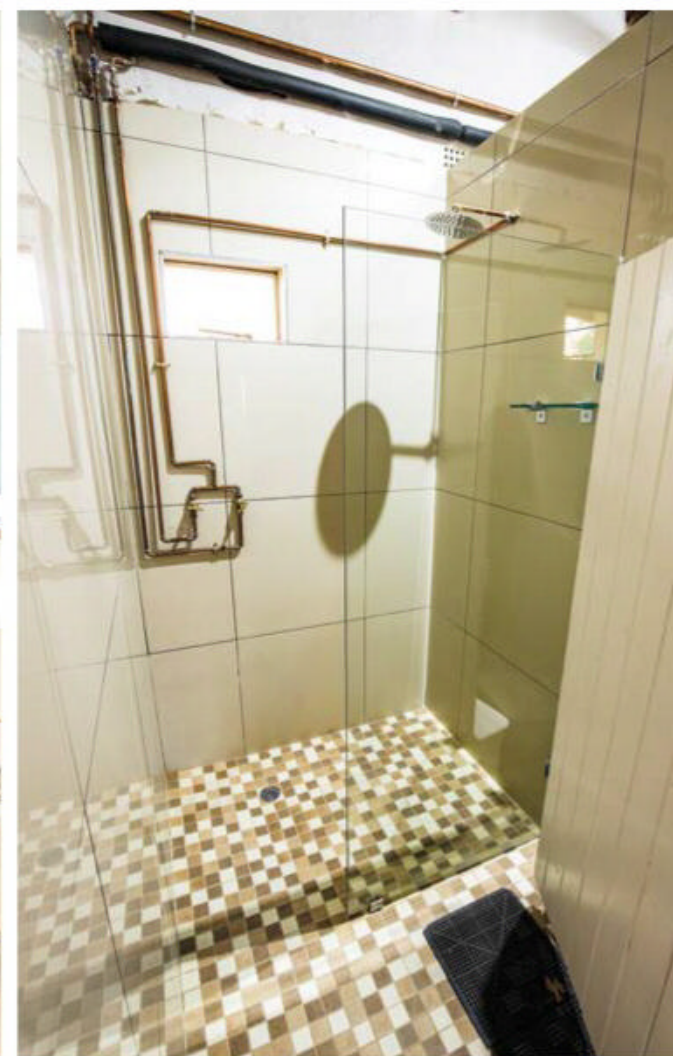
Guy and June Allen from Durban camp with their children, Declan (7) and Casey (5), in their 1971 Jurgens caravan.

"We used to camp here three or four times a year when we were kids. We've been storing our caravan here for three years. I initially bought the caravan to convert into an ice-cream van, but we use it to camp now. Declan and I sleep in the tent next door, and June with Casey in the caravan. Mountain Splendour's staff are wonderful and very patient with the kids. Declan even helps them pitch tents."





TOP CLASS The ablution facilities are of a very high standard, with spacious shower stalls and exposed copper plumbing that adds vintage chic. The laundry and dishwashing areas are just as well kept and clean – the former's machines operate with a R25 token that you purchase at the office.

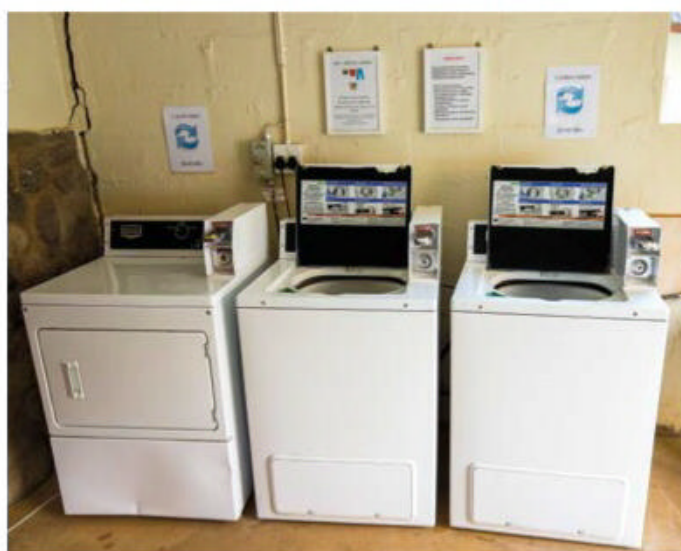


Right by the gate are recycling bins – one for glass and another for paper. You can feed leftover fresh veggies to the sheep, pigs and goats, but the owners ask you to make sure you've removed all meat and plastic food packaging.

The owners also request that you use biodegradable dishwashing soap as there are bio-enzymes in the septic tanks. The same goes for your shampoo and body wash, of course. There is a dedicated section for cassette toilets (directly to the left as you enter the campsite), as these chemicals may also harm the enzymes.

A white chicken awaits you on the double bench next to the office door. On the whiteboard on the wall is the day's program written by hand: just after 08:00 you can milk Mary. By 10:00, things get busy, because then it's time for the pony rides and tree climbing, and there's cake and tea.

The moment you walk into the office you see mountain biking is a big thing here: the shelves are full of helmets, gloves and cycling shoes. But there are also sweets, ice cream, soft drinks and braai wood. Just before the office is a full



bike shop where they even sell new bikes. Cyclists also need to take the environment into consideration: the owners ask for chains to be serviced with degradable lubricant – it can dissolve in water and is for sale in the store.

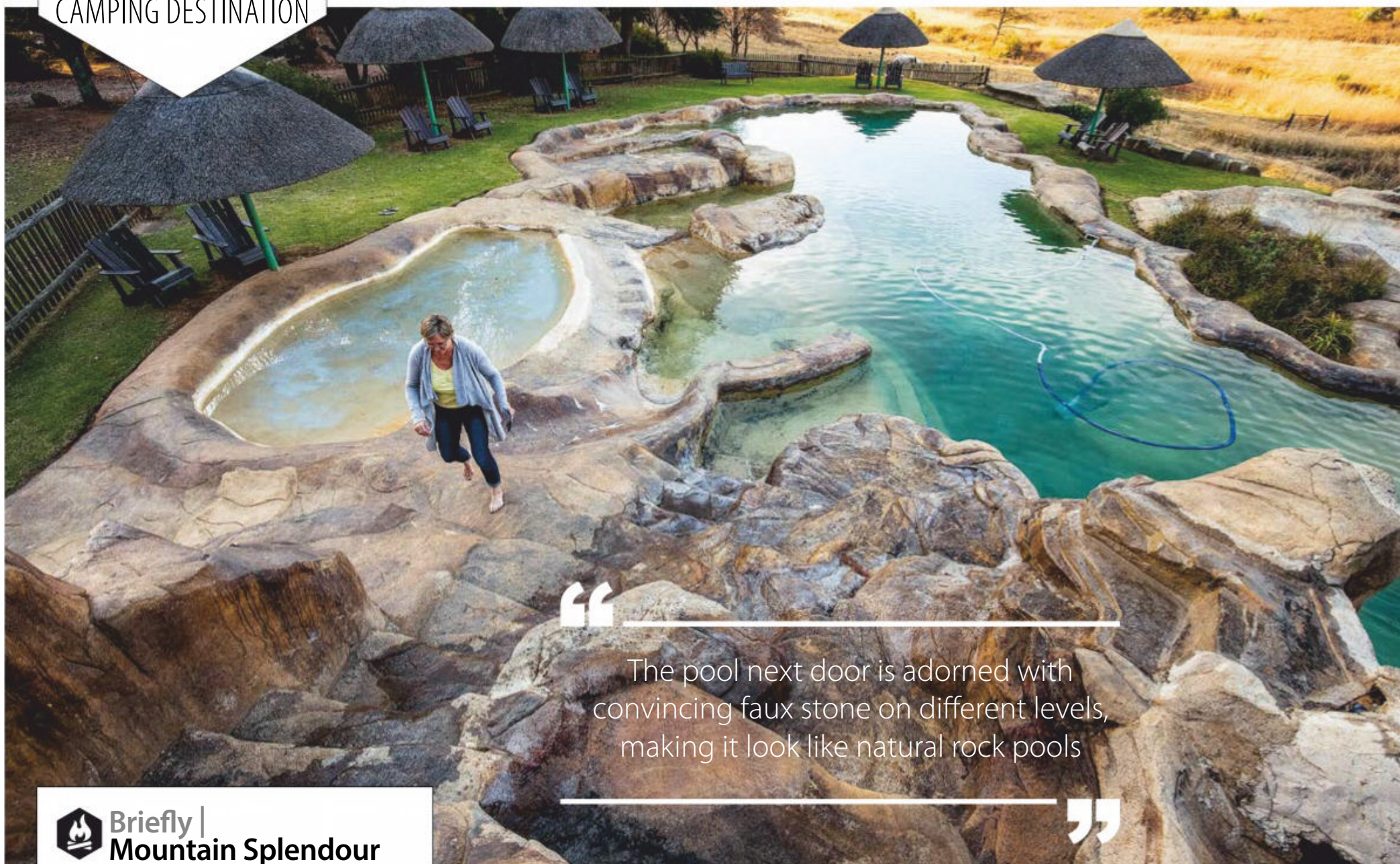
After you pay your R100 deposit for the disc that opens the boom gate, it is time to get camping.

Just like Dragon Peaks, there is also storage for your caravan.

THE FIRST BLOCK of stands starts directly after the caravan storage site and you seem to be driving into a forest.

You couldn't ask for more shade. The stands are on either side of the road and marked with a numbered stone. The middle section of each stand is a demarcated block of gravel. Obviously, there is no grass here, the pebbles should however prevent a mud bath from forming on your site.

There are hordes of loose steel braais with grids, and the garbage bins are placed in a concrete recess and half sunken in the ground with a plastered 'collar'. The power points – right by your stand – use ordinary house sockets, and the taps have a small trough with pebbles.



“

The pool next door is adorned with convincing faux stone on different levels, making it look like natural rock pools

”



Briefly | Mountain Splendour



Campsite 80 stands with heaps of shade, each on a neat gravel slab. Stands 51-56 have the best mountain views.

Ablution facilities Both shared and private facilities.

Price Depending on the season, R178-R340 pppn (R89-R170 for pensioners, students and kids). Stands with private bathrooms: the standard rate, plus R150-R415, depending on the season and specific stand. Up to eight people per site.

Arrival and departure times 14:00 and 10:00.

Contact 036 468 1172

mountainsplendour.co.za

info@mountainsplendour.co.za

Nearest town Winterton 28, km.

What does the road look like? The last 270 m is a good dirt road.

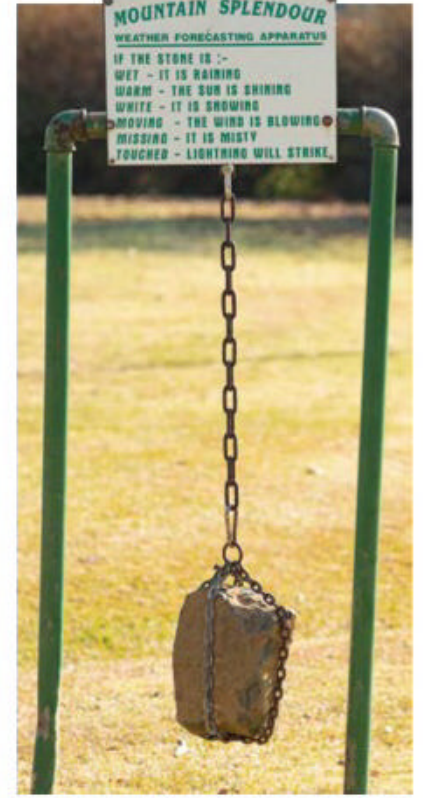
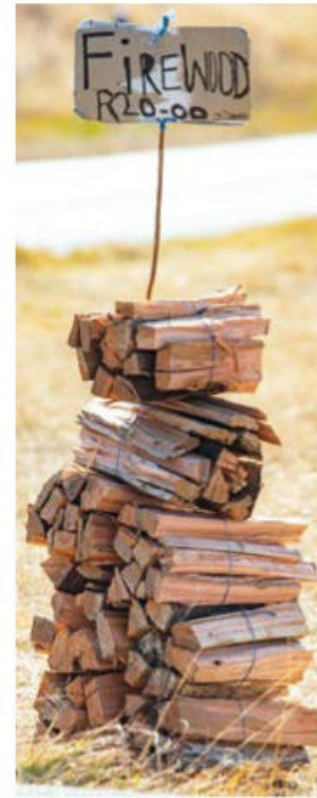
GPS S29.014200 E29.461685

go! Camp & Drive says Bring the pedal bikes – there's a special track for the kids.



ALL SORTS Mountain Splendour is an environmentally friendly resort with an pastoral theme. Even though there is a strong focus on reducing your carbon footprint, the resort isn't devoid of activities and creature comforts. It's a bike-friendly resort, so you can cycle to your heart's content, and there's a dedicated path for your little one's bicycle or tricycle. Kids can also feed animals and even pretend to be farmers on the old equipment in the playground.





old farm implements – from an antique tractor to a seesaw, with its steel seats shiny from lots of use. There’s even an old caravan. Next to this is a thatched lapa with, among other things, table tennis and two dart boards and a flat-screen TV. The pool next door is adorned with convincing faux stone on different levels, making it look like natural rock pools. The emerald green lawn has a few thatched roofs with couches under them for when you just want to chill.



The ablution block is in the middle of these stands, with a family bathroom on either side of the dishwashing area. The laundry room is on the other side where it costs you R25 per bundle (wash or dry). The machines work with R25 tokens you get buy at the office.

The general bathrooms are a pleasant surprise. The six modern shower cubicles are extra-large, each with a glass door, and the flat shower head sits high and out of the way above you. All the copper plumbing is open on the wall and the pipe with all its twists and turns

looks like a piece of art. The basins are sunk into a marble top and there is even a lower one for the kids.

The kids’ play area is between the two blocks of stands and boasts a lot of

THE FIRST STANDS in the second block look like those of the first block. The trees appear younger, but you still can’t complain about shade.

There’s is another bathroom here, but because it is quite simple, you get the impression it was the resort’s first amenities. Further along is another building with four “private” showers and toilets – these are meant for the four stands around it.

The best stands are the six on the far right at the farthest point. They each have their own bathroom and a gravel surface for your caravan. Some of them

also have a covered kitchen area with a fridge – and the view from here toward the mountains is unbeatable. Cathkin Peak in the distance looks like a small table top and the sun soon sets behind it.

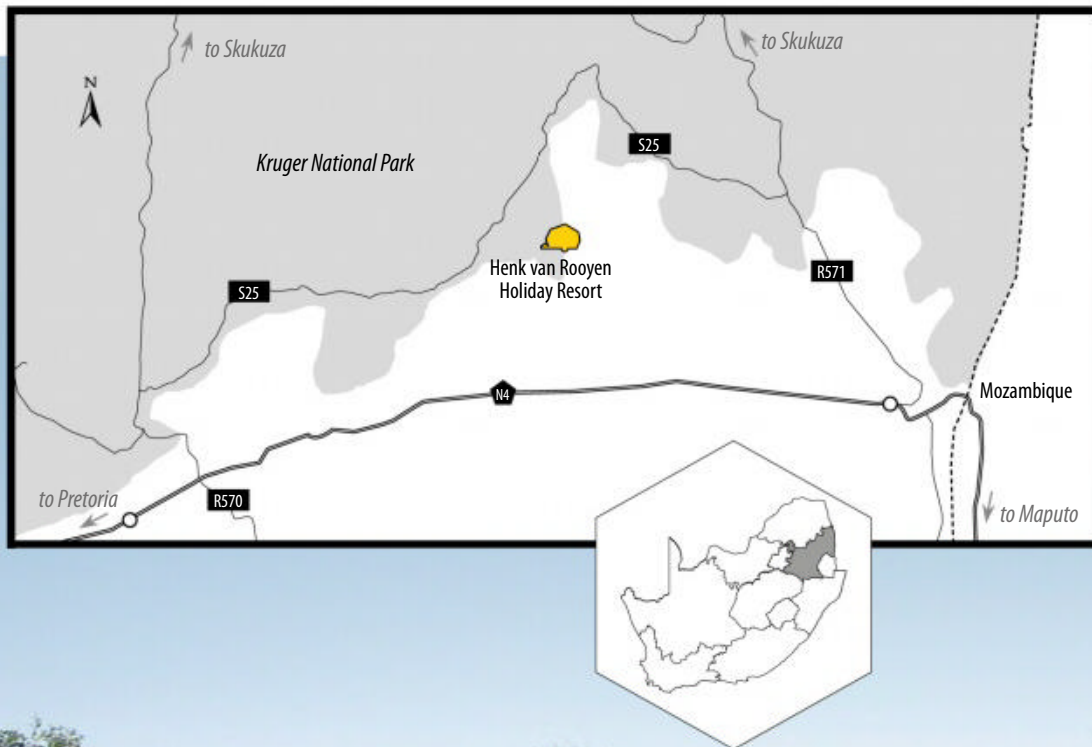


Kruger

from your rally tent

The Henk van Rooyen Holiday Resort lies on the banks of the Crocodile River in Mpumalanga's conservancy area, Marloth Park. Here you can take a good look at the Kruger National Park from the other side of the border fence.

Words and photos **Cyril Kloppe**



ARE WE THERE YET? It's quite a drive from Gauteng, but Henk van Rooyen Holiday Resort is right on the Kruger's doorstep and with just 20 stands, you can camp without feeling crowded. The campsite itself is 200 m from reception, but it's at the latter that most of the day's activities take place.



Just over 400 km east of Pretoria you'll find Marloth Park – it will take you about four hours to get here on the N4. There are two turnoffs to Marloth Park, but rather take the second one (S25.43552 E31.82231) on the Tenbosch Road, especially if this is your first visit to the resort.

This road is 12 km longer, but nicely tarred and takes you past two shopping centres where you can pick up supplies. You can use the first turn-off on your next visit but bear in mind it's a dirt road.

Show your ID at the resort's gate and a security guard will compare it to the visitor list and wave you on inside.

The reception has parking space for tow combinations and you get directions on how to get to the campsite. After the

formalities, drive past a number of chalets and rondavels and finally, 200 m later, you arrive at your stand.

THERE ARE 20 SPACIOUS stands of which 10 are exclusively for caravans. Each has a large shade cloth under which a double-axle caravan and its rally tent will fit in with ease.

Your caravan rests on level paving, but you'll need a ground sheet to cover the bare earth in front of your caravan. The stands are about about 15 m apart and each has its own braai area between your caravan and the game fence.

Each braai is built of facebrick and has a thick concrete slab. You make a fire on the right side of the slab (a grid is provided) and to the left is a prep surface. Below the work surface is a rubbish bin and you can store bags of wood under the side with the fire.

Unfortunately, you don't have an unobstructed view of the Kruger from your rally tent, as there is a row of trees between your braai area and the game fence. You can peek through the tree trunks and see a herd of elephants passing by in the distance, but if you want to see the hippos in the Crocodile River below, you have to walk through the trees and sit at your campsite's own concrete table and benches.

Spend your evenings here and use a torch to search for shiney big cat eyes. And because you are some way away from the caravans, your light won't bother sleeping campers (nor will you have to listen to their nightly noises).

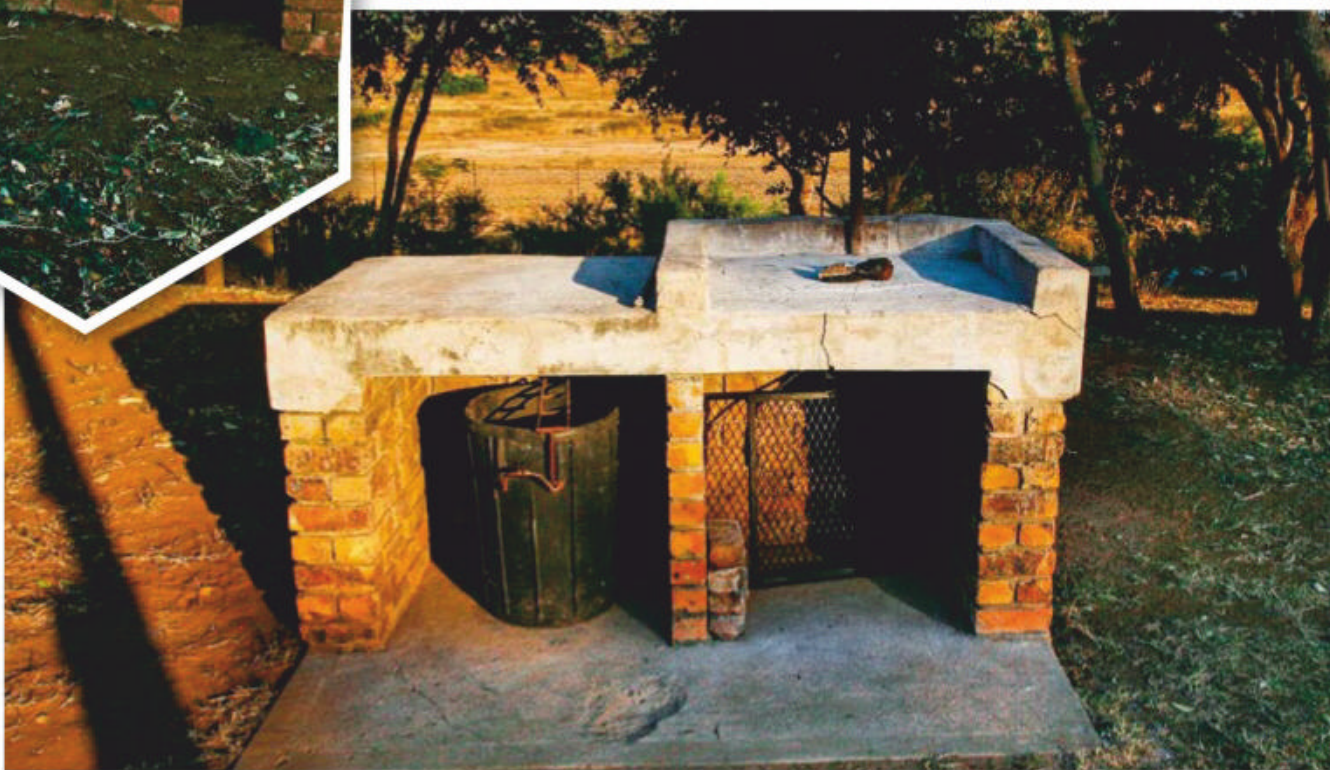
You've got a cold-water tap by your stand and there's a power point on one of the posts that holds up the shade cloth. This power point has a switch for a light, a trip switch, a three-point socket and a blue socket.

The other 10 stands are better suited for tents or off-road trailers. They have no shade nets, no river views, and there are also no braai facilities, power or water. They are, however, perfectly fine if you want to camp for just one night as part of a longer journey into Mozambique or to the Kruger, for example.

“

The stands are about about 15 m apart and each has its own braai area between your caravan and the game fence

”





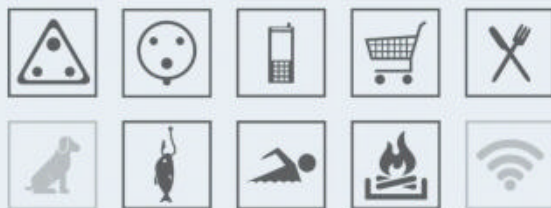
GOOD BUSHVELD CAMPING Henk van Rooyen is closer to a bush camp than a fully fledged resort, but there are diversions such as the kids' play area and a nearby swimming pool.

There is a broad lawn with a playground for the kids between the stands and the ablution block, with brightly coloured tyres to climb on, swings and a seesaw. There's also a lamp post with a light that shines all night to illuminate the way to the ablution block.

THE ABLUTION BLOCK has separate facilities for men and women. The women's side has three toilet cubicles and four basins, each with a mirror. There's a bathroom with its own sink and two shower cubicles, each with a soap dish and window sill on which you can unpack shampoo and conditioner. The shower cubicles are small and there isn't much room to get dressed. The men's facilities are a mirror image, except that there are two toilet cubicles and one urinal.

The men's and women's facilities are separated by a scullery. The entrance is at the front of the ablution block (facing your campsite) and there are a few sinks with hot and cold water where Dad and the kids can do the dishes. Behind the ablution block are laundry lines behind

Briefly | Henk van Rooyen Holiday Resort



Campsite 20 stands, 10 of which are for caravans with river views. The others are under trees, a bit away from the river, and meant for tents.

Ablution facilities 1 ablution block with separate facilities for men and women.

Price From R250 pn per site over weekdays up to R500 pn in peak season. The monthly rate is R3 500.

Contact 072 282 2256 henkvanrooyen.co.za info@henkvanrooyen.co.za

Arrival and departure times 12:00 and 10:00.

What does the road look like? From Pretoria 410 km of tarred road with the N4 motorway, through three toll gates to Marloth Park. Within the resort 200 m of good dirt road awaits.

GPS S25.36803 E31.75832 (main gate)

go! Drive & Camp says It's a great way to experience the Kruger from a different angle.



“

There's a swimming pool, playground, tennis court and a stall selling hot dogs at the reception building

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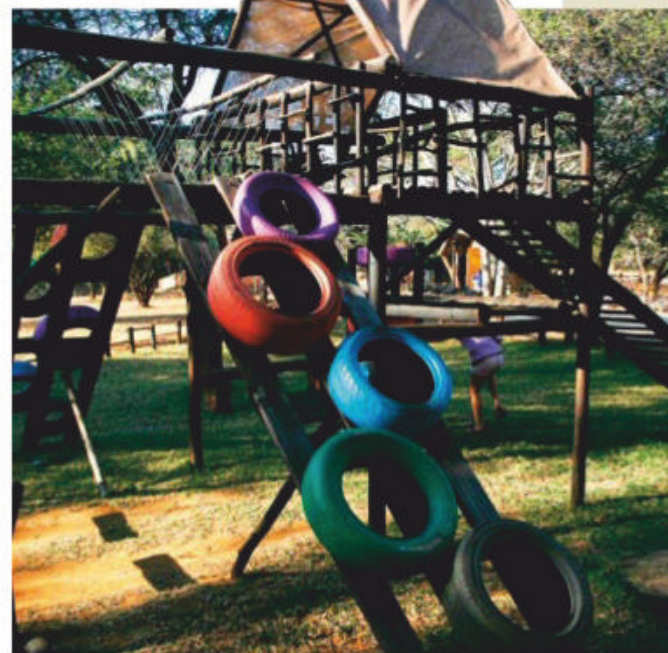
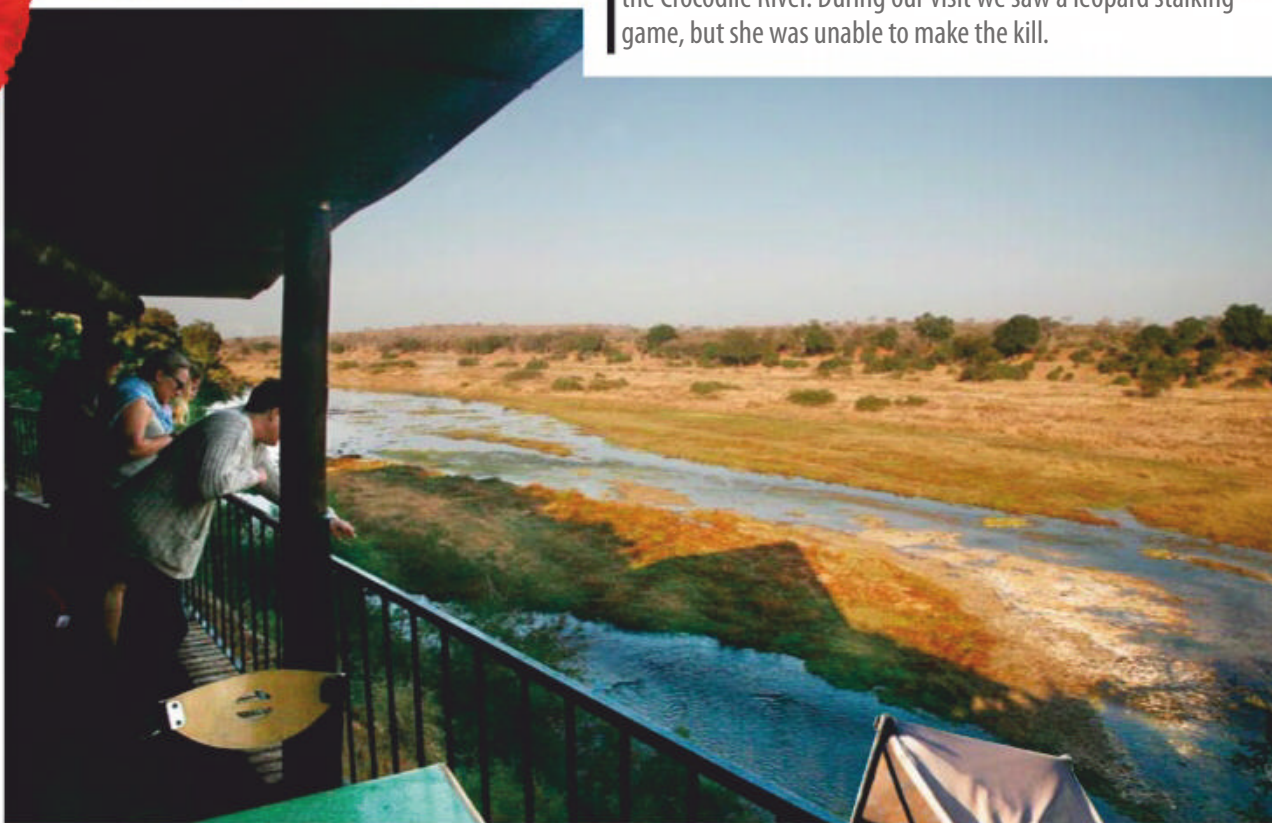
A VIEW TO A KILL From the wooden deck of the Amazing River View Restaurant you can spy on animals drinking from the Crocodile River. During our visit we saw a leopard stalking game, but she was unable to make the kill.

a retaining wall so your neighbours don't have to see your undies fluttering in the wind like national flags in front of the UN headquarters.

All that's missing is a pool. For that you'll need to get on your bike and cycle the 200 m back to reception.

THERE'S A SWIMMING POOL, playground, tennis court and a stall selling hot dogs at the reception building. There is also a braai area, but it's really meant for day visitors. Another good reason for heading here is for the Amazing River View restaurant. Relax and sit back on the wooden deck and watch the Kruger from up high.

You may, however only hang out here if you have a meal or a drink at the bar. The menu has everything from pizza to blue cheese steak (and drinks from beer to mojito). However, the biggest drawcard is the Mozambican LM king prawns (R190 for 12) with chips, rice or salad. There is also a pool table and a big-screen TV.



Stuff to do

The Sudwala Caves

On the way to the Henk van Rooyen resort, make a stop at this famous cave – it is about 130 km before you reach your destination. The caves were formed 240 million years ago and there are several halls where they sometimes hold musical performances and plays. Even though you're underground, you can leave your jacket in the car. The first 200 m gets a cool breeze that keeps the cave at a constant 17 °C all year round, but deeper in it gets stuffy and you'll be sweating even if you're dressed in a T-shirt and shorts.

Hours 08:30 to 16:30.

Price R100 pp (R55 for children; R80 for pensioners).

Contact ☎ 083 446 0228

📧 sudwalacaves.co.za

✉ info@sudwalacaves.co.za



Sudwala Dinosaur Park

The dinosaur park is next to the caves. They've got life-size representations of prehistoric animals including Triceratops, Stegosaurus and everyone's favourite, the Tyrannosaurus Rex. You walk on an elevated boardwalk that winds through a fern forest to get to the statues. There are also live Nile crocodiles, blue monkeys and red-chested cuckoos. While away the time on a wooden deck to view the rainforest valley below or hike down to the stone ruins of an ancient, unknown tribe.

Hours 8:30 to 16:30.

Price R70 pp (R40 for children).

Contact ☎ 081 043 0706

📧 dinosaurpark.co.za

✉ info@dinosaurpark.co.za



The Kruger National Park

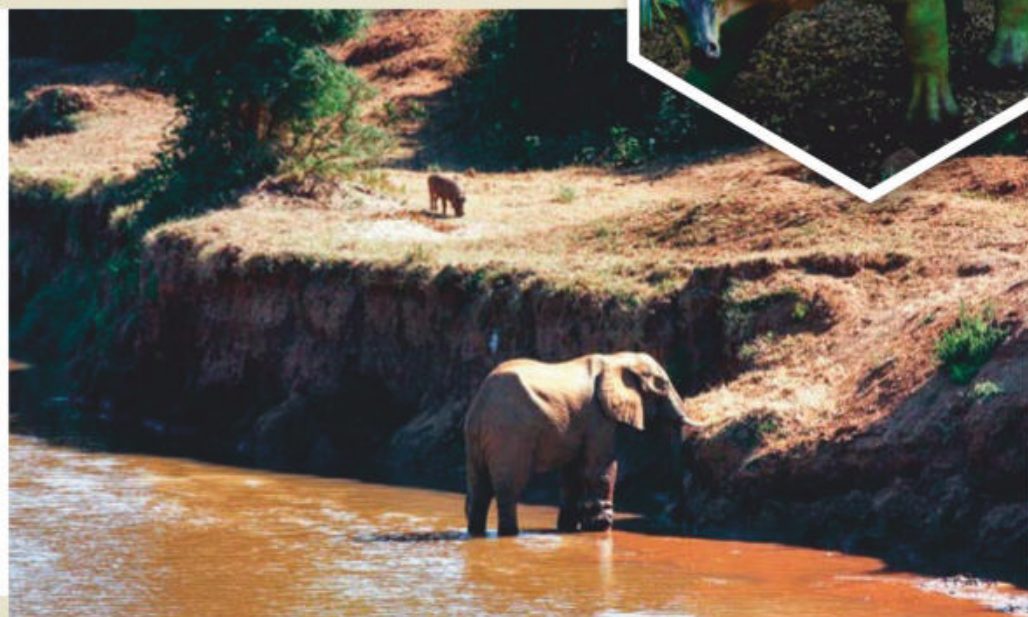
The Henk van Rooyen resort is only 23 km from the Crocodile Bridge and 37 km from the Malelane Gate. From both gates it is just over 60 km to Skukuza. The southern part of the Kruger, known as the Marula region, is more mountainous than the north and the climate is subtropical. You will find all the members of the Big Five here, but due to the nwatimhiri bushes and lush thorn trees, the chance of spotting an elusive leopard is relatively slim.

Hours 05:30 to 18:30 (summer) and 06:00 to 17:30 (winter).

Price R76 (R38 for children)

Contact ☎ 013 735 6012 (Crocodile Bridge) or 013 735 6152 (Malelane)

📧 sanparks.org ✉ reservations@sanparks.org



Roam the dome



Bring your off-roader and come play on one of the most famous and well-established 4x4 trails in the country – in a World Heritage Site!

Words and photos **Schalk Jonker**

The Vredefort Dome originated when a meteor hit the earth over 2 000 million years ago – right here in South Africa. And one of the biggest attractions in this particular patch of earth, which has been declared a World Heritage Site by UNESCO, is the Berakah 4x4 Eco Trail.

Berakah, which means “blessed”, is an unaccompanied 15 km route that consists of different sections, each with its own challenges.

On arrival you get a map, and everywhere along the route are signs

that you use with the map to determine exactly where you are. The route is also thoroughly discussed with you before you leave, so you have a good idea what’s waiting for you around the next bend.

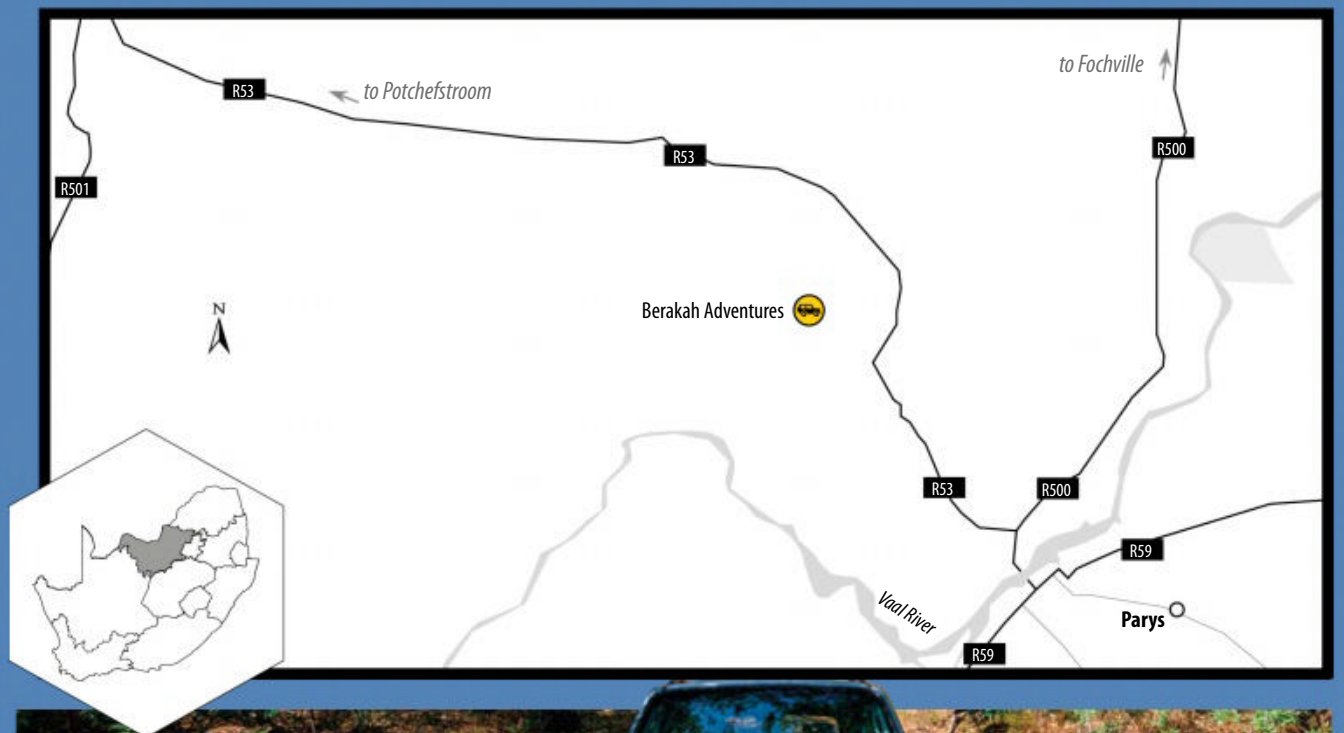
The first part of the route is not too serious, but it’s a good idea to engage low range from the get-go. The route basically consists of two parts and increases in difficulty as you go: the second section is in the mountain and significantly more challenging and intended only for experienced off-roaders in vehicles with a decent ground clearance.

You start off on a wooden bridge (after reducing your tyre pressure to at least 1,4 bar and removing your running boards)

and follow the trail through a patch of trees before the landscape turns to grassland. And along the way, there are more than enough obstacles to test your off-roader’s ability and your driving skills to the limit.

The first part is called the Riverbed Run – here you have to know your stuff as the trail winds up and down and back and forth between the trees. The Otter Slide is your first challenging downhill, but as long as you take it slowly and stay in control of your vehicle, you shouldn’t have any problems.

When you get to the bottom, drive along the stream to a challenging water crossing, especially after heavy rains. In



KNEE DEEP The challenges vary from moderate to challenging. You'll get to experience everything from sand to mud and plenty of rocky terrain and water crossings. Come here to hone your 4x4 skills before embarking on an epic trans-continental journey into Africa.

“

...the second section is in the mountain and significantly more challenging and intended only for experienced off-roaders

”



TRAIL GUIDE

fact, if it has rained heavily, this crossing is sometimes closed.

From here you drive through the Rocky Mountain section. There are some big rocks to crawl over while climbing ever higher. Choose your line well – your co-driver will have to get out in places to indicate your best path. It's all axle twisters and steep slopes, and you also drive over a double-track wooden bridge or three – go carefully.

Soon you'll reach the famous Elephant Hill. If you look at number 30 on the map, there is a big warning, in capital letters: **VERY STEEP UP/DOWN, DEEP DITCH.**

There is a good reason for this warning, because if you don't want to come unstuck here, your timing needs to be perfect. You need a lot of momentum for the uphill, but you can't rush over the crest, because you have to stop before the steep downhill (38°) and look carefully at what is waiting for you on the way down. Other than the ditch, there is also a double-track wooden bridge waiting for you. You can't make any mistakes here and you need nerves of steel, especially when tackling it for the first time.

Stop at the picnic area and start up a braai just past Elephant Hill – and take a sip of sugar water to calm your nerves. The second section of the route starts after this, and if your vehicle doesn't have a decent ground clearance, you should call it a day – or join your mate whose off-roader can manage the rest of the route. The mountain trail runs in only one direction and you can't turn around on it. When you're on it, you're on it.

Stay in low range, activate the diff locks and slowly crawl up the slope while enjoying the unique scenery. The Mine Shaft is the big attraction here – let's just say it goes dead quiet inside the vehicle as you drive nose down further and further down the slope. Take it easy and don't take any chances. Although it takes guts, it won't give you stomach cramps if you know what you're doing.

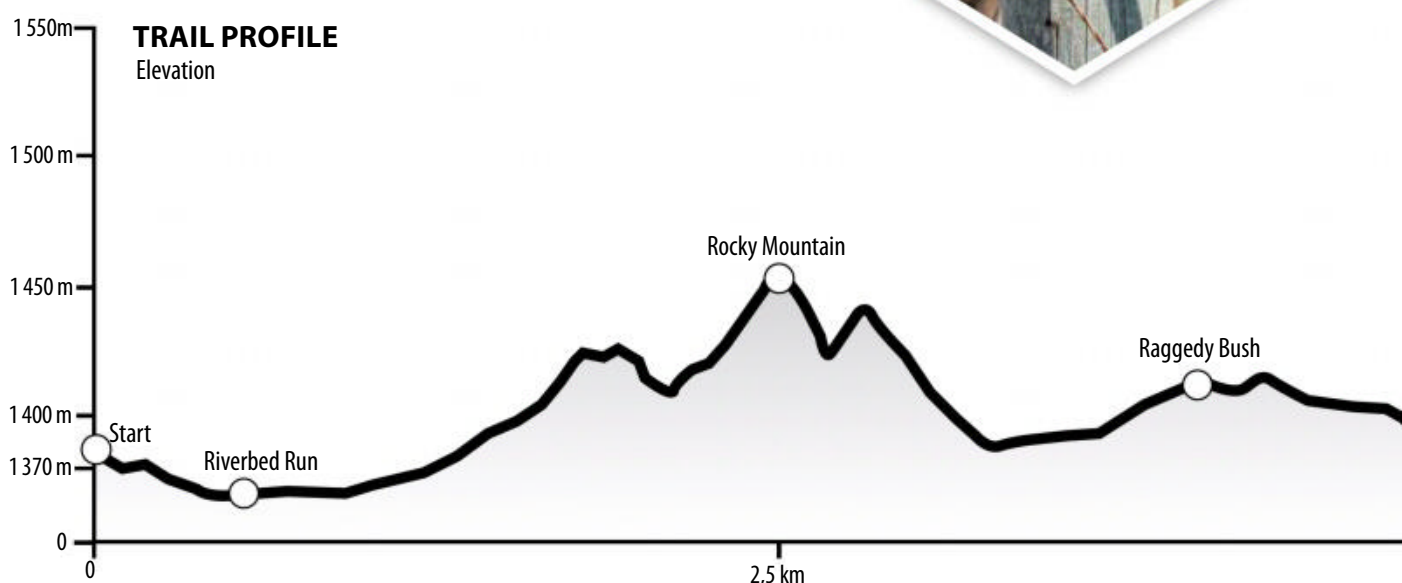
When you're done with the Mine Shaft, the road winds further through Natures Valley and the Bushy Trail, but the worst is behind you. Spot the Home Run sign, and you know that cold beer is nearly yours.



A BRIDGE TOO FAR? There are braai facilities halfway through the route. If you had difficulties during the first half you should reconsider attempting the second bit called the Country Crawl and the Mine Shaft.



Rising Climb





What you need to know



Maximum number of vehicles 20.

Do I get a map? Yes.

Will I scratch my vehicle? Only if you're careless.

Do I need to take a compressor? Yes.

Can we braai along the way? Yes.

Can I turn around halfway? Yes, between the two sections of the route.

Is there cellphone signal? Here and there, but it's not reliable.

AROUND THE ROUTE

Best time to go All year.

Can I take my family with me? Yes.

For the day or a whole weekend? You can come for a day, but rather make a weekend of it so you can enjoy the entire route. There are campsites and self-catering chalets.

How long does it take? 4-5 hours.

Are there ablution facilities? Yes.

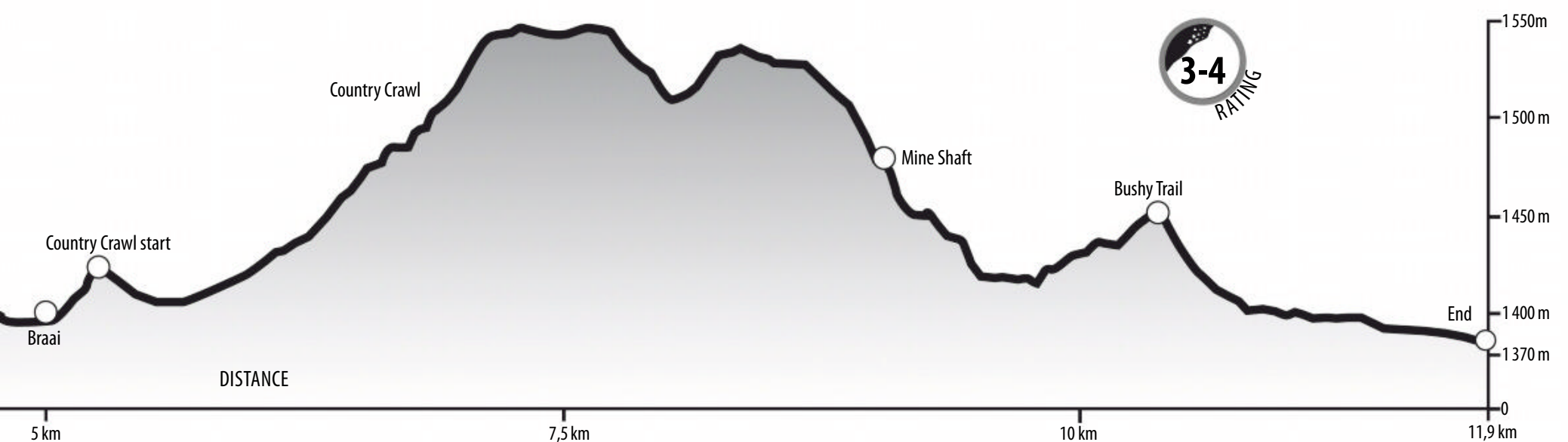
Directions Take the N1 south of Johannesburg, then the Parys-Sasolburg off-ramp and turn right onto the R59 to Parys. Follow the main road through the town, turn right into Van Coller Street and cross the bridge over the Vaal River. Continue for about 10 km and then turn left onto the Venterskroon road. Keep your eyes open for the Berakah road signs.

Price R300 per vehicle.

Contact 082 339 9177 berakah.co.za

lenie@berakah.co.za

GPS S26.823178 E27.367367



PLAN YOUR 2020 NOW



ST HELENA ISLAND

Historical discovery tour

St Helena Island is an isolated volcanic outpost in the South Atlantic Ocean. It forms part of the British Overseas Territory and is one of the most remote settled islands in the world. St Helena is truly remarkable, with a rich history, abundant marine life and unique fauna and flora. Famous exile Napoleon Bonaparte was banished here in 1815, while the 6 000 Boer prisoners detained here during the Anglo-Boer War connect the island to South Africa.

ITINERARY HIGHLIGHTS

Day 1: Celebrate your arrival on St Helena with a locally produced liqueur.

Day 2: Go on a guided tour of the island, including visits to High Knoll Fort, the Boer cemetery, St Paul's Cathedral, Prince's Lodge and Deadwood Plain, as well as the weather station.

Day 3: Enjoy a morning cruise and go on a historical walk in Jamestown in the afternoon.

Day 4: Visit the coffee plantation and a handmade jewellery boutique, with some leisure time later.

Day 5: Visit Briars Pavilion, Napoleon's first residence, and then Longwood House where he lived in exile until he passed away in 1821. The day ends with a visit to the distillery.

Day 6: Reception hosted by the governor

and a tour of Plantation House, which is the official residence.

Day 7: Guided hike to Diana's Peak, the highest point on the island.

Day 8: Jacob's Ladder: all 699 steps or as many as you can manage. The return flight departs in the afternoon.

DATES

21 – 28 March 2020

RATES

About £2 275 (R42 087) per person sharing; £695 (R12 857,50) extra single supplement.*

Prices are subject to change, rate of exchange on confirmation, and availability.

* Flights are excluded.

Plane ticket guideline: R13 970 return from Johannesburg to Jamestown.

INCLUDED IN THE RATE

- Return airport/hotel transfers
- Seven nights at the Mantis St Helena Hotel
- Full-day guided historical tour, historical Jamestown walk, plus guided tours to a coffee plantation, Briars Pavilion and Longwood House, the distillery and Diana's Peak
- A marine boat cruise, a visit to G-Unique Boutique jewellery and a visit to Plantation House, hosted by the governor
- Breakfast daily, two lunches, seven dinners, three picnic lunches and an afternoon tea



NAMIB DESERT

Vanish into a sea of sand

The Namib is the world's oldest desert and a UNESCO World Heritage Site. Experience this unique landscape for yourself on one of two 4x4 tours. The Namib is an everchanging dune landscape – unspoilt, vast and mesmerizing. It might seem like an inhospitable place, but look carefully and you'll find animals and plants completely adapted to the environment. You'll also discover remnants of the desert's rich diamond mining history, as well as haunting shipwrecks. Out there, it's you and your 4x4 surrounded by a sea of sand. It's easy to imagine you're the only person on this planet.

Since this is a concession area only a limited number of tours are offered every year. Make sure you are one of the fortunate few who get to experience this ultimate journey.

FACES OF THE NAMIB

Join us on this six-night tour and discover the many faces of the Namib region, while testing your dune-driving skills among the world's highest sand dunes. You will be part of a convoy making your way up and down the dune landscape.

The tour starts in Solitaire. We'll first travel in a westerly direction through the Kuiseb Canyon, then on to Conception Bay across the iconic sand dunes. We'll pass through a ghost town and visit the wreck

of the *Eduard Bohlen*. Our convoy then heads north along the Lange Wand (a high wall of dunes along the coast) to Walvis Bay. The aim of this tour is to experience the desert in all its splendour.

DATES

1 – 6 March 2020

28 June – 3 July 2020

11 – 16 October 2020

17 – 22 December 2020

Lüderitz – Walvis Bay

This seven-day tour starts in Lüderitz and goes north to Walvis Bay, passing Meob Bay, Conception Bay and Sandwich Harbour along the way. This part of Namibia was once the scene of a diamond rush and is known as the Sperrgebiet. Access to the area is still controlled and only a number of vehicles and groups are allowed to drive this route annually.

You'll get to test your off-road skills by scaling some epic dunes while landmarks like an old, broken-down Ford truck, the wrecks of the *Eduard Bohlen* and *Shawnee* and the remains of mining settlements provide good photo opportunities.

DATES

23 – 29 January 2020

21 – 27 May 2020

RATE FOR BOTH TOURS

R12 950 per adult

Included in the rate: A guide team in own vehicles, two-way radios for all vehicles, breakfast and dinner daily, concession fees, park fees, community levies.

WE ALSO OFFER THE FOLLOWING TOURS

Iceland

26 Jan - 03 February 2020

Egypt

14 - 26 February 2020

Scandinavia

01 - 09 March 2020

India

5 - 19 March 2020

Jordan

14 - 21 April 2020

Peru

8 - 22 May 2020

Tanzania

16 - 24 May 2020



LIVETHEJOURNEY
LIFE ENRICHING TRAVEL



Heart of the bush

In the middle of the country lies a game lodge that allows one to escape from the hustle and bustle, says **Madeleine Steyn** from Potchefstroom.

“One of our camping friends had been to Tava Lingwe Game Lodge and Wedding Venue, close to the Free State and Gauteng border. As it's not far from home meant it was a no-brainer to hitch our Jurgens Penta to our Nissan Navara, and hit the Viljoenskroon road, before turning on the R59 in that direction. When you've got a caravan behind you it takes about an hour to get there from where we live. Two other couples joined us for the weekend.

TELL US ABOUT THE CAMPSITE AND ABLUTION FACILITIES.

It's neat and tidy, and the layout of the camp is well planned, so that you have a lot of privacy and peace. It's a little dry at the moment, but the sunsets are amazing. You camp in nature with all the conveniences that you need.

The stands are large and each has a power point as well as a braai area.

Because there was no grass yet at the time of our visit, it got a little dusty. You set up camp in one of three blocks: A, B and C. We pitched at block C, but there's not much shade to speak of.

The bathrooms offer more than enough, with plenty of warm water and kept very clean and neat. They look brand new. There are also larger family bathrooms for when you have energetic kids to clean.

WHAT ACTIVITIES ARE THERE TO DO?

Two swimming pools, putt-putt, paved walkways for biking, a playground area for kids, and then you should also go on a game drive, which is reasonably priced. The lodge has a restaurant and bar with large veranda. There are also hiking trails in the camp, plus a curio shop. The staff are friendly and accommodating.

ANY TIPS FOR FIRST TIMERS?

Take all your food with you as it's a bit

far from town and the little shop stocks only the bare necessities, with not much variety. Fill up with fuel where you can as well, so you don't have to venture out unnecessarily. Otherwise it's quite affordable at just R380 per stand per night, with additional persons and vehicles costing R60 and R30 respectively. ”



CONTACT

056 931 0986

tavalingwe.co.za

GPS S27.080395, E27.158112

WIN

Madeleine wins a Camp Cover
Camera bag worth R400.

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

campcover.co.za

CAMP COVER



FIND YOUR NEXT CARAVAN OR CAMPER TRAILER

And view it from every angle.



Visit our user-friendly website or App and find your next caravan or camper-trailer quickly and easily. You can also view each product with our latest 360° Interior View feature, allowing you to interact with the product and see it from every angle. Enhance your viewing experience and find your perfect match with [Carfind.co.za](https://www.carfind.co.za)







Diesel does it

With his thirsty petrol V6 SUV behind him, **Jakkie Coetsee** from Randburg couldn't be happier with his thrifty turbodiesel bakkie.

No nonsense

2012 NISSAN NAVARA 2.5 DCI LE 4X4 MANUAL

It's not only been dutifully doing the school run and taking everyone on holiday now and again, but Jakkie's **Navara** has also pulled on the heartstrings of his family members.

“There are very few vehicles on the market today that can legally tow a **Jurgens Exclusive** in terms of **tare vs GVM** weight ratios, still have almost a tonne of loading capacity *and* carry four in comfort, and that's why my family loves this Navara. I affectionately refer to her as 'Trokkie' but my wife insists that this bakkie is on the small side to be called a truck.

She's been with us for just over a year now, after we sold the **2005 Toyota Prado V6** we drove for three years because of that vehicle's drinking problem – no really, it used to only get **850 km from 180 £** of petrol.

The Navara was second-hand with just under **100 000 km** on the odometer when we purchased it for **R250 000**. The dealership originally wanted **R260 000**, but who pays floor price, right? Over the last 12 months, we've managed to clock up an additional and problem-free **35 000 km**.



Show us your wheels

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

We considered most of the other 'brand name' bakkies, and even though the Navara is a **bit plasticky** on the inside – especially the dash area which scratches very easily – we love it.

Considering that this vehicle is now seven years old, it's probably the most comfortable bakkie in terms of ride quality because it doesn't even ride like a pick-up. Its road-holding capability is more like that of a passenger car and the cabin is also quiet and comfortable with loads of legroom for the rear passengers.

In terms of upgrades, our Navara's had a busy year because it's been fitted with a **76 mm free-flow exhaust** system and I've also had the **ECU remapped** to try and coax a little more power out of the four-cylinder diesel motor. We managed **161 kW and**



537 Nm of torque on the dynamometer's rollers – up from the **140 kW, 450 Nm** factory settings. To get a little more distance on trips it's also got a **long-range tank**, and there's a **reverse camera** linked all the way through to our caravan which makes towing a breeze.

With some extra cash in my pocket, I'd probably add a decent set of rock sliders, because the OEM running boards are a tad flimsy when you want to tackle a 4x4 course, and easily get bent out of shape.

After the remap especially, the Navara tows our heavy Exclusive at highway speeds without any issues despite being fully loaded. It's a beast. But if money were no object, I'd probably opt for a 200 Series Toyota Land Cruiser – the V8 turbodiesel model of course.

The **only bugbear** I have is that the Navara has the **turning circle of an ox wagon**, but otherwise I'm happy with its **fuel consumption**. It averages around **10 l/100 km** around town, and it can even manage **7,5 l/100 km** on the open road. The 12,5 l return at the pumps with the Exclusive hitched is also not too ridiculous.

There have been so many camping destinations with this combination, but by far our favourite is the **Dinokeng Resort**. We've been going there since they opened three years ago and it's amazing how the resort has improved in terms of facilities and activities. Our kids also love it there as there's so much for them to do. And it's a short drive – about an hour from home – so it's ideal for a quick weekend away in the bush. 📍

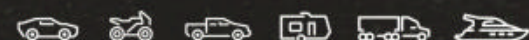
FIND YOUR NEXT CARAVAN OR TRAILER

And view
it from
every angle.



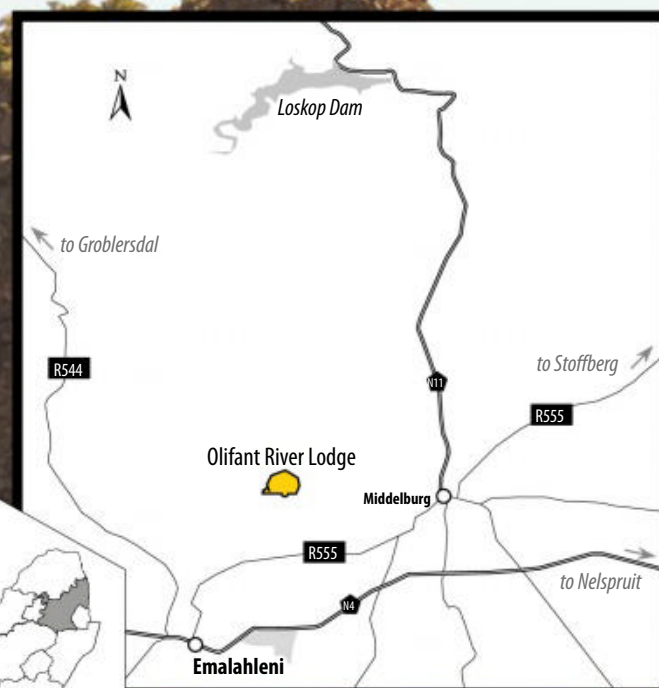
Visit our user-friendly website or App and find your next caravan or camper-trailer quickly and easily. You can also view each product with our latest 360° Interior View feature, allowing you to interact with the product and see it from every angle. Enhance your viewing experience and find your perfect match with Carfind.co.za

 **Carfind.co.za**



Loads of fun, lots of fish

Camp next to the Olifants River and see how many fish you can lure.



OLIFANTS RIVER LODGE

CATCH A FEW IN THE OLIFANTS

The Olifants River Lodge lies just past Middelburg in Mpumalanga. After the final 6 km stretch of gravel road, you arrive at a reception building that would make a few better-known resorts quite jealous.

From here you look out onto a lush green lawn that folds around the cold-water pool like a blanket, with the heated pool in a building on the right. A restaurant and conference facilities are further down the slope.

From here you drive deeper into the resort, past a few rondavels on the left and family rooms to the right. The road winds further down to the stands where you

eventually reach the river – with a view of the gorge in front of you.

The shore in front of the stands is almost 300 m. If fishing is on the cards, you'll have to show up early to make sure you have a spot along the river, as the stands aren't allocated. Sixty of the 70 sites have power points, and depending on where you stand, it is the usual house socket or blue caravan plug. There's a lot of shade and you also get a braai on your stand.

The lodge has four ablution blocks for campers. They're clean, neat and well-equipped. Two of the bathrooms have separate rooms (each with a shower, basin and toilet) where you can do your ablutions in private.

There's also a laundry when it comes time to wash clothes.

If you manage to get a stand on the water, make sure you keep an eye on the fishing rods, because there is a large variety of fish here that will want to steal your bait. It is not at all strange to pull out a 5 kg carp, but they also share the water with yellowfish and black bass. If luck is on your side, take a picture and let the fish go again.

If you want to stretch your legs, choose between the Lanatus Cycad or the Protea hiking trails, or venture up the river with a pedal boat or canoe. You can also bring the bikes along, and if the kids get bored, they can busy themselves at the water slides. The bigger ones can challenge each other for a match of snooker, table tennis or darts, and if the weather does not play along, you head for the indoor hot-water pool where it is one season all year long.



Briefly | Olifants River Lodge



Fish Yellowfish, black bass, catfish, carp and bream.

Campsite 70 stands – enough room for 25 caravans next to the water.

Ablution facilities Clean tiled floors, walls and showers. Some of the showers have partitions with their own sink and toilet.

Price R200-R910 pn per site, depending on the season and how

many people (maximum 6).

Arrival and departure times 08:00 and 16:00.

Contact 013 243 9401/2 or 082 892 3029

olifants-river-lodge.co.za

info@olifantsriverlodge.co.za

Nearest town Middelburg, 19 km.

What does the road look like?

The last 6 km is dirt road, and depending on when the road is scraped, it can be corrugated.

GPS S25.76198 E29.31260

go! Drive & Camp says The stands are not allocated. The earlier you arrive, the better chance you will have of getting a spot on the river.

COCONUT FISH CAKES

Have your cake and eat it

Always use double the quantity of flaked fish to the mashed potato or sweet potato.

Ingredients

(enough for 6)

- ½ onion, finely chopped
- 2 garlic cloves
- 2 tablespoons butter
- 2 cans (213 g each) salmon or any cooked white fish
- 1 cup cooked sweet potato or potato, mashed
- 1 large handful fresh coriander leaves, chopped
- a pinch chilli flakes
- ½ cup fine coconut (or chopped peanuts)

- zest of 1 lemon
- a pinch of salt
- a handful breadcrumbs
- oil for shallow frying

Here's how

1 Sauté the onion and garlic in the butter until soft. Drain and flake the fish and mix it well with the sweet potato. Then stir in the onion and garlic mix, coriander, chilli and coconut. Add the lemon zest and season to taste with salt.

2 Form 10-12 balls. Roll each ball in breadcrumbs and form a small patty. Pack the patties on a plate and place in the fridge for at least 1 hour until firm. It sometimes happens that the patties don't firm up, that may be due to the moisture in the vegetables. In that case, simply mix in a handful of crumbs. The patties can also be frozen between layers of clingfilm

and cooked from frozen.

3 Heat a pan with a thin layer of oil and fry the fish cakes until golden brown on one side before turning over and frying the other side golden brown. Serve the fish cakes with lemon wedges and a fresh tomato salad.

go! Drive & Camp says If you don't use canned fish and cook it first, the best method is to steam it lightly so the fish is juicy and tender. But don't let that stop you if you only have leftovers! Just mash it carefully so you don't get lumpy fish cakes.



FISHING GEAR

Finger on the pulse

Fishing alarms work like a bomb, but a fish can still fool this modern technology.

As your fishing rod lies on the stand – with the line resting over the wheel of the alarm – it will quickly let you know when the line starts moving. That's when the fish bite and begin to swim with the bait in its mouth. The fish will most likely then pull on the line, which means it rolls over the wheel of the alarm and the alarm goes off. But if the fish picks up the bait and happens to swim towards you, the alarm

won't necessarily detect this as the line will go slack.

The solution? A swing arm that you can add to your alarm. It is simply a weight hanging between the reel and the alarm. You hook the arm to the line after casting when the line is pretty tight. If the fish then swims towards you, the weight will pull the line down as it goes slack. That way the alarm will still go

off as the line moves.

You won't get tangled up between the line and the arm, as the arm will release when you pick up the rod.

Like the alarms, the arms come in different colours (similar to the alarms), and it comes in its own case.

Price About R770 per set at fishing shops.

Contact Adrenalin Importers & Distributors (importers)

021 982 1510

catches@4adrenalin.co.za

adrenalinfishing.co.za





VOLVO XC90 T8

Get amped for the T8

Electric vehicles are becoming all the rage but considering Eskom's track record, it may be better to rely on hybrid technology for now before we write off fuel.

Words and photos (unless stated otherwise) **Cyril Kloppe**

Volvo's XC90 was updated recently. The 2019 model has a new grille, there are new body colours, and a third row of seats has been added so six people can take a ride in it – seven even, if the guys on the middle bench don't mind squeezing in like canned sardines.

That's all fine and dandy, but rather than writing about seats and colours, we wanted to use the opportunity to drive the T8 hybrid model on the dirt roads of

the Cape's Overberg District and take the historic Malgas pont across the Breede River for one last time before it is replaced.

Note, the T8 hybrid has quite a few electrical parts you may not be familiar with. Read the "4x4 professor" article on p 90 if certain concepts sound like Greek to you.

Hybrid, you say?

The Volvo XC90 T8 has a 2 l petrol engine with a turbo-charger and supercharger that

deliver 235 kW at 5 700 rpm and 400 Nm at 2 200 rpm. This engine only drives the front wheels and there is no drive shaft to the rear axle. The rear is powered by a AC induction motor Volvo calls ERAD (electric rear axle drive). This motor generates 65 kW and 240 Nm. At the push of a button, you can choose whether you want to use just battery power – called Pure mode – and whether you want to use both drive systems for all-wheel drive.

A battery lies in the space where the drive shaft would normally be and its energy density is enough to take you 33 km without a single drop of fuel, provided you turn off the air-con and other gadgets.

The performance in this mode won't blow your hair back, but it's sufficient for peak traffic or if you want to take a leisurely cruise through a leafy neighbourhood. You have to be gentle with the accelerator pedal, though, because



otherwise the tin brain will think you're in a hurry and then the petrol engine kicks in.

There are three additional modes: Hybrid, Power and Off Road. The Hybrid mode is the most practical as it gives you a good balance between fuel economy and performance, and the range is 950 km. Power is for performance, and in Off Road, the air suspension raises the bodywork and the petrol engine and electric motor work together to drive all four wheels.

Unfortunately, all that extra technology comes at a cost: the Volvo XC90 T8 weighs 2 266 kg – 266 kg heavier than the XC90 diesel D5 and 272 kg heavier than the petrol T6. The hybrid T8's fuel tank holds 1 ℓ less (70 ℓ versus 71 ℓ) than its smoking siblings. Remember, though, the T8's fuel consumption is 2,1 ℓ/100 km (so says Volvo) versus the D5's 5,7 ℓ/100 and T6's 8 ℓ/100.

The T8's maximum tow weight is also 300 kg less than the other two, which can tow 2 700 kg.

How do you recharge it?

The Volvo XC90 T8 looks near identical to the T6 and D5, but there's an extra "petrol flap" between the left front door and wheel arch that boggles the mind. This is where you'll find the T8's power socket. Volvo provides a 4 m long charging

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...it gives you a good balance between fuel economy and performance

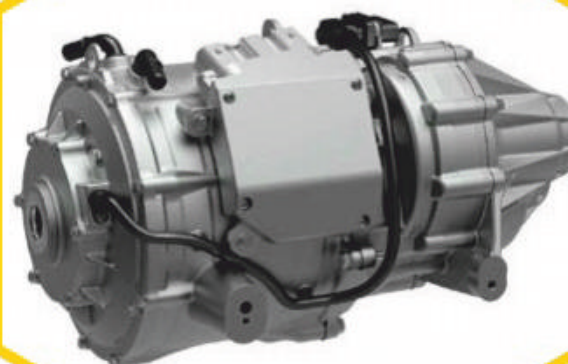
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BZZT! A leaflet warns you not to use an extension cord to recharge the T8. The charger's plug is locked onto the XC90 while charging and the only way to detach it is by pressing the unlock button on the key fob. Beware the wading depth (bottom) – once the chassis touches water, you're in too deep!



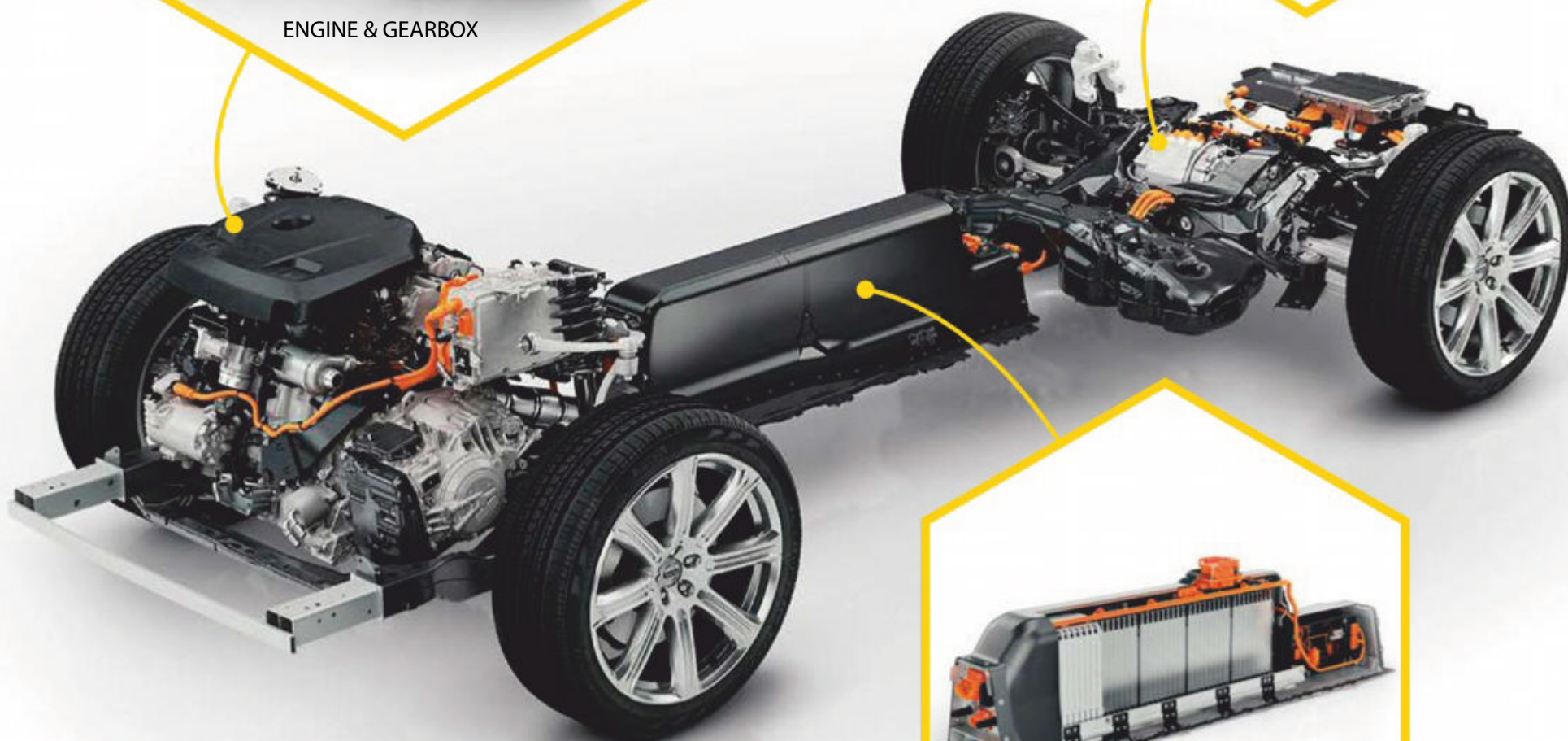


ENGINE & GEARBOX



ELECTRIC MOTOR

PHOTOS VOLVO



BATTERY

cable with an EC 62196 plug on one end and a European two-point plug on the other, with a converter in the middle. You can plug the two-point plug into your home's electrical outlet. This 3 kW charging cable (16 A) requires about four hours to fully charge a flat battery, and because it draws relatively

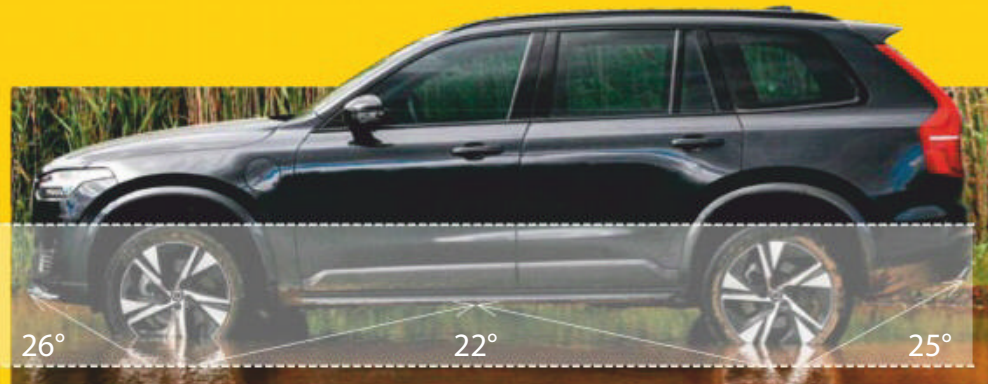
little amps, it won't trip a circuit breaker if you charge the car while a tumble dryer or oven is on at the same time.

Volvo, however, warns that you should never use a household extension cord with the charger, because 3 kW is enough to melt such a cord and could result in a fire.

You can recharge a T8's battery a little faster at a public charging station (at 22 kW), but it only takes one hour less than at home. You cannot recharge

a T8 with an EU DC CCS type 2 rapid charger.

You can, of course, use the T8's internal combustion engine to recharge the battery, but that





increases fuel consumption. In addition, you can set the T8 to bypass the battery and save its charge for later – like for when you go on a game drive through the Addo and you don't want the elephants to hear you coming.

How does it drive?

It's potent – we're talking about the internal combustion engine here – and even more so when both propulsion systems work together. The buzzing sound the electric motor makes is a little weird at first but you'll soon grow to like it. When driving around in a parking lot (on battery power) you don't hear it at all and even the tiny motors for the electric windows are louder. Watch out for pedestrians, because they won't hear you coming. Even the petrol engine with its turbochargers is remarkably quiet, but fittingly so for a luxury vehicle.

We do have some criticism: the suspension and 20" low-profile tyres on our R-Design

test model are way too hard. Go for a cheaper model with more rubber, instead. The biggest concern, however, is the Volvo XC90's 45 cm wading depth.

We drove through shin-deep water with the XC90 T8, and the petrol engine unexpectedly switched off. Fortunately, the electric motor got us home. For the remainder of the test, we had to limp about on battery power – 33 km at a stretch with four hours of charging time in between.

Conclusion

It's brilliant as long as it works, but its reliance on first-world infrastructure is certainly cause for concern in Africa.

At the time of going to print, we still hadn't found out what ailed our test car. Did a sensor trip due to moisture or did the engine swallow water in a shin-deep streamlet? Either way, this princess-and-the-pea level of sensitivity confines it to a comfortable city life.

REVAMP The vertical lines in the grille are replaced with a honeycomb-like grid. Not much has changed on the inside and it's still stylishly sombre rather than daring.

Competitors

Luxury hybrid SUVs with all-wheel drive.



R1 315 800

Lexus RX 450H SE

A match for the XC90, but not everyone likes those stealth fighter lines.



R1 639 300

Range Rover P400e PHEV

More expensive than the Volvo, but also the pinnacle of luxury.



R1 757 000

Porsche Cayenne E-Hybrid

A beast, but with only five seats as opposed to seven that all the others have.

SPECIFICATIONS

Model	XC90 T8 Geartronic AWD R-Design
Engine	1 969 cc, four-cylinder turbodiesel
Power	300 kW (235 + 65 kW)
Torque	640 Nm (400 + 240 Nm)
Gearbox	8-speed automatic + ERAD
Fuel consumption	2,1 l/100 km
Weight	2 266 kg
Angles of approach and departure	23,8° and 23,3°
Towing capacity	2 400 kg
Ground clearance	238 mm
Wading depth	450 mm
Warranty	5 years / 100,000 km
Service plan	5 years / 100,000 km
Safety rating	★★★★★ (Euro NCAP, 2015)
Price (as tested)	R1 424 900 🇿🇦

Once more, with attitude

The Raptor is the jewel in the Ford Ranger lineup, and, like its older brothers, it handles a caravan with ease.

Words and photos **Leon Botha**



FORD RANGER RAPTOR

The Raptor is not your standard double cab. Not only is it wider and taller than the Wildtrak, but Ford also claims to set a new standard in terms of high speeds and 4x4 capabilities. You may think it's designed primarily for having fun, but the fact that the manufacturer has equipped it with a special towbar means it's equally capable of getting hitched to a caravan. We hook up the latest Jurgens Xplorer to see how the Raptor handles itself.

A towbar with a difference

Where the ordinary Ranger's towbar looks like a crossbar

extending from under the bumper, the Raptor's towbar sits closer to the bakkie's body. That, of course, improves the vehicle's departure angle in the bush, especially without the ball section, which can be removed. With the ball, the hook is 9 cm from the rear bumper, with the lower part a mere 36 cm above the road.

At the ends of the towbar, there are two recovery points that can withstand a force of up to 3 863 kg. Ford has set the Raptor's towing capacity at 2 500 kg (that's a whole tonne lighter than the Wildtrak model). Brink manufactures the towbar, and the D value – a number referring to a specific load test – is 13,63 Kn (1 390 kg). The Wildtrak's D value is 16,6 kN, while the allowed nose

weight on both towbars is 225 kg.

The 2.8 Wildtrak we drove in August this year has a permanent towbar, with the ball section bolted onto it.

On the Raptor, the ball is bolted to the removable arm, which you can loosen by hand and a spanner. This arm looks like a carpenter's square with the ball bolted to the bottom. Oddly enough, this side of the towbar has only one set of holes, although there is room for at least two more settings.

Hitch it up

Unlike the Wildtrak with its electronic instrument panel, the Raptor's is more traditional with a small electronic screen between the speedometer and tachometer.





As you start the vehicle, the needles glow red and you know that it's ready to launch.

At the top of the steering wheel is a red mark so you can see when the wheels face forward. This is great for off-roading, but in ordinary traffic it doesn't really serve a purpose.

When reversing, the image shows the rear on the rear-view screen, which also has static index lines. Even though the lines don't move with the steering wheel as you turn, there is a dotted line in the middle that runs up to the towbar.

So you can easily aim when wanting to hitch something.

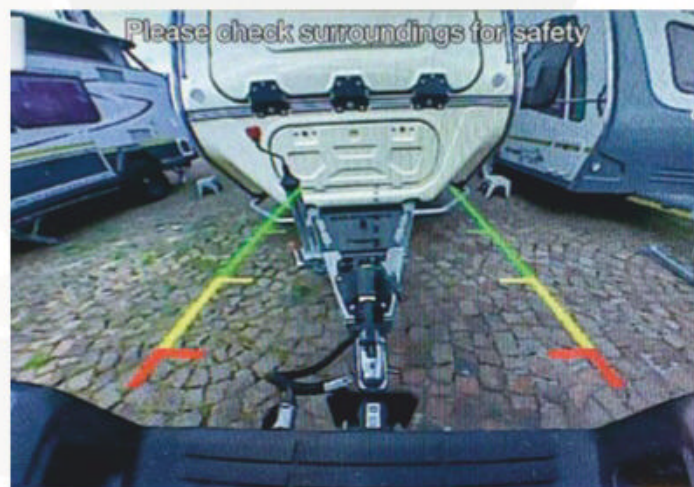
As soon as you get too close to the caravan, the computer warns you. Once the caravan is hitched, the computer registers it (just as with the Wildtrak) and a note appears in the dashboard that the reverse alarm is disabled because a trailer was hitched. Now the alarm is silent when you reverse with the caravan.

On the lighter side

The Raptor has the same wake-up-and-go engine as

TAILOR MADE The Raptor features panels and items specific to this model, such as the oversized fender flares, removable tow hitch by Brink and strong, wide running boards.





the 2 ℓ Wildtrak with its two turbochargers delivering 500 Nm, and no other double cab with the same engine size can hold a candle to it.

You'd expect the Raptor to do even better in front of a caravan, but surprisingly, it is not so.

The Raptor and Wildtrak both have a 10-speed automatic transmission, and at 100 km/h both stay in ninth gear and 1 500 rpm (also at 120 km/h and 1 750 rpm).

But with the 80-120 km/h acceleration, the Raptor falls slightly behind: in Drive mode, it's 2 seconds slower (17,5 s to 15,5 s) and in Sport mode it's 1,6 seconds slower (13,8 s to 12,2 s).

Although our test was not scientific in clinical conditions, one of the reasons may be the Raptor's oversized tyres. They're BF Goodrich 285/70 R17 tyres specially developed for Ford, and there's a good 17 cm of rubber between the road surface and the rim.

Furthermore, the Raptor's tare

weight is 129 kg heavier than the Wildtrak's.

On the day of the test, the actual weights of the two vehicles were almost the same: the Raptor was only 30 kg heavier at 2 660 kg, but its caravan was 40 kg lighter than the one on the Wildtrak. And, if you want to split hairs, the wind was from the same direction, but 6 km/h stronger.

In terms of fuel economy, the Raptor and Wildtrak deliver similar results – both having an acceptable figure of 14,08 ℓ/100 km (7,1 km/ℓ).

You know you're in a proper 4x4. Yes, it is R113 000 more expensive than the Wildtrak, but the finishes are much better.

One example is the running boards: on most bakkies, they're simply cosmetic, but on the Raptor they extend a good 15 cm beyond the body, and even if your calf rubs against it when you climb out, it's strong enough to step on... and even hop on.

“

As you start the vehicle, the needles glow red and you know that it's ready to launch

”

EQUIPPED TO WIN Everything about the Raptor's interior screams racing, with blue stitching, plus and minus paddle shifters, and those gleaming red needs and steering strip. In reverse, it's also geared for succes, with parking sensors and trailer recognition.



What does Pieter Crous, our towing expert, say?

“I’m clearly sitting higher than in the Wildtrak, and this gives a good view all around. I prefer to sit higher up, and easily found a setting that suits me fine. I noticed that the bodywork is wider, because usually the Xplorer we tow is as wide as the bakkie we’re testing, but it’s slightly hidden behind the Raptor.

Although they both have the same engine, the engine noise in the Raptor is louder. I see the lane control remains activated

when you tow, but of course it only kicks in when you’re going faster than 60 km/h.

This gearbox, also used in the Wildtrak, remains the only decent one I’ve seen in a Ford bakkie. However, the Sport mode button doesn’t sit by the gear lever as in the Wildtrak, but is part of the ride modes you can adjust in front of you in the dashboard.

With a caravan, the ride is, as expected, slightly harder, but the ride itself feels a lot like that

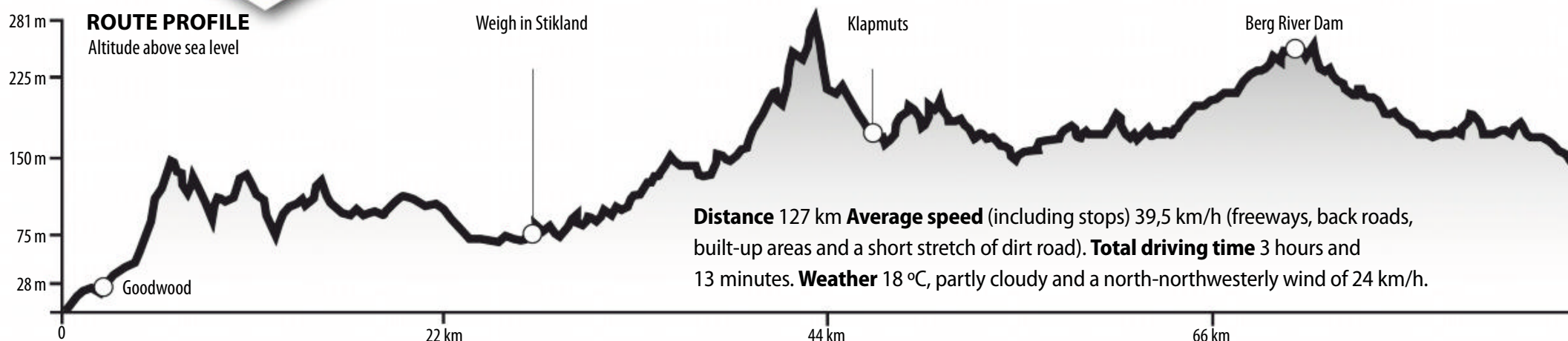
of the Wildtrak, even though the chassis differs significantly.

In Drive mode, you can’t see in which gear the Raptor is, but once you touch one of the gear paddles, it shows the gear. You can also choose the gears yourself, but if you leave the paddles for a while, it switches back to Drive mode. As you pull away, it feels as if the tail first lifts up before you get going, and that’s probably because of all the power being sent to the rear wheels first. It doesn’t



ROUTE PROFILE

Altitude above sea level



happen when you drive without the caravan.

Inside, the finish is excellent. The blue stitching in the upholstery is striking, although the ventilation holes in the panel and the sunglass holder in the roof appear plastic.

I think the Raptor is for people who are aware of what they are driving and are serious about 4x4. The tyres and the stickers on the body are a bit extravagant, but I liked the colour of the test vehicle.

“
go! Drive & Camp
says The Raptor has
disc brakes on the
rear wheels – you
don’t often see that
on double cabs
”

The caravan

Manufactured by Jurgens Safari

Model Xplorer

Year model 2019

GVM 1 650 kg

**Loaded weight on
axle during test**

1 260 kg

go! Drive & Camp borrowed the new Jurgens Xplorer from Tygerberg Caravans. Call Wesley Dempster at 021 982 4670 if you want to take a closer look at the new Xplorer.

tygerbergcaravans.co.za

From the competitors (double cabs with attitude)



R714 500

Toyota Hilux GR-S

450 Nm



R785 000

Isuzu Arctic AT35

380 Nm



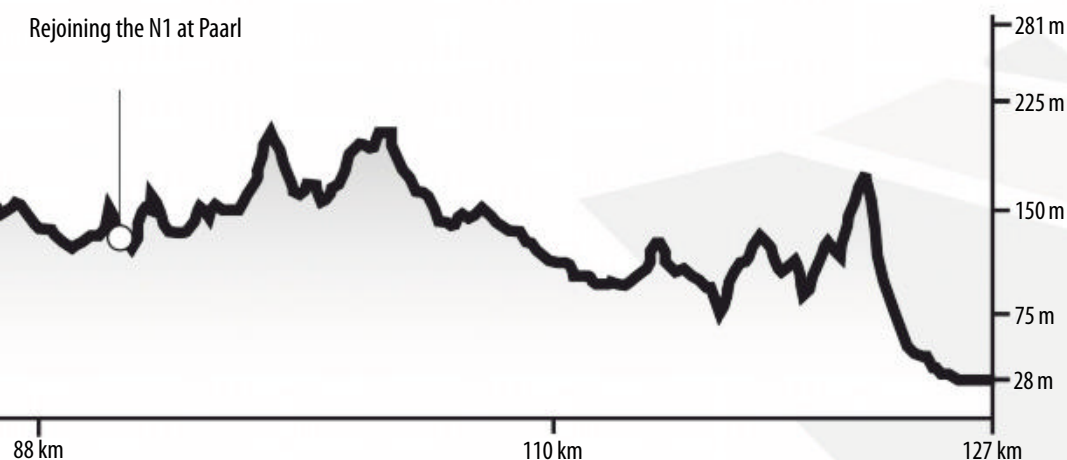
R837 500

Volkswagen Amarok
"Extreme"

550 Nm

SPECIFICATIONS

Model	Ford Ranger Raptor
Engine	4 cylinder double turbodiesel
Power	157 kW @ 3 750 rpm
Torque	500 Nm @ 1 500-2 000 rpm
Transmission	10-speed automatic
Drive	Rear wheels or 4x4 with or without rear diff lock
Tank	80 ℓ
Fuel consumption with caravan	14,08 ℓ/100 km (7,1 km/ℓ)
Range with caravan	568 km
Tare weight	2 324 kg
Weight during test (nose weight of caravan included)	2 660 kg
GVM	3 090 kg
GCM	5 350 kg
Combination mass during test	3 760 kg
Towing capacity	2 500 kg
Towbar's maximum tensile strength	D value 3,63 Kn (1 390 kg)
Towbar's maximum vertical weight	225 kg
Is the towbar removable?	Yes
Is there provision for a drop plate?	No
PRICE	R819 400



Living in the bundu

The Bundu off-road trailer's tough genes have been translated into an off-road caravan. Meet the Bundu X.

Words and photos **Leon Botha**



BUNDU X

With his new Bundu X, Johan van Deventer proves he's truly a master of all trades: Johan takes care of the canvas, and the 120 ℓ plastic water tank, door hinges and built-in safe are made right there in his factory in Hartbeespoort. The powder coating is also done here. Since he has all the specialised machinery, Johan isn't dependent on outside contractors.

One of the Bundu X's big pluses is its dry weight. Without the fridge/freezer, water and luggage, the caravan with its aluminium frame hits the scale at just under 700 kg, and the Bundu X shouldn't be far over a tonne when fully loaded. Even with the fridge, a full water tank and groceries, the Bundu X had a nose weight of barely 98 kg.

And with its Al-Ko coupler and axle from Burquip, the Bundu X is ready for the bundu.





Steady on

The Bundu X has a tubular frame around the bottom of its hull reminiscent of a bullbar.

There is square tubing at the rear just behind the wheels into which a detachable corner steady fits.

These corner steadies are stored on the A-frame on either side of the nose cone box, and each corner steady also has a detachable foot, which are kept in their own canvas bag stored by the door.

The steadies themselves have a crank handle on the top and operate not unlike a jack, with a strut inserted horizontally into the square tubing.

It looks almost identical to the one used by Jurgens Campworld on their Xplorer models.

From the front

Many off-road caravan builders use the section above the A-frame for a bed that folds out from the hull. The Bundu X's A-frame is used differently.

There is a box with a deep-cycle battery in it. The door opens to the top, and there's plenty of space to pack items such as tent pegs and ropes as well as a ground sheet.

The sides of the nose box serve as stands for the two

gas cylinders – the one on the right is for the geyser and the other on the left is for the stove.

The flat box on the angled front panel is a novelty. This is where you store a slide-out camping table plus you hook the sink's frame over it when not in use. (The frame has room for two sunken basins with a worktop next to it; the whole frame is just wider than the nose itself.)



On the right

The Bundu X has two doors that sit opposite each other in the hull. The left is for getting inside and the other is where the shower cubicle goes.

The shower tent folds out of its zipped up cover just above the door and takes up about half the length of the hull. Some of the tent's supporting poles fit into the pipe frame and the bottom is pinned to the ground with pegs. The geyser sits on the inside of the door, which you have to open all the way. Under the geyser is a hand basin and at the very top there's a light. The shower head then lifts like an

arm and you're ready to shower inside the spacious cubicle.

Between the shower tent and the A-frame is the door that opens to the cassette toilet – it's the same space from which the fridge/freezer slides out of the other side.

In the section between the shower cubicle and the tail, there's a fold-out frame for a washing line – a convenience you don't often see, but belongs in every off-road caravan.

At the back, two jerry cans fit on either side of the spare wheel, and the braai grid is fastened on the wheel itself.





The social side

An awning stretches over the entire length of the hull and extends over the kitchen. Its holder is attached to the pop-up roof – if you want to use the awning, it's best to roll it out before you raise the roof.

The awning is easy to pitch and has three upright poles at the far end parallel to the caravan – just make sure the guy ropes are properly secured. (The poles fit into a built-in hollow under the bed you can reach from the door on the side with the shower.)

As with many off-road caravans, you pull the sliding frame with the fridge/freezer out on the far left of the hull when facing the lefthand side of the caravan. This drawer is so spacious you could fit an ice machine at the end next to the fridge/freezer. Inside the door that opens from the hull is a bunch of stitched canvas bags that fit all your cutlery – there's even space for your braai tongs and spoons.

From the door to the tail –

a full 1,96 m – is a large grocery cabinet with two doors that fold out to form a 56 cm wide worktop. On the left is the two-plate gas stove. Opening the access door all the way to the left-hand side of the worktop, you create a windshield around the stove. Your plates, cups, mugs and the like fit in the cupboard behind the worktop, with the cupboard next to it intended for your groceries. The righthand side of the cupboard has no less than seven different shelves of different sizes.

The inside of the cupboards is lined with carpet, and the outdoor kitchen's power plug sits above the cupboard on the left.

The worktop doesn't have a lip – so it is easy to clean – but the locking clips that protrude at the corners get in the way slightly, although they make a good spot to hang a plastic bag in which you can, for example, discard vegetable peels and egg shells.



Come on in!

You tread on a portable step to get inside the Bundu X. When standing in front of the door, an axe is clamped to the bottom right of the door frame. The floor is lined with a rubber mat so nobody will mind if you get in with muddy feet as it cleans fairly easily.

After you've slid the fridge/freezer from the hull, you can still open it from the inside. Above the fridge are three cupboards with zipped canvas doors and at the far end – above the cassette toilet – is a steel box with a combination lock in which you can safely store your valuables. It's roomy

enough that you can even lock a laptop in it.

The power panel is closer to the ground, next to the opening through which the cassette toilet fits. The circuit breakers sit here as well as two- and three-point sockets and two USB sockets.

The two rooftop solar panels are connected to the power system, which means you don't need a 220 V power point to have electricity in the caravan.

The bed (126 x 200 cm, just narrower than a double bed) is against the right panel with a 26 cm aisle on the other side.

Along this gap is a wide storage area where a fan can go, and at its end is an open wardrobe. Next to each of the doors is a closet with two shelves for clothes – also with canvas doors – and above the headboard are three more cupboards.

Underneath the bed's foot, you get a huge drawer that can fit bedding – or a board game or two.

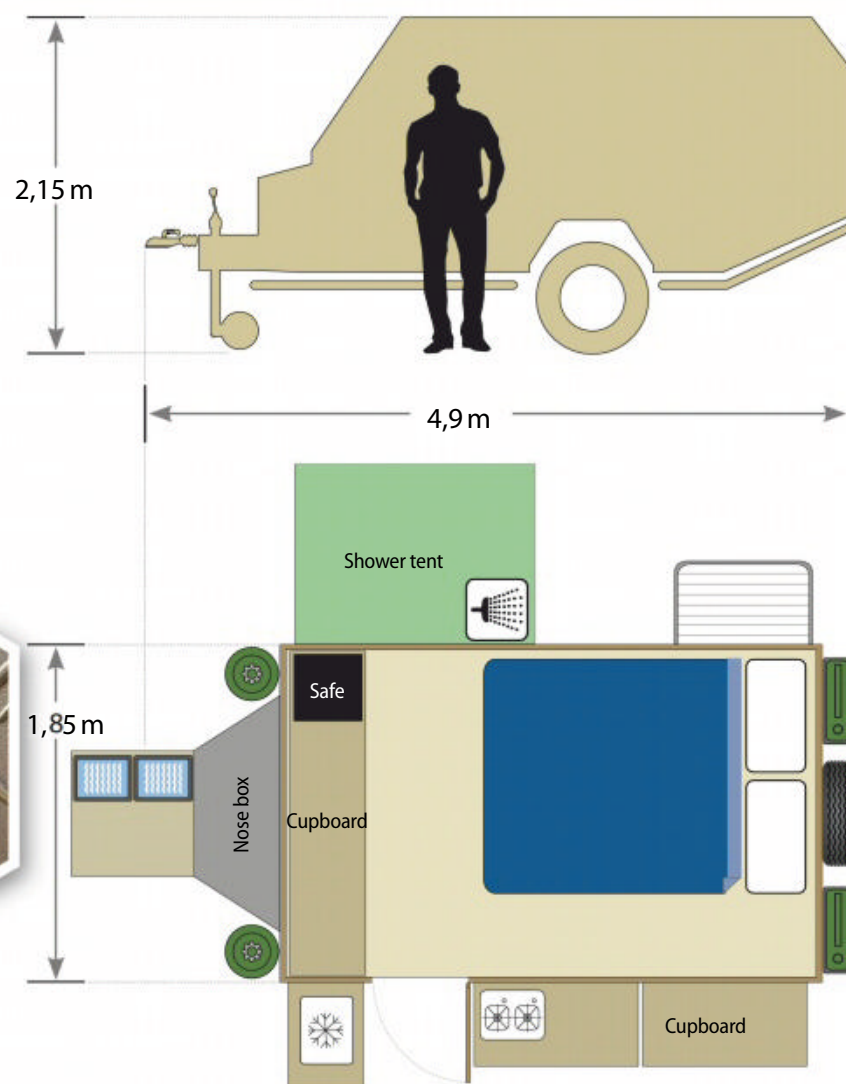
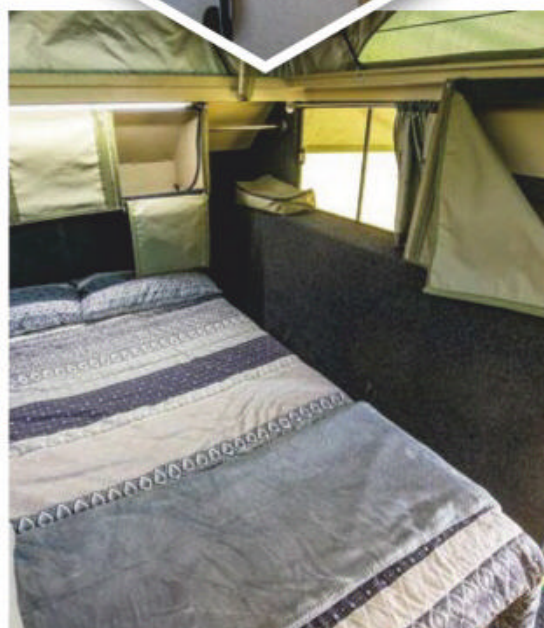
The Bundu X has two inside lights: one above the front cabinets (next to the safe) and the other above the headboard. Unfortunately, this one shines directly into your eyes when you lie on the bed.



What is optional?

Among other items, the following:

- Extra 102 Ah Deltec batteryR2 830
- Extra spare wheelR805
- Plastic folding tableR1 170
- 25 m extension cord with blue plugs and a bagR943
- 20 ℓ cassette toiletR1 099
- 90 ℓ National Luna fridge/freezerR14 627
- 5,5 ℓ inline gas geyserR7 935
- Washbasins with frameR4 140
- 5 kg gas cylinderR633



The technical stuff

Length 4,9 m

Width 1,85 m

Height 2,15 m

Interior height 1,92 m

Net weight 700 kg

Carrying capacity 1 100 kg

GVM 1 800 kg

Axle 1 800 kg rubber axle

Wheel size 15" 215 tyres

Price From R298 540



Plus

- The awning is easy to pitch and provides ample shade.
- The shower cubicle is spacious and easily pitched.
- The washing area over the A-frame provides extra space to put things down.
- The kitchen is big and practical.
- The laundry lines should be in all caravans.
- The large drawer under the bed is more than welcome.



Minus

- Front corner steadies would

most certainly help.

- The light by the bed shines directly in your eyes.

go! Drive & Camp borrowed the Bundu X from the manufacturer.

go! Drive & Camp says The Bundu X is aimed at couples who want to be completely self-reliant when camping.

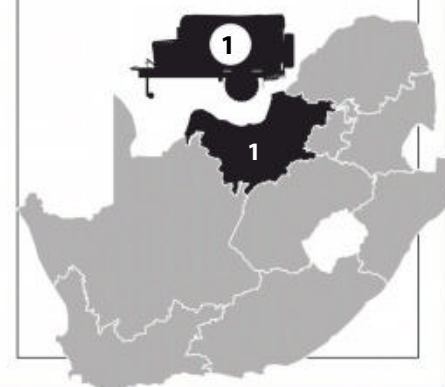
Dealer Network

Bundu Trailers is a sole trader in Schoemansville.

Contact 078 862 9962 or 012 253 1852

bundutrailers.com

bundutrailer@lantic.net



7 new bakkies launched in South Africa this year.



10 new road caravans launched in 2019.



2019 A YEAR THAT WAS

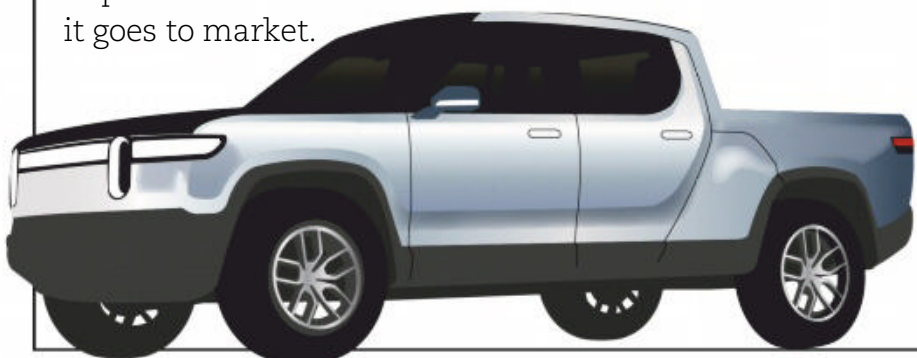
Here's a summary of a few 2019 highlights, showing the camping and off-road industries continue to go from strength to strength.

The outdoor industry is still quite strong, and sunny South Africa continues to draw visitors from all over the world. On the local front, business is not slowing down and stakeholders continue to bring new offerings to market.

Yes, load shedding has been rearing its ugly head and the state-owned enterprises are being run into the ground, but what better way to drown your sorrows than in the great outdoors? Here are some of the developments over the past year.

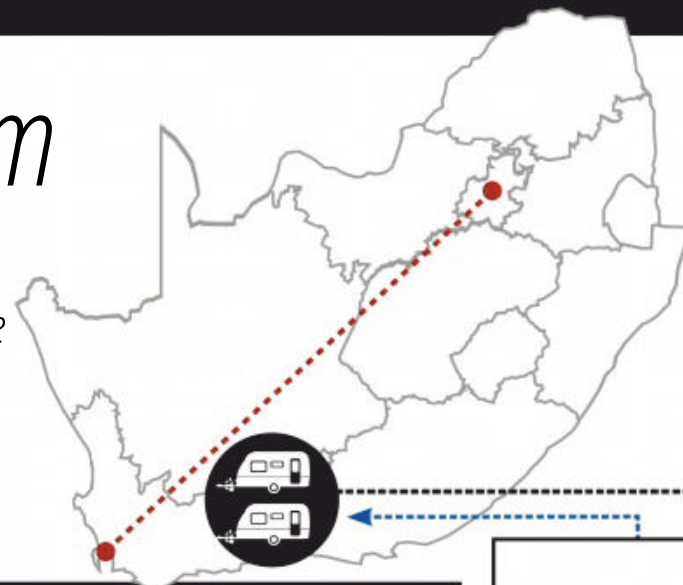
15 000 Nm

The torque output that new electric car company on the block, Rivian, claims its R1T double cab will be able to produce when it goes to market.



1 700 km

The distance from Johannesburg to Cape Town along the back roads of the Karoo.



65 925
followers on Facebook.



1 207 km

The distance Cyril Kloppe covered following the Molopo River from eye to mouth, from Lichtenburg to Augrabies.



2

caravan models (Black Series C12 and C15) are imported from America by local company Infanta to complement their own range, while two of their models will also get shipped to the USA.

3

caravans are serviced by Mobilodge each day, given the 7 500 km service intervals and more than 500 sold in the past five years.



R100 million

The amount an investment group pumped into Jurgens Campworld, formerly Jurgens Ci, this year.

30 years

since the first-generation **Land Rover Discovery** made its debut.



24 off-road caravans/trailers launched.

1 235 kg

The tare weight of the 7,5 metre **Hoefer Azzero** – the lightest full-size caravan on sale in SA.



43 172 km

The distance covered by our long-term **Isuzu D-Max** during its tenure with us.



celebrated by **Ewiks** caravan movers in 2019.



ingredients used for the recipes put together in 2019.



Toyota Hilux celebrated its Golden Jubilee.

1 700 000 km

The mileage covered by Gerhard du Toit's 22-year-old Isuzu KB. Isuzu confirmed the odometer reading by checking his service record.



10 4 4 4 4

R 1 3 5 7 9

2 4 6 8 10

gears are offered in the high-spec automatic Ford Ranger.





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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

go!
Drive & Camp

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!

Towing Trumps



Tel: 021 945 2142
Cell: 074 893 0748 (JP)
Cell: 083 306 6654 (Etienne)

TONGA

E-mail: admin@tongasa.com
Website: www.tongasa.com
f: Tonga camping trailer





What to expect from electric off-roading

Major vehicle manufacturers are ditching internal combustion engines and replacing them with electric motors. What does this mean for your four-wheel drive rig?

Words **Cyril Kloppe** Illustrations **Dominic Wienand**

The electric vehicle (EV) is your destiny, whether you like it or not. Exactly when they will take over, though, is anyone's guess, but it's probably sooner than you think. Will Swedish activist teen Greta Thunberg cry "How dare you!" while she pries the key to your diesel bakkie from your cold, dead hands? Will you have to drag a 100 km-long extension lead

behind your electric SUV just so that you can recharge its battery in the Kaokoland?

We attended the end of Generation.e's 2019 EVRT tour from Johannesburg to Cape Town (EVRT stands for electric vehicle road trip) where we were able to zip around in various EVs, examine different types of power sockets and plugs, and put pressing questions to the experts.

The near future

"We know the technology is ready, which is why we support events such as the EVRT tour. We hope this is just the beginning of smarter mobility that includes electric vehicles," says Ben Pullen, the head of Generation.e, an organisation that helps the national transport department understand the needs of electric vehicles.

"This is why we set up charging stations in collaboration with the company ACDC Dynamics. Although we need government to support electric vehicles by lowering the 25% import duty and creating infrastructure, the very first step is to raise awareness among South Africans."

We asked Ben whether a shortage of charging stations is a major obstacle. "South Africa



isn't doing too badly with this, actually. We have significantly more charging stations per electric vehicles compared to other countries. But, admittedly, we still many need more."

Several hotels in South Africa – such as the Vineyard Hotel in Cape Town – already have charging stations where you can recharge your electric vehicle for free. Shopping malls, including Menlyn Park in Pretoria, will also recharge your EV for free. The goal, of course, is to attract electric vehicle owners to these establishments - every hour

your car is charging is an hour you're spending in their shops, after all!

We believe this goodwill will dry up as soon as people start queuing for free electricity, though. Then you will start paying for this service.

The pros and cons

This is all well and good, we hear you say, but what about your 4x4 rig? Here are some issues that await.

Firstly, it takes a long time to charge



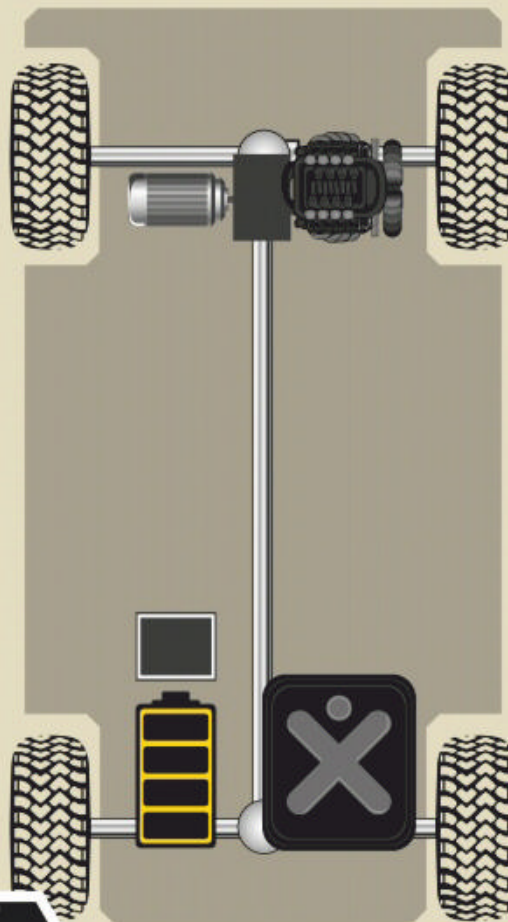
OLD-SCHOOL COOL Bollinger's B1 and B2 electric off-road vehicles (above) use traditional, functional styling while being powered by next level tech. It goes to show that electric off-roaders needn't look like something from a sci-fi movie.

5 TYPES OF PROPULSION

Hybrid systems

Hybrid systems use an internal combustion engine as well as an electric motor to move the vehicle.

There are three types of hybrid systems: in a soft hybrid, the internal combustion engine is supported by an electric motor to save fuel; a regular hybrid allows you to switch between petrol or electricity, but if the battery runs low the petrol engine engages and the battery is recharged simultaneously; and lastly, you get the plug-in hybrid that allows you to charge the battery in your garage, commute on battery power and switch to fuel only when you accelerate hard or when the battery runs low.

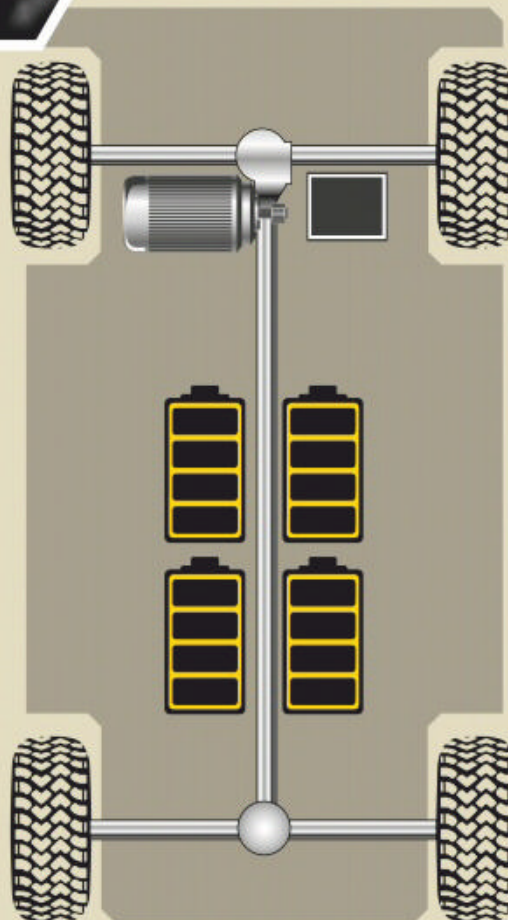


Brushed DC

Brushed DC motors won't be new to you if you had a Scalextric set as a kid. You can adjust the speed of a brushed DC motor by manipulating the resistance in the electric current.

Brushed motors are used for simple tasks – such as golf carts and power tools, and they are known to be ineffective at low revolutions (relatively weak torque), but as the revolutions increase, the torque manifests itself exponentially.

If, for example, you pull a drill's trigger by just a hair's breadth, you can overcome the torque by gripping the chuck with your hand, but once it's up to speed you could lose a finger if you try to grab hold of it.



an electric vehicle. If it's dead flat when you plug it into your home's single-phase power supply, it will take at least 12 hours to reach 100%. If you purchase a fast charger, you can reduce this time to between six and eight hours, but such a device will draw 30 kW from your home, more than half the permissible current, which means you can't charge up your rig while the tumble dryer is running without tripping a circuit. In addition, a fast charger may only be installed by an approved electrician and not only will you have to pay for a new electrical certificate, but your house may need some rewiring as well!

The good news is that it'll cost you roughly R50 to drive 100 km – at the current Eskom rate of R1,61 per kilowatt. This is considerably

cheaper than the R145 you pay for diesel to cover the same distance (at the current price of R14,55 per litre and a consumption figure of 10 l/100 km).

A public charging station works with multi-phase power, and you need barely 30 minutes to charge a near-flat battery to 80% full. But what to do out in the bush? Forget about solar panels. The BMW i3 and many electric vehicles like it need a stable current of at least 3 kW to charge. According to Michael Hall, a card-carrying "BMW Genius", this means that you need more than thirty 100 W solar panels, which you would need to adjust from dawn to dusk so that the photovoltaic cells constantly face the sun. Consider yourself lucky if you could get your electric SUV fully charged within three

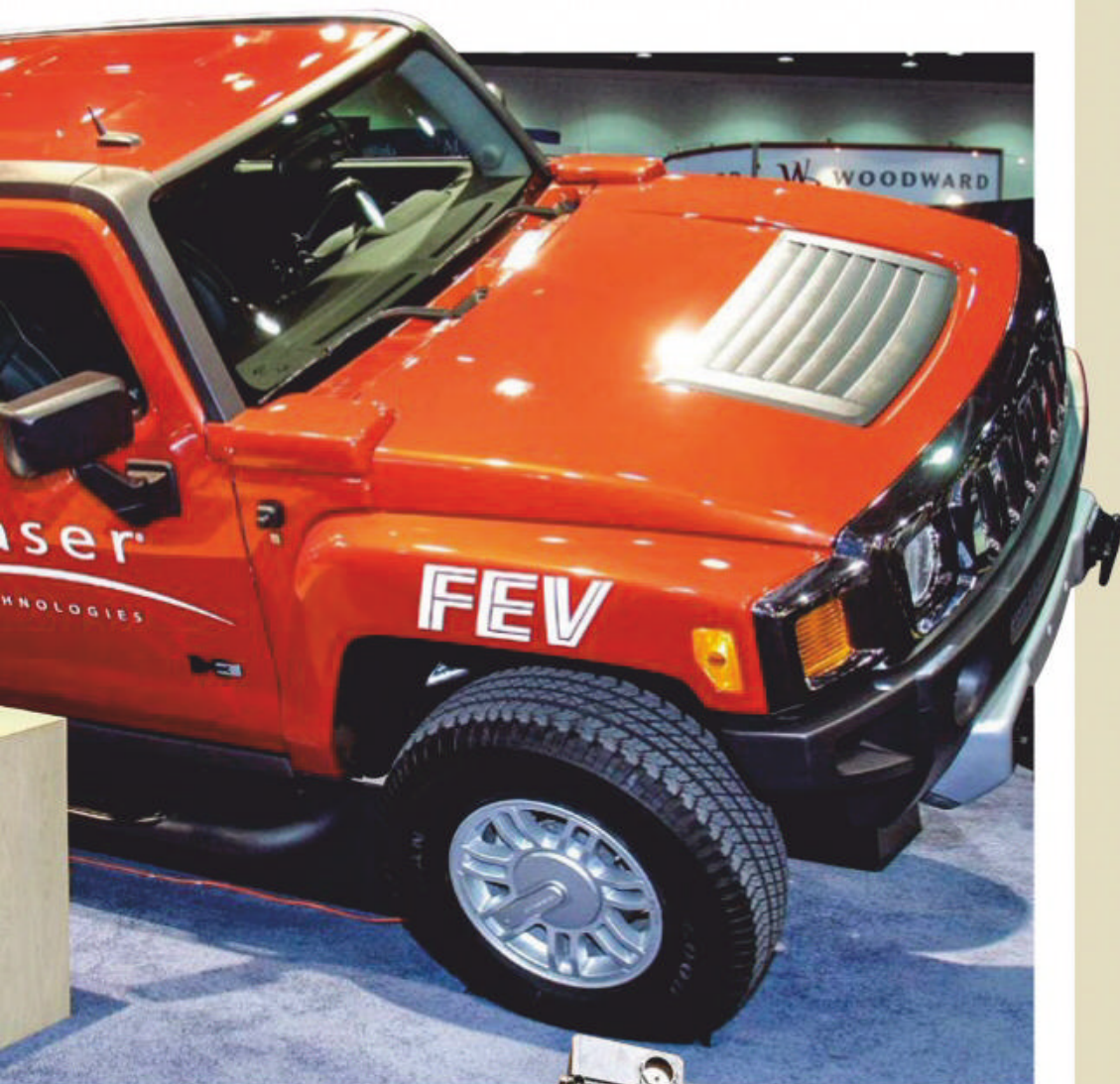
days in real-world conditions.

Of course, you could take along a portable generator, but then, what was the point of going electric? Until someone comes up with a battery with enough energy density for a range of at least a 1 000 km, we're headed for trouble. At the time of writing, the best (and most expensive) battery allowed for around 400 km, but this may change soon.

More contentious issues

In terms of reliability, an electric motor, especially the latest AC induction motors, is far superior than an internal combustion engine. However, in the unlikely event that it does conk in, you won't be able to fix it with a socket set and a beer. Do you even know how to reset an E306 error code in





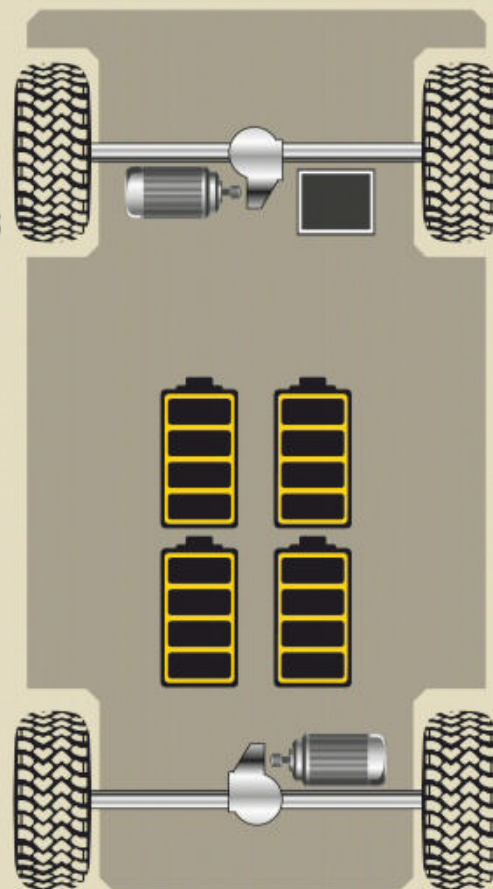
5 TYPES OF PROPULSION

Brushless DC

Brushless DC inrunner motors at first glance appear to be identical to brushed motors, but there are major differences on the inside.

We don't want to get too technical about the guts of these motors, so we'll only mention the pros: brushless (BLDC) motors require less maintenance than brushed motors, they can reach higher speeds, offer greater torque, have a better power-to-weight ratio, don't get as hot and run significantly quieter.

If you need an affordable way to retrofit an old Land Rover Defender or a Hummer H2 to electric propulsion, but retain the good old mechanical axles and differentials, then this motor might be the perfect solution.



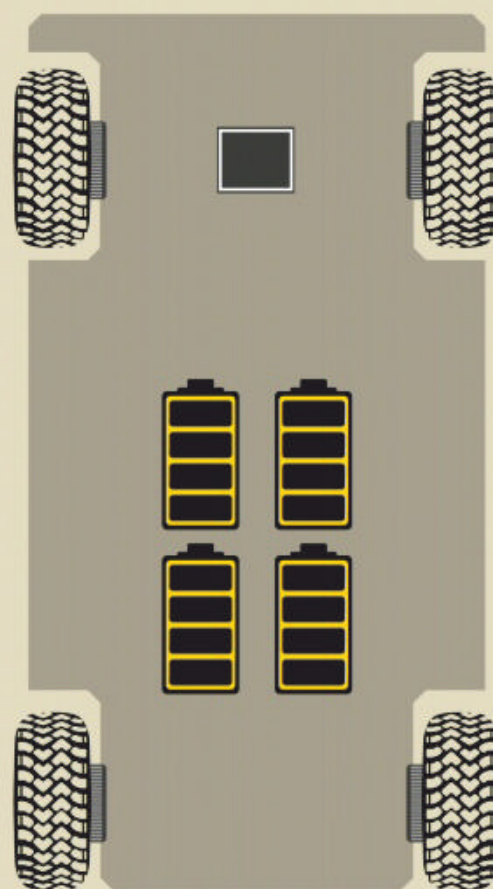
BLDC hub motors

BLDC hub motors work in the same way as inrunner motors, but they typically lie within the wheels. They are small yet powerful, and because there is no traditional axle you can attach a wheel to a vehicle in a variety of ways.

The buggy used by the Apollo 15 astronauts to drive around on the surface of the moon back in 1971 had brushless hub motors in all four wheels.

Mars exploration rovers also use these. Could they be considered for electric off-road vehicles?

As far as we know, no one has tried yet, but we see no reason why it won't work, except that there is already a better option: AC induction motors.



SPACE AGE Audi's AI:Trail Quattro (left) is a electric concept vehicle that reminds one of a Mars rover (above). If you don't like the look of it you can always convert your tried and tested Land Rover to battery power.

the charge controller firmware with a laptop? We didn't think so. Chances are, you know how to replace a spark plug or change the oil, and even if you don't know, there is always someone in your tour group or the nearest town who does. To be fair, in 1880 there were few people who could work on an internal combustion engine, but nowadays you can find a grease monkey everywhere. The same

will hopefully become true with regard to electrical expertise, so that a backyard sparky in Lusaka can hot wire a burnt-out flux capacitor with a piece of wire.

A regular 4x4 vehicle has only one internal combustion engine, while the electric off-road vehicle of the future will have between two (one for each axle) and four (one for each wheel) motors. So, if one motor burns out, you have another – or even

three – to get you home.

Another feature that divides opinions is how quiet electric engines are. That buzzing sound doesn't quite tug on our heartstrings the same way that the roar of a V6 or the whine of a turbocharger does. Tourists visiting the Chobe Lodge in Botswana will no doubt disagree,

though. For more than five years, this lodge has used battery-powered Land Rover Defenders as their preferred game-viewing vehicles. Guests love the silent rides in nature, for the first time ever they can hear birds chirping while driving. They see far more animals and they even surprise the odd elusive leopard who did

not hide at the first sound of an approaching diesel engine.

We get it, but what will happen when Third Bridge in Chobe is flooded, and you absolutely must get to Kasane – everyone knows electricity and water don't mix. A sealed battery can handle being under the water. If you were to drive off a pier tonight and sink to

the bottom of the harbour, your car's headlights will remain lit, even if the internal combustion engine has swallowed water.

This brings us to the next benefit: an electric vehicle requires no air. Theoretically, you can drive around the bottom of the Emmarentia Dam for as long as you can hold your breath, or



PUMPING POWER This is what a charging station looks like. We will use CHAdeMO, type 2 and CCS connectors in South Africa, and though these services are often free, some operators are already making a buck off of it.



6 COMPETING CONNECTORS

Much like VHS vs Betamax of yore and Google Chrome vs Microsoft Explorer of today, there is no agreement on a single international standard connector with which to charge your electric vehicle. Here are the six frontrunners.



The **SAE J1772** connector (known as the J-plug) was developed for single-phase power of 120 V and 240 V, used in American and Japanese households respectively. The two countries' vehicles use this plug.

Ampère 16-80 A
Potential 120-240 V
Current 1.92-19.20kW



The **SAE J1772 DC CCS Type 1** connector (or the combo plug) is a variation of the J-plug that has two extra power pins that allows you to use two- or three-phase power at charging stations. This is largely limited to American car makers and probably won't find its way over here.

Ampère 200 A
Potential 200-600 V
Current 125 kW



The **EC 62196 connector** (known as the type 2 plug) is a European plug and socket. It can handle single and three-phase power as well as a current potential of 220-400 V. The electricity only flows in one direction, which means your car can't provide power to a camping gadget with it.

Ampère 63 A
Potential 220-400 V
Current 22 kW



5 TYPES OF PROPULSION

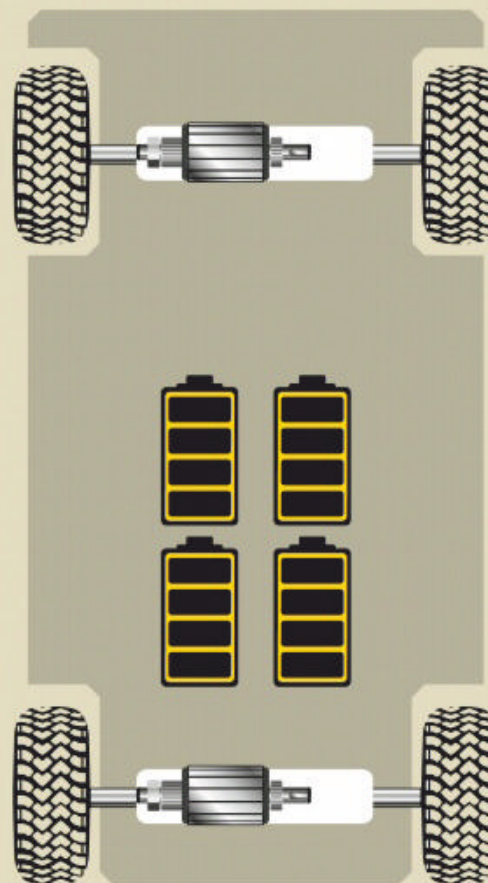
AC induction motors

AC induction motors (or asynchronous motors) are currently the best way to power an electric vehicle.

Tesla, Inc. uses it in all its vehicles and so does the Bollinger vehicle company. The downside to this motor is that you need higher-grade electronics to control it, but that's not an issue in the 21st century.

Bollinger uses two of these motors, one on each axle, in its B1 and B2 vehicles. Last year, they hit the rocks in Moab in America (a sacred pilgrimage for Jeep Wranglers) with the B1 and it seems to have fared rather well.

Electric off-road vehicles have therefore been proven to work.



drive over the highest mountain range on the planet – an electric car couldn't care less.

Finally, we need to talk about the most important consideration in off-road driving: torque. The question of whether electric motors have more torque than diesel engines is moot. The engine of a cargo ship produces significantly more torque than any electric car – so where do you draw the line?

The difference lies in how soon the maximum torque is reached. When you draw a graph of a diesel engine's power supply, it'll resemble a curve. The power gradually increases from zero to the apex and down again. An electric engine's graph looks like a table. All the torque is available immediately and it stays there until you cut the power supply. And this is great news for 4x4 adventures.



The **EU DC CCS type 2** connector (known as the CCS plug) is, like the combo plug, an adaptation of the EC 62196 plug. The extra two pins allow a stronger current

through which in turn ensures your EV charges much faster than it does at home.

Ampère 65-200 A
Potential 200-850 V
Current 13-170 kW



The **CHAdeMO** connector was designed in collaboration with the five largest Japanese vehicle manufacturers. It can send power in two directions so your vehicle could

potentially serve as a power source for your house during loadshedding or to power your camp.

Ampère 120 A
Potential 500 V
Current 62.5-400 kW



Tesla's connector is unique to its own vehicles and the power figures at their charging stations are constantly changing as they better their technology. It

allows you to plug two stations into one vehicle to halve the charge time.

Ampère 12-100 A
Potential 110-480 V
Current 1-72 kW

Comfortable in any climate

A good sleeping bag should be one of your first camping investments, and it should last a lifetime. Check out these great options.

Words Kyle Kock **Photos** James Garaghty

One of the first things you do after arriving at a campsite is figure out where you're resting your head that night.

Any of these 11 affordable sleeping bags will sort you out in no time at all and keep you snug as a bug in a rug.

They vary in size, shape and cold rating – one of them is sure to be your perfect fit.



DOUBLE DUTCH

Oztrail Nullabar Double Hooded Sleeping Bag

If you and your significant other don't mind being at close quarters, and one of you can bear the other's snoring, then this is the one for you. You won't disturb your partner, because unlike many competitors, the Nullabar's outer is cotton, so the late-night rustling of polyester when one of you moves won't be an issue. The tartan lining also makes it super comfortable on the

inside. Oztrail says you can sleep comfortably at 0 °C, but you could stretch it to -5 °C, with the extra body heat.

Price R2 420 from Takealot

Dimensions 2 150 mm
x 1 600 mm

Weight 4,7 kg

go! Drive & Camp says It also comes with two thin pillows so you can really get comfortable.



ALL-PURPOSE

K-Way Traverse 2 Cowl Sleeping Bag

This sleeping bag from Cape Union Mart is marketed at all-weather camping and hiking, thanks to its relatively light weight and 280 g/m² microfibre inner.

It's 100 mm narrower toward the feet, but the padded cowl makes for a comfortable place to perch your head.

The manufacturer says it will keep you comfortable at temperatures between 10 and 15 °C.

Price R700 from Cape Union Mart

Dimensions 2200 mm
x 750 mm

Weight 1,9 kg

go! Drive & Camp says The ripstop nylon outer feels pretty rugged and durable.



DARTH MAUL

Camp Master Expedition 300 C

One of the premier models in the Camp Master lineup, and looking the part with red and black fabric, the 300C is also one of the brand's pricier bags. Camp Master says you can snooze comfortably at -5 °C, and survive -15 °C if need be thanks to the 300 gsm hollow fibre polyester inner.

Price R700 from Makro

Dimensions 2 300 mm
x 850 mm

Weight 2 kg

go! Drive & Camp says A strong performer that looks tough and performs even better.



LOCAL AND LEKKER Tentco Bundu

Here's more of a traditional-style sleeping bag. It's the usual rectangular shape and it's a thick customer with its 350 gsm sandwich filling. That also means it's relatively large, even rolled up in its packaging. But you can sleep snugly down to -3 °C.

Price R500 from Camp & Climb

Dimensions 2 200 mm

x 1 000 mm

Weight 2,5 kg

go! Drive & Camp says The Bundu is a strong value-for-money proposition.



CHEAP AND CHEERFUL Camp Master Voyager 200E

The lightweight Voyager is the most affordable model here, and with its 200 GSM hollow polyester fibre filling is the most suited for sleeping in warmer temperatures – it's comfortable at up to 15 °C, according to the manufacturer. Finished in bright orange polyester, you'll easily spot and swipe goggles off before your 40 winks.

Price R300 from Makro

Dimensions 1 900 mm

x 800 mm

Weight 1,2 kg

go! Drive & Camp says The budget-friendly option that won't disappoint.



GREAT IMITATOR Camp Master Berg 300C

One of the more comfortable bags to lie in from this selection, thanks to its tartan cotton liner that is similar that that of the Oztrail models featured here and also one of the best performing, allowing you to stay comfortable to -3 °C with a 300 gsm inner layer.

Price R650 from Game

Dimensions 2 300 mm x 850 mm

Weight 2,4 kg

go! Drive & Camp says This one takes up a bit of space, even when in its bag, due to the thick inner.



EXTREME OPTION Oztrail Alpine View Hooded

Here's one for the campers heading to colder climates. The Alpine View keeps you comfortable down to -7 °C but is also warm enough at -12 °C. There are tubes over the zips to keep out any chill that the dual 200 gsm fillings doesn't. The brushed flannel inner is soft and warm.

Price R1 150 from Takealot

Dimensions 2 200 mm

x 800 mm

Weight 2,6 kg

go! Drive & Camp says You can also join two Alpine Views together to form one bag.



GET THE PRODUCTS HERE

Camp & Climb campandclimb.co.za

Cape Union Mart capeunionmart.co.za

Game game.co.za

SUPER SMURF
Oztrail Treksmart2 Hooded

This bag and its hood surround the user like a cocoon, so that only the face will show if you close it up enough. But you don't need to worry about being mummified, because the Treksmart2 will keep you comfortable down to 0 °C, with its breathable Siltek liner and twin 75 gsm filler that creates a thin but dense layer against cold.

Price R1 415 from Takealot
Dimensions 2 200 mm x 570 mm
Weight 1,2 kg

go! Drive & Camp says The packaging is very compact, at just 300 mm long and 170 mm in diameter.



SLIM FIT
First Ascent Amplify 900

A small bag that fits into a compact packaging but gives high performance. The manufacturer says it's a three-season bag, capable of keeping you warm down to -7 °C thanks to being kitted with a silver-coated fabric sandwiched between the inner and outer layers that reflects heat down onto the user.

Price R1 500 from Camp & Climb
Dimensions 2 100 mm x 800 mm
Weight 1 kg

go! Drive & Camp says The bag tapers toward your feet, so leave this one to the lightweighters.



FACTORY BACKED
AfriTrail Plover Hooded

Another one that's attractively priced, and it's also rated for the coldest temperatures in the AfriTrail lineup, keeping you comfortable right down to 0 °C according to the manufacturer thanks to the 250 g hollow fibre inner. They're also willing to put it to the test with a long guarantee.

Price R450 from Takealot
Dimensions 2 300 mm x 900 mm
Weight 1,5 kg

go! Drive & Camp says This one comes with a 24-month warranty, which is quite impressive for the asking price.



CHILLED
K-Way Alpine Cowl Sleeping Bag

More ideal for the cooler months of the year, autumn and winter, the Alpine Cowl keeps you cosy with dual 150 g/m microfibre sheets.

K-Way says you'll be able to sleep comfortably at 6 °C but you could stretch it to freezing point.

Price R1 100 from Cape Union Mart
Dimensions 2 300 mm x 800 mm
Weight 1,8 kg

go! Drive & Camp says There's a separate drawstring inside the bag that you can pull on to keep your body isolated from the neck down.





PRO AUTO RUBBER PRESENTS:

Load Bin Dust Seal Kit for the Ford Ranger T6 Series single, double and extended cabs as well as new interior mats for most SUVs and single and double cab bakkies.

We have developed a Load Bin Sealing kit specifically for the Ford Ranger T6 series. It fits all the new model Rangers and completely seals the loadbin. The kit is complete and includes easy to follow instructions.

The kit includes the following parts:

1. Left and Right molded Plastic covers
2. Molded rubber gasket
3. Screw set
4. Double sided tape with 3M alcohol wipe

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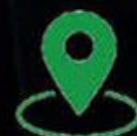
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Take the bull by the horns!

We presented the *go! Drive & Camp* Bull Run again earlier this year in the Northern Cape town Vanwyksvlei – and, as always, it was one big jol.

Words **Schalk Jonker** Photos **Piet van Wyk**



The annual Bull Run in the Northern Cape is *go! Drive & Camp*'s biggest and most popular event, and this year was no exception.

At the end of the short school holiday, the friendly people of Vanwyksvlei welcomed close to 150 teams and their supporters from all over the country for a weekend of petrolhead fun. Much fun was had with the vehicles – which may not be younger than a 1980 model and may cost no more than R25 000.

On the Friday, the teams participated in a rally and then they spent the Saturday on the pan – and this is where the most fun was had.

The Bull Runners didn't only come to play, however. On the way there, each team did something for their fellow man with a random act of kindness. It was left to the teams how and who they wanted to help, and everyone made a difference – from products for a home for the disabled in Kimberley to dog food for





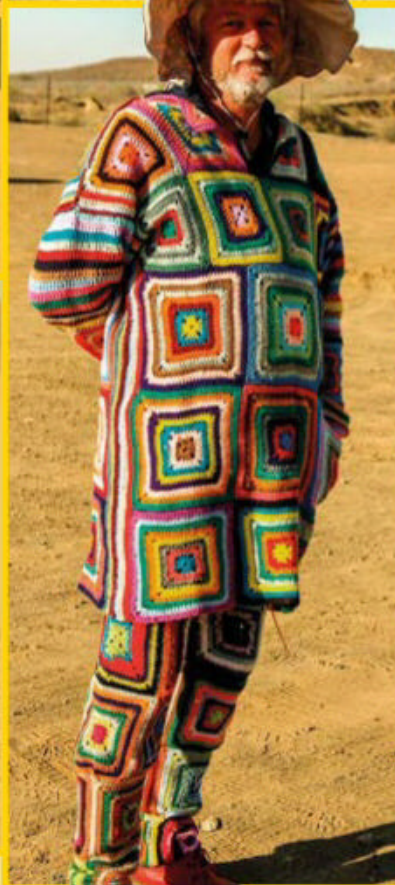
WELCOME TO NOWHERE For the other 51 weeks of the year nothing much happens in this tiny dorp. But during the last week of the short school holidays, the place is overrun by old cars, brightly costumed people and dust... lots of dust.







BUCK THE BURN You'll have to search far and wide for an event that can equal the go! Drive & Camp Bull Run. No pretence, no avo on toast and no flax seed and kale salad. Just good-natured fun, crazy cars and random acts of kindness.





RANDOM ACTS OF KINDNESS

One thing that sets the *go! Drive & Camp Bull Run* apart from similar events is the willingness of participants to do something positive for the people of the Northern Cape. Each team is encouraged to perform charity work that will help those in need. Aside from all the animal

feed that was transported to the Northern Cape, teams also purchased huge amounts of groceries that were delivered to retirement homes and impoverished communities. Stationery for schools, care products for the needy and equipment for an underfunded police force were also donated.



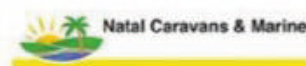
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an animal shelter in Douglas, medical supplies for a clinic in Prieska and sports equipment, books and stationery for a school in Vosburg.

And then there were many who took fodder to the farms in the drought-stricken Northern Cape. Thank you very much!

It was an honour to hang out with all the Bull Runners in 2019. See you next year!



GREEN AMBULANCE The hangover emergency team walked off with this year's laurels. Pictured top left is Thys de Jager (organiser), Etienne Naudé, Ben Olivier and Gerrie van Eeden (organiser).



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STUFFED LAMB CHOPS

Chop chop!

Ask your butcher to cut the chops double the normal thickness with two bones each for this treat.

Ingredients

(enough for 6)

- 2 wheels feta, crumbed
- 12 olives, pitted and chopped
- grated zest and juice of 1 large lemon
- 2 tablespoons chopped fresh parsley (or 1 teaspoon dry parsley)
- 6 double-cut lamb rib chops
- 2 tablespoons balsamic vinegar
- 1 tablespoon olive oil
- 1 teaspoon each coriander and cumin, crushed
- salt to taste

Here's how

1 Mix together the feta, olives, lemon zest and parsley.

2 Cut a slit in the fat side of each chop with a sharp knife and stuff a spoonful of the feta stuffing in the middle of the meat.

3 Sprinkle the lemon juice, vinegar, olive oil and spices over the chops and leave to marinate for 30 minutes.

4 Braai the chops over hot coals so that the fat gets deliciously crispy and the meat is still slightly blush – or the way you like it. Salt the chops to taste.

go! Drive & Camp says If you don't like olives, you can mix some pesto with the feta – delicious!



OVERNIGHT SALAD

Retro favourite

My mom likes to make this salad for special occasions, and because it has to stand overnight, serving it is easy even in the bundus.

Ingredients

(enough for 6)

- 1 small head of butter or cos lettuce, finely sliced
- ½ small purple cabbage, finely sliced
- ¼ cup chopped flat-leaf parsley
- 1 yellow bell pepper, finely chopped
- 3 celery stalks, chopped
- 1 cup frozen peas
- 1 cup creamy mayonnaise
- ½ cup double-cream yoghurt
- ½ cup finely grated mature cheddar
- salt and pepper to taste

- 4 eggs, hard boiled and shelled
- 200 g bacon, fried until crisp

Here's how

1 Mix together the lettuce, cabbage, parsley, bell pepper and celery and dish into a bowl. Now add the peas, still frozen, in an even layer on top.

2 Mix together the mayonnaise, yoghurt and cheese, and season to taste with salt and pepper. Spoon into a thick layer on top of the peas.

3 Grate the eggs (using the coarse side of the grater) and sprinkle them over. Finally, sprinkle with the bacon pieces, close the bowl tightly and leave in the fridge overnight.

go! Drive & Camp says Use a Tupperware with a lid that closes tightly rather than a salad bowl. It will fit better in your fridge and you can see the layers.





STUFFED CHICKEN ROLL Star of the show

By using fillets there is no need to debone them first.

Ingredients

(enough for 6)

- 6-8 chicken breast fillets
- 2 tablespoons oil
- salt and pepper to taste
- 8 pork sausages
- 8 soft dried apricots, chopped
- 1 small onion, finely chopped
- ½ cup dry breadcrumbs
- a few fresh sage leaves (or use a pinch of dry herbs)
- 1 cup baby spinach, blanched and chopped

Here's how

1 Butterfly the chicken fillets lengthwise. Place each between two layers of clingfilm and beat them with a meat mallet until they're thinner and more or less the same thickness throughout.

2 Baste oil over a large rectangular piece of foil and sprinkle it with salt and pepper.

Arrange the fillets side by side on the oil layer – allow them to overlap slightly to form one large piece of chicken.

3 Push the sausage meat from the casings and mix with the remaining ingredients. Spoon this mixture on top of the chicken and spread into an even layer.

4 Now carefully roll it all up. Use the foil for rolling, but make sure it doesn't get caught in the meat – it must stay on the outside at all times. Seal the foil pack by tightly wrapping the ends.

5 Place the roll in a flat-bottomed potjie and place the potjie over moderate coals (remember a few coals on the lid). Roast the meat for 45 minutes or until cooked.

6 Allow the meat rest for a few minutes, remove the foil and cut the chicken roll into slices. Just like a pork sausage, it is lovely whether hot or at room temperature with mustard.

go! Drive & Camp says If you're unsure if the roll is cooked, cut it into 3 cm slices and braai them over the coals to get a crisp coat.



DUCK FAT POTATOES Heavenly spuds

Freeze the duck fat before you camp to keep it fresh – trust us, these potatoes are worth it.

Ingredients

(enough for 6)

- 12 medium potatoes, peeled and quartered
- 330 g duck fat
- leaves from 3 rosemary twigs
- salt and pepper to taste

Here's how

1 Boil the potatoes in salted water until just cooked. Pour out the water and put the potatoes back in the pot. Now put the lid on and shake the pot a few times – you bruise the outside of the potatoes

and that eventually helps to get the outside layers nice and crisp.

2 Melt the fat in a flat-bottomed potjie over the coals. Then place the cooked potatoes and the rosemary in the fat and braai slowly for about 30 minutes. Turn the potatoes a few times to make sure they go golden brown and crispy all over.

3 Drain the potatoes on kitchen towel and season to taste with salt and pepper.

go! Drive & Camp says When it comes to roasting potatoes, there's never enough! But don't go overboard – it's best is to braai the potatoes in a single layer in the fat. When the potjie is overcrowded, you won't get them crispy all over.

EASY POT BREAD

Man could live by this bread alone

Freshly baked bread is always a treat on the table.

Ingredients

(makes 1 bread)

- 1 tablespoon oil
- 4 cups self-raising flour, plus extra for rolling out
- 1 teaspoon salt
- a pinch of sugar
- 2 cups cold buttermilk
- 1 tablespoon milk
- 1 tablespoon seeds (try sesame or poppy seeds or a mixture)

Here's how

1 Oil the inside of a number 1 flat-bottomed potjie.

2 Mix together the flour, salt and sugar in a mixing bowl. Add the buttermilk and stir until well blended. Turn the dough out

onto a floured surface and gently knead until smooth.

3 Shape the dough into an even bun and place it in the potjie. Make a hole in the middle with your hand so that the bread forms a wreath. It will close up as it rises, but will make it easier to slice the finished bread.

4 Baste the milk over the top of the dough and sprinkle over the seeds.

5 Bake the bread in a closed potjie over moderate coals. Spread 2/3 coals under the pot and 1/3 coals on the lid and bake for about 40 minutes until cooked and risen. (You can also bake the bread in a regular oven for 30 minutes at 180 °C.) Test the bread with a knife before removing from the heat.

go! Drive & Camp says Wrap the warm bread in a cloth until you serve it with real farm butter and jam.



CARAMEL CHEESECAKE

Keep space for pudding!

If you use long-life cream in the recipe, make sure it's the kind you can beat to a peak – and ensure it's ice cold.

Ingredients

(makes 12 squares)

- 16 Tennis biscuits
- 2 slabs (80 g each) milk chocolate, grated
- ½ cup of cream
- 1 tin (360 g) caramel
- 1 tub medium-fat cream cheese
- 2 tablespoons creamy liqueur (Amarula, for example)
- 2 Flakes, 1 cup of chocolate balls and 3 more tennis biscuits for decoration

Here's how

1 Place a single layer of Tennis biscuits in a rectangular dish (21 x 28 cm) until the whole bottom is covered.

2 Melt the chocolate in a bowl on

top of a pot of boiling water and set aside.

3 Beat together the cream and caramel until thick. Beat the cream cheese separately – that's how you ensure that the cheesecake has no lumps. Now whisk together the cream caramel, cream cheese, chocolate and liqueur until just blended. Immediately pour the mixture onto the biscuits and place in the refrigerator overnight.

4 Decorate the cheesecake with your choice of crushed biscuits, Flake and Whispers. Cut it into squares and enjoy!

go! Drive & Camp says If you don't have overnight access to a fridge, prepare the filling as shortly before serving as possible. Crumble the biscuits and then layer the batter and biscuit crumbs in glasses – almost like a trifle. The texture of the cheesecake will be slightly softer, but equally delicious.



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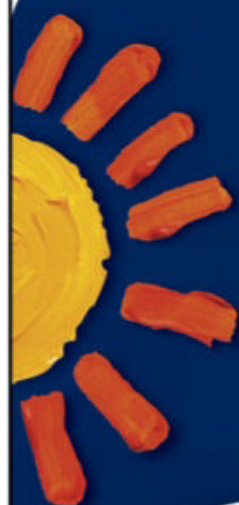
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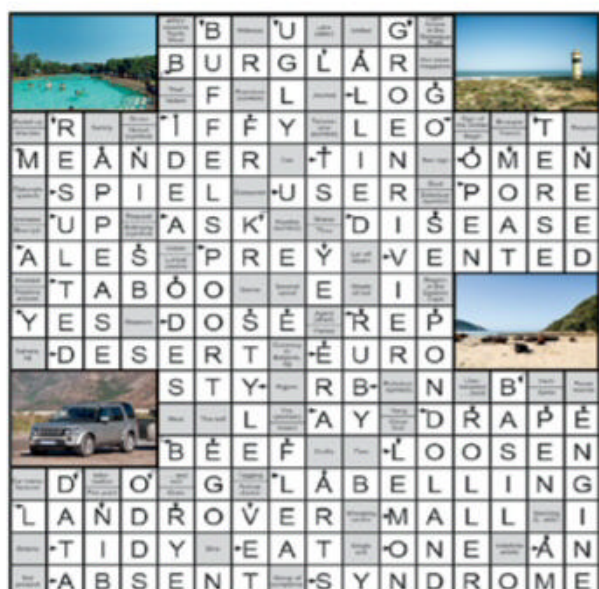


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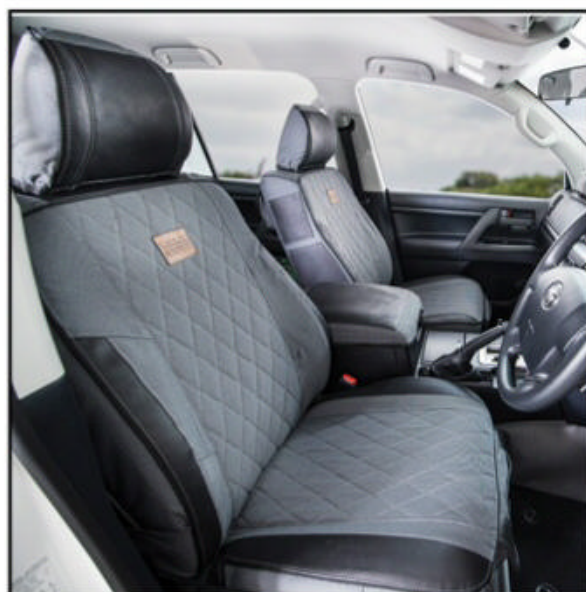
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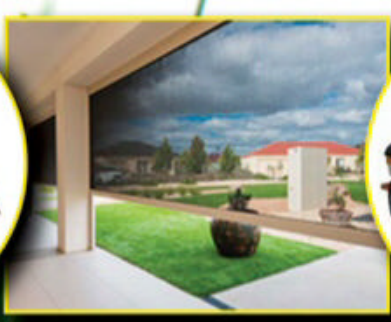
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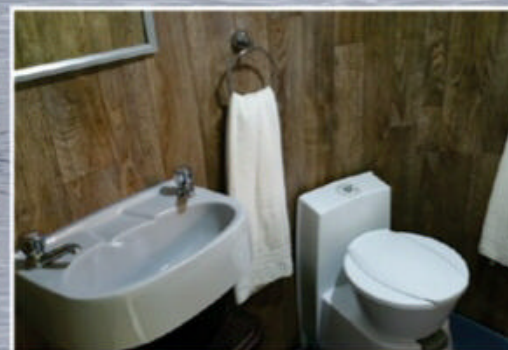
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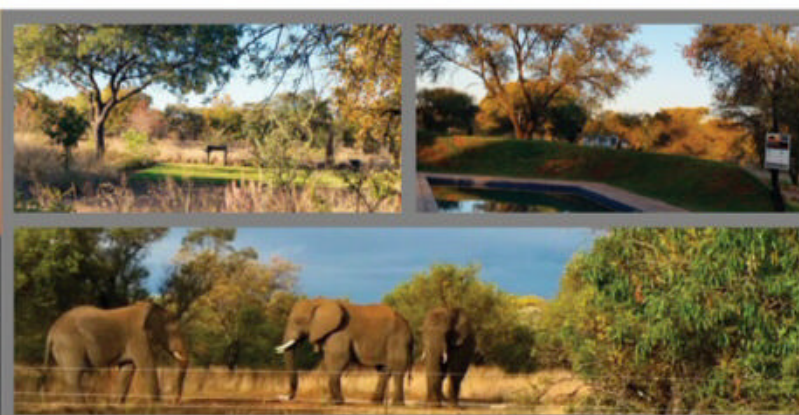
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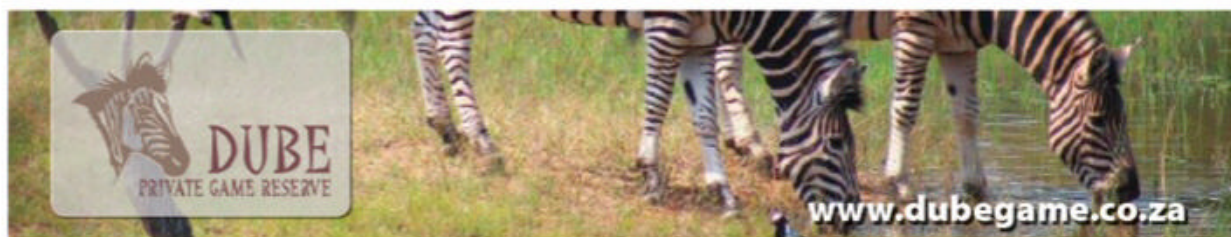
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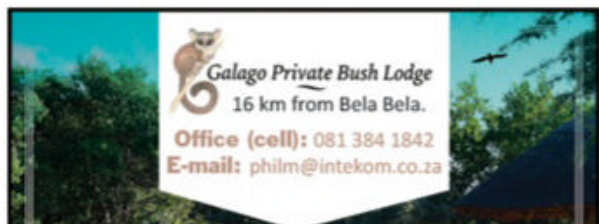
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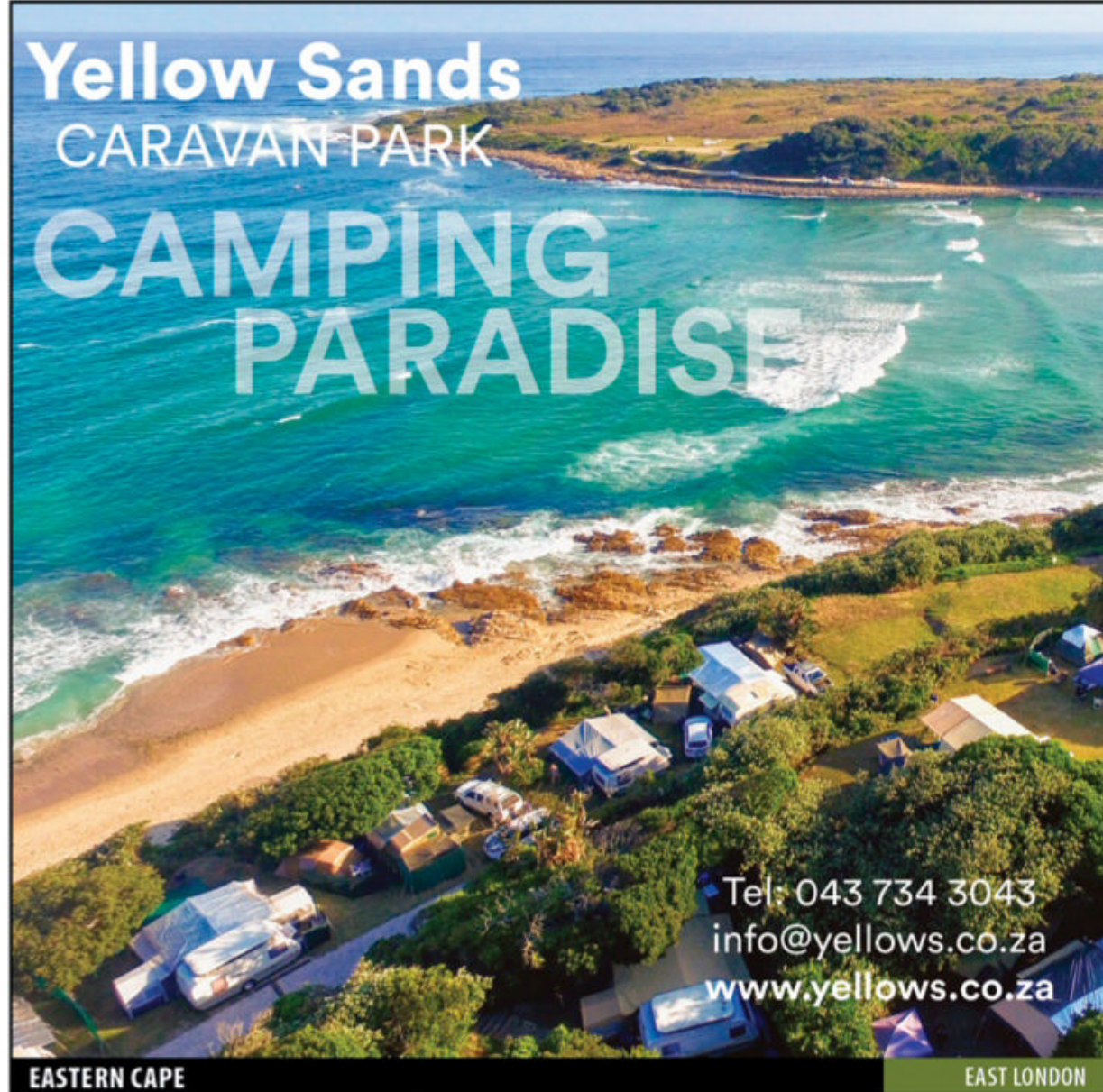
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CROSSWORD

Estelle Zamudio from Great Brak River has won Van Loveren's Tangled Tree wine worth R1 000 for her entry in the October 2019 crossword competition. Complete this one and e-mail a picture of it to drivecamp@gomag.co.za. Or do it at <https://bit.ly/2N2owjW>. Last month's solution is on p 115.

				Game farm outside Brits		Calcium (symbol)		Second Greek letter	Rub clean		4x4 Eco-trail in the Tankwa Karoo				
				Furious				Mega-cycle (abbr)			Cerium (symbol)				
				Vessel							Grain type				
Manager		Stitch	Regarding			Romance					Conclude	Pious		Dis-patches	
			Mock			Handle						Catalogs			
							Work spaces								
							Sore								
Crevice								Acquire							
Revival								Bristle							
Female sheep				Regret					Purpose						
				Zone					Clothing						
		Ovum				Loot					Fastener				
		Wonder				Wrong					X				
Scandium (symbol)										Exams					
Sailor (inf)										Greek letter					
			Female title		Short time (inf)			Bind							
					Friendly										
Farm animal								Charged atom							
Desist								Primate							
							Skill				A bakkie accessory				
				Text message (abbr)		Exists					A friend	Rarely			
						Positive answer					Estuary	Vassal			
				Compact disc (abbr)		Thou		Song of praise	Nimble						
					Appear			Troubles							
Campsite in the Overberg	Fib	Mailed					Map ratio				Mercury (symbol)				
							Possess				Zero				
							Scribbled								
							Tin (symbol)								
Gallant guy		Oxygen (symbol)		... and behold		Ooze					Sense of self				
								Process							

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Colour in



COLOUR IN

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

WORD SEARCH

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

SPOT THE DIFFERENCE

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

MAZE

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

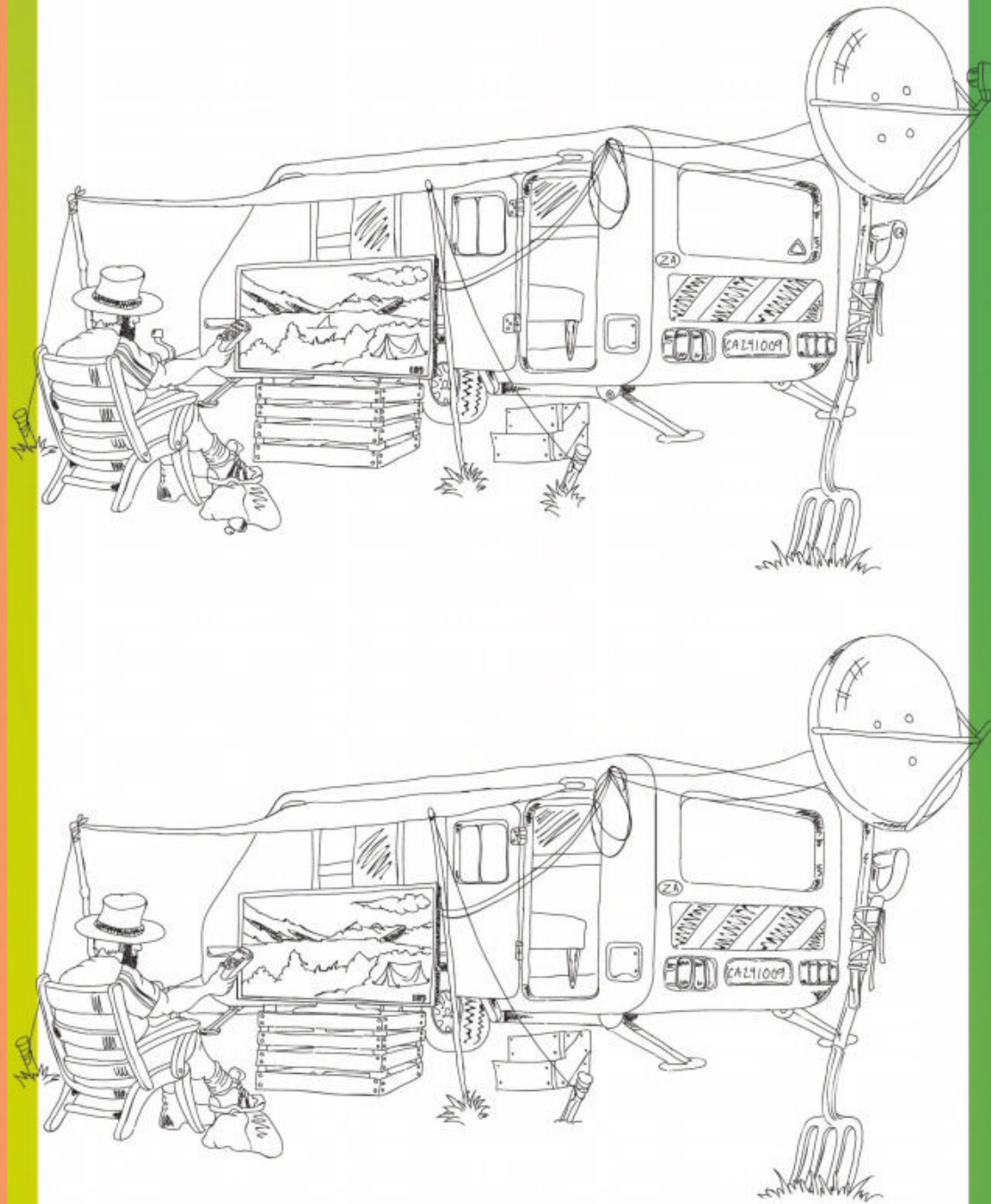
Word search

SVJIKTTDLARTBFETRNNQOY
 DPSXQYKBZHIVSTHWAMGDIJ
 ZLRJURGENSEIUAECHOJWZ
 JGZIMXAGSURYAHXGYMTIFG
 SFRZTYFRLMCMRKVIEISLWA
 HNPDAEZCMAOOKGSCPLUDRG
 OTBSUGOPIARMGQIIHVYEGM
 VKYDEYMELEDAGNVFNEQBVP
 GNTYAULVUKNIIOXSUFWEIR
 QFSOTBMQMEMJLDCWVMBEJT
 QVDNHYNEPLSOJLCXKXYSMR
 LOAFNOIIYQHVTMOYLONTKK
 YUGVCRNGDVECWMDHIMCUID
 QCZLQAYJWHRKGDYGGQQBXX
 KYUEOJQNBSPNBESTHOUAEM
 SGSBTTPYAYAKDATSORZNNN
 UCMRQNTSJAAPYCIXKXKGTH
 MYBVMOBILODGESNPEWKJFL
 MVOTYFSPVELHADASTEALTH
 IIKCQULGLENKNETMVAEQIG
 TTXJQFMPXTKTOAIRGBTDVA
 GBUSHLAPAAACOFPORVGHYJV
 ATRCDCLZWSDUUXNIIABGKQZ
 KTCIKFLHGBYGRWONOFKJJE
 NFOAUGSDRCQHYXOFVQJFAY
 LRJIMUJQHZRCAUJAIDXYTD
 KLTHBPUMBCHAVQBNOACWGW
 JXCDMREJRSWTYEXTIXEWA
 FCYEPKPRHIBSZJYAPLIEDS
 SCJKGXHOLGXRLKJNYEPDOO

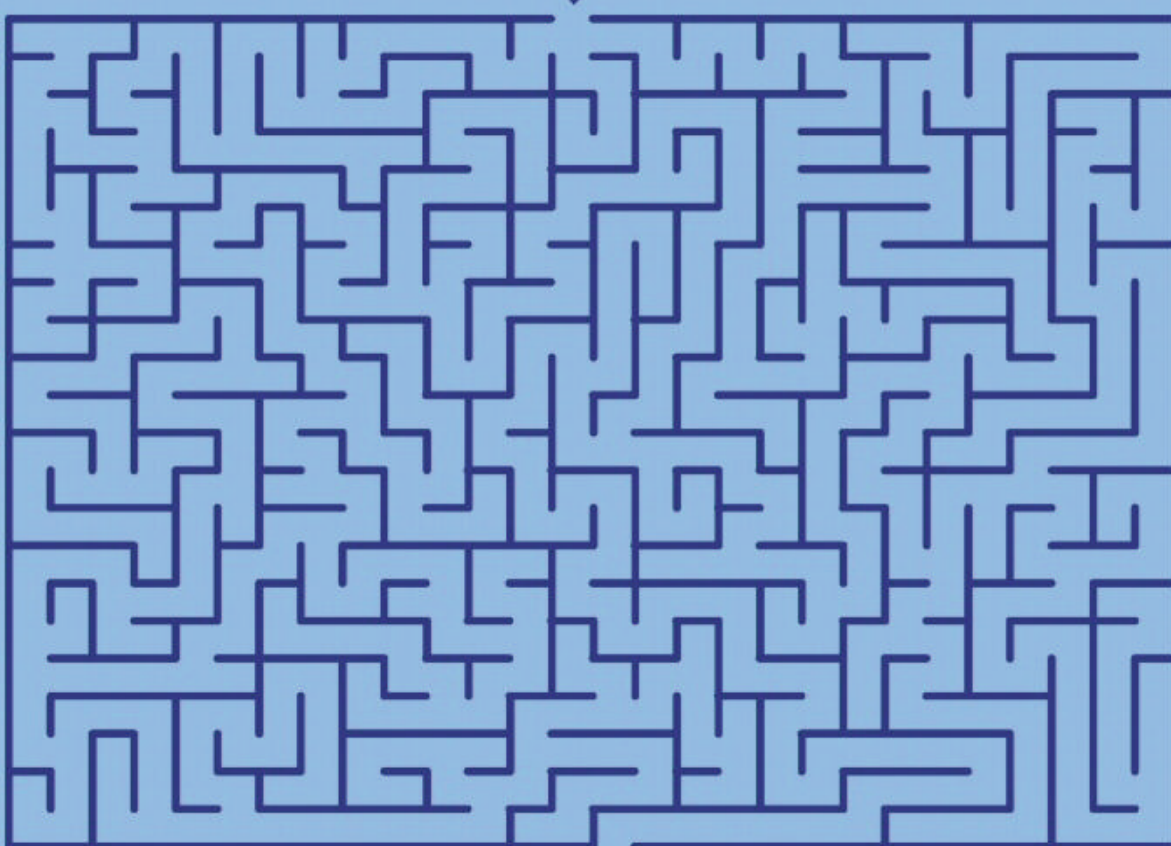
ON THE HITCH

Armadillo	GT Camper	Sherpa
Bush Lapa	Infanta	Sprite
Bushwakka	Jurgens	Stealth
Conqueror	Mobi Lodge	Summit
Destination	Okto	Tough Cats
Echo	Quantum	Wildebeest

Spot the differences



Maze



Animal facts



- Tigers are the largest wild cats in the world. Adults can weigh up to 363 kg and measure up to 3,3 m!
- Unlike most members of the cat family, tigers like water and are good swimmers.
- Every tiger in the world is unique – no two tigers have the same pattern of stripes.
- When a tiger wants to be heard, you'll know about it because their roar can be heard as far as three kilometres away.
- Tigers are carnivores, eating only meat. They mainly eat deer, wild pigs, antelope and buffalo.

Man versus machine

Standard 4x4 vehicles only do well when the driver is experienced, says **Mic van Zyl**.

I recently attended the Atlantis Fun Day event for the first time. We sponsor an obstacle there and this year we decided to take the entire Ironman 4x4 sales team down to Atlantis, as well.

This was a good excuse to travel down via the West Coast and the Cederberg Wilderness areas, camping and testing vehicles and equipment along way. Working for a 4x4 company has got to rate among the top 10 jobs ever!

We spent a day in the dunes at Atlantis marshalling our own obstacle. The wind was rather unpleasant and, though it was mostly overcast, there were many suffering from sunburn. Our obstacle entailed

a twisty route up the face of a dune, twisty turns down the other side and more of the same back up the rear and down the front of the dune again to finish next to the start.

The dune was steep and high, the sand was deep and soft and some of the twists were quite tight. It was certainly tough. There was a time limit set for the course and any time over or under the target of 1 minute and 30 seconds incurred penalties.

WITH CLOSE TO 100 vehicles competing in the event, I observed a wide variety of 4x4 vehicles as well as varying degrees of success in completing our obstacle. There were a number of custom-built 'dune warriors' competing. You could spot them a mile away with their 35" tyres and big V8 engines fitted to a modified chassis.

They left me somewhat unimpressed as it was very clear that the ability of these vehicles far outweighed the challenge of our obstacle. Another group featured slightly modified 4x4 vehicles delivering mixed results.

Watching these vehicles it became evident that driver ability and technique had much more of a role to play than a highly modified vehicle. Stand-out vehicles here were Pajero shorties, FJ Cruisers and petrol engined bakkies with bigger tyres and suspension lifts.

By far the most impressive group, however, were the near-standard vehicles. My favourite competitor was a *boerseun* with his stock-standard Hilux 3.0 D-4D single cab 4x4 farm bakkie, complete with Malmesbury Toyota and John Deere stickers on the back. He sailed through our obstacle without fanfare or effort. As he whisked past me at the crest of the dune on his way down to the finish, he was steering his truck with one hand sipping on what I assume was a cool drink – very impressive.

A few other unassuming vehicles also breezed through the obstacle without issues. At this point, I want to point out that the

majority of the competitors didn't complete our obstacle. This caused much discussion on top of the dune among the spectators.

THINGS CAME TO a head when a Toyota Hilux Gazoo Racing limited edition and a Ford Ranger Raptor tackled the obstacle. The Hilux sailed through and the Raptor got stuck and was recovered. The Hilux was near standard compared to the highly modified and purpose built Raptor. This of course fuelled a fiery debate.

There was a fleet of brand-new Prados in the hands of a group of journalists (*none of ours – Ed*) and none made it through despite the Prado being a capable off-road vehicle.

It all brought home to me a couple of points regarding 4x4-driving and touring:

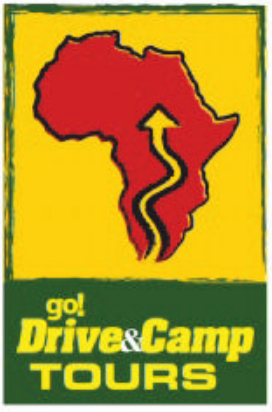
A highly capable vehicle in the hands of an inexperienced driver won't guarantee success. Standard vehicles only do well

“
A highly capable vehicle
in the hands of an
inexperienced driver won't
guarantee success
”

when the driver has plenty of experience. For the rest of us, who only occasionally go off-road, it certainly makes sense to upgrade our vehicles to enhance our lack of talent.

I learn more about my new Cruiser every time I go off-road. I have realized that a tyre pressure drop of merely 0,1 bar makes the difference between going and getting stuck; that momentum is sometimes your friend and sometimes not; that low range third gear was best for most of the difficult off-road situations I encountered; and that it is better to do it over than to over-do it. Practice certainly makes perfect. 





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Stand 83A, at long last

As a teacher, his friend doesn't get much chance to break away during the year, so he deserves his annual exodus in December, says **Neels van Heerden**.

My friend goes on a camping holiday every year on the KwaZulu-Natal South Coast. He is a teacher in Pretoria and can only set up camp in his favourite campsite about 60 km south of Durban for two weeks in December. During the year, he has to attend sporting events on just about every weekend and so short weekend breaks aren't possible for him and his family.

In the summer, he's busy with cricket and athletics, and rugby and hockey in the winter.

In-between he has to arrange pre-

season training camps or attend workshops for school coaches. So he only has a small window at the end of the year to go somewhere. Many resorts, including ATKV Hartenbos, are too far away and it's difficult to get a good stand, and he doesn't do quick overnights when he has to unpack everything just to pack it back up again the following day.

Another reason he likes going to KwaZulu-Natal is because he can tow on a double-lane highway the entire way there. There are also more than enough places to pull over on the N3 route.

Such considerations are part and parcel of the towing experience. Rushing to the coast is tiring and my friend's towing philosophy is that your holiday starts the moment you lock your front door. So, it's pointless to be tired by the time you get to your destination.

EVERY YEAR, MY FRIEND begs his family to pack lightly, but he has never been able to fit everyone's luggage in with ease. He knows only too well that packing a caravan is a science and he does his best to adhere to the basics, but his caravan can only take an extra 150 kg.

His stand is costing him more than R1 200 per night this year as the resort charges a base rate for four people. He saves for the tolls throughout the year by adding as many R5 coins as he can to the cake tin under his bed. The extra math tutoring in the evenings, allows him to save for fuel and camping costs, as the additional campers in his extended family add a hefty number to the camping fees.

It's all worth it to him. His family is happy, and booking the holiday ensures he gets a healthy dose of peace for himself. Plus he's enabling experiences that will remain with him and his family for a long time.

The rules at his favourite resort

dictate that you have to rebook at the end of December every year, otherwise someone else on the long waiting list will take over your favourite spot.

And so it took him exactly 15 years of patience before he could pitch camp on stand number 83A. This one overlooks the sea, has shade in the afternoon and is close to the nearest ablution block.

There are some rock pools right in front of his caravan where he can seat himself on a plastic chair with short legs. When he gets thirsty or needs something, it only takes a few minutes and then he's back in his chair. While sitting in these rock pools, he gets the chance to read a few books and he can forget about school sports, unruly kids and parents who think their offspring with two left feet should be captain of the first team. The rock pools are far from the main beach, which means there's plenty of peace and quiet where my friend can unwind.

IF I WERE the manager or owner of this resort, I would make a rule that teachers like my friend can camp for free or get individual discounts.

It would be my way of showing respect for him by enabling him to spend a little more time with his family. The same rule would, of course, apply to nursing staff, paramedics, firefighters and police officers.

“

If I were the manager or owner of this resort, I would make a rule that teachers like my friend can camp for free

”





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If you won't listen...

Sometimes, you have to experience the consequences before you'll listen to good advice, says **Leon Botha**.

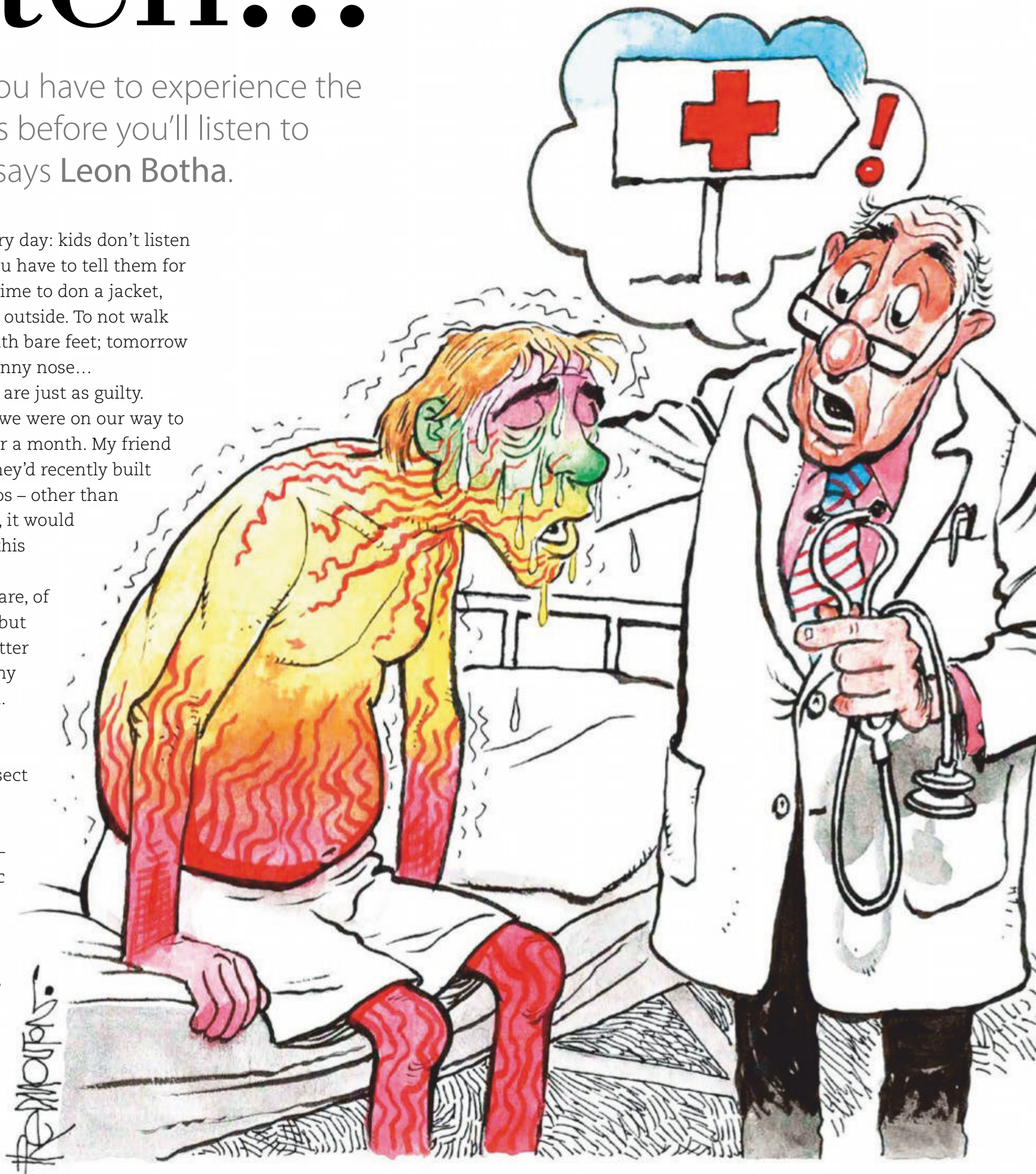
Parents see it every day: kids don't listen the first time; you have to tell them for the umpteenth time to don a jacket, because it's cold outside. To not walk on the cold tiled floor with bare feet; tomorrow you'll wake up with a runny nose...

But sometimes adults are just as guilty.

It was December and we were on our way to camp in Mozambique for a month. My friend Gert had invited us as they'd recently built a new home in Vilanculos – other than seeing our friends again, it would also be our first visit to this tropical country.

The summer months are, of course, malaria season, but I decided, against my better judgement, to not use any preventative medication. I would just make sure no mosquito landed on me – and that's what insect repellent is for, after all.

Unfortunately – and only a year or two later – a doctor in a travel clinic told me that malaria prophylaxis is a non-negotiable. He said if you use this medication, the odds are only 10% you'll get malaria, but you have an almost 100% chance of recovery. If you don't use a prophylactic,



the odds are that you will get malaria if a mosquito carrying it bites you, and then there is no guarantee that you'll survive the ordeal.

In any event, we set off to Mozambique with a full fridge, fresh camera batteries and a huge Mozambican roadmap. And of course, an arsenal of sun cream, because when I was a kid, that was just as important to my mother as those bitter malaria pills I had to swallow.

Antimalarials this round? Not so much.

OUR IDEA WAS to camp at a few spots on the way to our friends in order to make the most of our visit. Xai-Xai was our first stop and we quickly set up camp. All the rooftop tent's mesh windows remained closed, of course, so as to not entice a diseased mosquito inside.

We couldn't get enough of the roasted cashews we bought from hawkers, and closer to a dream holiday you couldn't get.

Shortly before sunset, I took out the insect repellent while getting the braai ready, because it was time to protect ourselves from top to bottom against the mozzies. Not a single mosquito dared to even fly past, and the insect repellent got a place of honour in the grocery cupboard.

When we went to bed, we opened and closed the mesh at the door very quickly. And so we were all set for a night's rest.

But we forgot about one thing: this time of year, Mozambique is boiling hot, and coupled with the high humidity it felt as though we couldn't breathe – which of course meant we were suffocating in our roof tent with closed mesh windows. So, we opened the windows. It helped somewhat, and the next morning we gratefully woke up without any mosquito bites.

Our next stop was Coconut Bay just across from Inhambane. By now, we were enjoying ourselves so much that we even considered the crab dish on the restaurant's menu.

Gert and his family lived next to one of the small lakes just before Vilanculos and we set up camp in their garden. Gert played tour guide and we had the time of our lives. He even took us to the Bazaruto Islands in his rubber duck. They're about 10 km from the coast, but between the islands and the coast there are loads of sandbanks. At one spot, probably halfway across the channel, Gert told us

“

...which of course meant we were suffocating in our roof tent with closed mesh windows. So, we opened the windows. It helped somewhat, and the next morning we gratefully woke up without any mosquito bites

”

to get out. We stood in the middle of the ocean and the lukewarm water was barely knee deep! What an epic vacation.

Because I'm an avid bird watcher, Gert suggested I walk to one of the little lakes behind their place. It's proper bush and he told me to stay on the sandy footpath, because the government was still lifting land mines – here and there I saw sections of veld blocked off with red tape.

It's on that very path where things first went awry. After my last sip of 2M beer, I put the empty bottle upright in the path to collect it on my way back home. Little did I realize that the empty bottle had a market value... and when we got there, the bottle was indeed gone. I hadn't quite been prepared for theft in Mozambique, even though I'd read beforehand that people would even pinch your toothpaste here. Fortunately, it seems mostly diving equipment got stolen – something we didn't have.

Then, the second incident: the emergency triangle attached to my Defender's bullbar grew feet on our last day while we were visiting the flea market in Vilanculos. Fortunately, we were almost on our way home and it wasn't a disaster. On the spur of the moment I decided to buy a bottle of firewater as a souvenir at the street market – I was sure it read “vodka”.

WE DECIDED TO extend our camping as long as possible, and ended up having only one day to drive home. So, shortly after dinner that night, we hit the road, despite several warnings that you shouldn't drive in Mozambique at night. I was just going to drive cautiously...

Everything went well until we got to the fork in the road at Inhambane. It was almost midnight when a man in uniform pulled us over. He walked around the off-road trailer and I watched him in

the rear-view mirror as he hung around there for far too long. At first, I wasn't worried because everything was working as it should – except, I would find out, the license plate light on the one side

The man took out his traffic fine book and I realised I would have to do something: we'd spent our last money and had only enough left over for fuel to get home. I was trying to explain our situation, and for a moment I doubted he understood, because the pen was out.

I asked him to hold on a minute, got out and said I'd replace the light on the spot. I didn't even give him a chance to agree; dug around in the toolbox and walked back with a new light bulb and screwdriver in my hand. I called him: “Look at that, the light is working again!” Luckily he found it amusing, turned around and let us go.

WE DROVE INTO Pretoria around dusk the next day. After unpacking, I thought it was a good time to drink a toast to our Mozambican holiday. Out came the street vodka from Vilanculos.

We all relaxed, but at bedtime it felt as if I'd been run over by a train. It must have been the long day behind the wheel... but then I got the chills. I realised I had no clue what was in that so-called vodka and rushed to the hospital.

At the emergency department, the doctor gave me one look. “Where have you been?”

“In Mozambique,” I murmured, trembling.

“Go get your bag. You're sleeping in the hospital tonight. I suspect that you may have malaria.”

The subsequent hospital stay was one long fever dream. Somewhere in the haze I heard people saying how lucky I was, how it was almost too late.

From here on, and time and time again, the prophylactics are a priority. 🍷

...AND FINALLY

Happy hippo

There's nowhere that **Solomon Erichsen** from Carletonville and his 'Bertha' won't and can't go to spread good vibes around our country.

“ I retired in 2012 and needed a robust but cheap vehicle to tour our beautiful country and so to live out my passion of delivering free counselling services to those in need who aren't able to see a spiritual or psychological counsellor.

I bought this 1972 Land Rover Forward Control 110 2B, an ex-military vehicle, from a good German friend of mine for R39 000 in 2013. These vehicles were imported from Britain as two-tonne trucks, and the South African Defence Force had fitted them with bus-like bodies in Port Elizabeth. The applications varied, but mine had been used as a mobile field command centre.

I named her Bertha, after remembering the stories of a hippopotamus that went roaming around the country many years ago, and finding the name apt. I promptly went about removing the original Land Rover drivetrain and replaced it with a 4,6 l Chevrolet V8 (295 cubic inch), and the matching gearbox and transfer case. The original drivetrain was not especially practical, and it definitely wasn't economical, so now I have more power and reliability.

Although Bertha's still a little thirsty with her V8 heart, giving returns of around

20 l/100 km at the pumps, the fact that I can camp almost anywhere makes up for that.

The rear of the Forward Control had already been converted into a motorhome setup when I purchased it, but I changed the 220 V power supply to include solar. Now there's a solar panel on the roof and a massive 230 A/h battery underneath the body. It's also got a gas fridge, shower and a built-in toilet with septic tank. Some proper power assisted brakes and power steering would be welcome additions in the future.

Bertha's best quality is that she can go places where owners of a new 4x4 motorhome might think twice about, because she didn't cost the earth but also thanks to her ground clearance and generous approach and departure angles. She does have a few battle scars.



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



It hasn't all been smooth sailing and, due to my own negligence, I experienced rear diff problems after not balancing the new prop shaft after the drivetrain modification, and I also broke a wheel hub and wheel bearing after tinkering and tightening too much. I'm not exactly a great mechanic. But other than that, I have no complaints, and I pretty much set up camp anywhere I like – proper boondocking.

I have especially appreciated the Northern Cape and West Coast, with the wild unmolested landscapes in which the tranquillity of nature truly grasps you. In December 2017, my cousin Theuns Welgemoed and I went down the infamous road to Die Hel and back up again. To my knowledge, Bertha is the only Forward Control that has made that horrific mountain pass... in one piece. ”



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