

#28

WEEKEND MENU EASY AND TASTY ON THE CHEAP

NOVEMBER 2019 | ISSUE 28 | WWW.WEG.CO.ZA

go! Drive & Camp

MISSION: MOZAMBIQUE

Rough riding from Maputo to Pafuri

CARAVAN TEST

INVADER DUO

The little camper that could

TANKWA KAROO

Crunch along fearsome trails

4x4 PROF

Old Discos
needn't die



CAMPING DESTINATION A seaside caravan park in

Jongensfontein | **READER STORY** An epic Angolan trip

GEAR Five bull bars for your rig | **DRIVING IMPRESSION**

Hilux's golden jubilee | **WEEKEND BREAK** Family fun in Vloedbos

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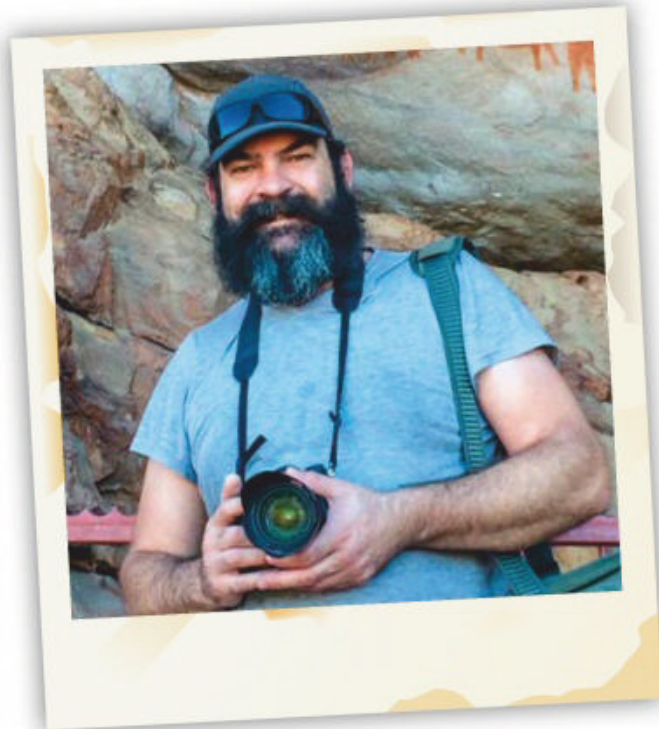
The Hilux Legend 50 is a celebration of 50 years of tougher-er, with both technological and design updates and 13 models to choose from. The exterior boasts a more aggressive grille and front bumper, unique wheel design, black styling bar, roof rails* and a tow bar; while the interior has a larger, integrated 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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HILUX
LEGEND 50

Let this be our guide



“

When it comes to cars and caravans, we don't document our full impressions without driving it or camping in it. It's as simple as that

”

Listening to today's world leaders, we seem to be living in the era of fake news in which you can't believe anything you read. Especially not the news that report their shenanigans.

We make mistakes, too, though they are never vindictive.

As the best-selling camping and 4x4 magazine in South Africa, our integrity is our greatest asset – that is after our loyal readers, of course. And to maintain this integrity, there are a number of rules we strictly apply to every single editorial decision we make.

First, we pay our own way. As you can imagine, putting together a travel magazine is not cheap. The fuel bill alone for Cyril's Mozambique article on p 42 came to R15 000. When we travel to obtain destination features, we don't do it at other people's expense and we don't accept invitations.

Second, we travel and stay the way you do. We never announce our intentions when we're heading to a camping or off-road destination. We don't want the owners to vacuum the proverbial carpet when they know we're coming. It's important that we experience a place the way you would experience it.

Furthermore, we don't rate the places we visit. The difficulty with grading is that everyone has different preferences, needs and habits. For one guy, a December holiday at Hartenbos is heaven on earth, while the next dude is happiest when he camps alone and fully self-sufficient in the Kgalagadi with his partner. How much sense would a rating make for such diverse characters? Why is one campsite necessarily better than the other? For these reasons, we simply tell you what we see. Honestly. If there is only a long drop at a campsite, we don't assert that it is a bad place; we tell you about it so you can decide for yourself whether it's fine or an aikona for you.

When it comes to cars and caravans, we don't document our full impressions without driving it or camping in it. It's as simple as that.

I believe that for as long as we apply these principles, we will remain the market leader. Thank you for trusting us with your travel plans.

Safe travels!

Schalk

EDITOR

schalk.jonker@media24.com



Mad about Mozambique



Ice cream in Jongensfontein

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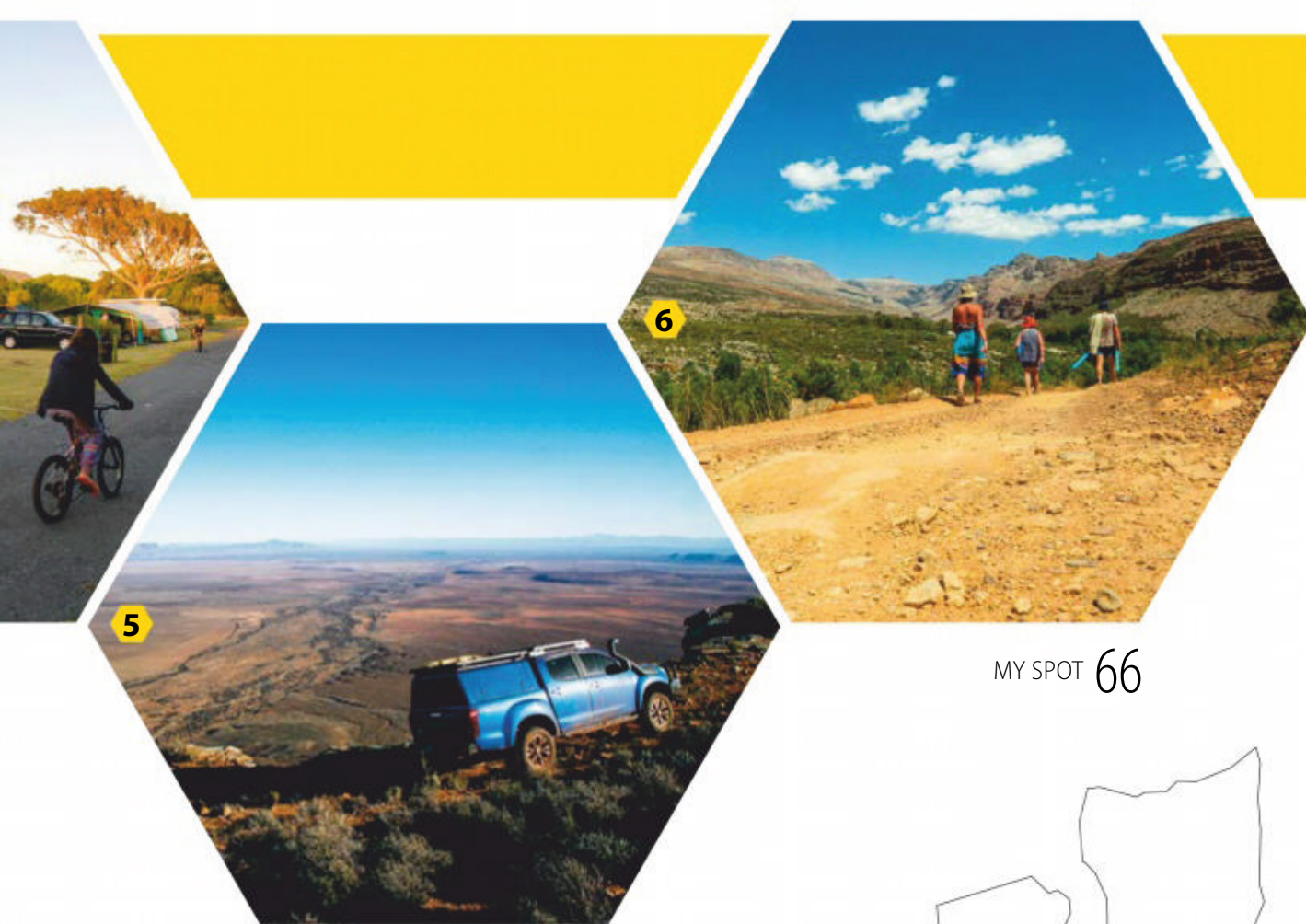
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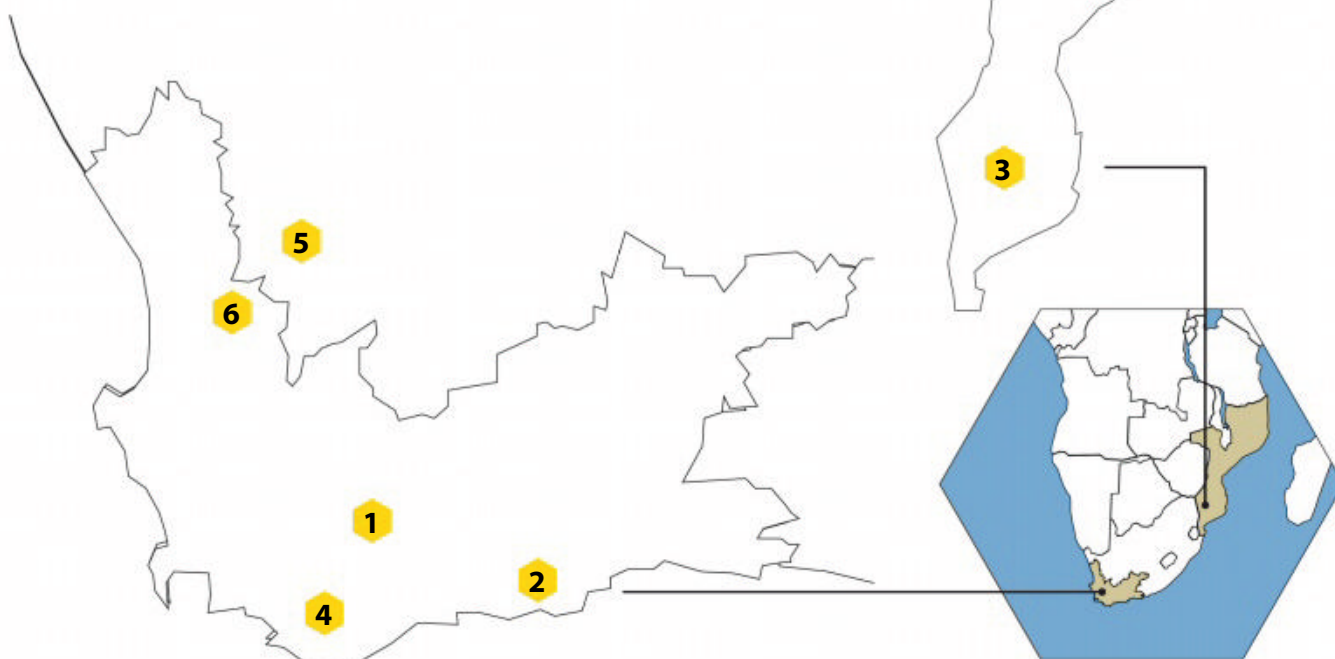
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#28 COVER IMAGE – CYRIL KLOPPER

“The sandy twin-track between Maputo and Xai-Xai is only doable in a proper off-road vehicle, and there is a string of lakes where you are required to carefully wade through knee-deep water. If, however, you have kids in your car, they will probably beg you to bomb through and create a huge bow wave.

Sometimes it's okay to throw caution in the wind and do as they ask, even if it's just once or twice to hear your eleven-year old belly laugh with delight.”

Camera settings F10; 1/1000 s; ISO 320; 24 mm

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CTP Printers
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MEDIA24



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.

We'll be back!

I am writing in response to the article on Mozambique in your September 2019 issue.

During April 2019, my husband and I had the pleasure of spending the Easter holiday in Mozambique. In a moment of craziness we had purchased the camp holiday at an expo two years prior and had to use the holiday before December 2019. Easter seemed the perfect time and we decided to drive from Cape Town to White Sands, Inhambane.

Prior to the roadtrip I was inundated by comments and opinions on how dangerous it is, how we will be robbed blind, how the political climate will affect us, how family members and friends had been affected by corrupt officials in some way or another. It did not help either that there was a cyclone a month before we were due to travel.

After all that, I was actually too afraid to take the trip and the thought of cancelling the whole thing crossed my mind. That was until I found DriveMoz.

All it requires is a Facebook login and a small membership fee. Their site is a library of what to do every single step of the way – from planning routes to what do when you're confronted by a runner (as highlighted in your article). You get a sticker with your membership number and it seems we were waved through numerous checkpoints as soon as the sticker was sighted.

We had one of the most pleasant and memorable trips and will definitely go back to Mozambique.

LOREN RANDALL-DÜVEL
Door De Kraal, Cape Town



WINNING
LETTER



Loren 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 and a 1,5 l cool drink bottle. The lid also has space for a coffee flask. The interior is lined with PVC, which makes it easy to keep this bag clean and hygienic. The bag has a short strap that reaches over the top and attaches with a Velcro strip, and also a longer shoulder strap if you're going to carry it over longer distances. It's an ideal picnic accessory or a padkos bag for a road trip. winkel.weg.co.za

Facebook comments

Here are some of the experiences our Facebook friends have had at foreign border posts.



Piet Boshoff

It took me 27 hours to cross into Egypt from Sudan. First, the authorities did not want to accept the *Carnet de Passages en Douane* (document for international customs and temporary export and import). I slept in my rooftop tent and they helped me the next day.

But it took two weeks to leave Egypt at Alexandria. I only found out on the final day what the problem was. This border post's paperwork and our vehicle's Egyptian license plates didn't match. But we didn't realise it because everything was in Arabic.



Cedric Pieterse

I've been through Lesotho, eSwatini, Mozambique, Tanzania, Malawi, Zambia, Zimbabwe, Botswana, Namibia, Angola, the Democratic Republic of Congo, Kenya, Sudan and Ethiopia, and have seen many creative methods employed by authorities to relieve you of your money.

I've never paid a single cent. Make sure your paperwork is in order and don't fall for anything – even if they threaten you with jail or seizing your property. Just keep calm, be respectful and be patient. They will leave you alone. The longest I have been delayed was two hours.

When people pay bribes, they make it harder it for all of us.



Irma Roets

We got stuck at the Kariba border post from Zambia to Zimbabwe. The officer was looking for some kind of handwritten police clearance that proved the vehicle belonged to us. The registration and customs papers we received at the South African border post were apparently not sufficient.

They hinted that we would have to drive all the way back through Zambia and Botswana to where we had crossed the South African border post three weeks prior. We then sat around at the border post, and at lunchtime we even offered them food

when it looked like they wanted a snack. My husband told them he was a preacher with a small income. We always take a number of Bibles to hand out, and we gave them three. My husband prayed with them, and after hours of waiting we got through the border post.



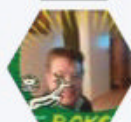
Louie Janse van Rensburg

In Lesotho, an official wanted to lock me up because – while I was looking for a parking space – I drove too slowly at the border post. In Namibia, they wanted to lock me up because the departure date from Namibia was incorrectly given on our papers.



Engelbrecht Hein

It all goes smoothly between South Africa and Namibia.



Pieter Benade

We had problems in 2009 at Kasane on the Zimbabwean side of the border post. An official checked the paper of my insurance – which stated I was insured in South Africa, Botswana and Zimbabwe – for a long time. My passenger eventually gave him 20 pula... and then a swarm of others descended on us with stickers that said "broker".



Linda Koekemoer

I've never had a problem at any eSwatini border post.



Estie and Gerrit Matthews

There are no problems at the Stockpoort Botswana border post.



Martiens Swart

It all goes smoothly at eSwatini's Oshoek border post.



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



wegrysleep Die Rooi Gevaar? :) Foto | @stokedstunts

#wegrysleep #bullrun #karoo #heelpadgrondpad

19h



Liked by get.out.go and 37 others

19 HOURS AGO



Just look at that!

My *go! Drive & Camp* is delivered and I start reading right away. First I flip through and look at the main headings, and then, as usual, I read “Mic’s Memos” because there’s always something interesting about vehicles.

Mic’s column used to be at the front of the magazine, but come the July issue, I’m disappointed when I can’t find it in its usual place. This is when I find out in the editor’s letter that the content has been shifted around a little.

Change is good and your magazine has always been excellent, but is even more so now. There is no better magazine for the camping and 4x4 crowd.

NEELS GROBLER
Mookgophong



COMMENT OF THE MONTH!

Official statistics indicate that revenue growth for local camping sites and caravan parks is better than for the rest of the South African hospitality industry. Has camping become fashionable?

Tinus van Rensburg

“To camp for 13 days I paid R3 200. My time-share is R10 000 for seven days. The difference is obvious.”

And, unlike chalets and hotels, I know who slept in my bed the night before.”



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“Say cheese!”

Three readers share their pics – on land and water.

By **Leon Botha**

Ol’ fish breath

He was actually hoping for an illusive leopard, but Ehan Fourie of Barberton didn’t say no to a crocodile with a fish in its mouth.

“Because I live so close to the Kruger National Park, I often go there to see if I can shoot something. This scene was at Sunset Dam near Lower Sabie. It was overcast and I saw many cars parked at the dam. I joined them and saw what it was all about: a crocodile out of the water with a catfish between its jaws.

The catfish would flop every now and again, but the crocodile eventually got back into the water with the fish in its mouth.”

Photography is a lot about capturing everyday occurrences. It documents what’s happening in front of the lens, and these types of photographs don’t rely on typical photographic elements such as composition.

What makes such a photo exceptional is when it captures something special – or extraordinary. And that’s what Ehan’s photo does, as it’s probably the first time you see a crocodile “eating” a catfish.

Although it’s a strange sight at first glance, you soon see what’s going on because you know that’s typically how nature works. But there is something that gives you pause about the pic.

It feels like the old croc is posing for the photo, but the catfish is also looking at you – albeit in a helpless way.

As you look more closely, you see the fish has some bite marks on its side; so you can deduce that the crocodile didn’t catch it with the first bite.

The crocodile is also holding the catfish almost like a trophy, and it doesn’t seem to be in the mood for it. Ironically, the crocodile looks fat and healthy – something that gives the photo a slightly bizarre element. But perhaps the most peculiar of all is that the two are on dry land, and you wonder where the fish met its match.

SEND US YOUR PICTURES

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

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



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Cute couple

While her husband fishes, Madelein Marais from George keeps her camera focused on the water.

"We were in Knysna one afternoon when my husband, Willem, wanted to see if he could catch a fish from the harbour. I stood some distance away and to shoot some pics of the boats on the lagoon. As I focussed on a boat – the one at the back in the photo – another boat passed as well. That's when I took this photo."



The photo would certainly have less impact with only one boat, but the two were positioned in such a way as to cause awkwardness between them. Your eye jumps between the two vessels, because there is no clearly defined focal point.

But discomfort in a photo can also make you look at it longer.

Since the motorboat is in the foreground, you see it first, and as your eye jumps between the two, your subconscious is comparing the two. The three figures on the front boat are clear enough that you have a good idea of what they're doing, while you can't really make out the people on the ferry – but you

certainly get the impression that the vessel is full.

Furthermore, the two boats are pretty much on the vertical centreline – and in the sun's reflection draws a line through the two focal points, subtly connecting them.

It is then that you stand back a bit and notice the wave detail.

Even the wake that follows behind the boat in front is a repetition of the mountains in the background.

The photo has a passive composition, which isn't always good. But because the image relies on quite a few communal elements, Madelein can pat herself on the back.



A whiter shade of pale

He takes tourists all over the country, and even the simplest of flowers doesn't escape the attention of Pieter Venter of Sandton.

"I took this pic in Nieuwoudtville, and it was the white flower that caught my attention. Because I was using a cellphone, I only needed to kneel to get to the flowers, making the shoot easy. If I remember correctly, I did not alter the photo; it's exactly the way I took it."

You don't have to wonder what the focal point is as you can't overlook the white flower. It therefore anchors the image, but even so, your eye moves along quickly.

The rest of the flowers – all yellow or bright orange – simply form the background, and one cannot help but enjoy all the details. Most of the flowers in the background are out of focus, but because they're a repetition of the orange flower in front, you can enjoy all the shapes.

Because we read from left to right, we also tend to look at a photo that way. Even though you noticed the white flower first, you "read" the photo from the top left and you end when your eye returns to the focal point once more.

Because the flower faces the inside of the photo, it feels as if your eye is being pointed back – and you can gaze at this image for a few minutes.



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Camp among Dinokeng's game

A new campsite just outside the Dinokeng Game Reserve has just opened its doors: Dinokeng Camp & Leisure.

When the owners acquired the 52 ha plot of land, there were only six chalets and a communal lapa. Since then, they've established 20 sites, and ablution facilities in the middle of them – there is also a separate bathroom for people using wheelchairs. Each of the stands has a large paved area with its own tap, power point (ordinary house socket) as well as a loose steel braai with its own grid. Because they want to keep the bush vibe, there's no lush lawn planted around the paving.

There's a heated pool already built and a second swimming pool should be ready by December of this year.

Wildlife roam freely here and you can expect to see nyalas, blesbok, kudu, impala and blue wildebeest. Some of the animals are quite tame and may come to visit.

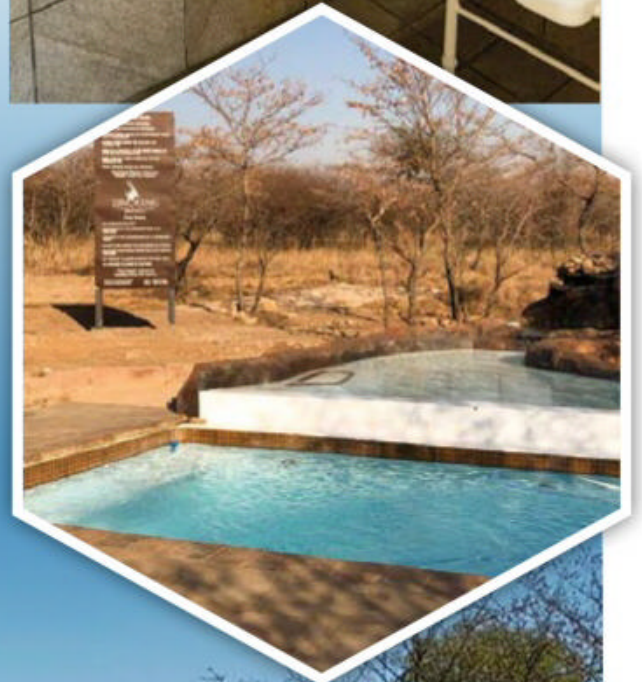
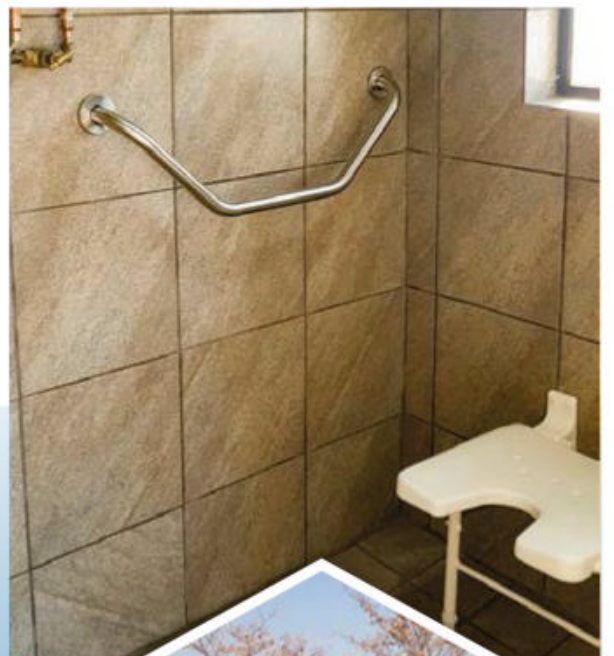
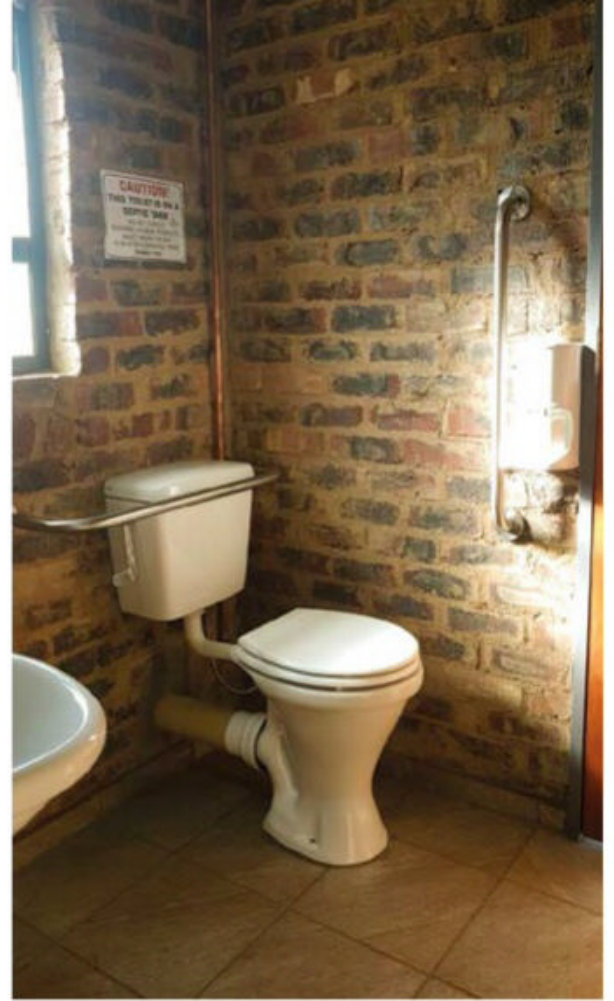
The resort is located on the De Wagendrift Road, right across the road where you turn off to Tamboti Vreugde and Willem's Rus.

Daven van der Merwe is a co-owner; he and his wife, Carla, manage the resort.

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Armadillo grows its family

Xtreme Outdoor, the new owner of Armadillo caravans, has expanded its range of models.

The latest model, an offspring of the existing Shack, is known as the XTR302 and now features a door on both sides. The second door, on the right-hand side of the caravan, is used for the shower tent that now pitches on that side. (Previously, the shower folded out of a high cupboard at the back, but that has now become an extra storage space.)

The XTR302 is 18 cm longer than the Shack, with the chassis itself stretched by 10 cm – which of course means the interior is more spacious as well. The hull also gets doors so you can get to the space under the bed from the outside. The bed stretches from wall to wall and can also be set up as a dining area. Other innovations inside the new model include two additional cabinets in the front of the hull, a wardrobe and a small hand basin.

The pop-up roof no longer lifts only on the one side, but now on both ends.

Along with the new model, explains Jason Collie of Xtreme Outdoor, the Armadillo's range names have also changed. The Armadillo Family becomes the XTR504, the Plus the XTR402 and the Lite becomes the XTR202. The first numeric value is the serial name and the last part is an indication of how many people can sleep in that particular model.

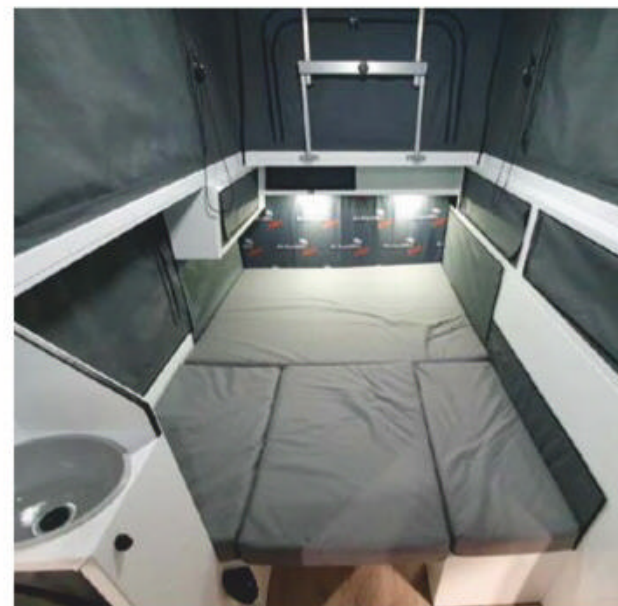
The numbers 5,32 (l) x 1,8 (w) x 2,03 m (h); tare weight 1 060 kg; loading capacity 740 kg; GVM 1 800 kg; 1 800 kg axle with 15" wheels.

What is optional? Aluminium table that fits behind the nose cone – R2 474; 100 W rooftop solar panel – R2 308 plus R1 004 for solar panel regulator; extra stove that fits next to the existing one – R693; nose protection – R2 888; jerry can – R1 190.

Price From R278 000

Contact ☎ 021 981 2992 📧 xog.co.za

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LeisureWorld goes from strength to strength

Following the establishment of LeisureWorld's caravan spare parts and camping equipment distributor last year, the company says after all its growth pains things are going well.

The company was initially formed by two directors, Jan Serfontein and Arnold Prosch, plus 17 shareholders, but things have changed since then. Arnold, the owner of Cara-Camp Caravan & Outdoor Centre in Somerset West, has since resigned as director but still does business under LeisureWorld's banner. Gerrie van Zyl has been appointed as a new director and looks after the finances. Gerrie spent more than 30 years with Jurgens Campworld – he retired as CFO in 2013. Alize de Goede, who heads up procurement, is the group's newest shareholder. In addition to all the shareholders, several other

outlets have joined the group.

Since its inception, LeisureWorld has had a chance to build up a lot of stock – to such an extent that they are now profitable, says Jan, who also owns Northern Natal 4x4 & Outdoor Center in Newcastle.

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Cruisers galore

This year's Hankook Land Cruiser Festival and Africa Record was held from 6 to 8 September at the Sondela Nature Reserve and Spa outside Bela-Bela.

Cruiser fans didn't manage to break their previous convoy record of 413 participating vehicles (2018), but they did set a new record for the most static Land Cruisers: a total of 523 of them parked so as to spell the name "Land Cruiser". This is 32 more vehicles than last year's 491.

Several trophies were awarded, including the one for the oldest Land Cruiser on show, won by N1 4x4 with their 1959 model FJ25. Johnny Tromp's LC79 got the award for the highest odometer reading (1 200 000 km), Kerneels van Rensburg for the best equipped Cruiser (also an LC79), and the prize for the Land Cruiser that travelled the farthest to get to Sondela was won by Filly Prinsloo, who drove 1 800 km from Cape Agulhas.



PHOTO TRIO EVENTS

PHOTO TRIO EVENTS

Elon wants a bakkie



PHOTO TESLA MOTORS

The famous Pretorian Elon Musk recently tweeted that his electric bakkie will be ready in November this year. Elon currently lives in the US and is the head of Tesla, Inc. and SpaceX to name but two.

His bakkie plans have been known for some time, but he seems to be giving renewed attention to his electric creation after a competitor, Rivian, received an

order for 100 000 electric delivery vehicles from Amazon.com. In February this year, we reported on the Rivian R1T bakkie and speculated whether it would become a reality. Rivian's first working vehicle is just about ready to go and Tesla doesn't seem to want to be left in their proverbial dust.

Tesla has already launched an electric lorry, the Tesla Semi, but transport companies



haven't really bitten. Elon is known for over-extending himself and like many geniuses, he appears to be a bit scatter-brained. One thing is for sure, though: if anyone can pull a rabbit out of a hat, then it'll be our very own Elon.

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Stealth aims for the bush

After only a year in the caravan industry, KwaZulu-Natal caravan manufacturer Stealth has launched its first off-road caravan.

Garry Coady, who is at the helm of Stealth, explains that the newcomer is called the XGR – which stands for “Extreme Gravel Road”.

Garry says he has deviated slightly from his two existing models, the XR (road caravans) and XHR, made for dirt road towing. The interior layout has been changed, with the bed (queen size) moving to the back and the dining area to the front. The dining area can also be used as a three-quarter bed. Also, the door moved from behind the wheel to the front of the caravan.

The outside slide-out kitchen is similar to those of the existing models, but also moves closer to the back, and the grocery cupboard in the hull is much larger than in the road caravans. And instead of the chest-like fridge-freezer you usually find in an off-road caravan, Garry sticks to a 158 l standing one that has a lot more space.

Stealth’s unique fold-up bathroom at the back of the caravan is also featured in the new model, but it is available as an extra.

A round pipe runs around the caravan at the bottom of the hull. It not only serves as somewhere to hold, but also provides protection against tree branches and large stones. Above this pipe is a dark vinyl strip that protects the body from scratches. The XGR is 5 cm narrower than Stealth’s road models, but at 2,35 m it is wider than the closer to 2 m norm of other off-road caravans – the result being that you have more space.

Garry says the XGR isn’t meant for severe 4x4 conditions, but the prototype he tested covered 5 700 km, including 600 km of bad gravel road.

What is standard? The “bull bar” pipe frame; 12 V system with a 110 Ah battery; a geyser operating with gas and electricity; 150 l water tanks; fridge (operating at 12 V power); outdoor kitchen; and 16 “alloy wheel rims with Wrangler AT tyres.

The numbers 5,94 (l) x 2,35 (w) x 2,27 m (h); tare weight ± 1 350 kg; load capacity ± 450 kg; GVM 1 800 kg; 1,8 t axle.

Price Not available at time of print.

Contact 📞 stealthcaravans.co.za



Levelling made easy

Getting a gas cylinder to stand on an uneven surface tests any camper’s patience to the limit – just think of frying an egg in a skottel when it keeps sliding off the side. But now Christo Storm of Pretoria has designed a foldable tripod that will put an end to this dilemma.

The Level Devil looks almost like a collapsible tripod, with a spot for the gas cylinder in the middle. The device sits 5 cm above the ground and each of the three legs can be adjusted by another 7 cm. Not only does that egg stay where you want it to, but it also keeps your cooking setup pretty solid. Just think of a potjie on top of a gas cylinder – it’s top heavy and can easily fall over if you accidentally bump into it, spilling dinner on the ground. With the Level Devil, the bottom of the cylinder is screwed in place so it won’t budge.

Christo, himself a camper, makes two models: one of steel and the other of aluminium. They’re available in three colours: red, blue and khaki. The outer layer is powder coated and the parts are laser cut. Of course, the steel model is stronger, but the aluminium version is much lighter: 810 g versus 1,8 kg.

Price R500 (steel); R650 (aluminium)

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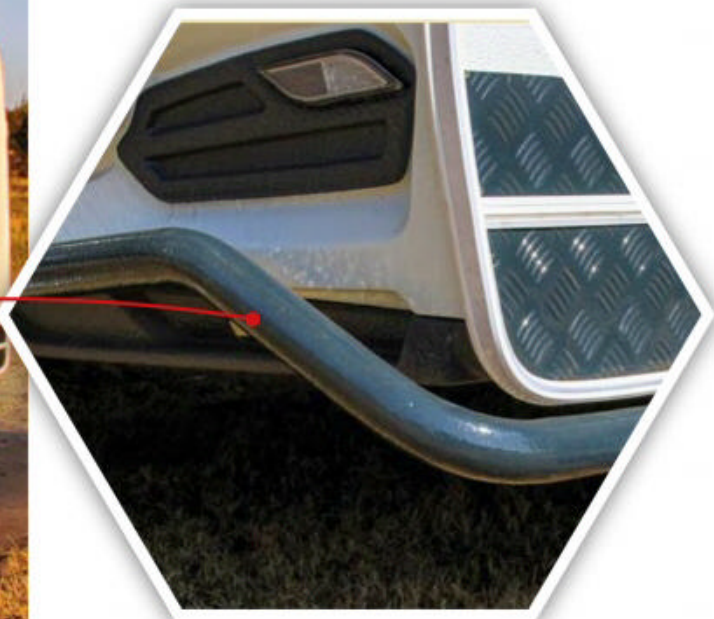
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Okto's ready for dirt roads

Okto has introduced a variant of its Cabana model specifically aimed at towing on dirt roads. The Okto Gravelor's dimensions are identical to the Cabana's, but is a good 11 cm higher thanks to the reinforced chassis and a 1,8 t axle.

The Gravelor's tyres are 15" instead of 14", and compared to the other two models, the Cabana and Villa, the GVM has been increased by 200 kg to 1 700 kg. The Gravelor's tare weight is 95 kg heavier (1 235 kg) than the Cabana but that's mainly due to additional equipment such as the outdoor shower, gas geyser and built-in 75 ℓ water tank.

Replacing screws with bolts and nuts means the cupboard doors are more tightly secured, and on the inside of the door is a cutlery bag.

The fridge's shelves are made of Perspex, not glass. All the lights work with remote control.

The Octo is at the forefront of technology, especially when you look at the battery charging system. You simply download the VictronConnect app and you control the system from your cellphone – you can even control the charger and choose between the charging modes ("normal", "high" or "li-ion"). And you can also adjust the charging current's strength.

The numbers 5,88 (l) x 2,362 (w) x 2,13 m (h); tare weight 1 235 kg; loading capacity 465 kg (same as the other two models); GVM 1 700 kg; 1,8 t axis; and 15" tyres.

Price R389 000

Contact 011 792 1456 loftuscaravans.co.za
woody@loftuscc.co.za



Bobo Campers will have a buy-and-sell day on 16 November: motorhome owners can showcase theirs on the Bobo Campers premises in Benoni and see prospective buyers available in the second-hand market. (Sellers may not display more than three units.)

Interested parties can make arrangements with Bobo Campers in advance. In addition to checking out motorhomes, families can relax a little.

There'll be a jumping castle and food stalls for starters, and parking and admission are free.

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Infanta now imports and exports

Infanta, the manufacturer known for its Enkulu off-road caravans, has just announced that it will be exporting its caravans – and from early next year will also be importing caravans from American caravan manufacturer Black Series.

According to Jurie Swart, Infanta's manager, the Enkulu 1 and 2 will be exported to America, while the Black Series C12 and C15 model will complement their own series. These two models – the C is short for Classic – show remarkable similarities to Infanta's own products. For example, the Enkulu's bed slides out of one side panel, while the entire rear of the C12 and C15 slides out as a bed.

The C12 is 4,9 m long and the C15 a full 6,1 m, while the tare weight is 1,5 t

and 1,9 t and the GVM is 2 t and 2,5 t respectively. Both have a pop-up roof, an indoor bathroom and outdoor shower, a dining area with leather upholstery, a double bed and a bunk bed, and an outdoor kitchen (inside the C15 is a three-plate gas stove). The C12 is for three people and the C15 for four.

Like Infanta's own caravans, the Black Series has an aluminium hull and a galvanised steel chassis.

Contact ☎ 028 512 3663 📧 infanta4x4.co.za
📧 info@infanta4x4.co.za



BLACK AND SWART Jurie Swart (left), the manager of Infanta, and his colleague Albert Havenga (right) during their visit to the Black Series factory.



Invaders by the dozen!

Invader held its biggest gathering yet: No less than 24 Invader owners camped together in September for a weekend at De Hollandsche Molen near Wemmershoek.

The manufacturer teamed up with Tygerberg Caravans to arrange a get-away for a group of just over 60 people.

Invader has been around for seven years and today you can choose from three fibreglass models: The Quattro (for four people), Duo and Cheeky (both for couples), with the Duo their most popular offering.

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A French-Chinese-Japanese bakkie

Xavier Gobille, head of Peugeot Citroën South Africa, has said there's a 1 tonne Peugeot bakkie is on its way to South Africa.

He did not want to reveal too much, but confirmed it is not the Peugeot Pick Up currently being built in Tunisia and sold in North Africa. That bakkie is based on the Chinese Dongfeng Rich, which in turn is a cheap clone of the Nissan Hardbody.

Xavier has assured the media that the Peugeot bakkie – as of yet unnamed – is completely new and being developed in collaboration with Chinese manufacturer Changan Automobile. Those keeping a watchful eye on the automotive industry will know that Changan's future Kaicene F70 bakkie (shown below) is really just a reworked Nissan Navara (the D23 platform), which also forms the backbone of the Mercedes-Benz X-Class and Renault Alaskan. The latter was supposed to come to South Africa at one point, but those plans were abandoned – and now we know why.

The D23 platform, which was designed in 2012 under the leadership of Nissan's Mamoru Aoki, will therefore form the basis for five bakkies: the Nissan Navara, Mercedes-Benz X-Class, Renault Alaskan, Kaicene F70 and this new Peugeot. Peugeot says it will take on Toyota and Ford with this bakkie in 2021. We say good luck with that...



PHOTO CHANGAN

An Isuzu that just won't quit

The owner of a courier service in Oudtshoorn recently celebrated the 15th anniversary of his Isuzu KB bakkie, although the actual milestone is an astounding odometer reading of 1 700 000 kilometres.

Gerhard du Toit, 74, regularly travels between Oudtshoorn and George to deliver parcels. His bakkie, which he has named Roadrunner, is stopped and started between 80 and 100 times a day when Gerhard pops into an office building to deliver an important package.

Isuzu South Africa confirmed the odometer reading by checking Gerhard's service record. "That is a given; you do not miss that 10 000km service for anything. Other than the oil and filter changes, wheel alignment and so on, there is never

any major problems when I take the bakkie for its service," says Gerhard. "You have to understand that I treat my bakkie very well and talk to my bakkie every day. I ask the bakkie to drive nicely and tell the bakkie that I rely on it, to get me where I need to be."

If you own a vehicle that has covered a surprising distance, write to us at drivecamp@gomag.co.za and we will share your pride with other readers.



PHOTO GERHARD DU TOIT

The people's car moves into the 21st century

Volkswagen's just introduced its new logo and brand design, coinciding with the local launch of the new T-Cross compact SUV. The T-Cross was the perfect vehicle with which to usher in the new image, as the company aims to make vehicles that are more innovative, connected, authentic and that embrace the digital age.

The logo itself is simpler than the 3D design it replaces but lends itself well to the company's primary colours of dark blue, light blue and white. The German manufacturer will also return to the bolder, more colourful imagery from the 1960s that "focuses on people in order to create a human, approachable and authentic aesthetic."

This means around 70 000 logos will be replaced across 171 markets worldwide involving over 10 000 dealers and service partners.

These dealer upgrades also fall in line with Volkswagen's ambition to be at the forefront of electric cars over the next few years.



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Peugeot Boxer 4x4 concept

French vehicle manufacturer Peugeot is testing its customers' response to an adventurised version of their popular Boxer delivery vehicle, which is rebadged as the Ram Promaster in the USA.

The prototype was recently showcased at an outdoor show in Le Bourget, France, and boasts gadgets that will impress campers and travellers alike.

The Peugeot Boxer 4x4 gets its all-wheel drive from the Fiat Ducato 4x4 sold in Europe. The part-time four-wheel drive system favours the rear axle in two-wheel drive mode, but with the turning of a knob on the dashboard, equal power is sent to both axles. The engine is Peugeot's own BlueHDi 165 which generates 370 Nm of torque and is linked to a six-speed manual gearbox.

Inside there is a living space of 10 square meters and the work surfaces are made of compressed aragonite, a type of calcium crystal that is as hard as stone and as smooth as glass. All the plastic panels, including the floor, are a mixture of recycled fuel tanks (85%), milk bottles (10%) and white plastics (5%) obtained from empty shampoo bottles and the like.

The Boxer 4x4 is just a concept, but Peugeot promises to build it provided their phone rings off the hook and inbox overflows.



PHOTOS PEUGEOT



PHOTOS VOLVO



Volts for Volvo

Swedish carmaker Volvo will soon build its first fully electric XC40 – barely a year after its first hybrid XC40. “Regardless of what kind of power source drives the car, whether it is electricity or fuel, a Volvo must be safe,” says Malin Ekholm, head of safety. “The electric XC40 will be one of the safest cars we’ve built to date.”

To prevent an XC40's battery from bursting into flames when in a collision, Volvo has wrapped the battery in a special aluminium frame protected by crumple zones. The battery is also placed as low as possible to avoid damage – a further benefit of this is that the electric XC40's centre of gravity is lower than that of its internal combustion versions.

The electric XC40 is not only mechanically adapted; it also gets a brand new sensor package called ADAS (short for Advanced Driver Assistance Systems), developed by Zenuity. ADAS uses radar, cameras and ultrasonic sensors to see and hear potential dangers surrounding the XC40 and to warn the driver against them – or to take complete control if the driver does not respond quickly enough.

Since there is no ‘engine’ the electric XC40 has no need of a traditional grille (a panel now covers it) and there is a second luggage compartment under the bonnet.

Meanwhile, there is still no international consensus on the standardisation of power plugs and sockets, across various brands, making it difficult for independent charging stations to meet the needs of every type of electric vehicle.





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Tiniest

The smallest SUV in Volkswagen's range is a crossover that ticks all the right boxes, says Kyle Kock.

Of all the big manufacturers who took a bite of the small SUV market pie, Volkswagen has sure been biding its time. The Touareg has long been a fixture in the full-size end (sharing Porsche DNA certainly doesn't hurt). And look around you in traffic and it's not difficult to spot a Tiguan somewhere.

The case of the T-Cross could almost be likened to the fable of the tortoise and the hare. Not that any of its competitors have the arrogance of the hare and made silly mistakes, but some of the models that were there right at the beginning of the boom have made impressive tracks as far as sales are concerned. But now might be the right time for the T-Cross to shine.

The T-Cross uses the VW Group's MQB platform, which is shared across brand and model derivatives. Size-wise, it's dimensionally close to the ever-popular Polo, but don't mistake this for being a simple suspension lift and black plastic cladding job à la Cross Polo, because a lot more thought has gone into this model. It's actually bigger, too.

Stare, if you dare

Visually, the T-Cross takes plenty of the strong styling cues

that makes its larger siblings in the VW line-up appear to be more imposing. Our T-Cross model at the local launch – or at least the one in which we spent the most time – was fitted with the optional R-Line package, which will no doubt be popular in this country as other VW models have demonstrated, and finished in a lick of Makena Turquoise. The nose is very familiar, using three horizontal bars on the grille that extend outward and toward the headlamps from the VW logo.

In R guise, the centre bar, finished in chrome, meets up with the LED daytime running lights for an impressive illusion of width. There's a touch of chrome bordering the foglamp recesses and the centre of the lower end of the front bumper.

There's plenty of character lines along the profile that add an illusion of length. They definitely work, and the creases allow for different shades of the paint to jump out in daylight, but I shudder to think of the cost of a dent repair or door replacement. At the rear, the dark glass panel extends across

the tailgate and reaches around each taillight cluster to create a striking visual effect.

On the road

For now, there's only one engine option available: an 85 kW turbopetrol three-cylinder that will be available in Comfortline and Highline trim levels, before a down-tuned 70 kW version with a manual gearbox debuts on the entry-level Trendline models during the second quarter of 2020. Also, Volkswagen have already opened the order books for the range-topping T-Cross R-Line, which uses a 1,5 l turbopetrol motor that makes 110 kW and is due to arrive on our shores imminently.

Sure, the 85 kW doesn't sound like much, but it only really tells half the story because the 1,0 l has incredible levels of flexibility, with in-gear acceleration a particularly strong point thanks in part to the seven-speed DSG. It's brilliant left to its own devices in Drive but ups the ante in terms of urgency when you pull the gear lever down into sport mode, holding the ratios longer and sharpening the response significantly.

The Comfortline model is fitted with 17" alloys that ride comfortably enough, and we also spent time in the



VOLKSWAGEN T-CROSS



Highline with 18" alloys that feature body-colour detail on the spokes. Despite the lower profile rubber fitted to the bigger sizes (as standard, the T-Cross is fitted with 16" wheels), the T-Cross drove over road imperfections unperturbed. We didn't get to experience dirt roads.

Another noticeable aspect was how quiet the cabin is, even at the national speed limit. Anyone who's driven a vehicle with an uneven cylinder arrangement will know that the offbeat thrum is somewhat pleasing to the ear, but in the T-Cross the din is barely noticeable – even when you're reaching for the power peak at 5 000 rpm. Despite the mixed driving cycle, it was easy to get the average fuel consumption down to the higher end of 6 l/100 km.

Comfortable and cozy interior

Being a Volkswagen, the T-Cross has a cabin that can't really fail. There's a solidity to the switchgear that makes everything feel like it'll last a lifetime.

In the Comfortline package, the cloth upholstery also feels very hard-wearing. On the models we test drove, they didn't spare the options list and most were items you'd probably

want to keep, including the Park package with rear-view camera, park-assist system and electric mirrors, LED headlights and the Infotainment package with wireless charging for your mobile phone and app-connect functionality. There are also four USB ports to keep mobile devices charged.

The Beats sound system with 300-watt amplifier and boot-mounted subwoofer will no doubt be a hit with audiophiles.

The rear bench can also slide forward or backward by 140 mm to allow for more passenger legroom or more luggage space. In the more capacious setting, the latter will take 455 l, but you could also drop the rear seatback for more utility space should the full 1 281 l be what you really need.

Conclusion

By taking their time, VW has managed to put together a very impressive package that feels a lot more expensive than it is. They've already sold 1 000 pre-launch and, based on public interest, it looks as though this could become one of the most popular models in their line-up.

SPECIFICATIONS

Engine	999 cc, three-cylinder, turbopetrol
Power	85 kW @ 5 000 rpm
Torque	200 Nm @ 2 000 rpm
Transmission	7-speed dual-clutch automatic
Top speed	193 km/h
Fuel consumption	4,9 l/100 km
Luggage space	377 l
Fuel tank	40 l
Warranty	3 years/120 000 km
Service plan	3 years/45 000 km
Safety rating	★★★★★ (EuroNCAP, 2019)
Model driven	T-Cross 1.0 TSI 85 kW Comfortline DSG
PRICE	R334 600



COMPETITORS Small-engined, mid-range automatic crossovers



R336 900 Renault Captur 88kW Dynamique EDC

Not the greatest drivetrain combo in the segment, but oodles of character and very high specification level.



R395 000 Toyota C-HR 1.2T Plus CVT

For a brand that's often conservative, the C-HR sure is a breakthrough design. It's on the expensive side, though.



R315 200 Ford Ecosport 1.0T Trend 6AT

Powered by an award-winning engine and fairly affordable, it's easy to see why the Ecosport is so popular.

Stilbaai's quieter neighbour

Jongensfontein is only about 10 km west of Stilbaai, and this municipal beach resort is a true hideaway.

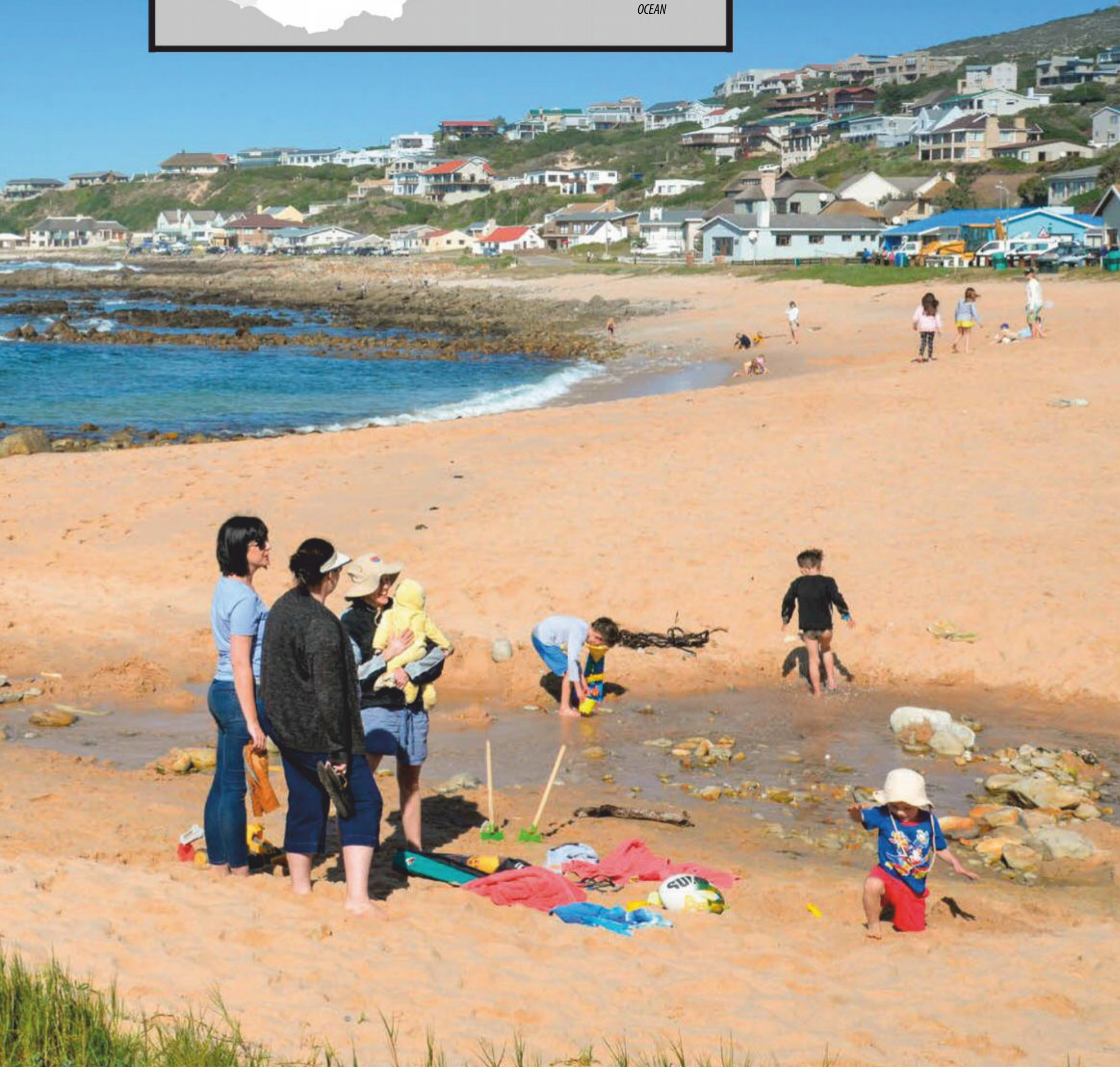
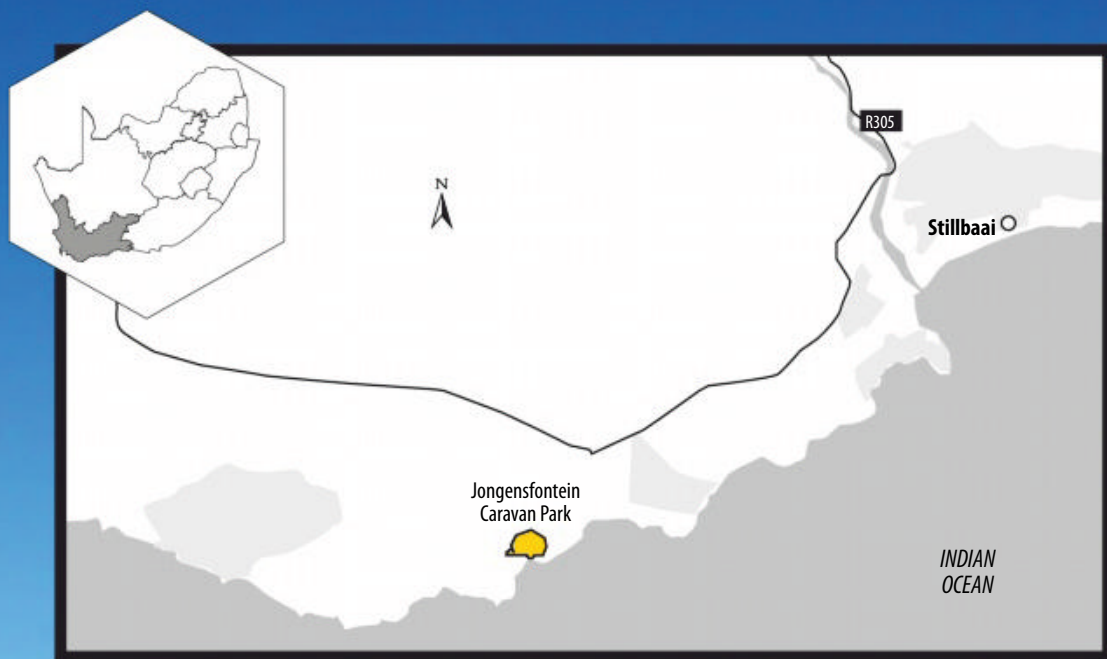
Words and photos **Schalk Jonker**

Next to the N2, about four hours out of Cape Town, is a blue dinghy with plastic sails and the name Stilbaai printed in bold letters on an arch above it. It's on the righthand side of the road where you'd turn off onto the R305.

Folks heading to Hartenbos, Knysna or Plettenberg Bay probably don't pay much attention to this T-junction, but if you step on the brake pedal and take the turn, the road takes you to one of the most popular holiday destinations in the country.

Just like the people who travel to Stilbaai year after year, it is one of those places where everyone is satisfied and happy. If you like making new acquaintances and socialising with a large group of people, you need to come here when it's busy. The small town then becomes a hive of activity and you are right in the middle of the action, especially during the December holidays.

The Goukou River cuts Stilbaai in two – east and west. As you come from the N2, you continue along the river to Stilbaai East. Turn right a bit earlier and cross the bridge, and you'll find yourself in Stilbaai West. On this side there's a harbour and the Skulpiesbaai Nature Reserve. And 10 km farther west, you'll arrive in Jongensfontein. We unpacked and made camp at the municipal beach resort in this small beach village





JONGENSFONTEIN BEACH RESORT

Hi, there!

Nowadays, people are wary of municipal resorts. And it's not difficult to understand why. Everywhere on social media – and in the letters and columns in this magazine – you witness an almost universal decline in resorts run by municipalities. At many of these campsites there's not much left of their former glory: the facilities are badly neglected and there is always concern about safety.

There are some exceptions, however, and Jongensfontein, managed by the Hessequa municipality, is one of them. It's one of those spots that feels like pure holiday the moment you stop in front of the gate. This may be because the ocean to the right of you is so close that you can feel sea spray on you as you walk to reception to finish

your paperwork. Or perhaps it is the rows upon rows of stands that rise on a grass-covered dune to your left and a host of braai fires already lit.

It's quiet at Jongensfontein, definitely quieter than in Stilbaai itself. But also know that during peak season, especially December, you will stand shoulder to shoulder with the neighbours around you. Then there's no room for a mouse and if you don't get in early enough to book your spot, it's game over until next year.

The beach in front of the resort has the feel of a private beach and on the grass right by the water is a wooden jungle gym with swings and slides for the little ones. There is also a reef among the rocks that form something close to a tidal pool

– a safe place for the kids to swim while you chill out on the sand.

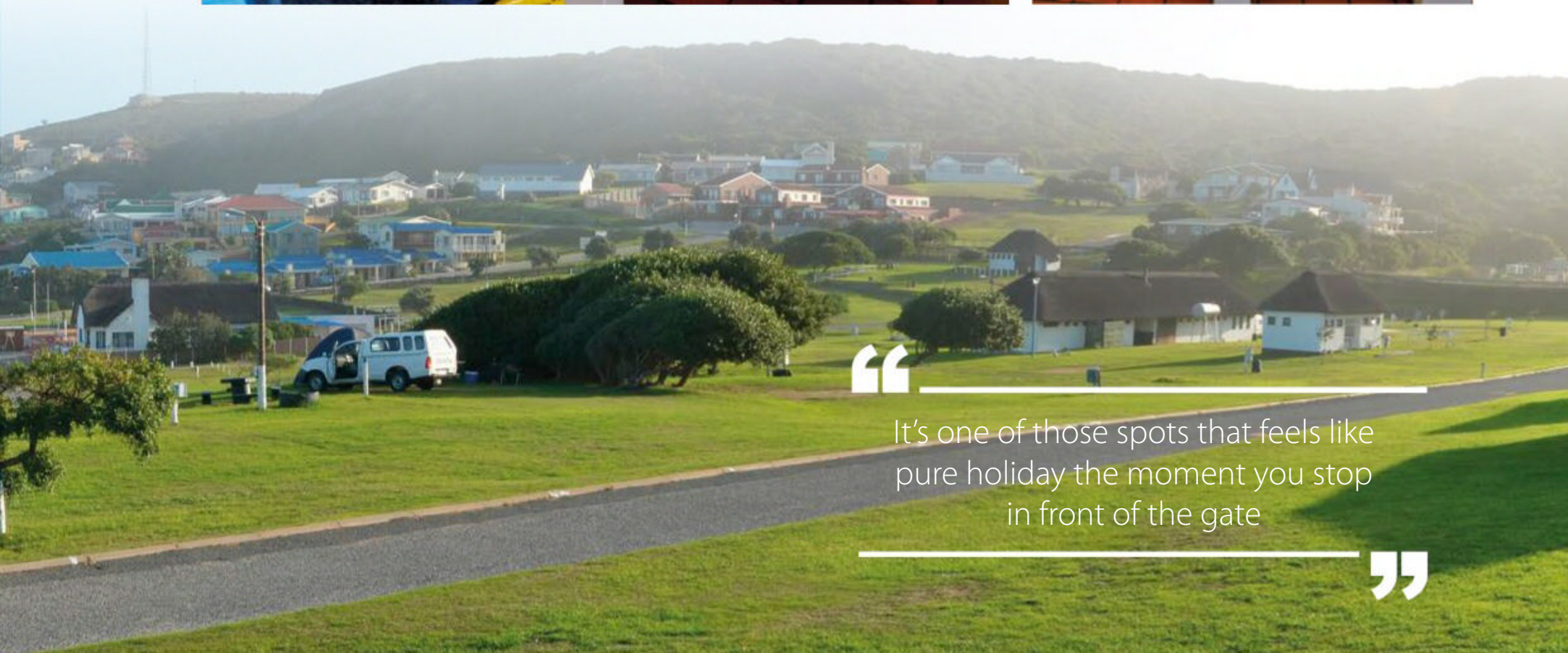
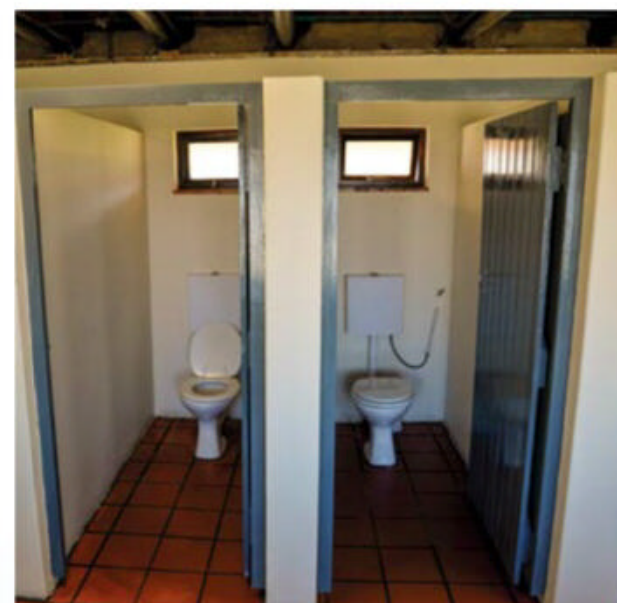
During our visit, we saw a number of surfers in the water at the end of the bay and a guy we chatted to told us that although it is a popular surfing spot, it's definitely not for rookies. So ask around before John Jnr gets into the water with his body board.

There's a lovely path for a stroll. It starts in front of the campsite and you walk toward Stilbaai next to the sea. It's an effortless hike that leads to a beach about two kilometres farther on. Pause at on one of the benches along the way to catch your breath. Remember to pack something to quench your thirst.





WHAT A VIEW! You have a clear view of the ocean from most of the stands, but the down side to this is that there aren't many trees. It is therefore advisable that you bring a gazebo. The stands farthest to the right have no view of the sea, but it does provide the most shelter from the sun and wind. The ablution facilities are clean and neat.



“

It's one of those spots that feels like pure holiday the moment you stop in front of the gate

”



Briefly | Jongensfontein



Campsite 115 stands, most on grass, all with power and only some with shade. Bring your own braai and grid.

Ablution facilities Three old ablution blocks, but clean and neat. Bring your own loo paper.

Price R265-R570 per site for 6 people, depending on the season.

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

Contact 028 713 7850

jft@hessequa.gov.za

Nearest town Stilbaai, 10 km.

What's the road like? Tar all the way.

GPS S31.031277 E30.234969

go! Drive & Camp says You get an electronic disc for the boom gate when you check in.

SUCH FUN! Kids won't get bored even though there isn't a water slide, trampoline or a mini golf course. There's plenty of room to run and cycle, and there are always other children for them to meet.





THE CAMPSITE'S 116 stands are large, but because they're laid out on a slope leading down to the sea, none of them are exactly level. The view from the majority of them more than compensates for that.

If you follow the tar road from the gate to the right, you will arrive at stands 104 through 116 against a dense lane of trees. This is where you're best protected from the wind, which, as with any campsite next to the sea, can get somewhat unpleasant when it's blowing. At these sites you have a canopy of leaves over your head that creates decent shade and if you plan your camp layout properly, you'll never need to apply sun screen.

The rest of the stands are similar and you have a stunning view of the water from each of them, but not much in terms of shade or shelter from the wind. What counts in their favour is the thick grass and their sizes. You won't have any trouble fitting in a caravan, tent and vehicle.

Each site has a power point, with bins and taps scattered throughout the resort.

Occasionally you'll find a concrete braai area and some of those tables and chairs you see next to our main roads where you stop for cold meatballs, boiled eggs, sandwiches and sweet coffee. Do bring your own braai and grid just in case. And don't forget that gazebo.

There are three ablution blocks in the resort and although they are old, they are nonetheless clean and well looked after. The largest of the three is in the middle of the resort and is also the only one open all year round. In this thatched building with its plastered walls and brown, tiled floor, there are five shower rooms, one bathroom, five basins with mirrors, four urinals and four toilets, one of which is wheelchair friendly. You need to bring your own loo paper. There's a small concrete bench in each shower room, with a shelf and hooks for a change of clothes.

The two smaller ablution blocks are only unlocked during busy times and each consists of three shower rooms, two toilets, three urinals and three basins with mirrors.

Stuff to do in the area

ANCIENT FISH TRAPS

You can also see some ancient history here during your visit. In the Skulpiesbaai Nature Reserve you'll find the remains of the fish traps built by early Khoi residents – some of them are even used to this very day.

The fish traps are basically low stone walls built between the low and high tide marks – similar to a tidal pool. The fish are washed in by the high tide and trapped in these artificial ponds when the tide recedes.

According to tradition, the colonists who settled here in the 18th and 19th centuries learnt this method from the locals and expanded the network of traps even further.

Today, hundreds of years later, these tidal pools are still visible and it is therefore no surprise that the area has been declared a national heritage site.

GPS S34.394134 E21.413566 (parking lot)



TAKE YOUR PICK: BEER, ICE CREAM, WINE

Down by the beach, about 50 m from the Jongensfontein Beach Resort's gate, is the Drie Pikkewyne Restaurant where you can enjoy everything from an English breakfast to cold beer on tap and a pizza, seafood and other meat dishes.

It's lovely to make yourself at home on the deck and look out over the sea while you quench your thirst with a brew.

Your kids won't mind as they'll be occupied at the small window to the left of the stairs by the entrance. This is where the most famous ice cream swirls in the region is sold. You pay R27 for one with a sugar cone and a Flake, and you know it won't be long before the apple of your eye starts begging with tearful eyes.

Next to the Drie Pikkewyne is the wine boutique Pik 'n Wyntjie, where you can grab a red to accompany tonight's loin chops.

Contact 028 755 8110

GPS S34.426787 E21.337707



A DASH OF GIN

The Inverroche Distillery is located on the R305 en route to Stilbaai and this is where you can taste and buy some of the best gin in the world. Inverroche started as a one-woman show in 2007 and has since evolved into a world-renowned distillery.

The secret lies in the region's fynbos that's used in the distilling of the gin and gives it a special taste that you won't find anywhere else.

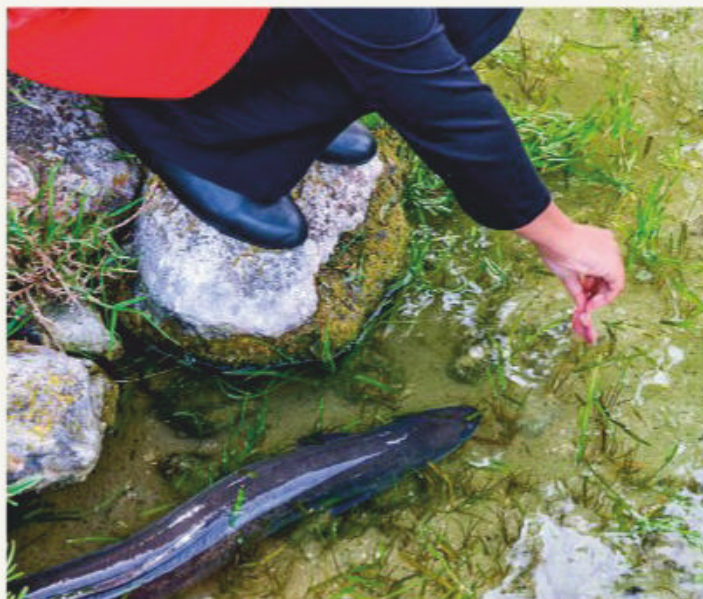
Inverroche offers tours of the distillery from Monday to Saturday during which you can sample a range of their varieties of gin. During the high season, there are three tours a day (10:00, 12:00 and 14:00) and in the quiet times there is only one at 12:00. It costs R100 pp and lasts about an hour.

You can also just taste, without walking through the distillery. That is R90 pp and tastings are done Mondays to Saturdays from 10:30 am to 3:30 pm, every hour on the half hour. You need to book your spot for the tour or the tasting.

On Sundays you can taste between 11:00 and 14:00 without booking ahead. But remember, it's first come, first served!

Contact 📞 028 754 2442 📧 distillery@inverroche.co.za

GPS S34.323789 E21.394305



ENTER THE EELS

One of the most well-known attractions in Stilbaai is watching a number of "tame" eels getting fed in a fountain next to the town's tourism office in Langenhoven Street.

The eels, who have been living in the fountain for more than 125 years, get fed chicken livers every morning, except on Sundays or when it rains. This is great fun for the little ones, but from what we've heard, it's not long before adults join in the fun, chicken liver in hand.

There are two species of eel in the pool – *Mossambica* and *Marmorata* – and they leave this safe haven only when they are mature and it is time to lay their eggs in the ocean. To reach the sea, they swim along a stream that flows to the Goukou River and then travel down the river to the sea.

Contact 📞 028 754 2602

GPS S34.372136 E21.409238

MAY THE WORS BE WITH YOU

Barnie Louw, the former editor of our sister magazine *go!*, insisted that we go to the Stilbaai Slaghuis to buy Stilbaai Wors.

Barnie is a man who packs an extra cooler box when in the area and then fills it with layers of Stilbaai Wors before driving back to Cape Town. "You're going to call me to say how delicious the wors is," he challenged.

Stilbaai Slaghuis is in Steadley Avenue in Stilbaai East and as you walk through the door it's clear that Barnie isn't the only one to feel this way about the sausage. To your right is a freezer loaded with Stilbaai Wors and you can decide

whether you want it fresh (for the braai just now) or frozen (to take back home).

It's not just about the sausage, however. This is a proper butchery and the loin chops accompanying it on the braai that night melted in our mouths.

We didn't call Barnie, but sent him a photo via Whatsapp captioned 'Delicious, sir... delicious'.

Contact 📞 028 754 2877

GPS S31.087597 E30.18368 📍



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DIRECTOR CHAIR



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SPECIFICATIONS
Ripstop canvas
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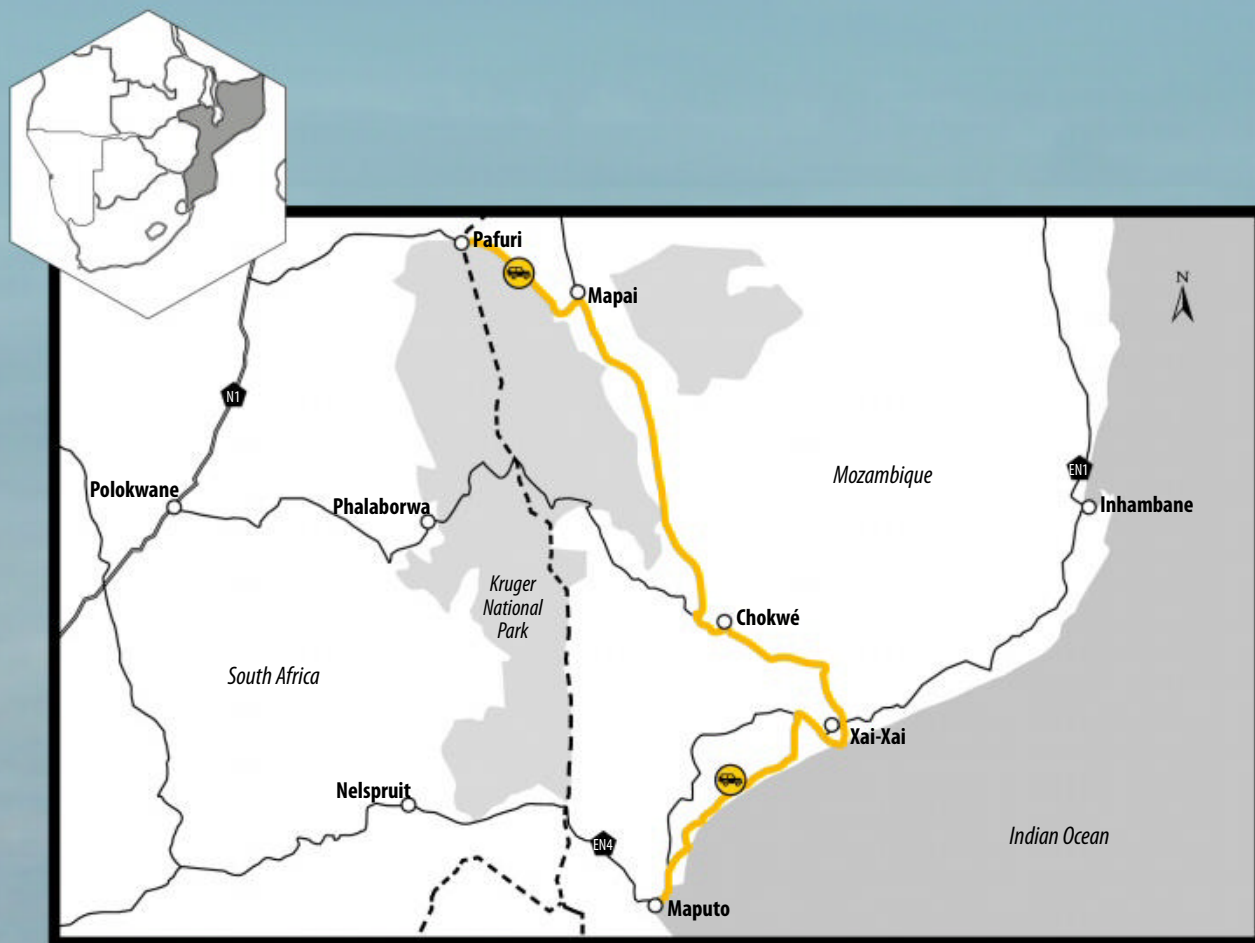
PRICES ONLY VALID FOR NOVEMBER 2019

Rough ride through **southern Moz**

Bypass dishonest officials and holiday traffic in Mozambique by hugging the coast from Maputo to Xai-Xai – and then head inland to Pafuri where a wonderful holiday in the Kruger National Park awaits.

Words and photos **Cyril Kloppe**





This five-day itinerary begins in the Mozambican capital, Maputo. The first leg is 70 km long and should take about three hours. This gives you a chance to spend some time in the city first before you lower the tyre pressure to tackle the 4x4 section. Attractions such as Maputo's old fort (Fortaleza da Nossa Senhora de Conceicao) at the bottom of Samora Machel Drive are interesting, as is the train terminal next to the Workers' Square (Praça dos Trabalhadores) with its enormous sculpture of a woman to commemorate the first World War.

If arts and culture aren't your thing, visit the seafood market (Mercado de Peixe) in Marginal Drive. Leave your vehicle across the road in the Parque Marginal restaurant's parking lot (S25.93369 E32.62900) where a guard will keep an eye on it. Jog across the road and pick out fresh fish and east coast lobster for tonight's braai. Complete your afternoon in Maputo with a drink and some deep-fried prawns in the Parque Marginal's outdoor restaurant before heading north... to 4x4 country!



4x4 DESTINATION

But first you'll have to endure the busy Marginal Drive, a good tar road, for 24 km to where you join the EN1 freeway. The first town you reach, just 1 km after getting on the EN1, is Marracuene – pull over here. If you haven't already filled up in Maputo, you can get fuel here – the next opportunity to do so is 100 km away in the popular holiday town of Praia do Bilene.

Drive deeper into Marracuene, heading east towards the Komati River until you reach a train track. Follow the track north, then cross it on the outskirts of town (S25.73438 E32.67718). Now take a bridge across the Komati River and follow a good dirt road for 5 km through a flood plain until you reach a fork on the outskirts of the Macaneta community. Deflate your tyres and turn left here (S25.73949 E32.72907) to follow a sandy track north.

Over the next 6 km you will see the Komati River on your left and Macaneta's subsistence farms on your right. Where the marsh ends against a wooded area, there's a right turn that leads to the El Paso Ranch. This old west town is an oddity here on the tropical coast and it looks like the film set for a cowboy movie. There are corrals, a post office and a blacksmith – and of course a saloon with swinging doors, wagon-wheel chandeliers and balconies where women in bustiers bat their eyes at



HOWDY, PARTNER The El Paso Ranch (above) makes for an interesting start of your off-road trip through Mozambique.



“

This old west town is an oddity here on the tropical coast and it looks like the film set for a cowboy movie

”



you (we're joking about the latter). At El Paso, you can go horse riding on the beach and attend concerts by musicians the likes of Ghapi and A Touch of Class – find out ahead of time who'll be performing.

El Paso offers no accommodation, though, and if you would like to spend more time here, you need to overnight at the nearby Jays Beach Lodge or the Tan 'n Biki Beach Resort. We suggest staying only for a cool drink and a dip in the pool before heading farther north.

There is talk of a huge golf estate to be developed by Ernie Els and other well-known golfers here, but the plans are in bureaucratic limbo.

The twin-track is very sandy and repeatedly winds up and down 20 m tall dunes. You may come across a local's bakkie that got stuck, and you'll have to extract him, because there is little or no room to pass. About 24 km after El Paso, you'll come across a large tractor tyre at a

T-junction. Turn right here to your campsite for the night: the Machubo Beach Resort. It's a great bush camp with braai facilities and you can buy paõ from the resort's owners – paõ is a traditional Portuguese bread roll, and the kind you buy here contains cassava root and garlic. It tastes divine.

TAKE YOUR TIME the next morning before travelling north. You only have to do 60 km

“

...the ruins of the Chongoene Hotel.
This hotel has a tragic history with
somewhat obscure details

”



today, but it will require at least four hours. At the big tractor tyre where you turned off yesterday, turn right. To your left are Illovo's vast sugarcane fields and to your right lie wooded sand dunes. The sugarcane fields end at a line of trees, you enter the woods and drive along a narrow path through an otherwise impenetrable bush. Occasionally you'll see ruins being engulfed by the woods. Some of these buildings were erected at the time of Portuguese rule, but they were abandoned in 1977 when a civil war broke out between Renamo and Frelimo, and they have since stood empty.

The road unexpectedly breaks out of the bush and you now drive across a wide grassy plain. It is surprising that there are no cattle in sight – apparently all the animals were eaten by desperate soldiers during the civil war. After the war, a few farmers bought cattle again, but a deadly pestilence broke out, putting paid to these ambitions. Subsistence farmers nowadays

WHAT YOU SHOULD KNOW

Can I drive the route on my own? Yes, definitely.

How long? The route lasts five days, but we suggest you stretch it to at least 14 so you can stay a while next to the sea.

What should I drive? You absolutely must have a proper four-wheel drive vehicle with low-range gearing and a diff lock. While it is true that you may never have to engage low-range nor use the diff lock, you'll be glad to have these devices at your disposal should you suffer bad luck.

How much fuel do I need? You will never have to drive more than 230 km from

one petrol station to the next (Chokwé to Mapai). The distances between filling stations are therefore short enough that your vehicle's standard tank is sufficient.

What equipment should I pack? Bring a tyre pressure gauge, compressor and tyre repair kit. There are mechanics and basic parts in most large towns, but the locals might not be able to speak English.

Can I tow? Yes, but keep in mind that the sand is terribly loose and deep, like at the Chongoene Hotel at Xai-Xai – and don't tow a regular caravan to Mapai, that road will wreck it.

prefer goats and chickens.

About 15 km northeast of Machubo you will arrive at the first of a series of lakes. Fishermen push their mokoros with long poles across the lakes in search of a catch. The twin-track runs past the lakes and occasionally you have to drive through the water. In the drier months, the water is never deeper than knee-height, but in the rainy season the road is completely submerged and it will be difficult to

impossible to find your way through it. Then you will have to turn around and either drive inland with the EN1 highway or ask the owner of Machubo Beach Resort, Bertie Stander, to guide you along the beach all the way to Praia do Bilene. You are not allowed to drive on the beach without a permit and therefore you will have to follow in Bertie's tracks since he does have permission to drive here.

At the end of the lakes is another



ABANDONED Mozambique is littered with war wounds and derelict buildings from the Portuguese colonial era. A member of the family that still owns the Chongoene Hotel was on site during our visit to salvage the last few valuables.



grassy plain and more dense bush. As you approach Bilene, you'll begin to encounter subsistence farms with cassava roots and cabbage. There is a narrow bridge (S25.31594 E33.17460) made from tree trunks; your vehicle's tyres will barely fit on the stumps and it is advisable to send a travel companion ahead to warn if you are about to fall off it.

Shortly after the bridge you will reach Lake Uembje and Praia do Bilene. As you enter Bilene, you'll be swarmed by men clutching bags full of cashew nuts. A good guideline is to pay a third of the opening offer, but even if you fork out the full amount, it will still be cheaper than in South Africa.



There are several resorts with campsites and chalets in Bilene, and you won't struggle to find a place to stay. Two resorts worth mentioning are Complexo Palmeiras in the town centre and Boa Vista, 10 km outside the town.

TAKE IT EASY on the third leg of the route. Today you'll drive for 90 km, but the road is relatively easy compared to the previous two days and you should finish it in less than five hours.

Ignore the R408 regional road north out of Bilene and instead follow a gravel road along the coast towards Coconut

Bay, where the Boa Vista Resort is located. Stop at the Coconut Beach Bar (S25.24836 E33.33951) and order honest-to-goodness Mozambican peri-peri chicken. It takes forever for your order to arrive, but it tastes fantastic! It's definitely worth the wait. While twiddling your thumbs, the Mozambican staff will try to ply you with 2M

beers. During our visit, the staff had recently discovered the Afrikaans rapper Jack Parow. They were so impressed with his beats that they piped it loudly – swear words and all – through the bar's PA system... until an Afrikaans family with kids of an impressionable age asked them if they didn't perhaps have some Elandré or Bobby van Jaarsveld instead.

Take it easy with the beer because you have another 80 km to drive, part of which is the EN1 motorway which is strictly policed. When you arrive at Praia do Xai-Xai in the late afternoon, you again have a variety of resorts to choose from – including the Montego Resort that offers sheltered stands.

The paõ baked in Praia do Xai-Xai is fine, but not nearly as delicious as that of Maragra's bakery near the Machubo Beach Resort. There are some fruit stalls along the way that sell small mangoes – they're rather sweet and quite cheap.

THIS MORNING YOU need to get up early because you have a long drive ahead of you – almost 300 km, a section of which is terrible. From Xai-Xai's resort community, you follow the coast further northeast to the ruins of the Chongoene Hotel.

This hotel has a tragic history with somewhat obscure details. The story that's

generally accepted as the truth goes as follows: with Mozambique's independence on 25 June 1964, it was announced nationwide that Portuguese citizens had 24 hours to leave the country with nothing more than 20 kg of luggage – the so-called 24/20 order. A group of Portuguese tourists vacationing at the Chongoene Hotel disobeyed the order for whatever reason and were executed by Frelimo soldiers in the hotel's courtyard. There is a poignant version claiming the victims were a family whose rental car broke down and they were therefore unable to flee in time. And then there is a version that claims that the group were lascivious Portuguese who laughed at the order and partied on until the soldiers found them. Either way, the hotel was never occupied after that and has been vacant for decades.

Local hotel staff who managed to survive the civil war later tried to preserve the hotel by bracing the doors and weeding the grounds, and until recently the building was in fairly good shape. With the dawn of the millennium, there were even plans to renovate and reopen the hotel. Unfortunately, a group of drunk South Africans stoned all of the windows a few years back. Foul weather got into the living areas and the hotel was irreparably damaged when rot set in.

The sandy trail that runs past the Chongoene Hotel has been dug out by sand miners and you have to put foot to make sure to get through here, especially if you're towing an off-road trailer. If you do get stuck here, you will have unhitch the trailer and recover it with a winch, or call in at one of the nearby resorts for help. This happened to us, and Moné Wauts, manager of the Montego resort barely 4 km away, assisted us. With her Land Rover Discovery attached to our Isuzu D-Max by a heavy anchor rope, we were able to retrieve our off-road caravan.

Immediately after this sandy patch, the ground becomes harder, and you won't have to struggle with such deep sand for the remainder of the route. You may as well inflate your tyres here. The hard-pack gravel road now runs directly north to the EN1 highway. However, you only drive 1,6 km on the highway until you turn left (S25.01967 E33.79639) in the direction of Chibuto. It is



a broad, smooth, tarred road that takes you across grassland and over an long bridge over the Limpopo River to Chokwé. This bustling town has fuel, shops and banks where you can withdraw local currency.

Continue north on the R208 regional road to the village of Manjangué. Here you can choose whether you want to turn left and camp at the Massingir Dam tonight (and then cross the border the next day at the Giriyondo border post into the Kruger National Park) or whether you will follow the R208 further north. We chose the latter.

Round the traffic circle with the wreckage of a Soviet helicopter on the island. After this wreck, drive across the Limpopo on a dam wall and head farther north. The R208 regional road is servicable for the next 37 km, but then it suddenly

BEACH TO BUSH This route takes you from the coast (below) to typical African bush (right). The people of Mozambique are friendly and they dress in appropriately bright clothing. The brew of the land is 2M (dosh-em) and you'll find a tavern selling this beer in every community.





“

There are no resorts or guesthouses along this leg of your journey and you will have to camp wild tonight

”



deteriorates into a bad dirt road (S24.10964 E32.77145). A few metres later it becomes tar again and finally a mixture of both. The road is in an horrific condition and your vehicle will threaten to come apart. If you care about your car at all, you won't exceed 40 km/h – this is the average speed that trucks carrying charcoal along this route also maintain. There are no resorts or guesthouses along this leg of your journey

and you will have to camp wild tonight.

Mozambique's last landmine was destroyed in September 2015 and the country was officially declared landmine-free thereafter. Despite this reassurance, it remains worrying to leave the main road and drive willy-nilly into the bush to find a good spot to camp. The good news is that there are several unofficial campsites where travellers like you have camped over the years without getting blown up.

The first one is 68 km from Manjangué and is dubbed the Maventane wild camp (S23.97869 E32.58129). It is about 600 m from the shores of the Limpopo River and a short distance from the nearest settlement. The next campsite is the Mabalane wild camp (S23.72041 E32.61146), about 90 km north of Manjangué. It is only 400 m from the main road and one does feel a little exposed here.

We stopped next to a family on a donkey cart late afternoon to find out if there was a place to camp nearby. Communication was difficult, but after some creative sign language, the family's eldest son twigged onto what we wanted to know and jogged through the bush ahead of our vehicle to show us the way to a dry pan (S23.46004

CONTACT DETAILS

El Paso, Macaneta ☎ 00 258 84 430 8710 (Messenger and Whatsapp)

✉ elpasomoz@gmail.com

Jays Beach Lodge, Macaneta ☎ 00 258 84 863 0714

✉ jaysbeachlodge.com ✉ reservations@jaysbeachlodge.com

Tan 'n Biki Resort, Macaneta ☎ 082 852 8389 ✉ tanbiki.co.za ✉ tanbiki@tanbiki.co.za

Machubo Beach Resort, Manica ☎ 00 258 86 937 9037 (SMS)

✉ stander.bertie@gmail.com

Complexo Palmeiras, Praia do Bilene ☎ 00 25 82 825 9019

✉ complexopalmeiras.blogspot.com ✉ palmeirasbilene@gmail.com

Boa Vista Resort, Praia do Bilene ☎ 082 311 3518 ✉ boavista.co.za

✉ info@boavista.co.za

Montego Resort, Praia do Xai-Xai ☎ 00 25 84 207 1650

✉ montegomoz.co.za ✉ bookings@montegoresort.co.za

South African High Commissioner, Maputo ☎ 00 25 82 124 3000

E32.56189). He indicated that we could camp here, and judging by a few empty beer bottles and signs of fire, we were clearly not the first to do so. It is a secluded spot that is not visible from the road and it's reasonably far from any settlement. A rare saddle-billed stork popped in at dusk, but otherwise just peace and quiet.

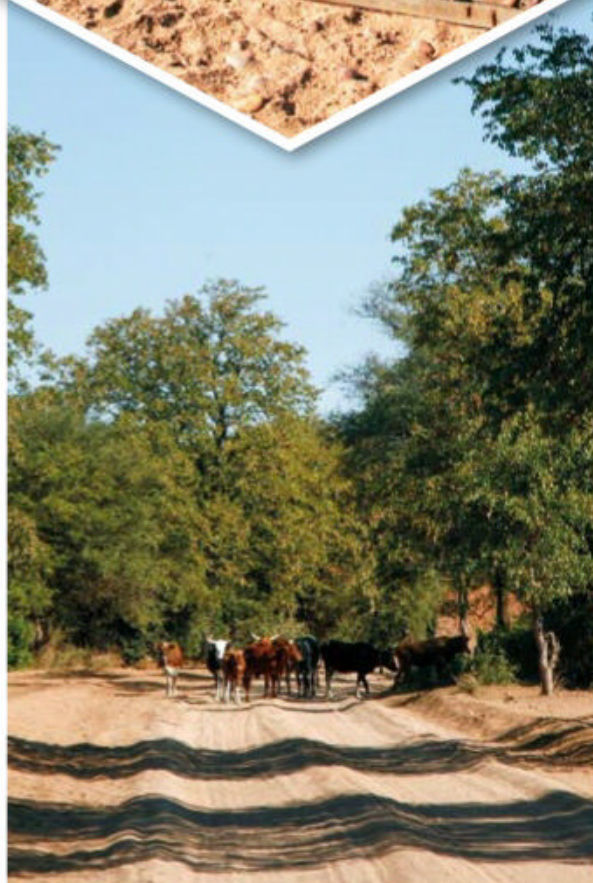
HAVE A LEISURELY breakfast the next morning as it is only 200 km to the Pafuri border post from here and the road isn't too bad. There is, however, one obstacle to worry about: the river crossing through the Limpopo at Mapai.

Very close to where we camped, the awful road improved (S23.25352 E32.52440) and we could make up for lost time, but do stick to the country's speed limit. A few metres before entering the village of Mapai, there is a turn-off at a fuel station on the left (S22.74987 E32.07049). This sandy R423 regional road runs 16 km westward to the banks of the Limpopo.

It is advisable not to attempt the crossing when the river is in flood during the rainy season; use the ferry to reach the opposite bank instead. It will cost you about R500 per vehicle, but rather be a scaredy-cat than a dead cat. Admittedly, quite a few brave people have ventured through the floodwaters and succeeded.

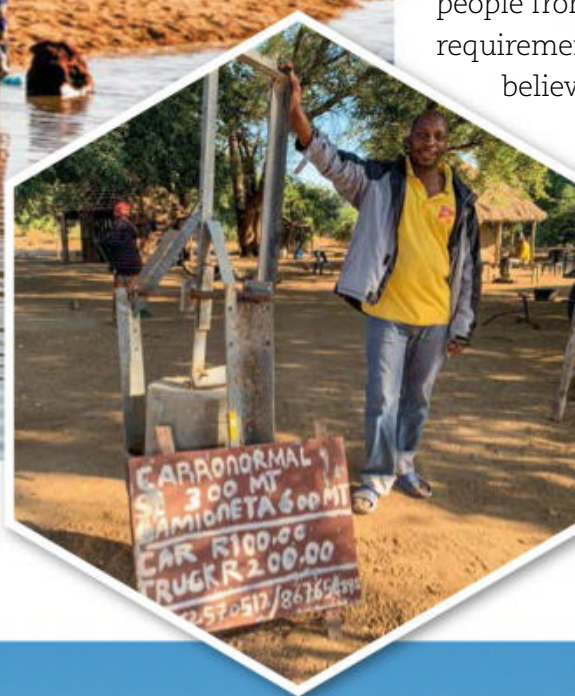
During our visit in June, the river was merely a 2 m wide stream that posed no risk. However, we still had to pay a R100 toll. After the toll gate, you are in the Limpopo National Park. Just 2 km later you join the R423 regional road on the edge of the park. To the left is the Shingwedzi Eco Trail, but you can only drive it with a tour group. To the right is the R423 dirt road that takes you to the Kruger National Park's Pafuri Gate. This route is littered with tiny settlements, and we wouldn't advise you to camp on the outskirts of the park as the locals won't let you camp in peace and their kids ask for sweets. In addition, the large number of people living along the R423 means you see zero wildlife.

Instead, carry on and admire the baobab trees along the way. About 90 km (and two hours) after crossing the Limpopo River, you finally arrive at the Pafuri Gate. Unlike the busy Lebombo border post at Komatipoort, crossing the border at Pafuri is a pleasure. There are no hawkers





PRO TIP You pay a toll to cross the Limpop River. It's either R100 or 300MT. The latter is equal to R63 which is a saving of R27, score! It goes to show that you'll save money if you shop like a local.



or runners, and the customs officials are helpful and friendly.

It should be early afternoon when you cross the border here. SANParks don't require you to stay in the Kruger National Park if you use any of its Mozambican border gates. However, if you enter a gate on the South African side of the park in the late afternoon with the aim of crossing the Mozambican border before sunset, they will ask that you rather sleep in the park – it's because they want to prevent people from speeding through the park. This requirement has led some to mistakenly

believe that you have to sleep in the park when travelling to Mozambique. You're free to pitch your tent at any of the park's northern campsites.

If you crave cellphone reception and large shops, there's enough time to reach Tshipise or even Louis Trichardt before dusk. Hopefully you kept a bag of cashews for the folks at home.

“

It is advisable not to attempt the crossing when the river is in flood during the rainy season...

”



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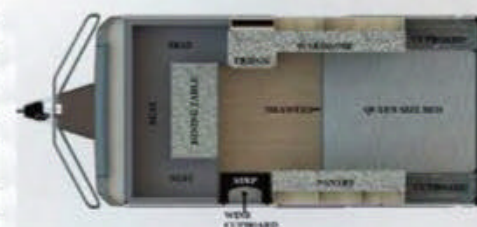


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Over the hills, not far away



You've barely left Caledon, where you just stocked up on supplies, on the windy R316, when the intersection with the R326 comes up 20 minutes later and you prepare to turn off.

Vloedbos is marked just 2 km farther on, so keep your eyes peeled for the sign. The gravel road as you get off the R326 gets a little rough in sections, but it's nothing that a regular family sedan towing a road caravan can't handle. You turn right into a little gate, wondering just where the road is taking you when the long final left-hander slowly reveals what appears to be

an oasis in this bright yellow valley – the campsite is surrounded by hills covered in pretty canola fields.

You park to the side of the road as you approach the gate, because you'll have to check in at the reception office on the left before you enter. Here Heidi McLachlan will confirm your booking and hand you the access tag for the gate, for which a R100 refundable deposit is payable. There's a map of the campsite on which you'll be shown exactly which stand you've been allocated, and the keyring also carries your stand number in case you forget.

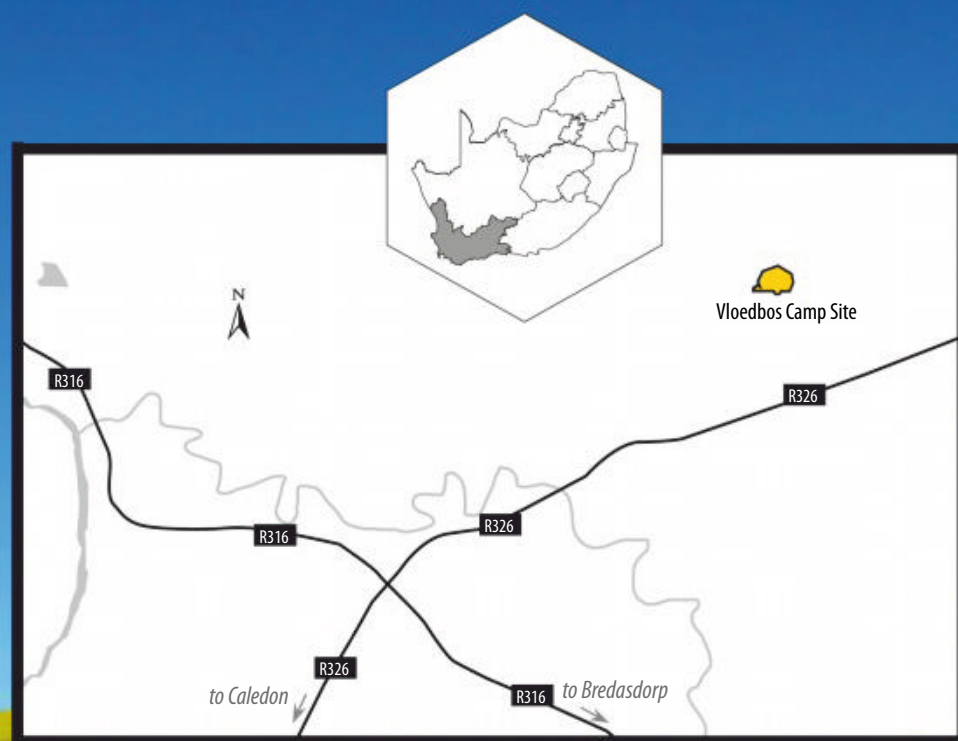
Right next door to the reception office, is

the takeaway that opened just in time for our visit before the summer peak began, where you can buy toasted sandwiches, milkshakes, chips and roasted chicken if you're not in the mood to cook just yet.

THE CAMPGROUND IS spread out to the right as you enter through the gate behind the self-catering chalets. A little farther down the hill the main attractions await but first it's time to pitch. As you approach the valley floor, the paved road dips gently and turns right, passing the main ablution block on the left, and the first set of stands on the right.

A little over 30 km outside Caledon – near the crossroads that will take you to Bredasdorp, Hermanus, Riviersonderend or Cape Town – lies Vloedbos, called the heart of the Overberg for good reason.

Words and photos **Kyle Kock**



There are 53 normal camping stands at Vloedbos, meaning those with access to electricity, water and reasonably close to an ablution facility. There are also six bush camps, set in a shady section behind the main campsite, where you camp on dirt and where the aim is to leave as little trace behind as possible. You get here by following the paved road that takes another little turn past the main playground and past the second ablution building, where you turn left over a little steel bridge that takes you to the bush camp, permanent caravan accommodation, two tent cabins as

well as two self-catering chalets.

Immediately as you enter the gate, you'll see two self-catering chalets on your right, overlooking the playground, and the section demarcated for day visitors to set up their picnic blankets. If you turn left where the road swings right toward all the campsite facilities, then the path takes you up to the dome-shaped Roos Takkie chalet and a 10-sleeper chalet – both of which overlook the campsite's dam, home to a team of ducks.

The stands vary in size, but they're all spacious enough for a caravan and towing vehicle. There isn't a bin and tap

at each stand, but they're dotted at short intervals around the campsite, so you're not inconvenienced too much. You share an electricity socket with your next-door neighbour, but you do get your own braai drum. Bring your own grid. The trees are fairly young, so there isn't much shade, so be sure to bring a gazebo.

The staff here are friendly and easily identified by their uniforms. There's always someone walking around making sure people are comfortable and abiding by the rules – the rules for using the various facilities are posted all over the campsite and clearly marked.

WEEKEND BREAK

AS THEY'RE ALL VIRTUALLY the same, you have a choice of which ablution block you want to be close to. The one nearest to the main playground, on the northern end, is also part of a building that houses a wash house, with sinks and waist-high shelves for washing and drying your crockery and cutlery, and there's also an industrial automatic washing machine, which uses a special token you can purchase at the resort shop (R25 per load).

The men's section, to the left of this wash room, has three showers as you walk into the door on the right. Each stall is spacious, and even though the wet section doesn't have a door, the unit is large enough so that the dry section, where you hang your clothing and where you can sit and tie your shoelaces, doesn't see a drop of water. To the immediate left of the door are two basins sunk into a tiled table, with mirrors between the windows, and hooks to hang your facecloth or shower cap. There are two ceramic urinals and three toilets, opposite which is a single basin with its own mirror and hooks. On the right side of the wash room is the women's section, and to the right of that is a facility for draining your cassette toilet.

The other ablution facility at the southern end has the male and female sections on the right and left.

WHEN THE MOOD strikes, stroll up to the painted rocks that sign the campsite's name against a hill. It won't even take you five minutes to reach the sign from the farthest stands in the campsite, but you'll have an impressive view of everything that's happening below.



SPICK AND SPAN You'll struggle to find ablution facilities and a campground kept much cleaner than those of Vloedbos. There isn't so much as a blade of grass or a speck of dust out of place.



They say

For Tanya and Clint Morris from Durbanville, and kids Chloe (7) and Jake (4), this is their third time camping at Vloedbos.

"We've camped here with our caravan before and stayed in one of the chalets on another visit. This time, we opted for one of the tent cabins. What we really like about this place is that it's well maintained, and you can see the owners have put time and effort into upkeep and upgrades. You always meet the same staff and they're progressing up the ranks and that's nice to

see. The ablution facilities are always clean, and you see the ladies walking around all day with their buckets and mops. Our kids love it, they can ride and run up and down freely and they make a lot of friends. It is on the expensive side though, because we bought our daughter a weekend pass for the slides for example, but they're only on intermittently throughout the day"





OPTIONS APLENTY Choose how you want to spend time at Vloedbos, from a variety of chalets that sleep varying amounts of occupants, to tented cabins and bushcamps without electricity. The regular camping stands are more than sufficient however, and you pitch on grass at the spacious stands.



The main playground includes a large trampoline and a massive climbing frame complete with swings, slide, bridges and a treehouse. This is where kids spend the majority of their time because it's also right in front of the kid's water slide on a terrace above.

The lower terrace also has a fenced-in pool, which is right next to the sports hall that has a flat-screen television for when there's a game to catch. There are

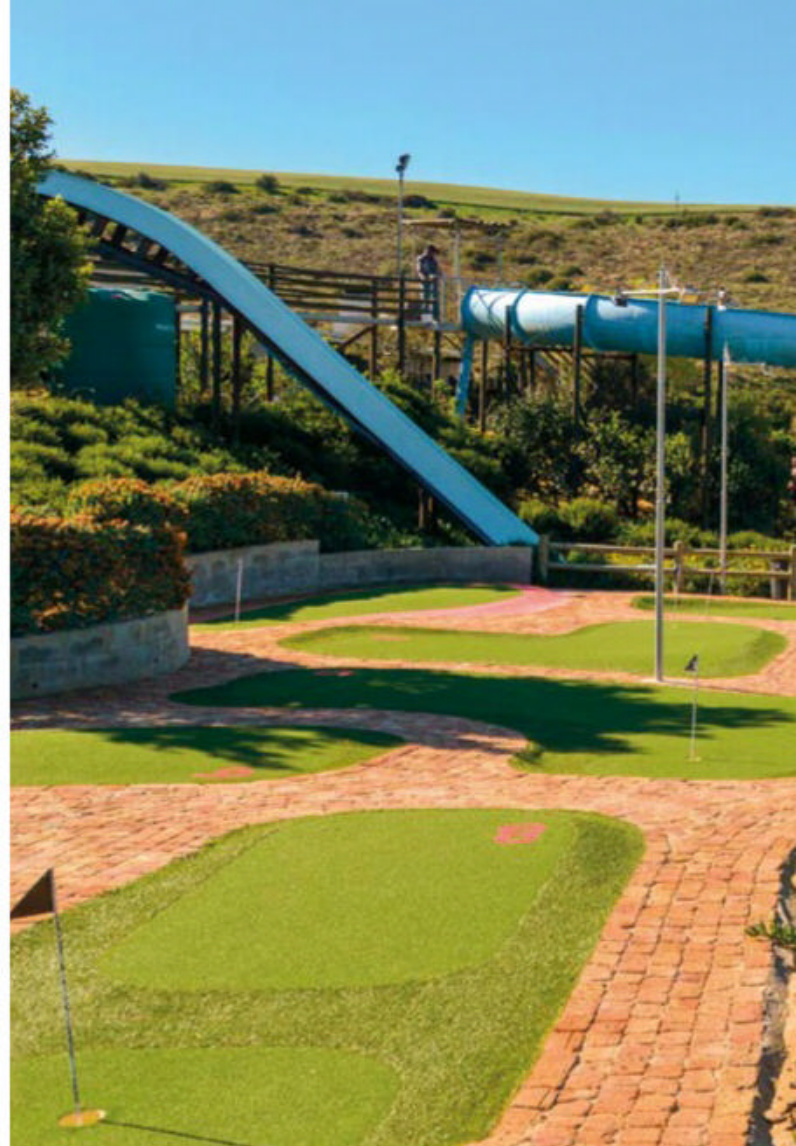
wooden benches to sit on so all can enjoy the action. Pool tables (the tables operate on a R5 coin per game and you pay a refundable R100 deposit for the pool cue) and table tennis give you a chance to get competitive yourself (R12 to play as much as you like).

The resort tuck shop opens at various times of the day, and here you can purchase all the usual essentials including ice, wood, firelighters but also coffee,

sweets, ice-cream, biscuits, chips and foil if you forgot to bring some from home. The shop operates the pumps that control the flow of water into the supertube and water slide, so it doesn't run all day unnecessarily – it's on at 10:00, 14:00 and 17:00. You need to pay per slide (R8) but reconsider the pricey day (R120) or weekend (R240) passes, and perhaps get the 10-slide pass for R50, because it's highly unlikely that you'll be running up



PLENTY TO DO Boredom doesn't exist at Vloedbos, and it's almost like some of the larger resorts around the country, but quieter and more family oriented. Kids can go visit the bunnies at the zoo on their own when the pumps that send water down the slides are turned off. The pool slides are a hive of activity at 10:00, 14:00 and 17:00.



that hill and steps all day – unless you're a kid full of energy.

If the water is too cold for you or the excitement is a bit much, then head on over to the heated indoor pool, located to the left of the men's ablutions. During summer, they use solar panels to heat the water, but right at the end of winter when we camped, they used a burner to keep the water hot.

Diagonally behind the tuck shop is an enclosed lapa that you can book out for an evening, but you'll need to inform

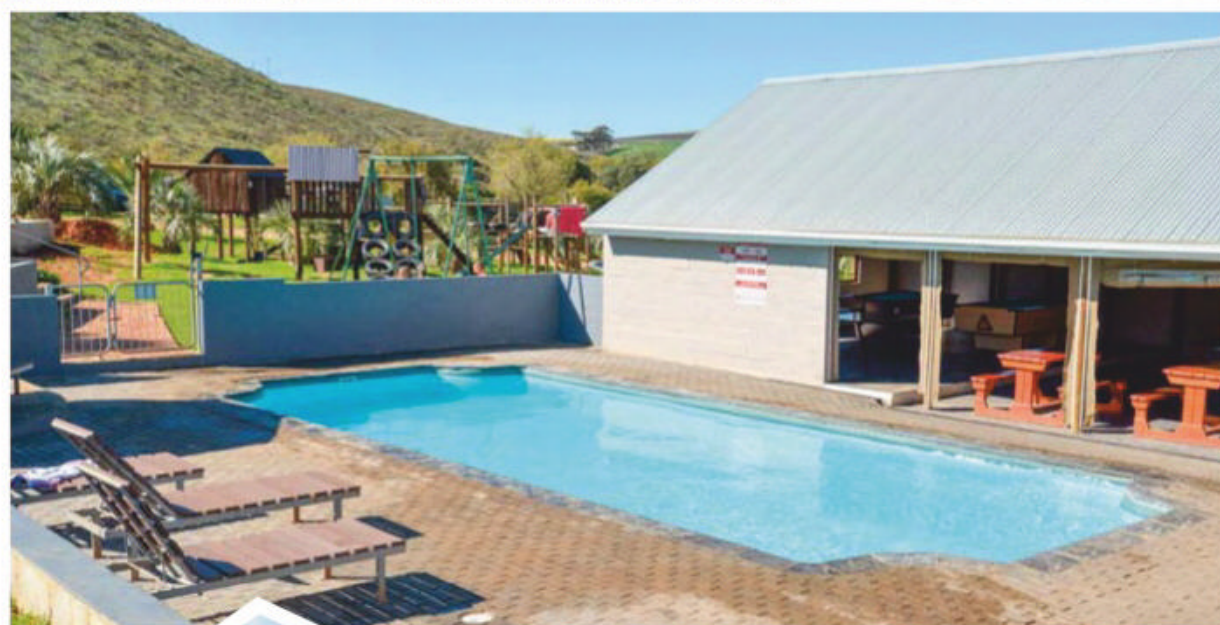
reception early because it's on a first come, first served basis. Diagonally up and past the lapa, there's another pool that is well lit at night, and then a little farther on is the 13-hole mini-golf course. It's R40 per person, and you get R30 back when you return the ball and club to the shop.

Animal lovers can go check out tortoises and furry rabbits in a small petting zoo next to reception. They get fed at 08:00 on Saturday and Sunday mornings. Otherwise, just grab the key at reception and let yourself in. Note that they're

quite strict about keeping the gate locked.

EXTREME SPORTS ENTHUSIASTS of woodsball and scenario play can wage war against each other on the paintball course. They don't hire out markers so you and your buddies will have to bring your own, but you can purchase balls at the shop (R180 for 500 balls). The course is a two-minute walk around the hill with the stone sign, just past the gate to start the 4x4 trail.

Speaking of off-roading, the trail isn't



They say

The Beets, Browns, Swigelaars, Millers and Gabriels pitched their tents across two stands for the weekend.

"We'll absolutely be coming back, but some of us will be glamping in the tent cabins or self-catering chalets. We found out about Vloedbos from a friend. This is so very well maintained and beautiful, with stunning scenery and so much to do for adults and kids – who you're able to leave alone.

The hot indoor pool was also very nice, and even though there's a general no-noise policy after 22:00, us sports lovers were still able to watch a late-night rugby match until much later than the "curfew" in the communal hall. Our neighbours have also been very pleasant."

“

Everything is kept in its place. There isn't so much as a sweet wrapper or crisps packet lying about

”

too challenging, but be sure your vehicle has at least all-wheel drive because the angles up and down the hills are quite steep. The sign does say "4x4 only" though... The kids will no doubt love to go for a ride on the Vloedbos Express, a train towed by a quad bike, though kids under three must be accompanied by an adult.

What is noticeable about this campsite is that everything is kept in its place. There isn't so much as a sweet wrapper or crisps packet lying about. The lawn is kept short and you can walk barefoot on the grass without having to worry about thorns piercing your flesh when you play a game of touch rugby or five-a-side football.



Briefly | Vloedbos



Campsite 53 stands with electricity on soft lawn. Six bush sites in shade.

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Price R280-R540 per stand for up to four people, depending on when you camp. R70-R120 per extra person up to six.

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vloedbos.com info@vloedbos.co.za

Arrival and departure times 14:00 and 13:00.

Road condition? The last 2 km is a gravel road that varies in smoothness. You don't require an off-road vehicle though.

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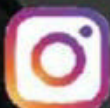
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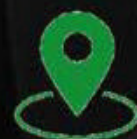
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Off-roading in ancient lands

The Great Karoo was once described as a fearsome place. Here, on the western escarpment, are three routes that range from easy to hectic.

Words and photos **Cyril Kloppe**

Before the American inventor Daniel Halladay invented the self-regulating windpump in 1854, the only humans to enter the Great Karoo were hunters tracking migrating game. It's a harsh world where no farm animal or shepherd can survive without assistance, and therefore, until the advent of the windpump, it was largely unpopulated.

The Tankwa Karoo National Park, however, lies in a more moderate part of the Great Karoo that welcomed its first permanent residents, the Khoisan, 10 000 years ago. The park itself was established in 1986 and is named after the Tankwa River that winds through it. The park originally covered 27 000 ha, but over the years, as SANParks bought up old Karoo farms, it has grown to more than 146 000 ha. Within the park, there are three 4x4 trails that allow you to see significantly more of nature than passengers in a sedan can.

THE ABRAHAMSKNIEË 4X4 TRAIL kicks off (S32.23867 E20.09241) near the park office and leads west. When the veld is dry, this route presents no significant challenges and you will be able to cope with a regular 4x2 bakkie with good ground clearance. However, conditions change dramatically when it has rained recently.

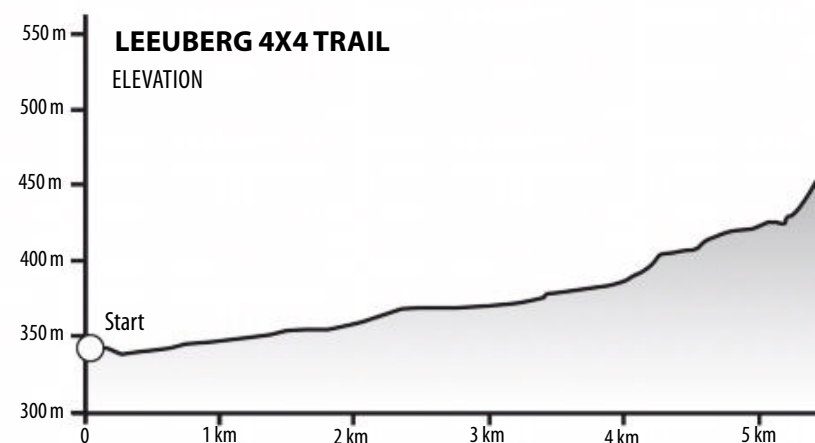
The road surface is sprinkled with

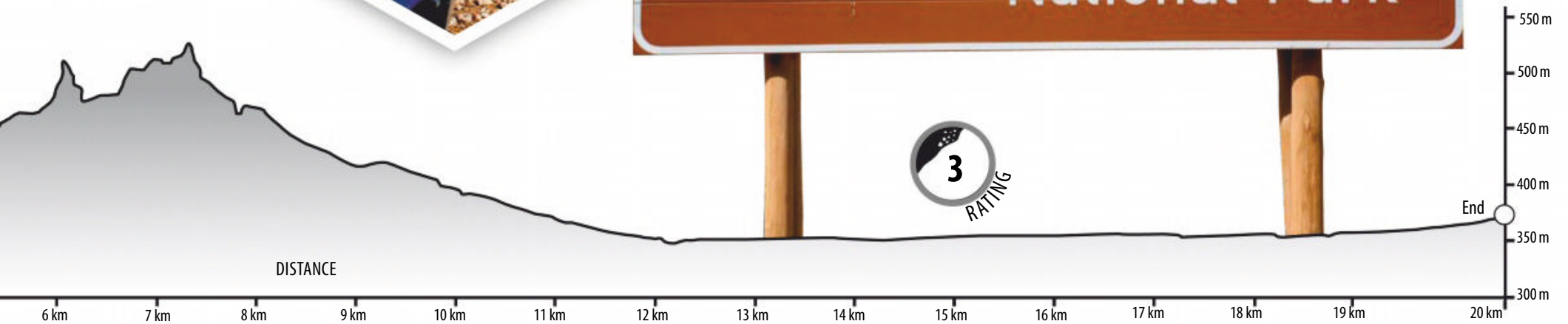
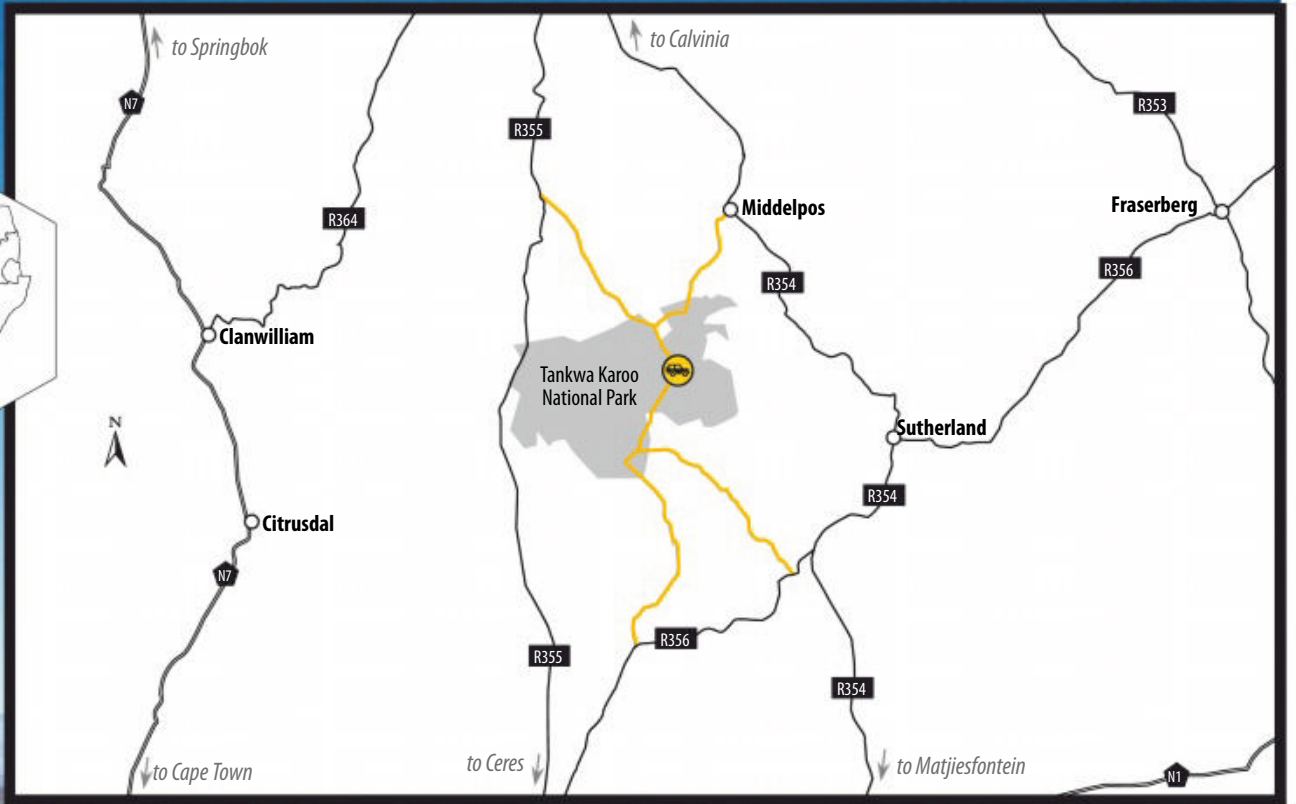
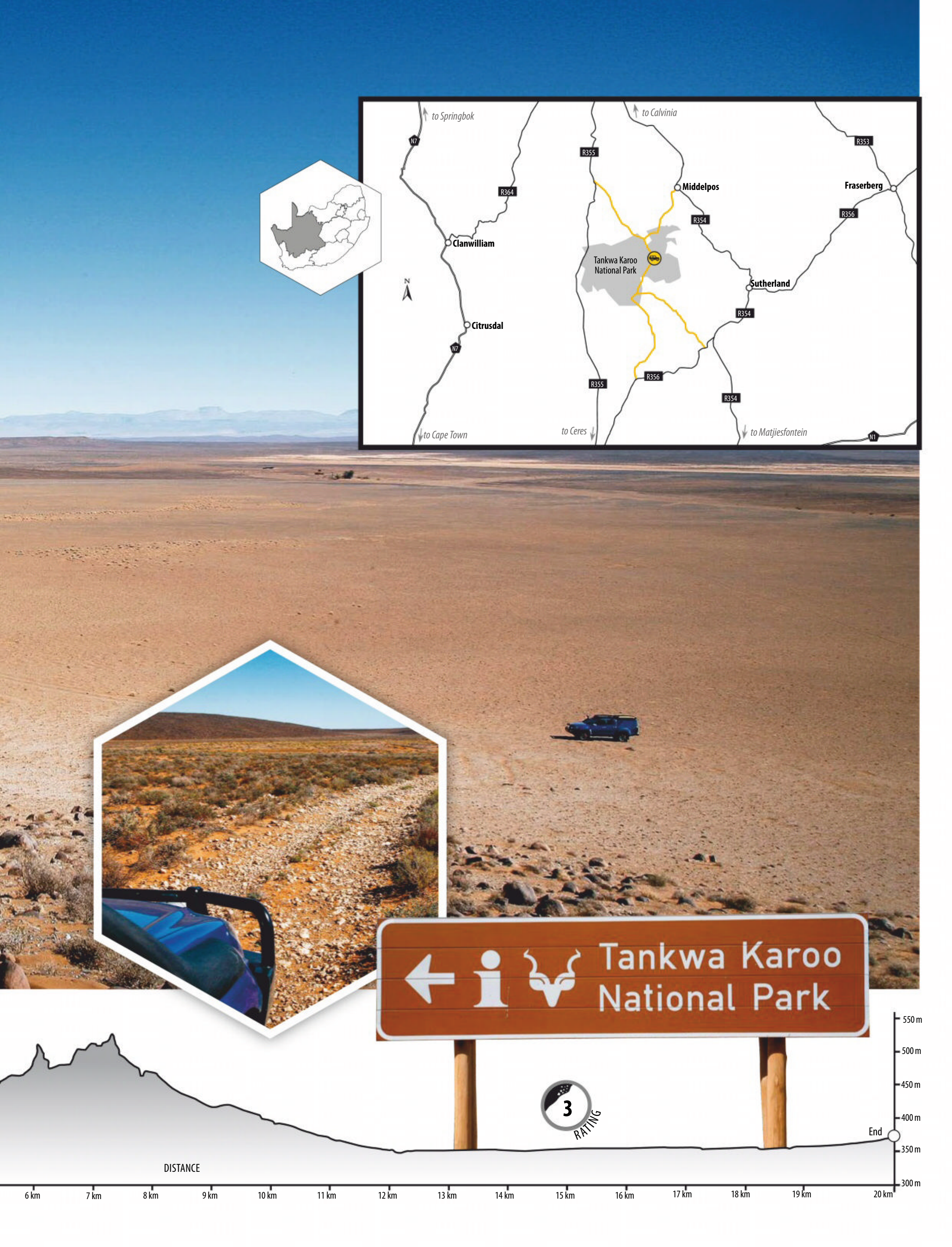
beautiful white quartz pebbles at first, but it later gives way to the Karoo's characteristic dull gray gravel. Apart from one or two abandoned farm dams and sheep enclosures, there aren't exactly many attractions on the Abrahamsknieë 4x4 Trail. SANParks removed the windpumps and nowadays the veld is allowed to return to its natural state – which was once described as “fearsome” by European surveyors and trek boers.

The Abrahamsknieë 4x4 route scores a 2 on our difficulty scale because you need good ground clearance here and there, but seldom, if ever, need to engage 4x4. The 8 km trail lasts a maximum of half an hour and the last kilometre of the trail is badly corrugated. Then you join the park's main road and head 23 km west to the next 4x4 trail.

THE LEEUBERG 4X4 TRAIL turns off the main road (S32.19898 E19.79264) to the right. You'll start crawling over rocks straight off the bat. To tackle this route, you need four-wheel drive and low-range gears. You don't require next level off-road skills, but if you suffer from a fear of heights, you're not going to enjoy what comes next.

First follow a ridge – the proverbial lion's tail – for 4 km until you find its body, a series of hills. For the next 5 km, head up and down the lion's spine. The twin-track is hard-packed





TRAIL GUIDE

and without loose shale, but occasionally you summit and your truck's nose lifts skyward, and then the bonnet prevents you from seeing where the track dives down again in front of you.

Before you reach the head of the Leeuberg, turn sharply to your left and aim downhill to the Blinkvlei plains. These plains turn into a muddy nightmare if it has rained recently. You'll see gemsbok and mountain zebra, who make a run for it as soon as you stop to take a photo.

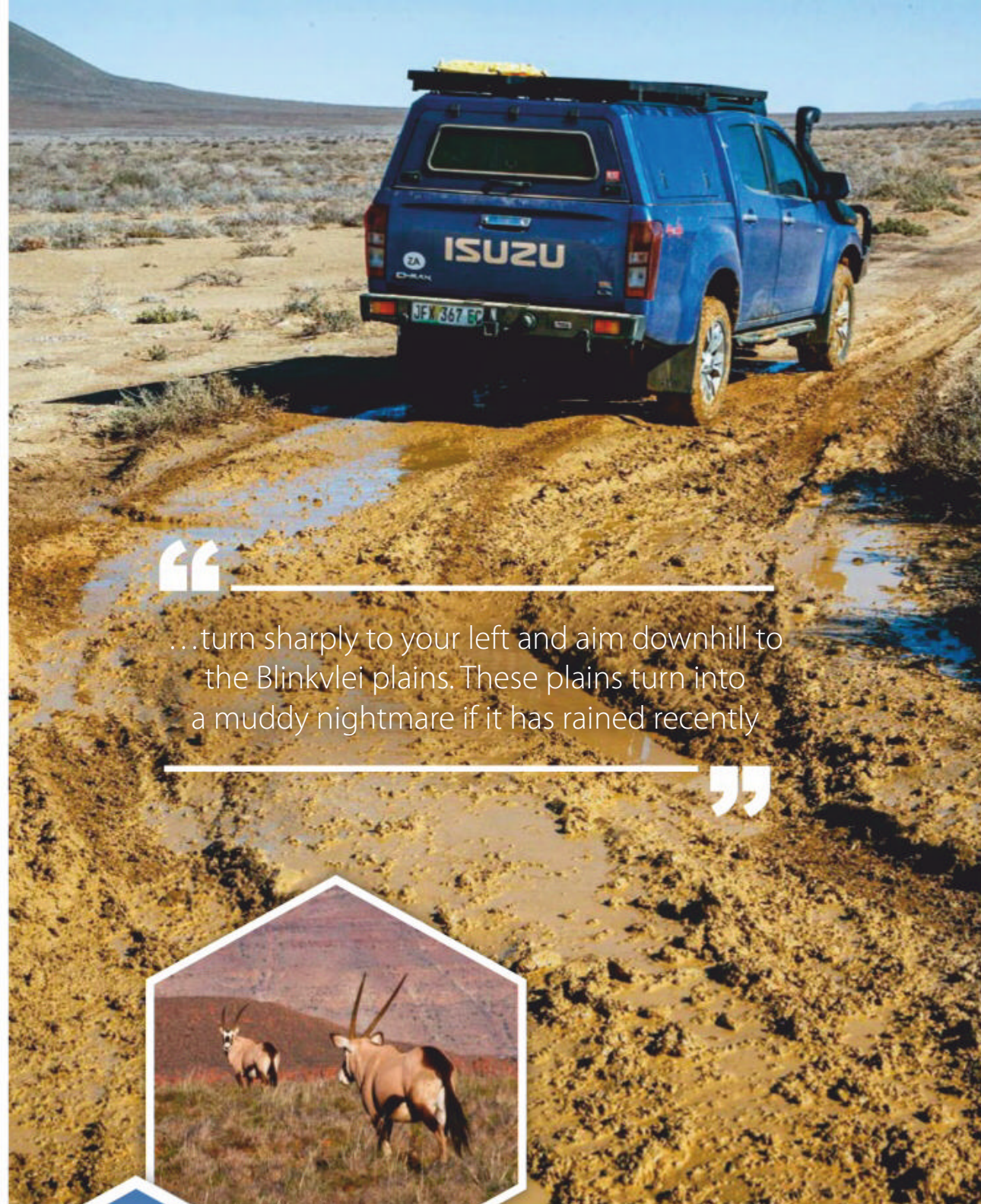
The Leeuberg 4x4 route scores a low 3 on our difficulty scale, because although you have to engage low-range gears, the obstacles are fun rather than challenging. This 17 km long route lasts about an hour.

Return to the main road and drive 35 km east to the Gannaga Pass. It's a lovely dirt road pass that winds up the Roggeveld Mountain with 45 graceful turns – well, four of them are actually hairpin bends, but if a Hyundai i10 can get up here (and they do) you'll do fine.

THE GRASKOP 4X4 TRAIL is at the top of the Roggeveld Mountain, which forms the western escarpment in the Great Karoo. Up here, the veld is greener than on the plains and the weather is cooler. The starting point of the route (S32.12137 E20.12132) is unmarked, but it is exactly 1 km before you turn off to the Gannaga Lodge at the top of the pass.

There aren't great herds of game in The Tankwa Karoo National Park but here on the escarpment you do see groups of gemsbok and the occasional steenbok. The twin-track splashes through several mud holes and you repeatedly rock over half-buried stones. Take care, because there are many lurkers waiting to crack open your vehicle's sump.

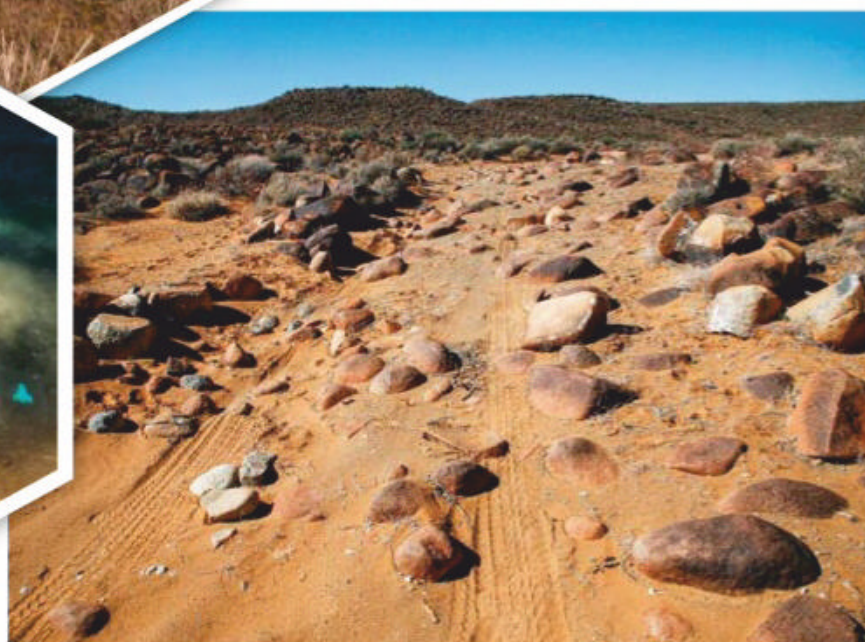
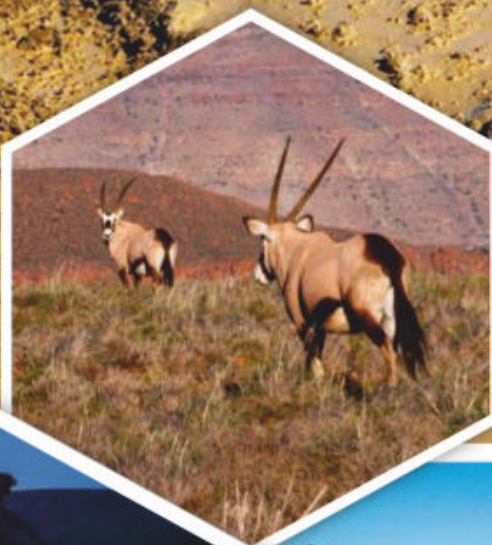
If your fear of heights had you nervous on the Leeuberg 4x4 trail, the alarm claxons will be deafening on Graskop. The twin-track sometimes comes to a within a metre of a cliff – if you make a mistake here, you will freefall for a long time without touching the cliff face. Be brave and also rejoice that your country permits such daring adventures. If this was a nanny state, there would be a barrier between you and the abyss with dozens



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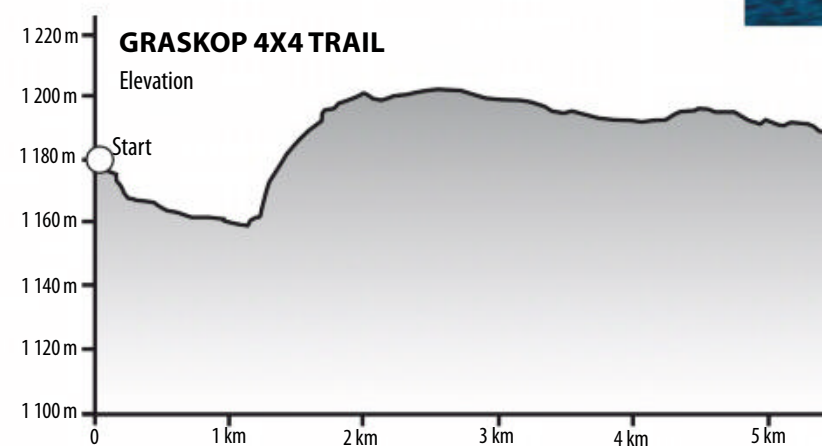
...turn sharply to your left and aim downhill to the Blinkvlei plains. These plains turn into a muddy nightmare if it has rained recently

”



of warnings prohibiting you from dangling your legs over the edge.

The Graskop 4x4 route scores a high 3 because you have to engage low-range gearing and your vehicle can get damaged if you don't take care where you're driving – you could even die. It's 20 km long and will keep you busy for two hours at the very least.



STAY HERE

Tankwa Karoo National Park

There are nine renovated farmhouses that serve as the park's self-catering cottages. Two campsites with ablution facilities (without electricity though) can accommodate up to 48 visitors, and there are a further six informal campsites where you have to camp completely self-sufficient (bring your own toilet and shade). The latter campsites can accommodate 15 people each.

Price Camping R137-R394 pp for 2 people and thereafter R65-R152 pp.

Also remember the conservation fee of R43 pp (R22 children).

Contact 012 428 9111 sanparks.org

GPS S32.24114 E20.09586 (park office)

Gannaga Lodge

The lodge has no campsite, but there are seven rooms, each with a double bed and private bathroom in a refurbished horse stable, plus a three-room farmhouse that sleeps six. There's a swimming pool, a library with fireplace, bar and restaurant. Although the lodge is located within the park, it is privately owned.

Price From R600 for solo travellers in the refurbished horse stable to R1 800 for the entire farmhouse.

Contact 079 922 1688 gannagalodge.blogspot.com

gannaga@hantam.co.za

GPS S32.11018 E20.12189



HOW HIGH? The Graskop 4x4 trail offers spectacular views of the Karoo, but do you have the guts to get up close and personal with an abysmal precipice?



What you need to know



Maximum number of vehicles Unlimited.

Do I get a map? Yes.

Will I scratch my vehicle? No.

Do I need to take a compressor? Yes, the Karoo devours tires.

Can we braai along the way? No.

Can I turn around halfway? No.

Is there a cellphone signal? None to poor signal on the escarpment.

AROUND THE ROUTE

Best time to go? Spring.

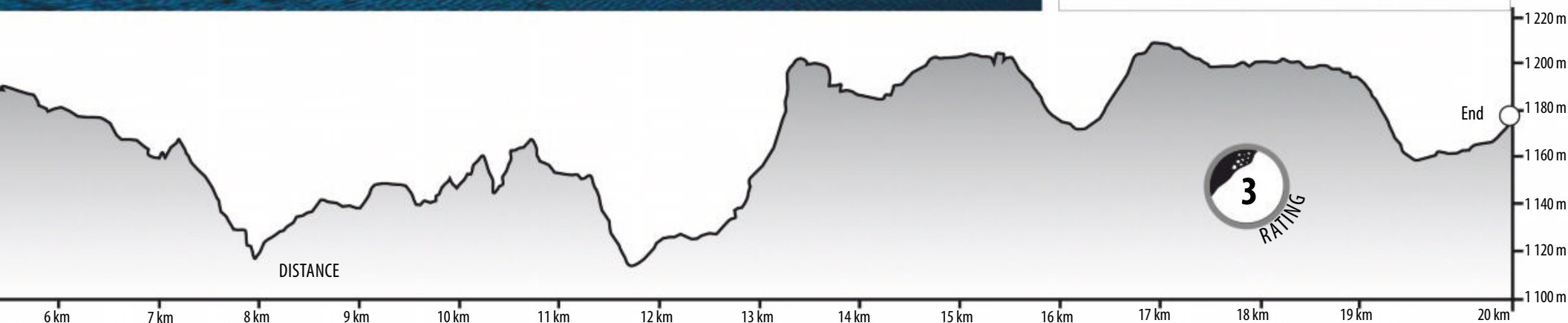
Can I take my family along? Yes, definitely.

How long does it take? At least six hours to drive all three routes in one day.

Are there ablution facilities? Only at the park office and certain campsites.

Directions From Sutherland, drive 80 km north on the R354 regional road to Middelpos. From Middelpos, drive 50 km south to the park office. You can also head west out of Sutherland and drive over the Ouberg Pass and along farm roads for a shorter road.

What does it cost? The cost is included in your conservation fee.



Bokkeveld breakway



For those fond of a bit of peace and quiet, go to Balie's Gat – it has them in spades, says **Susan Skog** from Onrusrivier.

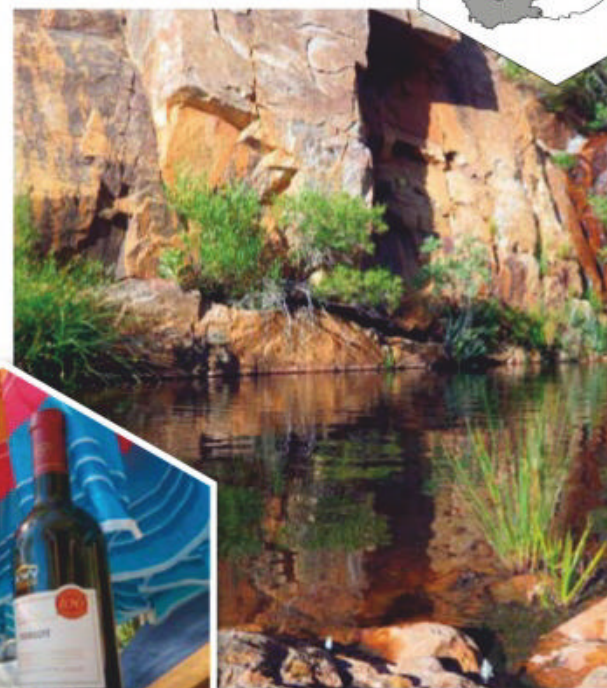
“ If you're a nature lover, you'll enjoy yourself at Balie's Gat near Ceres, because it's a real break from the daily grind in that there's no electricity and also no cellphone reception. All you have is the sun (remember to pack your factor 40 sunscreen), the stars at night, the quiet and the peacefulness.

I'm well acquainted with the campsite, having camped there on previous occasions, and I'm also part of a group of like-minded hikers and outdoor enthusiasts.

HOW DO YOU GET THERE?

A single jeep track provides access to the Balie's Gat campsite. Past the first hairpin, the road winds downhill to the bottom of the valley. You will need a vehicle with good ground clearance, though it doesn't necessarily have to be a 4x4. In certain sections, the road is extra wide so you can turn around or allow other traffic





CONTACT

023 0010 810

baliesgat.co.za

GPS S32.746130, E19.291545

to move past. The Leeu River flows through the valley, and you can see the massive swimming hole from the road.

DID YOU LIKE THE STANDS AND ABLUTION FACILITIES?

There are more than enough shade trees and there are grassy sections, and on one spot there's this massive boulder named Boesmansklip that provides even more shade and welcome protection from the wind. The ablutions are neat and clean. Our group was quite large and there were enough facilities for everyone. The gas geysers worked a treat. For those with no camping gear, there are also two self-catering chalets to stay in.

WHAT DO YOU DO THERE?

We swam all day in the swimming holes and there's another one close to the campsite. To the one side of this spot is

WIN

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

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

campcover.co.za

CAMP COVER



a little waterfall that you can sit under for a free massage. The big one is some distance from the campsite, but the water there is well worth the hike. We also hiked a route in the kloof and swam there in the little pools along the trail.

There's a swimming pool in the campsite itself for those not keen on all the walking, and the campsite is spacious enough and on level enough ground for us to have enjoyed a one-day game of cricket. The 4x4 enthusiasts can take their pick of challenging trails in the

area, and mountain bikers can also get in a good workout.

WHAT ABOUT SUPPLIES? IS THERE A SHOP NEARBY?

The owners, Marius and Yvonne Bothma, have a mobile shop that sells ice, wood, dried fruit, homemade preserves, canned food and honey. You can also place your order for roosterkoek. We got to pick yellow peaches as it was harvest season. As for your meat and drinks, you'll have to get those in town.

WHAT DOES IT COST TO CAMP HERE?

It's R140 pppn, and R70 for children. Kids under 10 camp for free and even your little dog can join in on the fun for R35, do check with management whether your breed is small enough for their liking. There's also a 25% discount when you camp during the week.



Fully loaded

Life's a little better when you have a second vehicle specifically for camping and 4x4 trips, says **Zandy Greef** from Durban.

Rough riders

2014 FORD RANGER WILDTRAK 3.2 TDCI 4X4 AND BUSH LAPA BAOBAB

“I used to drive a **Nissan Murano** and towed a **Jurgens Fleetline** but eventually decided that my wife Jan and I needed a bigger towing combination, dedicated to our many camping and off-road excursions.

The Ranger was being used as a demo when I laid eyes on it, but it would have taken too long for a new order to come through. It was the right colour and basically only three months old at the time, and it had all the right options ticked off, so that's when I purchased

it for around **R550 000**. I looked at the likes of **Toyota's Fortuner** and the **Land Cruiser**, considering aspects like reliability, robustness and the inclusion of a few modern assisting electronics to make life comfortable even in rough terrain. But most importantly, the vehicle had to be good value for money.

The Wildtrak fulfilled most of my expectations, but it still isn't perfect. It would have been nice to have a **cooler/**

fridge between the front seats and the fact that the vehicle's headlights switch on every time the doors are unlocked and opened is also slightly annoying in a camping environment. To be able to switch it off completely would be great for sparing the battery. And I think that the fuel consumption information on the dashboard should be able to toggle between how many litres you have left to $\ell/100\text{km}$ and km/ℓ .

The vehicle's best qualities are that it's quite rugged, while being reliable. It also has all the power you need to tackle tough 4x4 terrain, even when towing a big heavy **Bush Lapa Baobab**. Perhaps one day we will be able to upgrade to a 4x4 motorhome.



Show us your wheels

Send an email to

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

We've had quite a lot done to the Ford to suit our requirements, so it's got a **long-range fuel tank, VPS film** to protect the paintwork from scratches when driving through dense bush, an **Off Grid 4x4 front bumper** with a **12 000-pound winch** up front, **Bushtech aluminium canopy**, and a **rooftop tent** over the cab.

Behind the tent there's also a winch that assists in taking the spare wheel off the top of the canopy as well as a **60 ℓ water tank**. Inside the canopy we also have an **inverter and second battery, fridge, Hi-Lift jack, air-lift jack, toolbox** and many more items that make the Ranger ready for overlanding. I also added a **truck horn** just in case I really need to get another drivers' attention. Any more money spent on it would have to go towards a dashcam.

The Ranger now rides on an **EFS suspension kit** with **additional airbags** that allows for plenty of clearance in the wheel arches from the smaller rims I had fitted. I went down in rim size so that I could fit the large **Cooper all-terrain tyres**.

Ford's **built-in automatic anti trailer sway** electronic assistance also works like a charm because I have never experienced any swing from a trailer, but it's probably paired with my towing speed between **80 and 100 km/h**. That's also the speed on which I get the best fuel consumption, because the Wildtrak is now heavily laden with all the extras. It averages between **15 and 18 ℓ/100 km**.

I've experienced no issues during my ownership, apart from a **flat battery** caused by age and possible other drainage while the Ranger sits and waits for us to go on the next camping excursion, as we still use the Murano regularly.

We've enjoyed camping at destinations including the **Addo Elephant Park** and **Camdeboo**, and even **Botswana's Moremi**, but the **Baviaanskloof** takes the cake. It combines the soft ruggedness of campsites in the area, with different road, sand and rock trails, and also varying degrees of steep and narrow to get the driver's adrenaline going.



WILDING OUT IN A WILDTRAK Zandy and Jan's massive combination makes for an impressive setup when fully pitched at a campsite. Their overlanding trips have been a breeze with all the extra kit that took about four years to acquire.



“

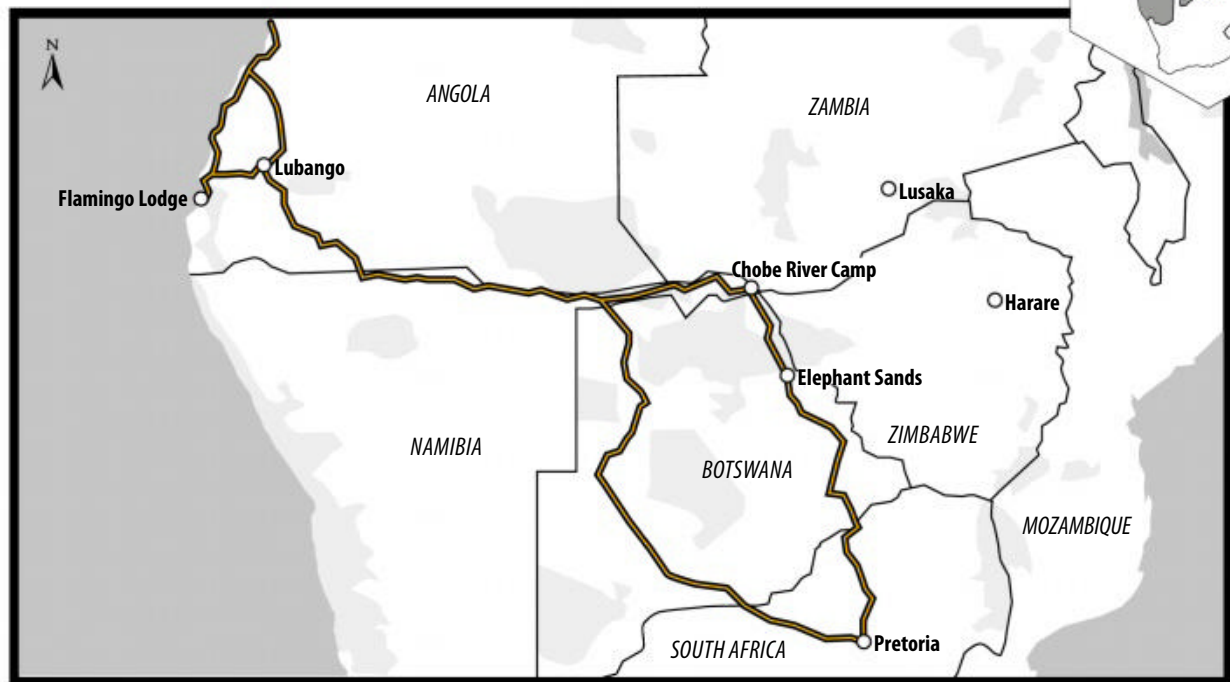
...it's quite rugged, while being reliable. It also has all the power you need to tackle tough 4x4 terrain

”

‘Experienced amateurs’ head to Angola

It’s a journey they’d been dreaming of for a long time, and last winter it was finally time to go to Angola, says **Christoff Swanepoel** of Pretoria.





After years of planning and deliberation, cancellations and re-planning, the moment had arrived... the Swanepoels and their friends and family would be getting Angola stamps in their passports. Christoff tells us all about it...

“We left Pretoria early on a Friday and hoped to get to Ruacana within five days from where we would cross the border into Angola.

My wife Suzette and I went in our Toyota Hilux and our youngest daughter, Jurika, and her fiancé, Jacques Steenkamp, followed in his Ford Ranger. It wasn't long before we arrived at the Martinsdrift border post. Later, when we were due in Namibia's Zambezi region (formerly Caprivi), our friends the Naudés from Northcliff in Johannesburg would be joining us. Ernst and Adeline and their student children, Suné and Jaco, travelled in a Nissan Navara.

Things went as planned and on the fifth morning of our trip, the three vehicles filled up at Ruacana. On our way there we stayed at Elephant Sands in Botswana and the Chobe River Camp in Namibia and it was a wonderful experience as expected. Especially getting so close to the elephants. But along with the sweet, there was also the sour: the long and boring two days between Katima Mulilo and Ruacana (over Rundu).

THE BORDER OFFICIALS at Ruacana were helpful and even accepted US dollars for the one vehicle and trailer when we didn't have enough kwanza. It cost a little under Kz7 000 per vehicle (about R300) and twice that when towing a caravan. They also accept Namibian dollars.

We were the only people at the border post, but it still took us almost two hours to finish all the paperwork.

From the border we drove a winding 4x4 track along the dam. We drove for hours



and then realised we'd missed our turn. We consulted the GPS and found an alternative route, but at dusk we were still far from civilisation and decided to pitch our first wild camp on a dry pan.

We saw cattle tracks, reassuring as that meant there were unlikely to be land mines here. But we didn't take any chances and limited our movements to the vehicles.

While pitching camp, we noticed some locals watching us. We went up to them to say hello, and signed that we were only staying the night and would be on our way tomorrow. "No problema," they said and we handed out cool drinks, pencils, notebooks and candy.

The next morning it struck us how quiet it was and we only realised later on that there was no bird life at all. A strange phenomenon indeed.

Our neighbours returned later that morning. We thought they were simply being curious, but when we left the pan – leaving only our tracks behind – they waved us goodbye.

We drove for another 30 km (and two hours) and reached the tar road to Cahama. We turned left onto the main road in the direction of Lubango. It was quite a challenge to drive on the right-hand side of the road and pass on the left. It took a while before we got used to it.

But in Lubango with its busy streets – full of motorcycles and a distinct lack of traffic lights and road signs – we realised that there are scarier things to get used to. We were surprised to see the Christ statue standing 30 m high on a mountain nearby.

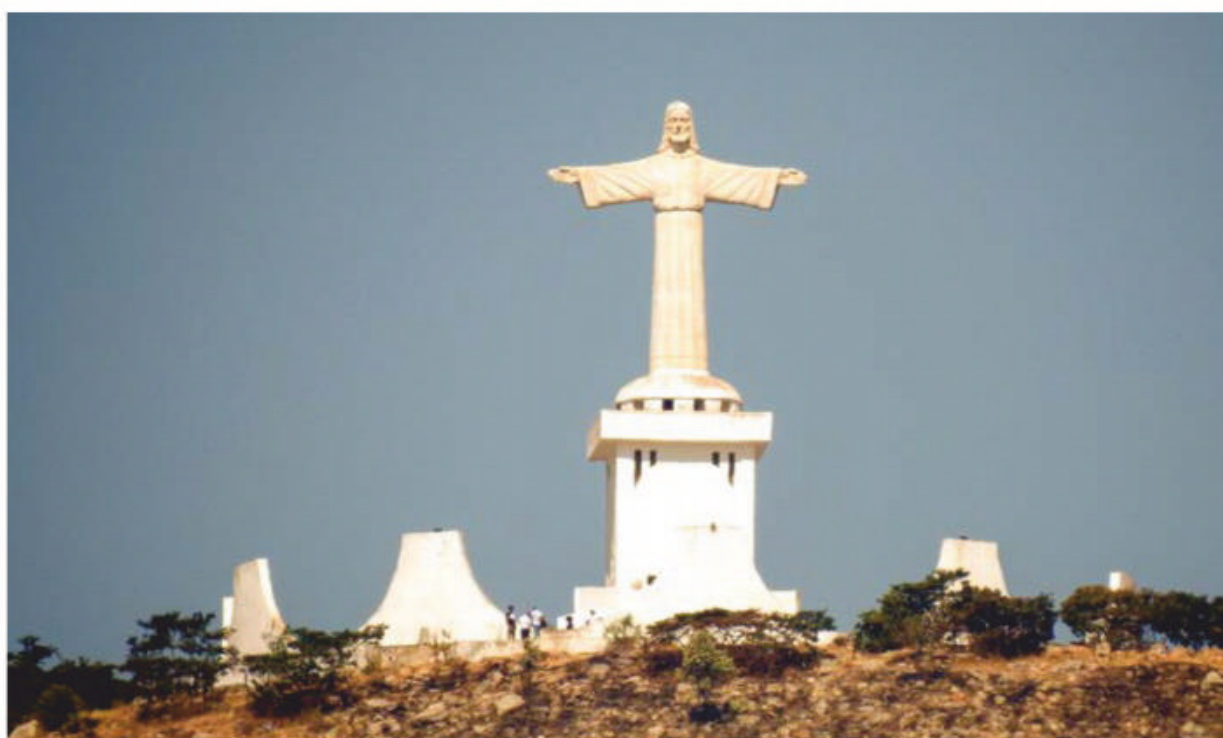
There are apparently four similar statues throughout the world.

IT WAS QUITE SOMETHING to draw money at the ATMs in Angola. It felt as if you're standing in front of a slot machine in a casino, because you're never sure if it's going to pay out or not. Finally, after trying the umpteenth ATM, we finally got some cash. We can't complain about the garages. The fuel pumps were new and plentiful and the petrol much cheaper than in South Africa – about R7/ℓ – but for some reason they only accepted cash. Fortunately, this wasn't the case in the main stores and

we could use our bank cards there.

We visited the Tundavala lookout point and enjoyed the spectacular landscape that extends almost to the sea. Then we checked into the Casper Lodge. Although they didn't have camping facilities, they allowed us to pitch on their lawn (and an additional fee for each vehicle). We used the gym's bathroom facilities and found it acceptable.

Early the next morning we woke up to the city sounds of barking dogs, screeching trains and noisy geese. We were to tackle the road to Lobito on that day – it's about 400 km and the tar road is littered with potholes. One unexpected attraction was



FINALLY HERE Angola had long been on Christoff and Suzette Swanepoel's bucket list. This past winter they made it a reality.



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“
 Louisi didn't want us to pay for camping, but smiled broadly when we booked a table for eight in his restaurant.
 ”



a huge baobab that one drives through.

It was remarkable how nature changed: from mopane plains to mountainous rock formations and then the clumps of massive baobab trees.

We found Benguela to be a clean city with traffic flowing much better thanks to traffic lights and road signs. A traffic official named Daniel pulled us over and he looked very excited to see us. He asked for my driver's license, but hardly glanced at it during our conversation.

Throughout Benguela the traffic was heavy, but we reached Lobito at sunset and met Louisi, the owner of the Zulu restaurant. He was very excited to meet this group of South Africans and insisted that we camp in his backyard.

We agreed, and to our great surprise we saw his yard bordering the beach. So we camped next to the sea and experienced the most beautiful sunset while the high tide pushed the water to barely 5 m from us. Louisi didn't want us to pay for camping, but smiled broadly when we booked a table for eight in his restaurant.

ON THE MORNING of the fourth day in Angola we were slow in getting underway. We only left Zulu late in the morning and visited the beautiful Baia Azul beach (meaning 'Blue Bay') where we had a quick Cuca beer before heading south.

Ahead of us stretched about 80 km of brand-new tar road followed by about 180 km of challenging 4x4 conditions. The last 100 km was again on a tar road. The route had initially been started from both ends, but never completed, which explained the two tar sections at the beginning and end. Few people venture here because the road is incomplete. There are 22 completed bridges, but we had to drive around them and through the dry river bed. To our eyes, the people in this area seemed to be living quite primitively.

We progressed slowly and were forced to spend the fourth night in the veld again.

Thanks to our GPS we found the beautiful Binga Bay. We drove about 10 km to the beach and were rewarded with a fantastic view. We camped on the beach and paid a security guard about R40 per vehicle to camp here.

Our fifth day began with an almost vertical climb of about 800 m from the bay back to the road. Now our front bumpers pointed to Namibe. After about three hours we reached the garage and got on the tar.

Namibe is a beautiful and clean harbour town, but after two days of off-road driving we struggled again to master this thing about driving on the wrong side of the road. We stopped for fuel and then took the road to the Flamingo Lodge where we were captivated by beautiful canyons formed over the years, and ancient welwitschias.

From the Flamingo Lodge we drove farther south. We visited the Arco, a



beautiful oasis with sandy rock formations and a huge rock arch. Strange how this flat and level desert suddenly drops and creates this oasis.

After Arco we drove to Tombua's petrol station, and a few metres later turned left to the reserve. Now there was only sand in front of us. With our permit in hand we drove ever deeper into the dunes. And it wasn't long before disillusionment set in... it's not easy to tow in the dunes. Richo, the owner of Flamingo Lodge, referred to us as 'clever South Africans', but we didn't feel quite so clever right then.

Our initial plan was to reach the entrance to the Acre of Death, but we realised there was no way we could make it and camped about 20 km from it instead.

The next morning, the dunes were silent

after the previous day's winds. When I snacked on the previous night's meat I could feel sand grinding on my teeth.

We decamped and left the dunes. It had taken us almost five hours the day before to get here, but we did the return trip in two hours. We shopped in Namibe's Shoprite and then aimed for the Leba pass. We weren't disappointed.

OUR FINAL NIGHT was again in the comfort of the Casper Lodge, and after seven nights, five of which were without facilities, we started our long trek back to SA. However, Angola rolled one last hurdle in our way... two hours of torturous peak traffic in Lubango.

Our experience is that Angola is definitely not struggling. Anything but. The people



LAND OF SURPRISES The Swanepoel family and their friends camped for seven nights in Angola – on five of those they were completely self-reliant. Every day brought something new and the people of Angola were the best thing about their trip.



READER STORY

are extremely helpful and make you feel right at home.

We left the country at Santa Clara, but we'll always remember its people and their positive attitude towards building up their country. Angola was definitely one of our biggest surprises.

Five days later we are home and now I have to listen to plans being made. Rwanda... Uganda... Can I please just rest for a bit first?

”



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



WIN



OH DEAR The plan was to drive to the entrance of the Acre of Death, but the dunes wouldn't make things easy for these intrepid South Africans.



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The early bird catches the worm

At Uilenkraalsmond you can pitch your tent, stretch your legs, and then see how many saltwater fish you can hook.



UILENKRAALSMOND CAMPING VILLAGE WITH A FISHING BEACH

Uilenkraalsmond is a municipal resort in the Overberg district. Calling it a caravan park is an understatement, it's like saying your friend's Exclusive is a nice little trailer. This place is actually a caravan town.

"Uilkraal" as it is commonly called, has 110 stands, 564 semi-permanent units and 36 chalets. As you enter the resort, the camping area is on the far left with the Bushmans River passing next to the resort – it runs into the sea half a kilometre on. This section of the river also forms a lagoon in front of the resort and a good 10 of the stands are next to the lagoon.

Uilenskraal's stands differ in size – some have room for a caravan, a 4x4 and a large tent; others are only suited to a hiking tent and a Ford Laser. Most have shade, but some stands, especially towards the centre of the resort, have little to none.



If you're looking for some privacy, the stands around the edge are best. In the centre you basically camp on a large lawn where you have many neighbours and few trees. Pitches 98-102 are probably the best and have the most shade, privacy and wind protection. Remember to bring your own braai no matter where you camp.

There's lots to do for kids: a mini golf course, a supertube, miles of tarred roads for cycling plus a lagoon with a long beach. The latter is a place where parents with smaller children can relax. The water is shallow with no waves, and the little ones will be able to enjoy the lukewarm water almost every day.

Estuaries also play an important role in the life cycle of ocean fish: juveniles shelter in its safe waters for up to a year before they venture into the big waters. The Bushmans River mouth is about a 500 m walk from the campsite where you stand a chance to hook anything from steenbras and leerfish (garrick) to white stumpnose and sand shark.



Briefly | Uilenkraalsmond



Fish Steenbras, leerfish, white stump nose, sand shark, mullet.

Campsite 110 stands with electricity – every two stands share a tap.

Ablution facilities 2 ablution blocks and 1 toilet building in the campsite with hot water. They're not new, but spacious and clean.

Price Depending on the season and day of the week, R190-R420 per site for up to 6 people. For 2 or less

people it is R85 pp. Pensioners and groups receive a 30% discount out of season.

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

Contact 028 050 0894/5

uilenkraalsmondresort.co.za

uilenkraalsmond@odm.org.za

Nearest town Gansbaai, 6 km.

What does the road look like?

Tar to the stands.

GPS S34.600491 E19.408581

go! Drive & Camp says If you want to fish, you must have a valid fishing permit. It costs R76 and you can get one at the post office in Gansbaai.

STEAMED FISH AND VEGETABLES Full steam ahead

Healthy food over the coals in one easy step.

Ingredients

(enough for 4)

- 4 small hakes
- 2 cloves garlic, crushed
- 5 cm fresh ginger, crushed
- 1 red chilli, finely chopped
- grated zest and juice of 1 lime
- 400 g mixed green vegetables (such as green beans, fennel, leeks and broccoli)
- 2 tablespoons soy sauce
- a handful fresh coriander leaves

Here's how

1 Place each hake on its own 20 x 30 cm piece of foil. Combine the garlic, ginger, chilli and lime zest and juice in a bowl and season the fish with this mixture. Add salt and pepper to taste.

2 Divide the vegetables and pile them on the fish. Pour soy sauce over each portion and wrap the foil to form packets.

3 Place the fish packets on the grid and steam over moderate coals for 10-15 minutes or until cooked.

go! Drive & Camp says Fresh coriander leaves add the perfect finishing touch to this dish.



FISH DISH

Recipe and styling Julia van Maarseveen Photo Jac Kritzinger



FISHING GEAR

The policeman with a voice

Your first fishing rod set as a child probably included a policeman. That's the white-and-red bite indicator you attach to the line that dips when a fish bites. The policeman is still with us, but today you can also choose from a series of electronic ones. They keep an eye on your rods and are especially popular with carp anglers.

Your fishing rod rests on the electronic detector that makes an alarm when a fish tries to make off with the bait. But it's more than just an alarm. As with

Adrenalin's ADR-X alarm kit, this one also comes with a portable receiver. So when the alarm goes off, the sensor sends a signal to the receiver (the range is 120 m).



The alarm can be silenced, but when a fish tugs on a line, a light will still blink on and send the signal to you.

This sensor set has four separate units, each with a unique sound and coloured light. The sensitivity of the sensors can also be adjusted, which is especially useful when fishing in strong winds.

Furthermore, the receiver serves as a torch if you have to run to your rod in the middle of the night to land a big one.

Price R1 550 at fishing shops – this includes a bag and five 9 V batteries.

Contact Adrenalin Importers & Distributors (importers) 021 982 1510

adrenalinfishing.co.za

catches@4adrenalin.co.za



MITSUBISHI TRITON 2.4 DI-DC 4X4 5-SPEED A/T

Triton's wonderful ice cream suit

The Mitsubishi Triton is one of the most underrated double cab bakkies in the country. Its new facelifted model not only catches the eye, but also loves towing a caravan.

Words and photos **Leon Botha**

The Triton double cab bakkie, which finds itself in a highly competitive market, reminds you of the short guy standing in the back row in the class photo. You can barely see him, but there's no way anyone can miss that distinctive hairstyle.

Similarly, the Triton bakkie's curves are what strikes you first. These are the curves that first made their appearance on the 2005 model, Triton's fourth generation. All its competitors had more angular lines.

Now, with the fifth generation, Mitsubishi seems to have ironed

out the Triton's curves a bit and it also boasts a nose similar to Mitsubishi's Pajero Sport.

The similarities don't end there, as the new Triton – like its predecessor – has the same engine (a 2,4 l turbodiesel engine) that saw the light in the new Pajero Sport two years ago.

The transmission underwent the biggest change: the five-speed automatic transmission gets an extra gear in a new six-speed version.

The Pajero Sport does have an eight-speed version, but Mitsubishi's Braam Faul says the company decided on six



gears for the Triton because this vehicle is more “work-focused”.

Of course, Mitsubishi is known for its advanced four-wheel drive system, but the Triton is also a natural in front of a caravan. We hitched up to see how it goes.

4-in-1 + a towbar

You can choose between four models that are different combinations of 4x2 and 4x4 and then manual and automatic. All models have the same engine and each can tow up to 3,1 tonnes.

As you’d expect from a bakkie,

the towbar hasn’t been neglected: this decent piece of metal is simply constructed for durability. It’s from Bosal and has a removable ball attached to an arm. The arm curls around the bumper, which means the towbar is not attached to the bumper (which is in turn attached to the chassis) the way you see on some bakkies, but rather directly to the chassis via the arm.

The ball itself is bolted to a small drop plate (with two sets of holes for height-adjustment) and only just clears the bumper.

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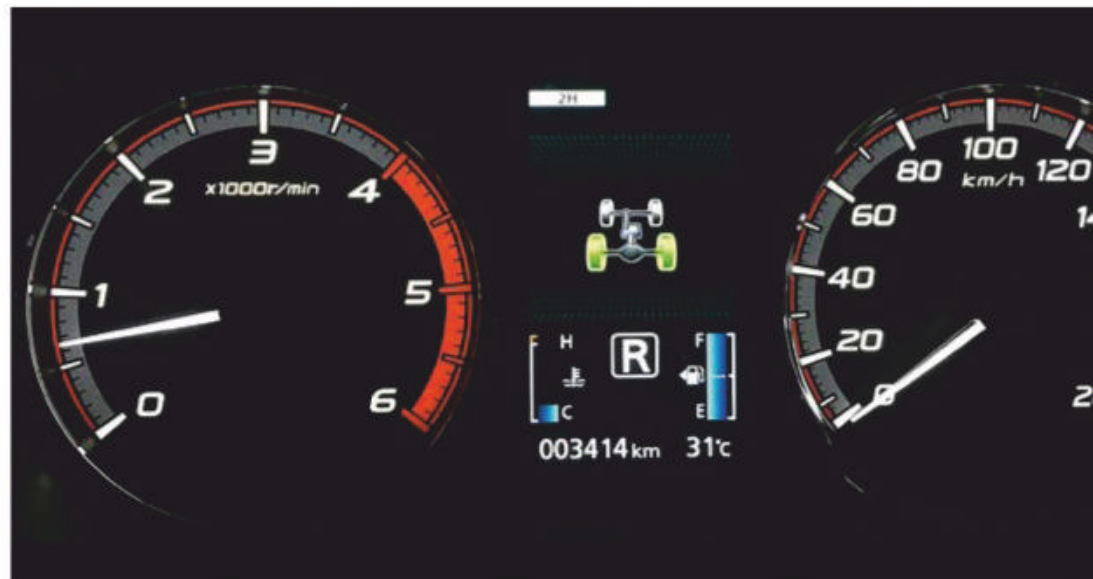
Mitsubishi is known for its advanced four-wheel drive system, but the Triton is also a natural in front of a caravan

”



ACQUIRED TASTE The Triton’s curvy shape isn’t for everyone, but after the latest upgrade it is sure to attract a wider audience. Bakkies usually have a bumpy ride, but this is not the case with the new Triton, not on gravel anyway.



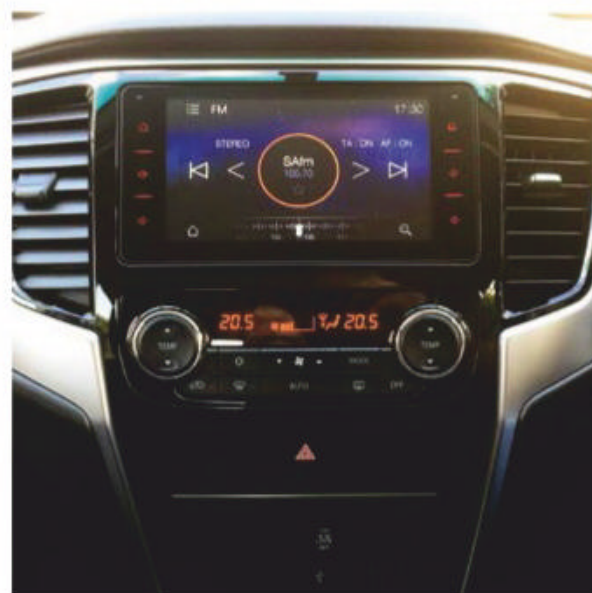


This means you can also use an additional drop plate if you want to further adjust the height of the ball – up or down.

The towbar is not a standard fixture: it'll cost you an extra R6 990 and it is certified for 3 005 kg, with the nose weight not exceeding 100 kg. (On the previous model, the towing weight limit was the same, but the allowed nose weight was 50 kg more.)

The interior

The newcomer dashboard's computer screen has been revamped and now closely matches the one used by Mitsubishi in the Pajero Sport. It's a welcome improvement – for several years this manufacturer has used simple LEDs, the so-called Mono-color Liquid Crystal Display, to indicate the drive mode. It has now been replaced with



BLEEP, BLOOP! Technology, who can do without it? The instrument cluster received a brand new display unit with cool graphics, a reverse camera and a host of cool doodads.

What does Pieter Crous, our caravan-towing expert, say?

“The dashboard is very basic compared to other manufacturers, but it is nevertheless easy to see what is most important.

The suspension makes for a slightly hard ride, although the seats are quite comfortable. I also didn't feel much body roll which can be bothersome in the bends.

The gearbox impressed

me immediately – it even automatically gears down when you reduce speed as you approach a stop sign. The gearbox is also eager – when you step on the pedal, it reacts immediately. And when the gearbox chooses a gear, it tends to stick to it.

As with the Pajero Sport, the Triton has large gear paddles behind the wheel. So when the

gearbox is in Drive and you touch one of them, it switches to manual mode and you can switch gears yourself.

The computer does keep an eye on your speed and the gear you choose, and won't allow you to pick too low or high gear for that particular speed.

At 100 km/h, the engine is happy to tow a caravan and selects fifth gear and 2 000 rpm



more of an digital 3D image they call the Color Liquid Crystal Display.

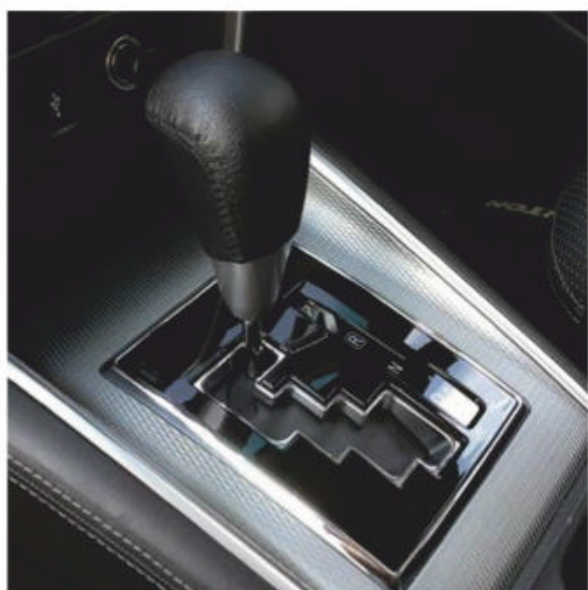
In the lower part of the screen you see a string of numbers such as the fuel and oil temperature readings as well as the ambient temperature and which gear is currently engaged.

The top part displays readings such as average fuel consumption, current speed, distance travelled and the active

drive mode.

The image quality of the rear view camera does disappoint somewhat. It's anything but bright and vivid, and worse yet, the towbar's ball is not in the centre of the screen.

The camera sits 15 cm to the left of the centre of the tail gate and 69 cm above the ball – keeping an eye on the ball at an angle. The screen itself is 15 cm wide with the towbar 1,5 cm to



“ ...it looks good, it's practical, has no fanciful nonsense and is a 4x4 that I would be more than happy to own ”

to maintain momentum. At that speed and revs, the engine doesn't bat an eye about the 1,3 t caravan on the hitch, and everything runs smoothly up to 110 km/h.

At 120 km/h, things go awry and you can no longer maintain the speed up and down hills. Sure, you can force the engine, but it will impact fuel consumption.

I'm not complaining, because towing at 100-110 km/h is fine.

On gravel, it tows 'softer' than you'd expect and you hear no rattles.

If you pull off on a steep incline, the Triton can't help but briefly spin the wheels, but the traction control soon puts an end to that.

The Triton is also steady on

a dirt road, and it would be an ideal farm bakkie.

When you look in the mirrors, you see everything clearly. They are extended to both sides on the horizontal centre, giving you a wider reverse-look surface.

The Triton turns sharply for a 4x4 bakkie and you can easily make a U-turn in the space of three lanes.

If I must complain, it would be about direct power supply, and then fuel consumption that is not the best.

It is, however, the best gearbox I have ever encountered in a bakkie.

It is a neat product, it looks good, it's practical, has no fanciful nonsense and is a 4x4 that I would be more than happy to own.

TOW TEST



The caravan

Manufactured by Jurgens Safari

Model Xplorer

Annual model 2017

GVM 1 650 kg

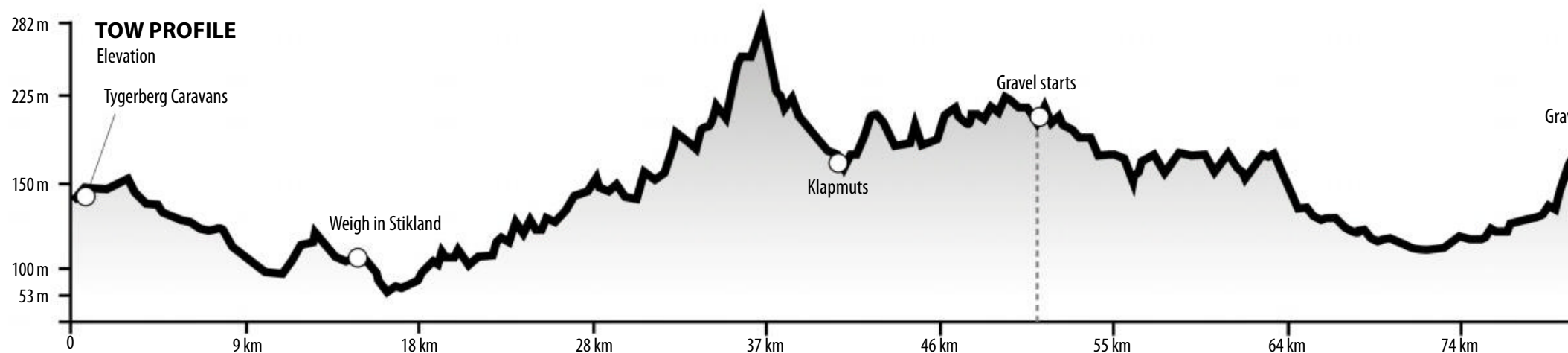
Weight on axle during test

1 300 kg

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



Distance 119,2 km | **Top speed** 120 km/h | **Average speed (including stops)** 43 km/h (highways, back roads, built-up areas and dirt road). | **Total driving time** 3 hours and 10 minutes. | **Weather** 20 °C, partly cloudy and a northwesterly wind of 18 km/h.





the right of the centre.

The computer keeps mum when you unclip your seat belt while driving – this was the case with the previous model and the Pajero Sport, too. And it also lets you know when someone opens a door while the wheels are still rolling. The same goes for forgetting to switch off the lights.

The headlight's beam height can be adjusted and the button for this is by your right knee. It's also not that common for the kids to get more attention than the driver: the centre console in the back has no fewer than two USB sockets, while the driver and front passenger must share one.

High fuel consumption is a given when you tow, and the Triton will have you sobbing at the pumps.

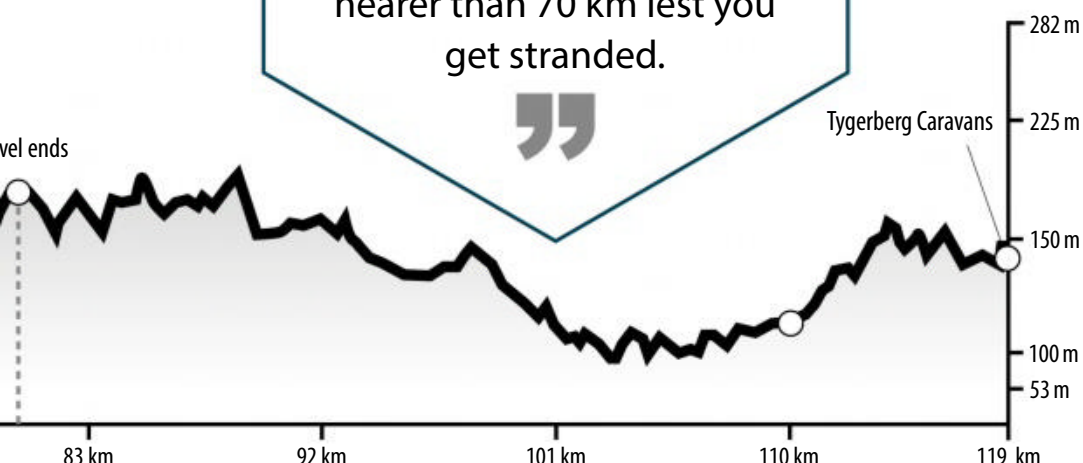
At 14,9 l/100 km, for example, you won't be able to tow from Pretoria to Durban on one tank, because with a caravan the Triton's range is barely 503 km.

It's heavier than the Pajero Sport and Triton Athlete with the same engine (measured with the same caravan): the Pajero Sport managed 13,9 l/100 km and the Triton Athlete a better 12,5 l/100 km.

Though, we must add that the test vehicle had barely 3 000 km on the clock and the engine had not been run in yet.



“
go! Drive & Camp says
There's about 10 l of fuel left when the fuel light blinks on. This means the next fuel pump must be nearer than 70 km lest you get stranded.
”



From the competitors (double cab, 4x4, diesel, automatic)



R548 400 Toyota Hilux 2.4 GD-6 SRX 400 Nm



R625 100 Isuzu D-Max 300 LX 380 Nm



R519 700 Ford Ranger 2.2 TDCi XLS 385 Nm

SPECIFICATIONS

Model	2.4 DI-DC automatic 4x4
Engine	4 cylinder turbodiesel
Power	133 kW @ 3 500 rpm
Torque	430 Nm @ 2 500 rpm
Gearbox	6-speed automatic
Transmission	Rear wheels or 4x4 with rear and central diff lock
Tank	75 l
Fuel consumption with caravan	14,9 l/100 km (6,7 km/l)
Range with caravan	503 km
Tare weight	1 945 kg
Weight during test (nose weight of caravan included)	2 460 kg
GVM	2 880 kg
GCM	5 885 kg
Combination mass during test	3 760 kg
Towing capacity	3 100 kg
Towbar's maximum tensile weight	3 005 kg
Towbar's maximum vertical weight	100 kg
Is the towbar removable?	Yes
Is there room for a drop plate?	Yes
PRICE	R599 995

Hilux scores a half-century

TOYOTA HILUX LEGEND 50

Toyota commemorates the 50th anniversary of its Hilux in South Africa. Joining in the celebrations, we muddied the Legend 50 on an obstacle course.

Words and photos Cyril Kloppe

The first Hilux Legend, the Legend 35, was launched 15 years ago to commemorate the Hilux's 35th anniversary in South Africa. Since then, we've been getting a Legend version of this stalwart every five years. Is the Legend a marketing ploy so Toyota can sell even more of them? Of course, yes, but buyers are not cheated because the Legend 50 isn't that much more expensive than a 4x4 Raider with the same specifications, plus it boasts some unique features to honour its first half-century on African soil.

What is different?

Unlike the regular Raider with its chrome detailing, the Legend 50's grille is pitch black, with an emblem announcing the Legend 50 model name.

On the sides, the Legend 50 has black panels on the bottom 10% of the doors – ostensibly to protect the body paint from being pitted by gravel. There are also Legend 50 emblems under the side mirrors on the front doors. The Legend 50 gets its own unique 18" wheel rims that are predominantly black with aluminium edging to smarten them

up. The cosmetic roll bar on the back is also painted black with more Legend 50 emblems.

At the rear, the bumper is the same as the Raider's, except that it is, again, painted completely black. Where the tow bar is an optional extra on the Raider, it comes standard on all Legend 50 models. The taillights are smoked unlike the Raider's bright red brake lights... and there's yet another Legend 50 emblem on the tailgate.

Inside, things look much the same as in the Raider, but if you look closely, you'll see thin, blue stitching on the seats. The floor mats



BROKE BACK MOUNTAIN The engine and four-wheel drive system has no problem climbing up obstacles, but the side steps (below) snag every time and if you don't take care you'll eventually rip them off.

also boast... yep, you guessed it... Legend 50 emblems.

When it comes to electronic aids and engine choices, the Legend 50 offers everything the Raider has to offer and no more.

Now for the drive

Okay, so the Legend 50 is a beautified Raider, but does it drive the same? For sure, but because it looks so smart, you feel more of a pang at getting it dirty than you would with an ordinary Hilux. We kept our eyes closed and grimaced as we splashed through

mud puddles and scraped over obstacles. In the official media release, Toyota states the ground clearance as 310 mm, but we were skeptical of that figure and pulled out a tape measure. The lowest point of the bakkie is the rear differential (but it doesn't count since your wheels go over large rocks – you don't straddle them) with the lowest point after that being the side steps at, indeed, 310 mm. It is striking how easily the side steps get smacked, and after a few moderate obstacles they were horribly bent. We were worried that Toyota would be mad with us for testing the bakkie so

stringently and so we tried to bend the steps back into shape – and it was surprisingly easy. If you're planning to turn your Legend 50 into a bush bakkie, we would advise you to remove those side steps right away, as they are about as rigid as a wet noodle and will get battle scarred in no time at all.

The tow bar is mounted low on purpose so that you can hitch a caravan, but unfortunately it is too low for 4x4 trails and it regularly ploughed a furrow in the ground behind us. It's generous of Toyota to throw in a free tow bar, but if you want to tow an off-road



trailer through the Chobe in Botswana, we suggest you replace it with a higher-mounted removable tow bar with a drop plate – you will then increase the Legend 50's maximum departure angle from 21 ° to 26 °.

We found nothing to complain about regarding the engine and electronic traction control, though. The 2,8 l diesel engine comfortably trundled up just about any incline, and the clever traction control prevented the wheels from spinning, even in slippery mud. However, if the traction control interferes too much and threatens to get you stuck, you can simply turn it off by pushing a button or engaging low four.

After washing off the worst of the mud, we

headed to the city to see what pedestrians and other motorists think of the Legend 50. You wouldn't think you could impress many people with a Hilux these days as there are so many Toyotas on our roads, but the Legend 50 turned quite a few heads. Pump attendants and street vendors expressed their approval and a teenage boy poked his father in the ribs and pointed to our Legend 50. After 50 years, the Toyota Hilux is clearly still plucking on the nation's heart strings.

Competitive numbers

The Hilux Legend 50, Nissan Navara Stealth and Ford Ranger Wildtrak can all tow 3 500 kg and the Isuzu D-Max X-Rider only 2 100 kg.

The Hilux's allowable gross combination mass (GCM) is the same as the Navara (2 910 kg), but less than the Ranger (3 200 kg) and D-Max (3 000 kg).

The Hilux can carry a load of 815 kg against the Ranger's 860 kg, the D-Max's 1 011 kg and the 967 kg of the Navara. We should mention that we took the Legend 50 to a weighbridge and the scale showed it weighs 2 180 kg (with half a tank of diesel) against the license plate's claim that the tare weight is 1 989 kg.

The Hilux has to be serviced every 10 000 km while its competitors have to go in every 15 000 km. All the bakkies here have a 90 000 km service plan. The Hilux has the shortest warranty – three years – versus the

“

...if the traction control interferes too much and threatens to get you stuck, you can simply turn it off by pushing a button or engaging low four

”



SPECIFICATIONS

Model	2.8 GD-6 4x4 Legend 50
Engine	2 755 cc, four-cylinder turbodiesel
Power	130 kW @ 3 400 rpm
Torque	420 Nm @ 1 400 rpm
Transmission	6-speed manual transmission
Fuel consumption	8,0 ℓ/100 km
Weight	2 180 kg
Approach and departure angles	31 ° and 21 °
Towing capacity	2 750 kg
Ground clearance	310 mm
Warranty	3 years/100 000 km
Service plan	9 years/90 000 km
Safety rating	★★★ (EuroNCAP, 2016)

PRICE R647 600

SMART CASUAL The interior is certainly a step up from the original Legend 35. We put the traction control through its paces in muddy terrain (below) and can report back that it works.

Ranger's four years, the D-Max's five years and a much appreciated six years for the Navara.

In conclusion

This is not a work horse as it's far too lovely – inside and out – to haul bricks, second hand furniture and garden refuse. The ride is comfortable enough that you can sell your boring sedan and buy a bakkie instead. The engine is strong and even the diesel model doesn't sound like a farm bakkie. Is it ready for the bush? No, you'd still have to spend a few rand on accessories, but the Hilux Legend 50 is certainly willing to get out there.



COMPETITORS

Special versions of popular 4x4 bakkies.



R462 000

Isuzu D-Max 250 X-Rider Black

Significantly cheaper than the Legend 50, but not as posh.



R581 900

Nissan Navara 2.3d Stealth

Somewhat cheaper and with a smaller engine, but (on paper at least) slightly more powerful.



R692 900

Ford Ranger 2.0 BiT Wildtrak

More expensive, but an absolute animal when it comes to power and torque.



tiny BIG camper

An off-road trailer that is bigger on the inside than the outside is nothing new. The Invader Duo is simply smarter than some of its competitors.

Words and photos **Cyril Kloppe**

Off-road trailers are easier to tow than off-road caravans as they're smaller and lighter. By contrast, an off-road caravan is nicer to camp with than an off-road trailer because you sleep inside it, on a decent bed, rather than on top in a rooftop tent where you have to make do with a wafer thin foam mattress.

The Invader Duo blurs these boundaries because you sleep outside the hull in a tent (but on a decent mattress) and yet it has a dining area inside the hull. So you get the best of both worlds, and although it is equal parts off-road trailer and an off-road caravan, it is also pure camping luxury thanks to a host of helpful innovations.

INVADER DUO



Going towing

With a tare weight of just 860 kg, this off-road caravan is easy to tow, and thanks to its narrow width you don't have to use caravan mirrors to see past it. The compact dimensions do require you to know what you're doing when reversing.

Unlike longer off-road caravans, the Invader Duo swerves to the left or right rapidly at the merest tug of your steering wheel, just like when you reverse a short garden trailer.

The jockey wheel can be



Astern

At the rear of the Duo is a full-sized spare wheel with two jerrycan brackets on either side. The adhesives of ZA stickers and Mozambique triangle decals will not adhere to the fibreglass body.

You can, however, ask Invader to rivet an aluminium plate the back of the lid where you can apply these mandatory decals – it's also a convenient place to stick country flags and travel stickers from all the destinations you'll visit.

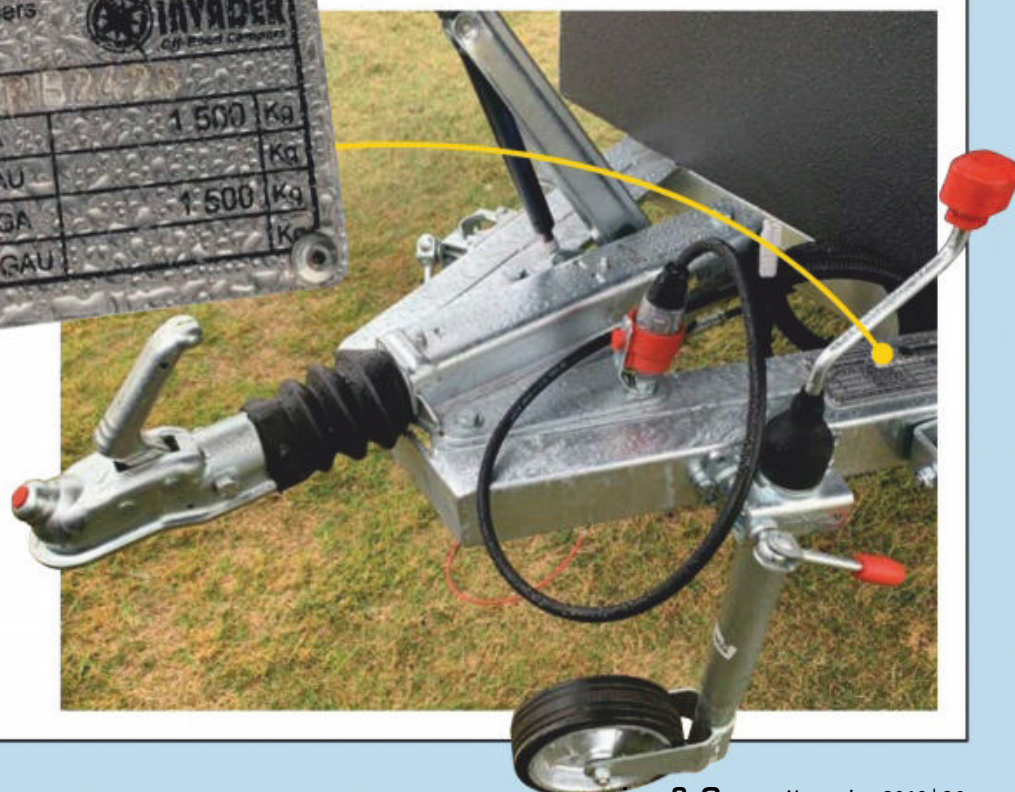
unclamped so that you can store it in the nose cone when facing serious 4x4 terrain. There are two electrical leads; the usual one for the lights plus a Brad Harrison cord for the caravan's battery system and electrical appliances.

The Invader Duo's hull is made of durable laminated fibreglass that is super resistant to scratches and pockmarks from upflung gravel. However, client demand has led to the Invader's nose cone being clad in treadplate to protect the fibreglass.

The irony is that the metal



sheets are less durable than the fibreglass – and if you want the treadplate to look as good as fibreglass years later, you will need to purchase an optional nose cone blanket (left).





Open, Sesame!

After levelling the caravan with its corner steadies and jockey wheel, release the Duo's lid with six clip toggles – three on each side of the hull.

On the left of the caravan are three hatches, lower the middle hatch downward. Inside the cabinet is a switch that activates a compressor. This then uses air pressure to push the lid upward. Once you've raised the roof, release the switch and open the Duo's door.

In front of you is the foot of a double bed. Push the bed to the left on two slides until it rolls over the nose; A tent will automatically unfurl as the bed slides out. Get inside the caravan, give the roof one more push, and span the tent by placing a pole between the tent's front frame and the Duo's roof.

Climb out of the Duo and walk to the nose cone where you swing out two poles, one

on either side of the A-frame, and prop them under the bed floor for extra support. All that remains now is to span the window awnings using spring steel rods and your room is ready. It takes no more than a minute and requires no back-breaking work.

If the weather plays along and you want to enjoy unobstructed views of nature, you can unzip and remove the canvas walls. However, keep in mind that nothing will stop a vervet monkey from frolicking on your bed. If you expect inclement weather, you can roll out a flysheet and a weatherproof awning from their bags – on the front and left sides of the Duo – before raising the roof.

If you'll be staying in one spot for a while, you can pitch a silver sheet rally tent complete with walls and guy ropes to create a vestibule in which to cook.

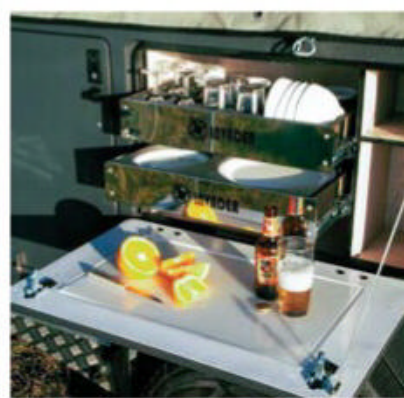




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With a tare weight of just 860 kg, this off-road caravan is easy to tow...

”



Cooking with gas

The kitchen is on the left side of the caravan. There are two hatches that open down from the hull. Behind the first one (above the wheel arch) are two drawers with foam inserts for wine and cooldrink glasses, mugs, porridge bowls, side plates and dinner plates – four of each. Invader does not provide cutlery and you will need to supply your own.

The hatch lid has a shallow indentation which holds a nylon cutting board (supplied)

and next to the drawers are shelves for tinned food and an assortment of spices.

Behind the second hatch is a twin-plate gas cooker and two sinks with a mixer tap. There are also shelves where you can store pots and pans.

Below this hatch are three power sockets with a weatherproof cover. Finally, there's a door in the nose cone behind which a National Luna fridge-freezer is drawn out on a sliding frame.

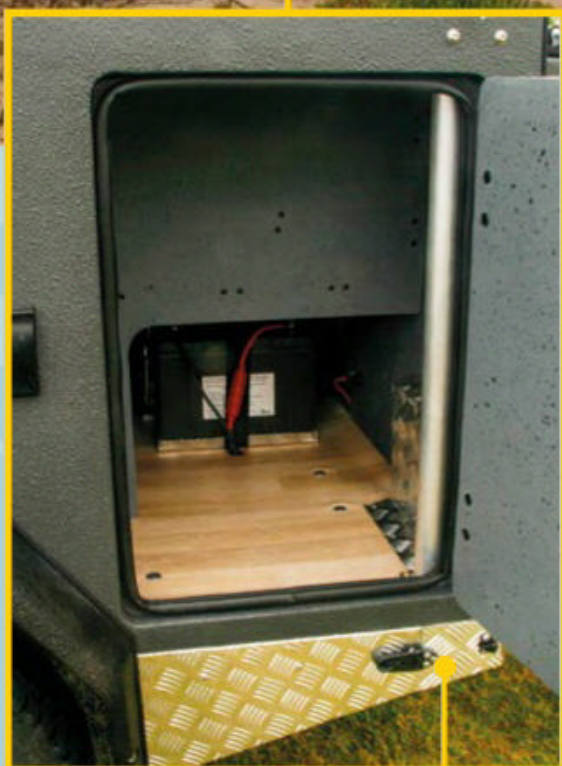


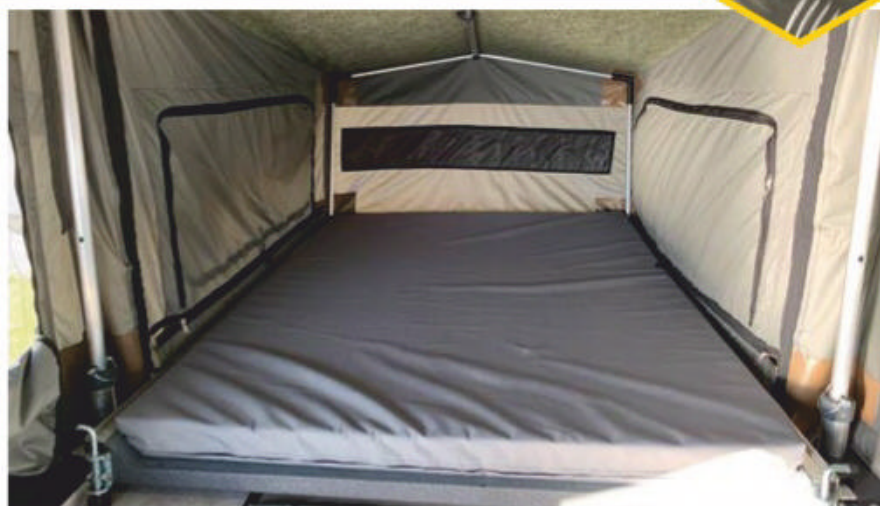
Utilities

On the right of the caravan is a 12 V socket, shower head, gas ventilator, the water tank filler, a 220 V power socket and a Brad Harrison socket should you want to plug in a solar panel.

There are also two doors – one in the hull and another in the nose cone. The first one gives access to the caravan's 105 Amp deep-cycle battery and 30 Amp recharger, and the storage space is also spacious enough to carry a foldable solar panel. You can store items such as a gas cylinder and the rally tent in the nose cone.

At the bottom of the hull are two tiny doors. This is where the poles for the awning and the rally tent are kept.





It's not on top, it's inside

Inside the door are three canvas spaces for wine bottles and mesh bags for other loose items such as your car key and head torches. To the right of the door as you get in is a shallow box and behind it a seat for one person. Under that seat is a cassette toilet that can be removed and placed in a toilet tent – or you can use it where it is.

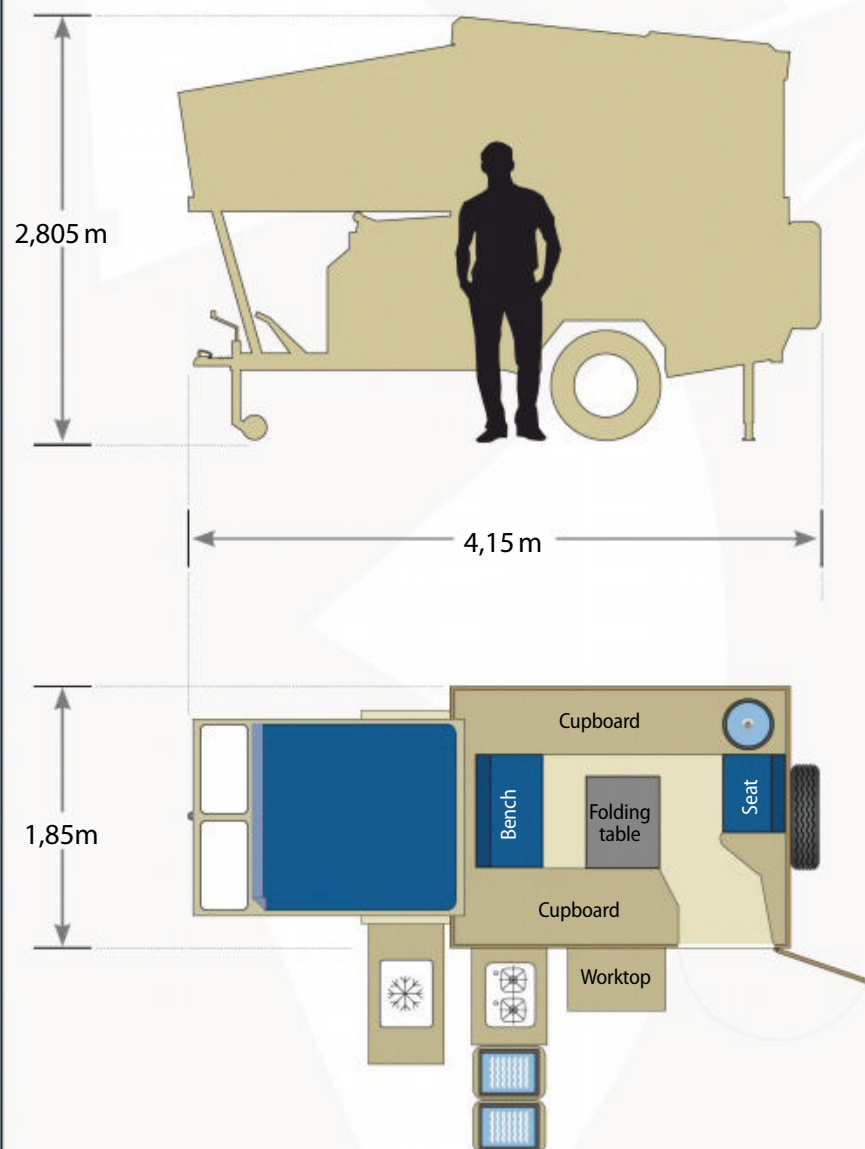
Across from the single seat is a bench that's wide enough for one adult or two toddlers. Between the two seats are wardrobes on the right and a fold-out table on the left.

You can use this living area as a dining room when the

mosquitoes get too bothersome outside. Under the fold-out table is a fire extinguisher and next to the single seat you'll find a basin with hot and cold water.

The bench at the foot of the bed not only has storage, but also three three-point power sockets under the cushion. Of course, the bench also serves as a step to get to the double bed. Hidden mood lights, neutral colours and high ceilings help you never to feel claustrophobic.

The mood light switch sits to the left of the door next to a battery charge monitor. There are other switches, including one for the water pump.



The technical stuff

Length 4,15 m

Width 1,85 m

Height inside 2,25 m

Height (closed) 1,80 m

Tare weight 860 kg

Load capacity 640 kg

GVM 1,5 t

Axle 1,8 t with leaf springs

Tyres 245/75R15

Price From R119 000

go! Drive & Camp borrowed the off-road caravan from the manufacturer.

go! Drive & Camp says The Duo is easy to tow, easy to pitch, it's spacious inside and the finishes are top notch.



Plus

- The fibreglass is durable.
- Interior space is generous.
- It has a surprising amount of storage space.



Minus

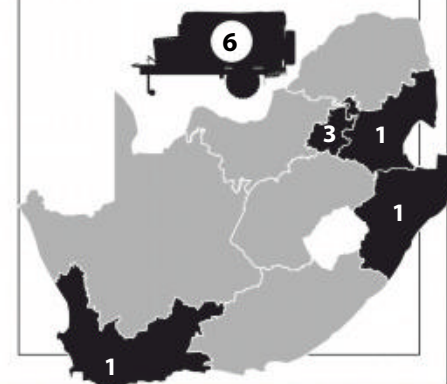
- There are many steps to remember when you pack up the Duo, and if you forget a step, you might break something.
- You must use a bungee cord to keep the door open.

Dealer Network

Invader has dealerships in the Western Cape, Gauteng, Mpumalanga and KwaZulu-Natal.

Contact 0861 468 2337

invader.co.za

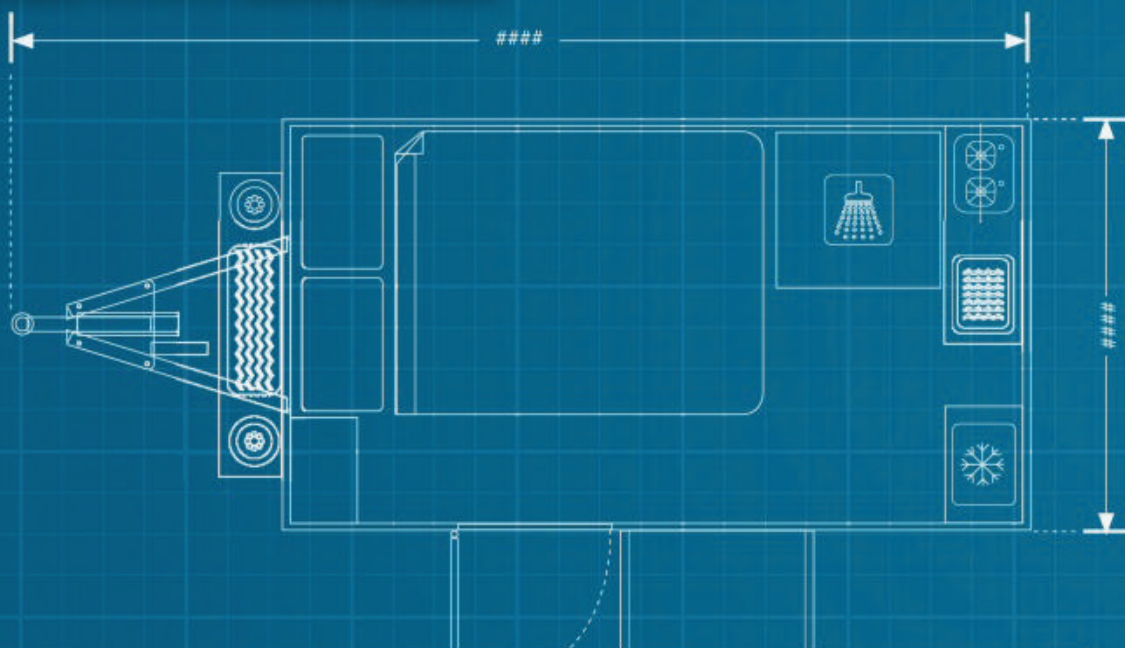


Tomorrow's technology, today

Caravan manufacturers are shedding weight in a big way and that means wood and heavy metals have almost entirely been relegated to the past.

Words **Kyle Kock** Illustration **Dominic Wienand**

For most of the caravan's history, it has almost always contained wood. Not that wood is a bad thing, but technology has given engineers and designers modern materials with plenty of benefits that suit the caravan industry. Problems that caravans of yore had with wood rot are now a non-issue, and structurally caravans are now stronger than ever. They're also more resistant to wet weather, more resilient to dents and damage – all while keeping overall mass to an absolute minimum.



Invader

"We use fibreglass, for several reasons, but mainly because we can build something that's a lot lighter while also stronger," says Dan Pierre Louw, managing director at Invader.

Fibreglass is also flexible and able to absorb impact to an extent, and Dan Pierre says there's no scratching or serious denting as you'd get with metal in the event of a collision. "Most objects just bounce off fibreglass. The flexibility also lends itself well to the overall structure, making it able to move lightly over rough terrain and not remain so rigid that compromises can occur."

Ski-boats and jet-skis use fibreglass hulls, for example, which bounce over water that can be both hard and soft at the same time. You can also add pigment to fibreglass that won't fade over time.

"It does have its limitations, but overall, fibreglass is superior to anything we could construct out of metal. There's no rust, metal fatigue, painting or sandblasting required. Also, it's not a conductor, and doesn't absorb the heat from our hot African sun the way something with a metal skin would – a crucial factor as to why Invader caravans are cool during the day."



Okto and Swift

The Okto range uses a high-density polystyrene between an aluminium outer skin, with the inside being fibreglass, all of which is then vacuum bonded together. The frame is a combination of aluminium and fibreglass. "There is no wood, and the overall structure is very light," says Woody Loftus from Loftus Caravan City, agents of Okto and importer of the Swift range of caravans made in the UK.

On the Swift range, they have the fibreglass on the inside and outside walls, instead of using aluminium for the outer layer. For the frame they use polyurethane, an artificial material that Woody says is so tough you can't even pull a screw out of it. "It's quite expensive though,

so on the Okto side we prefer using aluminium over timber as it's quite durable and you also manage to avoid any unwanted stuff like rot."

Woody credits Okto's factory director Thinus van Wyk, who spent 13 years at Jurgens "with the testing and development of our materials, so we go along with his judgement quite often." The dealers under their umbrella also established that wood rot was an especially massive and unpleasant issue for campers overall.

"With these composite materials, if you keep your caravan under roof or cover when not in use then there's technically nothing that should really go wrong, and that's the route the European market have gone as well."



Hoefer Group

The Hoefer Group has the distinction of offering the lightest full-size caravan available in South Africa. They could conceivably shed a few more kilos, but CEO Charles Hoefer says that's unlikely given the tough conditions their caravans must survive in Southern Africa.

"We make our products to endure gravel, so it's unlikely that we'll develop an astoundingly lightweight road caravan for South Africa, because we've seen what South African road conditions do to road caravans. Our latest range weighs just around a tonne each, and we've done extensive gravel testing on them, and can happily report that they've held up remarkably well.

We could make them a 100 kg to 150 kg lighter, but we won't so as not to negatively affect the structural integrity," says Charles.

Most of Charles' experience comes from his background



working at his father's RV company in the USA, where he says they experimented and tried to develop new forms of plastics and where he also built a carbon fibre caravan. "So, when we say our bodies are fibreglass, that's both a truth and a lie, because while it's predominantly fibreglass, there are thousands of different ways to use fibreglass and many different kinds. What we do is use a glued structure.

"The closest thing to our structure would be the fuselage of an aircraft or probably more like the hull of a racing boat – designed specifically to handle the forces a caravan will face in extreme conditions. It's a high-performance fibreglass composite"

Infanta

Infanta has introduced a cutting-edge material nobody else is using on a locally available camper.

"I don't want to be too specific, but it's a carbon-fibre composite and it contains no fibreglass at all.

"The material is between 10 and 20 times stronger than fibreglass and is UV resistant, as well as flexible, and we'd be so bold as to say that it's the best technology available for campers currently. It's also used in the blades of those

massive wind turbines. As far as we know, there is only one other caravan manufacturer in the world who uses this material, but they're far from South Africa," says manager Jurie Swart.

While the strength of the carbon weave product is certainly a plus on an off-road camper, they've also shaved a lot of weight off the Inkunzi, which would usually weigh in at around 750 kg using aluminium. It now weighs 420 kg thanks to the composite.





Destination Caravans

At the upper end of the premium caravan market is Destination with some luxurious caravan models. But they will also soon cater to those who are budget-conscious.

"The material we use on the inside is called a PVC core, which is basically a type of foam – and it is imported from Europe. It weighs 60 kg per cubic metre, but it also has a significant structural value to it.

"The fibreglass laminate sides of our caravans are also very light at 600 grammes per square metre. We use it because

racing yachts use the same material, and though it is quite durable and light, it is rather expensive," says owner André van Helsdingen.

Destination will continue to use the PVC core between fibreglass laminate panels on their four luxury models but also plan to introduce a smaller model that caters to the more affordable side of the market that will use a polyurethane body that's locally made.

"Apart from the cost benefit, it also weighs a little less per square metre," André concludes.

Jurgens Campworld

The biggest and most influential of the original caravan manufacturers in South Africa, Jurgens harkens back to a time when most of the caravan's body consisted of wood. But they've reduced that drastically in order to

keep up with the times.

The minimised use of wood is especially crucial in the Gypsy Lite, which complies with local legislation that makes it legal for B license holders to tow and use.

"In the Gypsy Lite model for example, the furniture is much lighter than what we've used before, and the roof is of a one-piece construction. We've done away with a lot of the timber without sacrificing the strength of the whole structure," confirms Ina Dreyer, from Jurgens Campworld's marketing department.



Stealth Caravans

Another one of the newer players on the market, Stealth, swears by its sandwich panel comprised of Styrofoam and fibreglass inner and outer skins.

"This combination is very important. Firstly, it's what most of the European products in our industry have been using in recent years. And it also offers strength without the concern of wood rot, or having to build timber or aluminium structures to support sidewalls. The combination of the two materials, gives you a very strong body that doesn't require a structure or a frame within. If you use an aluminium

external skin with polystyrene panels, then you sacrifice half the tensile strength available from the Styrofoam sandwich," says owner Garry Coady.

The Styrofoam is a closed-cell product, which means that if a certain section gets water ingress, then it doesn't run through the entire panel. The combination should be quite resistant to overall damage, but Garry says it's relatively easy to repair and spray locally if required.

"Price-wise, it comes at a higher cost than other materials, but you get a superior product."



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

43%

AVN Compact 2010

This caravan boasts some unexpected luxuries for its size. According to André van Niekerk, owner of AVN, the Compact was 30% cheaper than its rivals in the market. The caravan is made of fibreglass and aluminium, and aimed at couples.

Length	5,2 m
Width	2,3 m
Height	2,2 m
Tare	1 000 kg
Loading capacity	230 kg
GVM	1 230 kg
Price	R99 900

42%

2012

the big gist of Echo4x4's trailers, but it takes the kitchen drawers behind the front left signed and buyers then had a choice between the newer version.

Length	6,2 m
Width	2,3 m
Height	2,3 m
Tare	500 kg
GVM	910 kg
Price	R101 500

52%

Roadster 450 2012

the Roadster models, but perhaps the Conqueror's designers worked on the and showering inside, and eating and

Length	3,86 m
Width	1,86 m
Height	1,6 m
Tare	500 kg
GVM	910 kg
Price	R101 500

39%

2011

slack storage space but this version has a where you could easily store four bags or has some cool technology. In fact, it's can go and get lost for a month!

Length	3,86 m
Width	1,86 m
Height	1,6 m
Tare	500 kg
GVM	910 kg
Price	R101 500

Towing Trumps



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!

go!
Drive&Camp

On sale now



DISCO is *not* dead!

What does it take to turn a Land Rover Discovery into a kick-ass off-roader – and what went wrong with Land Rover's 4x4 philosophy?

Words **Piet van Heerde** Photos **Megan Burnett**

Land Rover owners regularly get ribbed around the braai fire, on social media and during virtually any off-road event. The fact remains that you will never convince the guys and girls who endure all that teasing that your Land Cruiser or Patrol is superior to their Land.

Nowadays, there is a revival of the first and second generation Land Rover Discovery. Old Discos are bought up, all the shortcomings are investigated and weak components are replaced with better and

stronger parts. The reason for this is because old Discos have become dirt cheap and custom parts won't bankrupt you either. The upgrades don't take place all at once, but is spread out over a period of time as you raise funds to build your dream rig.

The first step, of course, is to acquire an old Disco. Before you do this, you must first decide what your ultimate goal is with the vehicle. Do you want a toy or a expedition vehicle? The Disco 1 has a short rear overhang, which provides a good departure

angle. It can therefore be a great plaything, while the Disco 2 has more luggage room, which obviously works better for expeditions. The Disco 1 also has stronger differentials with more ribs on the axles, which again makes it suitable for play.

Once you decide on the right model, you can start searching for your vehicle. There have been so many Discoveries built that the price of second-hand models has plummeted, and according to the experts, depending on the condition, you can pay



“

At this stage, the 4x4 bug has sunk its teeth down to the bone, and more changes are being made

”

BUSH BOOGERS The natural habitat of the first generation Disco used to be a dressage horse stud, but they've recently shed their moccasins and donned wellies to go play in the mud instead. Yay!

anything between R20 000 and R60 000 for an old Disco.

The second step is actually a number of steps you usually take at the same time, but you can draw it out if need be. First, you need to raise the chassis – you do this by replacing the standard suspension (you also then improve the ground clearance by 50 mm). While doing this, you can also lift the body by another 50 mm. You don't do this to make your Disco look like a grasshopper, but to make room for bigger wheels: nice 33" tyres with an aggressive tread. Now, you have good ground clearance and a vehicle that looks rough and ready.

By now, you're dying to go bundu bashing, and so the bumpers are replaced with bull bars. Of course, these are accompanied by rock sliders to protect the chassis when sliding (or see-sawing) over large rocks. The front and rear bull bars must have hard points for a high-lift jack and you should also be able to mount extra spotlights – plus, they should improve the approach and departure angles.

At this stage, the 4x4 bug has sunk its teeth down to the bone, and more changes are being made. The electronic traction control of the Disco is thrown out and it gets a traditional mechanical diff locker.



Ashcroft is a popular choice for parts as they're relatively inexpensive compared to other brands, and also durable. Ashcroft is from England and its parts are custom-made for Land Rovers. While doing this, you may as well replace the constant velocity joint on the front axle with an Ashcroft part.

Now you can start playing in earnest – and the more fun you have, the more adjustments and additions are made so that you can have even more fun! When you drive it in the dunes, you'll discover that your Disco's tyre pressures need to be lower than the usual 0,8 bar.

To do this safely, you need to bolt bead locks onto the rims. You won't be able to apply them to standard rims and therefore you need to buy special steel rims and perhaps approach a 4x4 rebuild specialist to modify the rims. The result is that your Disco's tyres are basically bolted to the rims and cannot come off when playing on sand with very low tyre pressures.

“

It may be loud, but oh boy, it's hella good! While you're down there, you may as well replace the centre diff with an Ashcroft diff

”

With your newfound traction, you have set yourself up for more pain, though, because you'll find that the engine is no longer powerful enough. Your wallet will determine whether the next upgrade will be your biggest expense yet. The guys in the know use big US Chevrolet V8 engines. There is a choice of three depending on your budget: a 5,3 l LM7 or 6 l IQ4 and IQ9. This is apparently a simple transplant as the larger engines almost slot it. The donor engines come from trucks known for their high torque at low revolutions, but they can also handle

very high revs, making them ideal for a whole lot of fun on sand dunes. At 1 500 rpm you have access to a full 380 Nm, and at the 6 000 rpm mark there is still 320 Nm left. The engine also generates 200 kW, and a new camshaft it can generate an extra 40 kW and increase the torque to an impressive 470 Nm.

We're talking big money by now, but the end is not yet in sight! The exhaust system must be replaced with a two-in-one 40 mm free flow pipe. It may be loud, but oh boy, it's hella good! While you're down there, you may as well replace the centre diff with an



TRAVEL PLANS The new Discovery (below) has a unibody and independent suspension. It drives like a dream but once you go off-road you'll notice the lack of vertical wheel travel. You'd better hope the computer can sort it out because there's nothing you can do about it.



Ashcroft diff. It's stronger and more reliable for handling all that extra torque.

Your Disco is looking pretty good, but there are still a few small issues to deal with. It pulls like a boss, but the gearbox struggles to keep up. Acquire a conversion box from a Defender as it changes the gear ratio from 1:2 to 1:4, giving you longer gears.

Then the rear drive shaft is extended back by three inches, which means the fuel tank needs to be cut. Because it's made of plastic, it's a simple job of cutting it down to size and plastic welding it together again. The 103" longer wheelbase is better suited for rock crawling and also for sand, since the rear end no longer sways as much.

By now you already have a few 4x4 competitions under your belt – or, if your conversion is aimed at expeditions, you're probably in Dar es Salaam.

A competition vehicle is stripped of all unnecessary weight. Everything comes out and only the seats, dashboard and controls

remain. Experienced guys reckon you can shed up to 500 kg. Another adjustment is to lift the bull bar by another 90 mm so that you create an "angle of attack" rather than merely increasing the approach angle. Pull out the seats and replace them with Recaro racing seats with five-point harnesses, and bolt down a roll cage on the inside of your Disco.

Now you have an incredible toy that is reasonably reliable – it's still a Landy after all (there, we said it) – and if forced to, you can climb in and aim for the other side of the country without swerving for a mountain.

THE QUESTION IS WHY would you do all of the above? Why not just buy a brand new Discovery that is so much more luxurious?

The short answer, of course, is the price. With these modifications, you can build a solid expedition vehicle or a 4x4 toy that costs far less than a new Discovery. Yes, there are still snags to watch out for – including the cross axles that sometimes break when

you push them too hard. But replacement parts are common and cheap. Take a bundle of cross axles with you when you go play and simply swop them out with basic tools as needed.

When you look at the latest Land Rover Discovery, you immediately realise price plays a big role, and in terms of its capabilities and finishes, there is no comparison. The new vehicle is definitely more luxurious, but for those luxuries you're going to cough up big bucks.

Rebuilding an old Disco is a passion project for a Land Rover enthusiast looking for an affordable rig to tackle 4x4 obstacles. The Disco 1 and 2 were also of the last Discos fitted with solid axles and a ladder frame. Yes, it's true that independent suspension offers a softer ride and that a unibody performs better in a crash than a ladder frame chassis. But a hard-core 4x4 enthusiast wears Cat boots and not muave Edhèn Milano slippers.

Nose first

Can you even consider yourself a 4x4 enthusiast if you don't have a bull bar on the front of your bakkie or SUV?

Words **Kyle Kock**

Bull bars and steel bumpers form a crucial part of the makeup of vehicles that have been prepared for off-road touring. Apart from them being stronger than standard bumpers, and heavier as a result, there's also the benefit that they increase the

approach and departure angles.

They also provide the ideal spot to house the heavy-duty winch that's going to pull you out of trouble and to perch the spotlights that show you the way when you're truly in the middle of nowhere and the night sky is pitch-black.



SLIM FIT PIAK Bull Bar

While some bull bar manufacturers require that the standard vehicle bumper be cut into so the unit can fit, the PIAK line doesn't need that if it's specific to the model. The high-strength steel construction and powder coat should keep it resistant to corrosion and the front is vented to allow for maximum airflow to the vehicle's engine.

You have the choice of fitting halogen or LED fog lamps, it makes provision for lid bars or daytime driving lights, the original front parking sensors (where applicable) and is airbag compatible. There are also high-lift jack hard points.

Price R19 995 from Opposite Lock

go! Drive & Camp says Not that it needs it, being made of high-tensile steel, but the PIAK also has two polyurethane blocks – possibly to nudge a minibus taxi without scratching your bull bar.





DOWN UNDER DOG

Ironman 4x4 Commercial Deluxe Bull Bar

Designed, engineered and tested in the tough conditions of the Australian Outback, the Ironman 4x4 bull bars are modelled using 3D vehicle scanning technology and constructed from steel to provide maximum frontal protection in the event of a collision. It's got a triple loop design, makes provision to fit a winch, is airbag compatible and features an antenna mount so your radio aerial doesn't have to be fitted to your vehicle's roof.

The Commercial Deluxe also has integrated park lights and indicators to ensure maximum visibility and supplement your vehicle's standard items.

Price R18 995 from Ironman 4x4

go! Drive & Camp says Ironman 4x4 now has a fitment centre in Alberton and can otherwise direct you to one of their approved dealers for fitment.





ZOMBIE
[OFFROAD]

TINY BUT TOUGH

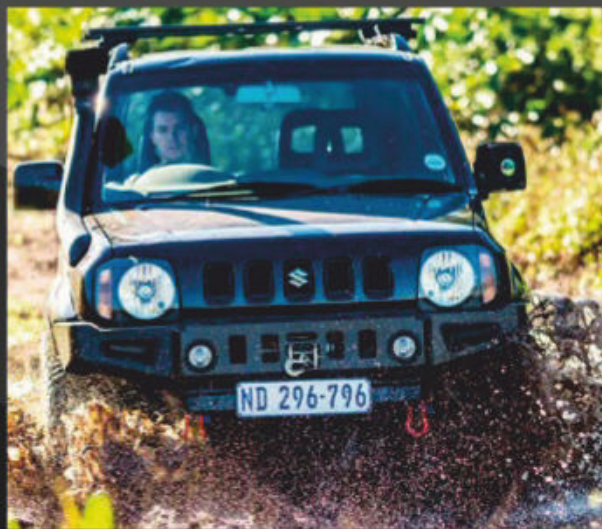
Des Sol Winch Bumper

Designed specifically to fit the previous generation Suzuki Jimny, this steel bumper weighs in at just 24 kg so as not to overwhelm the model's tiny 1,3 l engine. The mass includes the shackles and bash plate underneath.

Everything is electroplated and powder-coated to make it resistant to rust. As the name suggests, it is winch compatible and there are integrated recovery hard points built in too.

Price R9 500 from Zombie Offroad

go! Drive & Camp says Des Sol claims that their bumpers are constructed using the same material as earthmoving equipment. So, it's certainly not soft, then.



HIGH SPECIFICATION

ARB Summit Bull Bar

The Summit bar from premium 4x4 accessory brand ARB is a more modern interpretation of the older Deluxe bar and is styled specifically to complement the design features of late model SUVs and double cabs. It features not one, but two aerial brackets (VHF and UHF) behind the top cross tube, which also makes provision for LED or Halogen fog lamps.

Speaking of lighting, the bar includes LED indicators and clearance lights and it's also winch and airbag compatible. The tubing is made of 60,3 mm mandrel steel, and each upright is cut from a single sheet of steel and forms part of the bar-to-chassis mount for maximum support and frontal protection. High-lift jacking points are integrated into the design.

Price R37 168 from 4x4 Mega World

go! Drive & Camp says We've used one for more than a year on our long-term Isuzu D-Max and it's lived up to the brand's hard-earned reputation for quality.



OLD-SCHOOL STYLE

Opposite Lock Premium Post-Type Bull Bar

This range-topping model from Opposite Lock looks more like the traditional bull bars of yesteryear, with large uprights in the middle of the bar and loops that outline the headlamps. The post-type bars use plate steel that's been laser cut as one piece and forms part of the mounting bracket for maximum strength and durability. The loops are two inches thick and fully welded to the bar base.

Fog lights and low-mount winch provision are standard, and the bar is also airbag compatible.

Price From R19 995 from Opposite Lock

go! Drive & Camp says This Opposite Lock bar fits a wide range of vehicles, almost all popular 4x4s.



GET THE PRODUCTS HERE

4x4 Mega World

📞 4x4megaworldonline.com

Ironman 4x4

📞 ironman4x4.co.za

Opposite Lock

📞 oppositelock.co.za

Zombie Offroad

📞 zombieoffroad.co.za

It's weekend ... let's go camping!

This menu is delicious and requires little effort. Plus, the dishes are pretty affordable, too.

Recipes and styling Johané Neilson

Photos Ed O'Riley

BRAAI BURRITOS

Friday night favourite

Burritos are easy to make in advance, and you can quickly heat them over the coals for a delicious hot dinner once the camp is set up.

Ingredients

(enough for 6)

- 2 tablespoons each oil and butter
- 4 chicken breasts, cut into bite-sized cubes
- 250 g mushrooms, chopped
- a handful of baby spinach leaves
- 1 cup cooked brown rice
- salt and freshly ground black pepper
- 6 large tortillas
- 6 teaspoons pesto (any kind will do)
- 500 g mozzarella, grated

Here's how

1 Melt the oil and butter in a pan and fry the chicken and mushrooms until fragrant, golden brown and cooked. Stir in the spinach and fry until just wilted. Stir in the rice and season to taste with salt and pepper. Allow to cool.

2 Spread a spoonful of pesto over each tortilla and then a scoop of the stir-fry mixture. Sprinkle cheese over each one and wrap each tortilla over the stuffing like an envelope before rolling it tightly. Now wrap each parcel in some foil.

3 Braai the parcels in a cast-iron pan or on a grid over the coals (or place them under the oven's grill) until the tortillas are lightly toasted with the filling hot and the cheese melted.

go! Drive & Camp says Feel free to play around with the filling that suits you. Mince and beans or bacon and egg are also delicious.



Buttermilk and seed rusks

BUTTERMILK AND SEED RUSKS

Saturday morning sorted

The only thing missing here is a cup of joe!

Ingredients

(will fill a big tin)

- 1 large block (500 g) butter
- 1½ cup sugar
- pinch of salt
- 2 cups buttermilk
- 1 kg flour
- 1 tablespoon baking powder
- 4 cups bran
- 1 cup mixed seeds
- 3 eggs
- ¼ cup cooking oil

Here's how

1 Preheat the oven to 180 °C and spray three bread pans with non-stick cooking spray.

2 Melt the butter over low heat, remove

from the heat and stir in the sugar, salt and buttermilk.

3 Sift the flour and baking powder into a separate bowl and mix in the bran and seeds.

4 Beat the eggs and oil in a third mixing bowl. Now combine the contents of all three bowls into one large mixing bowl until it forms a smooth dough.

5 Divide the dough into three and press firmly into the loaf pans. Bake for about 1 hour or until golden brown and done. Turn it out and allow to cool on a wire rack.

6 Cut the rusks into pieces with a sharp bread knife, place on baking sheets and dry overnight in a lukewarm oven (120 °C) until nicely dry. Store the rusks in an airtight container.

go! Drive & Camp says This recipe is adapted from the cook book *Cook and Enjoy It* – the original recipe used less sugar, more bran and also coconut.



Fiery chicken drumsticks

FIERY CHICKEN DRUMSTICKS

Feelin' hot, hot, hot

Add the chicken to the sauce at home before you leave for the weekend, then you have less ingredients to pack – and the flavours get time to soak in.

Ingredients

(enough for 6)

- 12 chicken drumsticks
- 3 tablespoons peri-peri sauce (we used Nando's Mild, because we're too chicken...)
- 1/3 cup creamy mayonnaise
- 1 tablespoon lemon juice
- 2 sprigs rosemary

Here's how

- 1 Make** three diagonal cuts into each thigh with a sharp knife.
- 2 Mix** together the rest of the ingredients and rub it all over the chicken. Marinate the chicken for about 1 hour. If you want to leave it overnight, hold back the lemon until you braai.
- 3 Slowly** braai the chicken over moderate coals until cooked through and nicely scorched on the outside. Baste regularly with extra sauce.

go! Drive & Camp says

Substitute the peri-peri with chutney when there are young ones.



Pasta salad

PASTA SALAD

Use your noodle

My friend Chantelle Botha always takes this salad on a camping weekend as it can easily be made in advance and goes well with any braai meat.

Ingredients

(enough for 6-8 as a side dish)

- 400 g fusilli
- ½ cup canola and olive oil mixture
- 1 each red and green sweet pepper, finely chopped
- 1 small onion, finely chopped
- 1 tablespoon curry powder
- ½ cup vinegar
- ½ cup light brown sugar
- 1 cup tomato sauce (we used the one from Checkers with less sugar)
- salt and freshly ground black pepper
- A pinch of dry origanum

Here's how

- 1 Cook** the pasta in salted water until half cooked. Rinse in cold water and set aside.
- 2 Heat** the oil in a pot and fry the sweet pepper and onion slowly until soft and shiny. Stir in the curry powder and fry for another minute.
- 3 Add** the vinegar, sugar and tomato sauce and stir over medium heat until the sugar has melted. Season the sauce to taste with salt, pepper and dry origanum. Remove from heat and mix in the pasta. Remember, the heat of the sauce will now cook the pasta further – so it is important not to overcook it in step 1.
- 4 Once** cold, pour the pasta into glass bottles and store in a cool place or in the fridge.

go! Drive & Camp says The pasta will last for a day at room temperature – so it's a reliable dish in a camping setting when there's limited fridge space.



Beef and bean potjie



Bacon and egg rolls

BEEF AND BEAN POTJIE

Take it slow...

Who doesn't love a potjie that's been cooking for hours? Besides, it's a great excuse to socialise around the fire.

Ingredients

(make 6 large portions)

- ½ cup oil
- 1 large onion, chopped
- 1,2 kg beef shin slices
- 2 tablespoons barbecue spice
- 3 cloves of garlic, crushed
- 2 cans (400 g each) whole tomatoes
- 2 beef stock pots
- 200 g baby carrots, peeled
- 2 celery stalks, chopped
- 2 bay leaves
- 2 red chillies, chopped (or to taste)
- 2 cans (410 g each) of mixed beans, drained and rinsed

Here's how

1 Heat the oil in a round potjie

and fry the onion until golden brown. Remove the onions and brown the meat in the same oil – it should almost be deep frying! Brown the meat in batches.

2 Pour out some of the oil if you like. Now add the fried onions and all the ingredients except the beans to the meat in the potjie.

3 Slowly simmer the potjie for three hours with some coals under it and on the lid. Check every now and then, if the potjie looks dry, you can add some water.

4 Add the beans, and season to taste with salt and pepper. Simmer for another hour or until the meat is ready to melt in your mouth and the sauce is rich and delicious. Serve with rice and, if you like, a sprinkle of fresh parsley and grated lemon zest.

go! Drive & Camp says Mixed stewing beef from the forequarter is cheaper than using only shin.

BACON AND EGG ROLLS

Lazy late breakfast

With this delicious all-in-one breakfast, everyone eats at the same time, provided the fire is lit in time for the coals to be ready when the campers wake up hungry.

Ingredients

(enough for 6)

- 12 strips of smoked bacon
- 6 sturdy bread rolls
- leftovers (even if it's just gravy)
- 6 eggs

Here's how

1 Light the fire and get the coals going as soon as possible – the people are hungry!

2 Braai the bacon until nice

and crisp in a flat-bottomed potjie large enough to fit all the rolls snugly.

3 Cut a hole in the top of each roll and hollow out the inside. Pour a spoonful of leftover potjie gravy into each roll and place two strips of bacon in each.

4 Pack the stuffed rolls into the bacon-greased potjie and then carefully break an egg into each one.

5 Bake the egg rolls by putting a few coals under the potjie and on top the lid – this turns the potjie into a small oven.

go! Drive & Camp says Pack an extra tin of tomato and onion mix just in case. Some tomato with the eggs will go down well, too.

go! **Drive & Camp** MARKETPLACE

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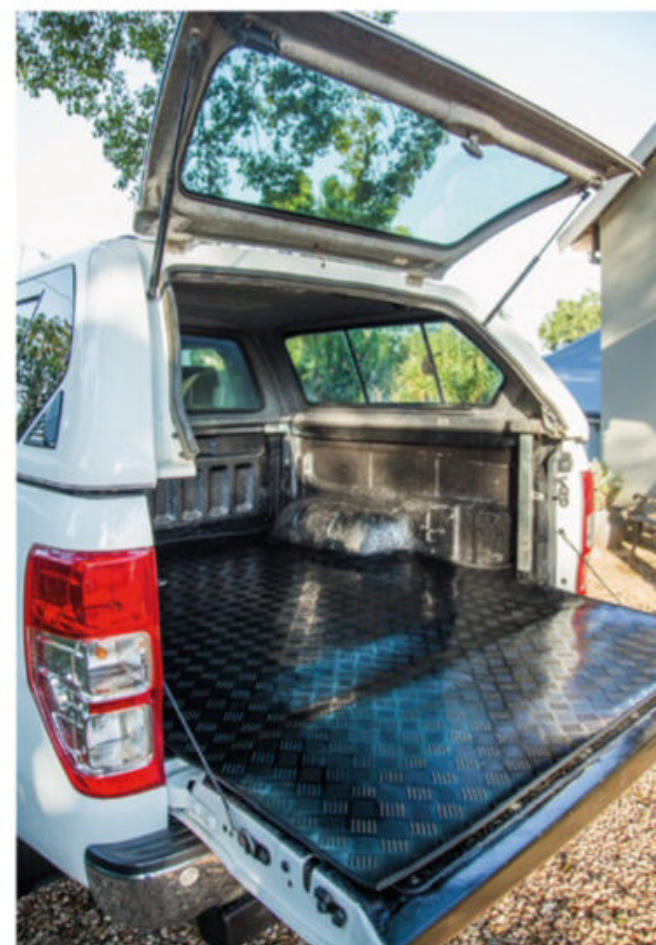
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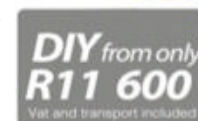
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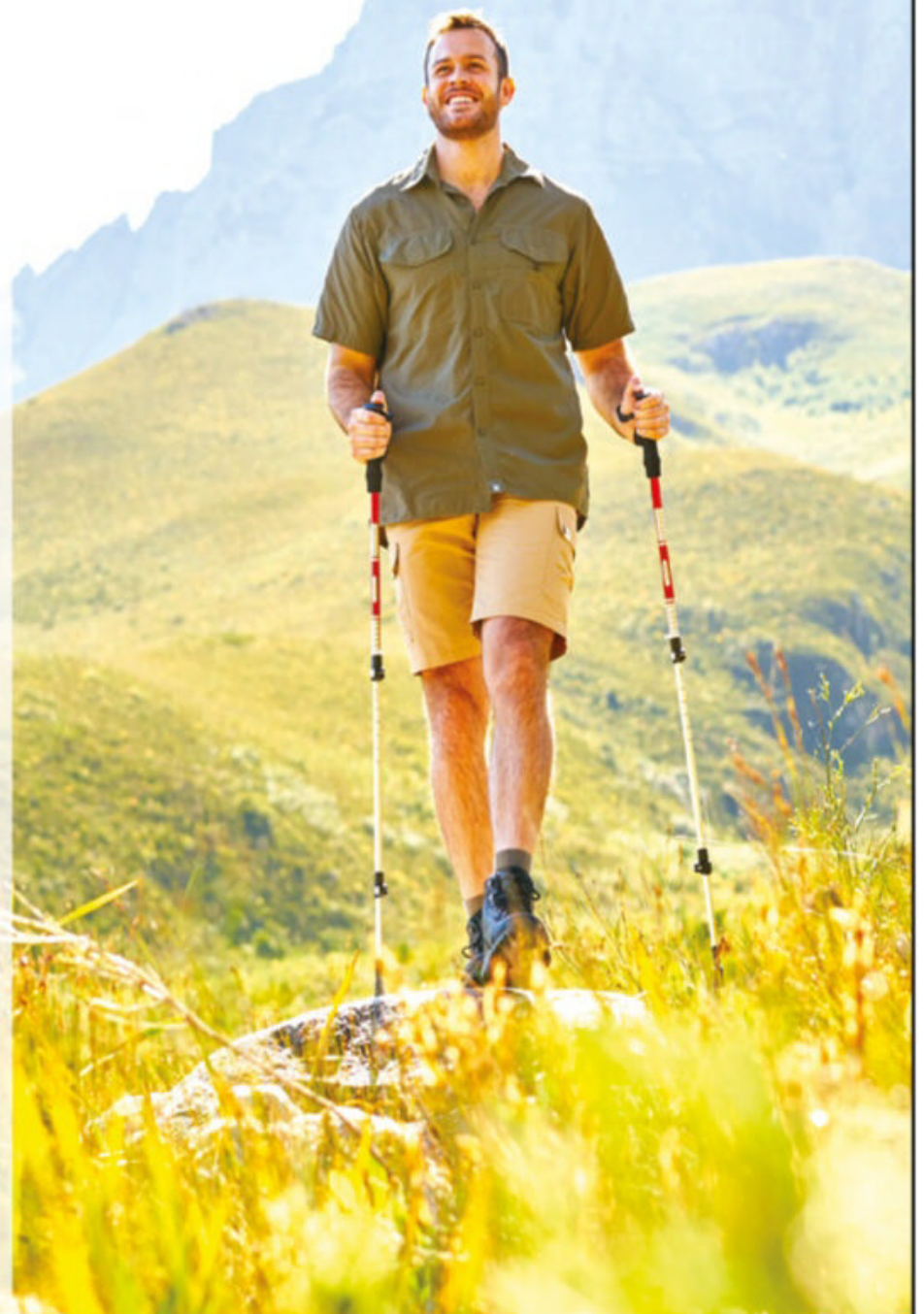
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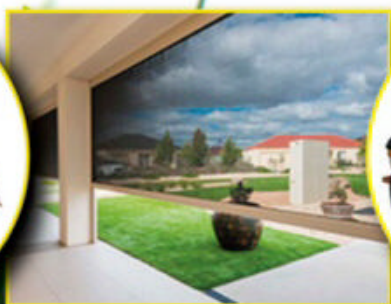


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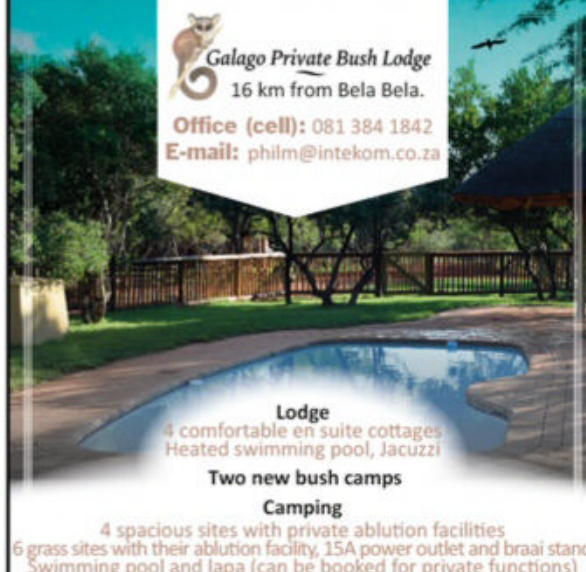


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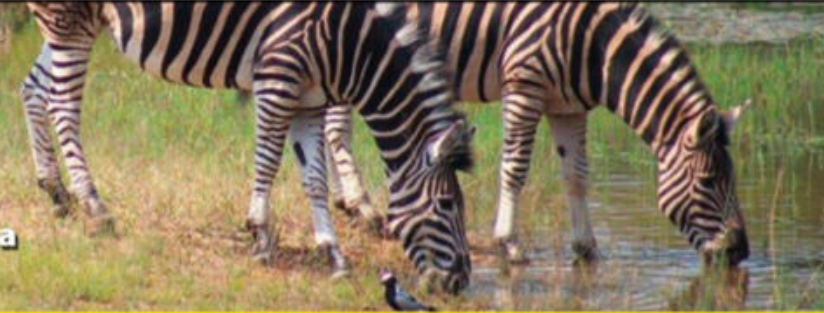
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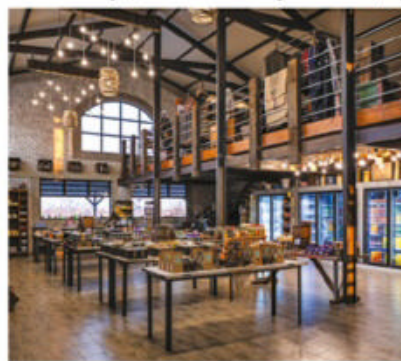
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Wander			Nickel (symbol)								Begin	Trench			
							Can				Bad sign				
Elaborate speech						Consumer					Duct				
											Selenium (symbol)				
Increase			Request				Krypton (symbol)	Illness							
Beer (pl)			Antimony (symbol)					Thou							
				Victim											
				Lyrical poems					Let off steam						
Prohibit							Genre	Second vowel		Shade of red		Region in the Eastern Cape			
Positive answer															
			Measure					Agent (short)							
								Period							
Sahara, eg								Currency in Belgium, eg							
							Pigpen			Rubidium (symbol)		Lilac-breasted ... (bird)	Herb	Power source	
													Spike		
				Meat	The self		Yes (archaic)			Hang					
							Insect			Citrus fruit					
								Crafts	Free						
Car manufacturer		Information		... and end		Tagging									
		Pen point		Grain		Animal doctor									
									Shopping centre				Morning (L. abbr)		
Orderly					Dine				Single unit			Indefinite article			
Not present							Group of symptoms								

COMPILED BY GERDA ENGELBRECHT

Wine time!

Tread Lightly with Tangled Tree Wines

The Tangled Tree range includes a Chocolate Cabernet Sauvignon, Butterscotch Chardonnay, Moscato Rosé, Tropical Sauvignon Blanc and Spicy Shiraz.

These wines are not merely delightful on

the palate, but also have a 60% lower carbon footprint compared to wine in glass bottles. So, by enjoying this eco range, you are helping to make the world a little greener. All that's left to do now is pour! For more info, see

[Tangledtree.com](https://tangledtree.com).



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. Perhaps first do it in pencil, just in case you make a mistake.

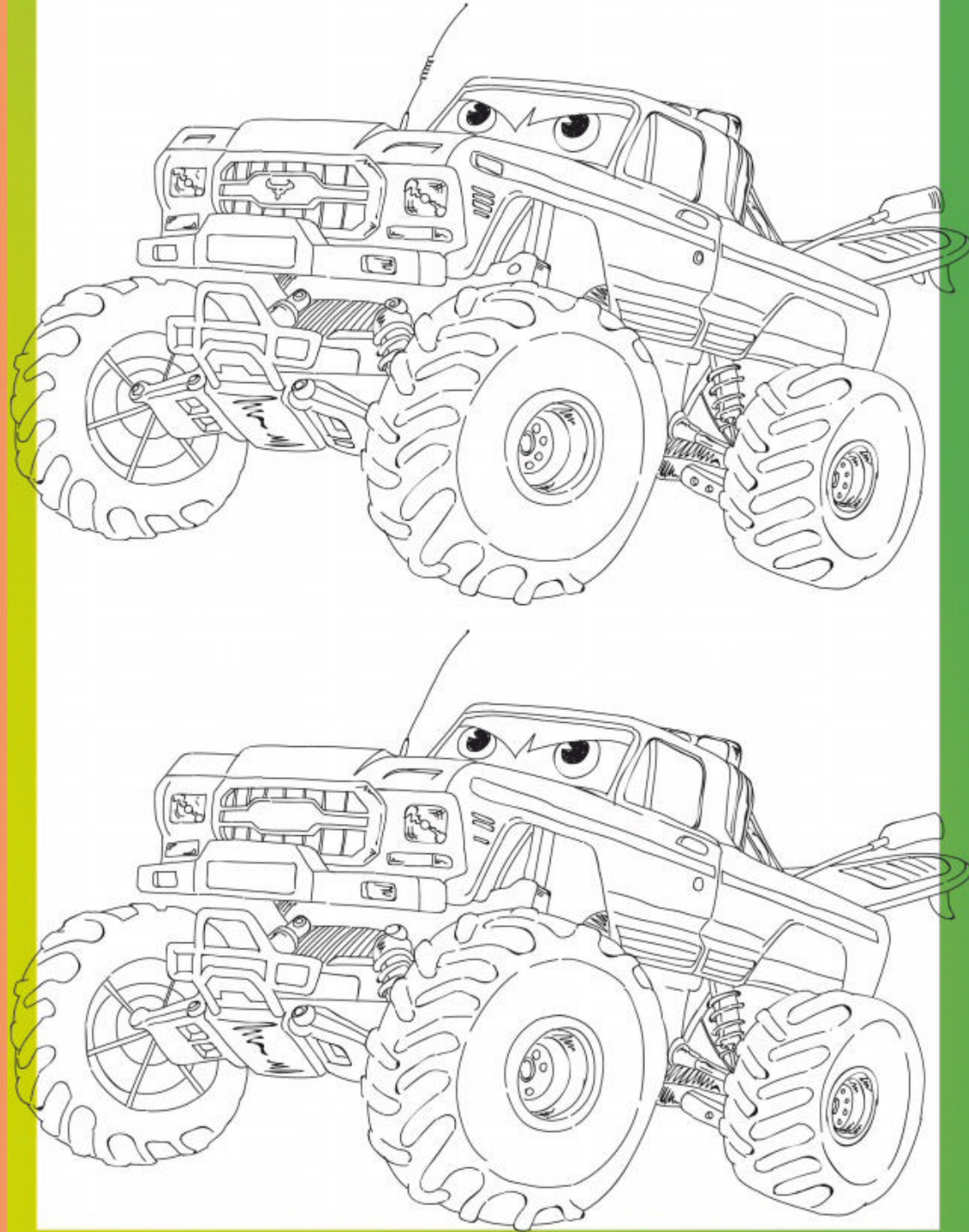
Word search

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

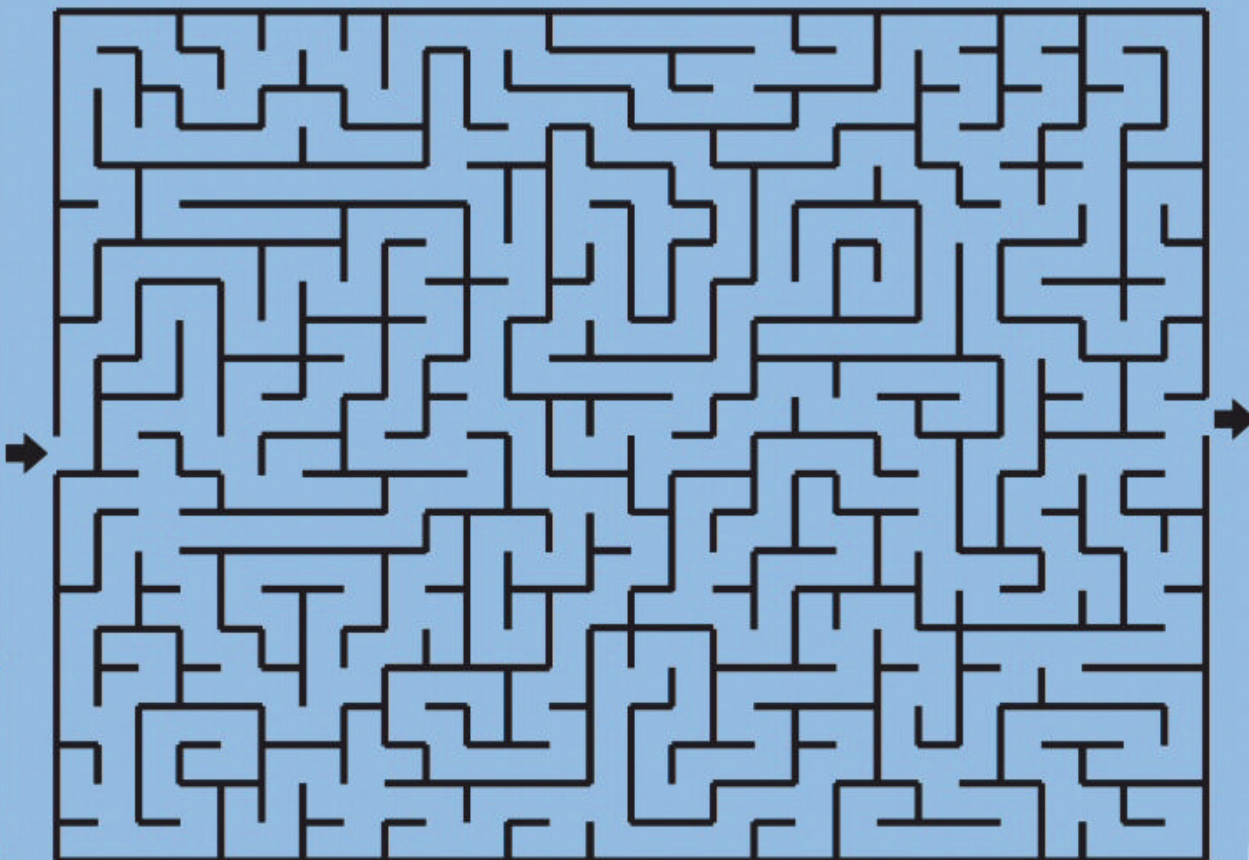
CREEPY CRAWLIES

Millipede	Dragonfly	Termite
Cockroach	Wasp	Fly
Cricket	Scorpion	Ladybug
Ant	Butterfly	Larvae
Gnat	Spider	Earthworm
Mosquito	Locust	Ticks

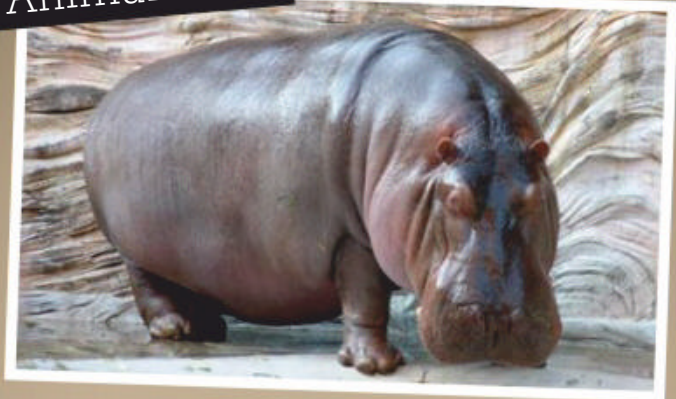
Spot the differences



Maze



Animal facts



- They are considered the second largest land animal on Earth (first place goes to the elephant).
- Hippos are herbivores, and eat mostly grass – gobbling down up to 35 kg per day!
- Males measure around 3,5 m long and 1,5 m tall, and can weigh up to 3 200 kg.
- Female hippos, called cows, give birth every two years, usually to a single calf.
- In the wild, hippos live for around 40 years. In captivity, they tend to live longer and may reach up to 50 years old.

A catch-22 situation

In some cases the increased complexity of the modern, environmentally friendly vehicle has come at the detriment of reliability, affordability and vehicle ownership, says **Mic van Zyl**.

Several accredited sources claim that vehicle emissions account for more deaths annually than actual vehicle crashes. Determining this accurately is difficult. No death certificate lists “death by vehicle emission air pollution” as a cause. What is clear though is that vehicle emissions are a very real and serious issues affecting the environment and more importantly, human health.

Car manufacturers in most parts of the world are required by law to reduce vehicle emissions on an ongoing basis. Clever

engineers in white coats and thick-rimmed glasses have in recent years come

up with a number of ingenious ways of reducing these emissions making modern vehicles environmentally friendly.

These measures include positive crankcase ventilation (PCV), direct injection, exhaust gas recirculation (EGR), diesel particulate filters (DPF) and catalytic converters (CAT) to name but a few. Advances in engine efficiency have had a significant impact on vehicle emissions. Secondary to this, treating the post-combustion gasses enjoys much attention.

IT'S NOT ALL GOOD news though.

Sometimes, the increased complexity of the modern, environmentally friendly vehicle has come at the detriment of reliability, affordability and vehicle ownership.

Arguably the most controversial emissions reduction measure in the news recently is the diesel particulate filter or DPF. More and more diesel vehicles in SA are fitted with DPFs.

DPFs essentially catch post-combustion diesel engine particulate matter (soot) in the exhaust and when the filter becomes “full”, a regeneration process is implemented to burn off the built-up soot. In most cases this is an automated process.

The DPF regeneration process, however, requires certain criteria to be met in order to initiate. This includes operating the vehicle at speeds above what can safely and legally be attained in typical town driving. It thus requires regular highway driving at higher speeds.

Should this not occur as regularly as required, the regeneration process changes from being a passive process to an active process. This includes systems that inject fuel directly into the exhaust before the DPF or even into the combustion chamber during the exhaust stroke.

As this additional unburnt fuel passes through an oxidation catalyst, higher temperatures are created in the DPF

causing the required regeneration. In certain vehicle models there is even the ability to manually institute a DPF burn-off by means of a dash switch when a DPF warning light appears.

MALFUNCTIONING OR POORLY

engineered DPF systems have many vehicle owners around the world frustrated and facing expensive, repetitive DPF replacement bills.

There are many reasons for DPF system failure including dirty fuel, overfuelling as a result of engine performance enhancement modifications as well as the failure by the vehicle owner to hit the highway at regular intervals. Due to this relatively new technology and hugely variable vehicle usage habits of vehicle owners, many vehicle manufacturers still haven't gotten it right just yet.

Toyota Australia are currently wrestling with DPF system failures on their 2.8 GD6 turbodiesel engines as used in the Hilux, Fortuner and Prado. I am not entirely convinced it is the fault of the vehicle manufacturer, though. I will, however, commend Toyota SA for hanging on before launching DPF over here on these vehicles until the issue is resolved.

For those of you contemplating the removal of the CAT and/or DPF system from your vehicle, consider the fact that doing so is illegal in Australia and in the USA. It's also extremely bad for the environment and for our collective health.

However, given the information I have come across in automotive news of late regarding DPF issues, it almost seems warranted to remove them. We find ourselves in a bit of a catch-22 situation with the vehicle owner almost always on the losing side.

Hopefully, time will resolve these issues and make these systems more reliable and user-friendly for a vehicle owner.





Zululand Conservation Miracle

DAY 1 We meet at 2 pm in the campsite at Ithala Game Reserve, giving us enough time to settle in and do a short 4X4 sundowner route in the game reserve.

Ithala is an easy half day's drive from Gauteng, and the reserve is unique in that it has the feeling of the Natal Drakensberg in its high-lying areas and the Zululand bushveld in the valleys.

DAY 2 After a nice big breakfast we do another 4X4 route in Ithala Game Reserve. This gives us the opportunity to really explore the reserve and be on the lookout for black and white rhino, among other wildlife. We return to camp late afternoon.

DAYS 3 & 4 Today we head towards the Hluhluwe-Umfolozi Game Reserve which was once the private hunting ground of King Shaka. Due to a pilot project we are involved in with conservation authorities, we get to camp in a private campsite on the banks of the river, in the heart of the reserve. We are also allowed controlled access to a 4x4 route not available to the general public. The reserve has the Big Five and the game viewing is excellent.

This experience gives us the opportunity to feel like real game rangers as we trek into the heart of both black and white rhino conservation. The proceeds of this unique off-road and camping experience go directly to rhino protection in the reserve.

DAY 5 Today it's time to visit the tropical Zululand coastline. We enter the iSimangaliso Wetland Park (Greater St Lucia Wetland Park) and do a sandy 4X4 track

Join a self-drive tour with *go! Drive and Camp Tours* and Bhejane 4x4 Adventures to Zululand

8-NIGHT/9-DAY ADVENTURE (TENTED ACCOMMODATION)

DATES 30 May to 7 June 2020

COST R 11 950 per person (half price for children under 10)

BHEJANE SUPPLIES/PROVIDES

- All camp fees
- All park entrance fees
- All advertised activities
- Tents, cutlery and crockery
- Coffee and tea all day every day while in camp

WHAT YOU NEED TO BRING/PROVIDE

- Your vehicle and fuel
- Mattresses and/or stretchers and sleeping bags and pillows
- Fold-up chairs
- Drinks and in-between snacks
- Out of country/medical emergency and evacuation insurance cover
- Border crossing fees and road taxes

Yes, I want to go!

To book, call ☎ 044 535 9033 or
e-mail ✉ bookings@bhejane.com
Find out more at
🌐 bhejane.com

around Lake Sibaya, South Africa's largest freshwater lake, on the constant lookout for hippos and crocs.

Our route takes us along the edge of the highest vegetated dunes in Africa and into narrow tunnels of coastal dune forest. Our campsite for the next two nights is on the beach at Mabibi.

DAY 6 Today we have a well-deserved rest day to enjoy the Zululand coastline. The Mabibi camp site has a pristine beach and you can swim, snorkel, fish and just relax. Weather permitting, there is an opportunity to take a rubber dinghy boat ride out to sea (this activity is not included in the tour cost). Later we go back onto the Lake Sibayai shoreline for sundowners.

DAY 7 We head further north up the coast to the Kosi Bay mouth on the border of Mozambique, where the traditional fish traps are still being used. Our campsite for the next two nights is in Ndumo Game Reserve with its huge natural pans and prolific birdlife.

DAY 8 Today we visit Tembe Elephant Park, winding our way on the sandy 4x4 tracks in the reserve on the lookout for Africa's biggest tuskers. We enjoy our last afternoon together driving along the narrow tracks along the riverine forest and pans of Ndumo Game Reserve.

DAY 9 After breakfast it's time to say goodbye and head out on the tar road that crosses over the Jozini Dam wall and meet up with the N2 near the town of Mkuze.

Don't mess about with electricity

Make sure your caravan's wiring is checked regularly – and require the same of any campsite you visit, says **Neels van Heerden**.

I am sometimes amazed at some of the topics discussed on camping forums and social media – and the advice that is then given.

I've often seen someone complain that the caravan gives him a shock when he touches an aluminium strip. They don't say when or where the caravan "shocked" them. I feel the first question you should ask is whether this

happened at home or in a campsite. By the way, I can't remember one woman complaining about this problem.

The "shock", which is rarely more than a mild sensation, usually means that there is something wrong somewhere with the wiring and, more specifically, the earthing.

A thread of comments from so-called experts, however, has shown there's a great deal of ignorance around this issue. The most common explanation is that the feet of the corner steadies – made of plastic or Bakelite – need to be removed. According to these smart guys, the feet can insulate the caravan and thus prevent it all from being earthed.

They will then go on to tell you that you shouldn't use wooden or plastic blocks to get the corner steadies level on the ground. And then there is the belief that you should hammer a 2 m drop rod into the ground and then attach it to the caravan via a wire or a chain. This makes me wonder whether anyone has ever struck a water main or electrical cable causing big consternation among the resort management.

YOU SHOULD RATHER look for a fault in the caravan's power cable and wiring, or one in the campsite or your home's electrical supply (if you were shocked there).

All caravan dealers or entrepreneurs who service caravans at your home should also test the caravan's power cable and wiring. Another option is to purchase a simple and inexpensive device and then test the power point at the campsite or in your caravan. If all three lights come on, the wiring and earthing are correct. Multiplugs usually don't have an earth wire, as that would

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All campsites should have a compliance certificate, and only registered electricians may issue such a certificate.

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potentially create a fire hazard should too many devices be plugged into it.

I also wonder whether all campsites' power supplies meet safety standards. All campsites should have a compliance certificate, and only registered electricians may issue such a certificate. The SABS standards (SANS 10092:2015 Issue 4) with regard to caravan parks require that any electrical point that is repaired, replaced or renovated must be converted to the blue type approved by the SABS.

Therefore, proper servicing of power points should be included on a weekly maintenance schedule.

The safe use of power points in a resort should definitely be given top priority. The SABS relies on a resort's management to follow professional guidelines. By the way – if your power supply goes out because your neighbour is overloading it with its air-con or faulty kettle, the resort's wiring doesn't meet SABS standards. Each site should have its own earth-leakage circuit breaker. Your caravan's DB should also have its own.

To summarise: your caravan's wiring and extension cord must be checked or serviced before and after each camping trip.

Rather pay a little more so you can camp safely and comfortably.





TOURS



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 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
6 – 11 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.



LIVETHEJOURNEY
LIFE ENRICHING TRAVEL

Push the limits, within reason

Common sense is a flower that doesn't grow in everyone's garden, says **Kyle Kock**. And he's witnessed recent culprits behind the wheel of big double cab bakkies especially.

There's a certain risk factor that you're going to have to accept when you tackle a dangerous task or obstacle. Like when you jump out of an aeroplane with a parachute on your back. Yes, the feeling you'll have afterward must surely be that of pure ecstasy as you dive like a peregrine falcon dropping from the heavens to snatch up its prey from mid-air, and then have the proverbial safety net of the 'chute that'll pop up and out and grant you a fairly soft, but more importantly – safe – landing. But you still have a safety net.

Recently, on the South African launch of an off-road vehicle that much of the company's marketing material and international press claimed could 'fly,' the local automotive scribes were only too eager to test the full extent of this vehicle's performance capabilities, and it excelled in every aspect of off-road driving, including a fast rally stage and soft dune driving.

The highlight was when we were told of the final challenge or obstacle: jumps. It's not that uncommon to see performance vehicles momentarily take flight, as testers often push the boundaries of physics on bumpy B-roads or even at racetracks. It's quite a sight when you're on a rally stage to witness the vehicles leave

the ground and meet it a second later. But for many a regular Joe, those shenanigans are best left to stuntmen whose vehicles are specially prepared for this kind of hooliganism.



BUT THERE WE were on a private and dusty road in the Northern Cape, setting off at 30-second intervals so as not to have to deal with too much dust, and to avoid potential crashes with slower moving bakkies ahead of you. Let me just say that the hills themselves didn't look that daunting. But that's the reasonable and sensible driver in me talking, who on any other occasion, wouldn't dare to exceed 80 km/h over the crest. At my instructor's urging that I had to maintain 120 km/h, I had enough testicular fortitude to not lift off the throttle and dab the brakes.

Even if your passengers are expecting it, the sudden sensation of weightlessness is disconcerting, as the vehicle drops toward the ground and leaves your body momentarily suspended in mid-air. When you hit terra firma again, you thunk back into the seat cushion hard enough for your spine to compress slightly. Even when the thump is mild, the action is violent. It's as if gravity is punishing you for defying physics. And the longer your hang time, the worse the punishment.

One poor fellow on our rotation found this out the hard way, as the vehicle he was in was going in the region of 140 km/h approaching the crest, and while the driver and front passenger were left virtually unscathed, the guy perched on the rear bench had an incredible pang of pain after landing. He was so uncomfortable that he had to be rushed for X-rays and missed our communal supper.

It turned out that this gentleman, an experienced vehicle tester and journalist, didn't have his seatbelt

on – a folly that our hosts didn't overlook when it came time for his medical bill to be paid. Sure, there was an element of risk involved in our activities that day, but he hadn't helped by ignoring an important aspect of our basic road sense. Fortunately, he didn't suffer anything more serious than a sprain. Sure, it could be argued that he might still have gotten hurt had he been sitting with a belt across his waist and chest, but we'll never know that now.

Just because you're sitting at the back doesn't mean you're exempt from having to wear a seatbelt. All the occupants are obliged by law to be strapped in when the vehicle is moving, but to me it's of the utmost importance that those in the rear do it first.

YOU SEE, in the event of you having to stop your vehicle suddenly to avoid a collision, or in the worst-case scenario, an actual collision, those not buckled up at the rear pose a significant threat to those up front. While the front passenger and driver might be restrained by airbags and belts, a loose rear passenger flies forward with tremendous force. If you're in the middle of the rear seat, that's into the front of the cabin or against the dashboard. In the worst-case scenario, it's through the windscreen.

As an adult, that's on you, but if you're sitting behind me, be you a grandparent or elder, stropky fifth grader or know-it-all teenager, I'm going to give you a scolding if tugging on that harness isn't the first thing you do when you jump in. Why? Because I enjoy my life, that's why. While all the safety features up front keeps me pinned to my seat, there's nothing to stop you from careening into the back of my headrest, with a force that multiplies your bodyweight with the speed we're doing. A sensible speed of 60 km/h could therefore prove fatal. Perhaps for both of us.

Last year a video went viral of an over-enthusiastic and undoubtedly overly inebriated individual, spurred on by mates on the shore, driving his brand-new Hilux Dakar ever deeper into a dam. I understand this too, though. We all like to see someone take on the impossible and can even accept when the brave soul fails valiantly in the attempt, but the line was crossed when the nose disappeared under the water. The brandy probably kicked in a bit too hard for them to notice that a half-a-million Rand bakkie was being ruined. What an embarrassing call to the insurance that must have been, and luckily they managed to at least drive it out of the water with H₂O gushing out of the doors.

Last month, while out in the hills around a campsite, I witnessed a double cab bakkie go through the gate that leads to the nearby 4x4 trail. It was filled with occupants and had three kids standing on the load bay holding on to the roll bar.

My mind wandered back to a scene in the middle of the night on Van Reenen's Pass in KwaZulu-Natal. I was stationed there with an emergency response team from the Road Safety Foundation. Not that I wanted something to happen while I was doing my reporting for the weekend, but it just so happened that we got called to a scene just outside of Estcourt involving a bakkie that rolled over and had occupants in the back huddled together with a blanket under a canopy. Fortunately, when we got there, we found that the guys at the back had survived the crash with only minor scratches and bruising.

It was also on this excursion that I saw images of what happens to a child's little body in a motor vehicle accident. Snapping back to real time, I saw the bakkie crest a hill and I turned away. Yes, we do a lot of dangerous things accepting a certain amount of risk, but don't let that ever exceed reason.

“

Just because you're sitting at the back doesn't mean you're exempt from having to wear a seatbelt. All the occupants are obliged by law to be strapped when the vehicle is moving

”

AND FINALLY...

From a fable



Attracting attention wherever he tows, **Terence Westenberg** from Durbanville's custom chariot is right out of a children's book.

“ I purchased Ant about a year ago after stumbling across an ad by a gentleman from Noordhoek who had started the build but couldn't complete the remaining 40 % of the job. With my expertise in the caravan industry as the owner of Western Cape Caravans, I decided to take it upon myself to add the finishing touches to the little caravan.

It's difficult to describe the styling of the caravan because it's so unique and looks a bit like one of those horse-drawn carriages before the dawn of the modern automobile. The main appeal of this caravan is that it looks like a wooden wagon, and that's because most of its construction includes the use of yellowwood and blackwood.

To finish the exterior, I simply varnished it, added new wheels and had a custom awning made to fit the metal roof. Both the steamer trunk on the A-frame and the travel trunk on the roof are fully functional and the steamer trunk is over a 150 years old – it holds the fridge-freezer and microwave oven. The spare wheel cover has Ant's name on it.

Ant sleeps two adults quite comfortably,



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

but I added a padded headboard to make it even more comfortable. It's also got an induction plate stove that fits into the left cupboard, along with pots and pans. Ant tips the scales at just over 240 kg, so it can be towed with a small-engined hatchback or sedan, though my personal towing vehicle is a 2018 Toyota Hilux 2.8 GD-6 Xtra Cab.

After camping at the Berg River Resort and having many people coming to ask about Ant, my partner Marnus Daniel decided it would only be right to show this little caravan off to the rest of the country. The shore of the Berg River is right on the outskirts of Paarl, so it's not too far from home and I'm quite fond of returning to camp there.

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