

#24

go!

SOUL FOOD 6 CHICKEN DISHES TO WARM THE COCKLES

JULY 2019 || ISSUE 24 || WWW.WEG.CO.ZA

Drive & Camp

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KZN shows
off in winter

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CHILD'S PLAY! OUR NEW KIDS' CORNER - P 130



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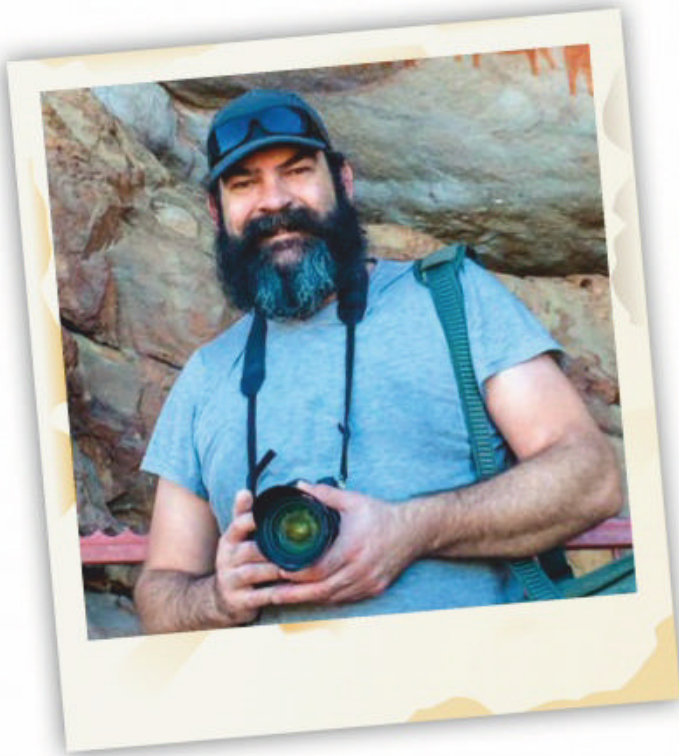
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The generosity of strangers



In last month's column, Erika Bornman wrote about her surprise when strangers helped her and two girlfriends after they almost lost their way in her Renault Clio because the roads were flooding near Bredasdorp.

And after I camped in the KwaZulu-Natal South Coast for this issue, I agree with Erika. We read every day how cruel and unfeeling humans can be, but when you arrive in a campsite, the opposite is proven again and again.

I went camping with a borrowed caravan and didn't have a spirit level to make sure it stood perfectly level.

So, off I went to the neighbours, somewhat embarrassed to have to borrow something right of the bat. People like Hennie and Marietjie, Chris and Cor, and Barry and Cheryl didn't hesitate to help. They even came to help swing the caravan to the right spot and invited me for coffee – and later to braai some meat on their fire.

I'm grateful to people like that – meet them in the camping article (p 34). They are further evidence that the rest of society should learn from the camping and outdoor community.

By the way, I have since acquired a spirit level and it is now safely stored in my camera bag. Right next to a blue plug.

“

We read every day how cruel and unfeeling humans can be, but when you arrive in a campsite, the opposite is proven again and again

”

YOU'RE HOLDING the 24th edition of *go! Drive & Camp* in your hands and you may have already noticed that the look and feel is different. This month, we celebrate our second birthday (in our present form), and to toast the milestone our design team reworked the layout. So allow me thank Dominic and Owen on your behalf for their hard work! It is a wonderful makeover and the layouts look fresh and lively.

All the types of content that appeared in the past is still here, but we've also tweaked the flow. All our columnists are now in one place (at the back), all the destinations are in the middle, and we have combined our digital page with your letters to have all your comments in one place.

We also have a special surprise for the little ones, with a brand new fun page we'll be putting together every month. Check out p 130.

Enjoy and safe travels!

Schalk

EDITOR

schalk.jonker@media24.com

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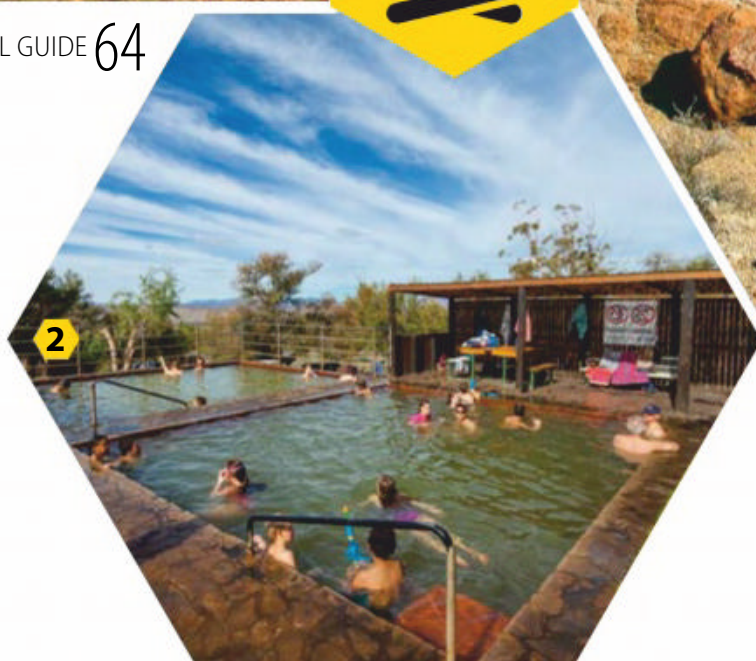
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MEDIA24



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#24 COVER IMAGE – CYRIL KLOPPER

“I snapped this image in the Molopo Nature Reserve with my trusty Canon EOS 5D Mark 1.

I mounted my camera on a tripod and set the timer for the maximum 10 second countdown.

After I hit the shutter release, I had to sprint to my camping chair. There are several shots of me in mid-flight as I leapt over the campfire, but after repeated attempts I finally made it to my seat just in time to strike a pose.”

Camera settings F4; ISO 1 000; 4 s; op 32 mm





GREY WATER The figures standing in their boats appear to be searching for something in the Bronkhorstspuit Dam. It's partly true, because moments later these fishermen set off to catch black bass.

PHOTO HELENUS KRUGER

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○ Blue	Continuous	Boost
★ Blue/Green	Alternate	Absorption
○ Green	Continuous	Float
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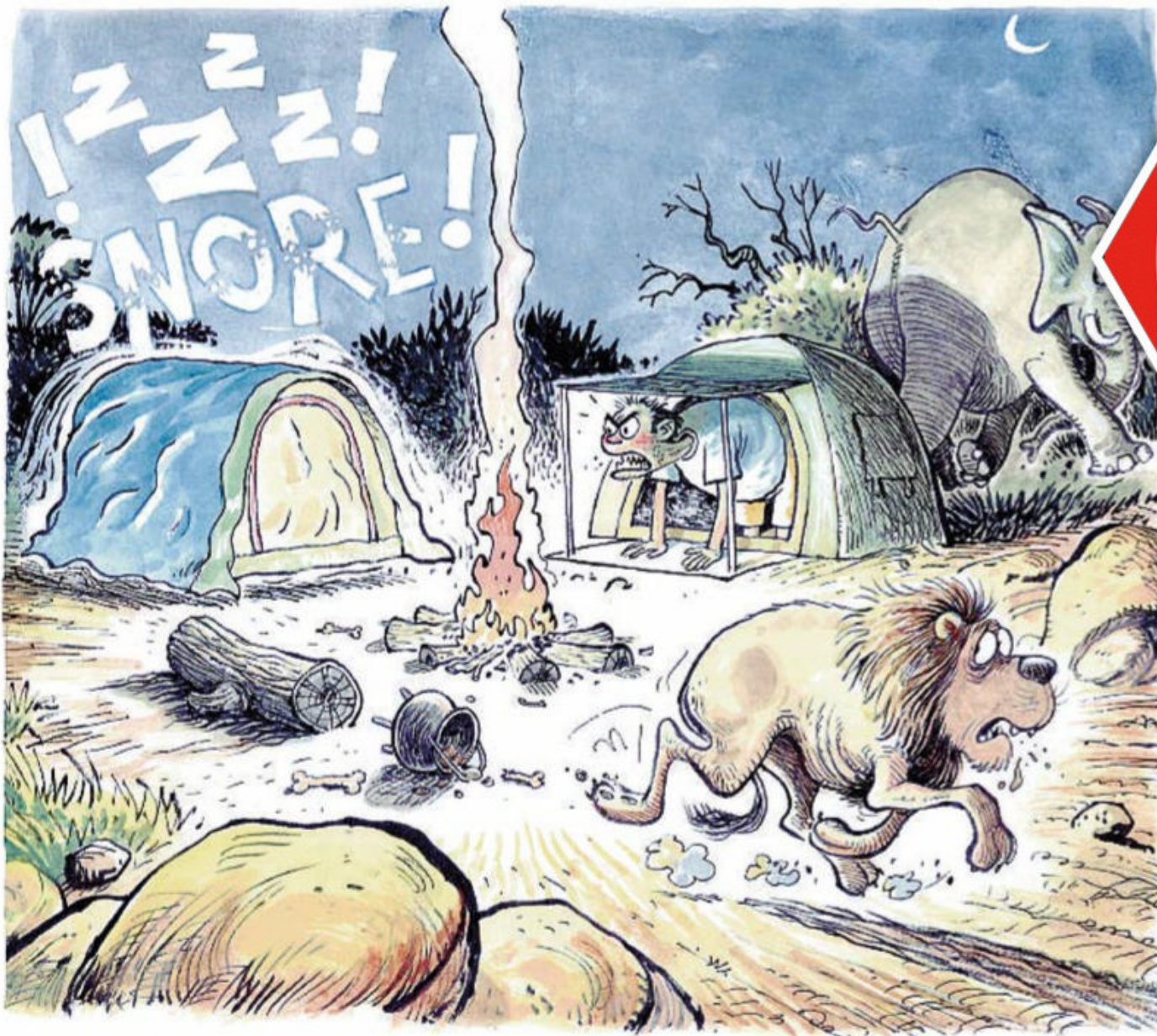


ILLUSTRATION FRED MOUTON



a big old blue caravan that looked as if it dated back to the 1970s. I told the new arrival that there was more than enough wood for everyone; he should just chop it into smaller pieces if he wanted to use it for a braai.

We went to bed, and the next morning the new camper asked if I enjoyed sawing logs. I didn't immediately get what he meant and reminded him that I had said there was enough wood for all of us... not realising he was referring to my snoring.

Our poor friends also had to endure it. I was quite disillusioned when I saw the next morning that they'd pitched their tent far away from us. I felt so bad, and as a peace offering, I proffered them a bag of oranges, but being Afrikaans said "Please have these lemons!"

To make a long story short: I've been sleeping with a pressurised-air machine for the past 18 years, so I don't snore anymore. Not even in the campsite.

ALBERT VENTER
Bloemfontein

Rest and peace for all

Following Danie Uys' letter "And when a neighbour is sawing logs?" in the March 2019 issue, I would like to share a story about snoring in the campsite.

My wife Merika and I camped at Dragon Peaks near Winterton in KwaZulu-Natal in 2000. We were newly married and invited some English friends to join us. All of us were excited about the camping and

especially looked forward to the hiking trails in the area. We even loaned our friends our five-man tent so they could enjoy the whole camping experience together.

Dragon Peaks was busy deforesting an area, and we were told we could use this wood. We'd brought along enough braai wood but decided their logs would work well for a big fire we could all socialise around. Late the one night, a camper arrived with

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Facebook comments



Mariana Du Preez

Years ago, a good friend of ours had to sleep in his bakkie because of his snoring. He woke us all up the first night when we camped together. Fortunately, he accepted it, and we still laugh about it.



Marinda Le Roux

We snored so loudly, that we scared our neighbour's children. They moved away.



Hannes Erwee

My snoring has never bothered me.



Fred Oberholzer

I go to bed to sleep, not to lie down and listen to my neighbour snoring.



Gerhard du Toit

In a campsite without demarcated stands, an "I snore" sign is quite useful. This can prevent fellow campers from entering your personal space and spoiling your holiday.



Mari Marais

It is natural to snore. I snore and it hurts my feelings when people mock me. You must go through an expensive operation and get equipment to stop snoring.



Yolanda Peens

Whether you're camping or lying in a hospital bed, there's always someone who snores.



Dewalene Diffie Kilian

Live and let live. It's all part of camping.

Keep the shiny side up

In our hot South African conditions, I believe most caravans have a need for reflective sheets to keep their caravan cool. I wonder why caravan manufacturers don't give the roofs of their caravans a layer of shiny paint.

HESTER VAN EEDEN

Bela-Bela

The bodywork of a caravan in itself is well insulated to stop the heat of the sun or to keep the cold outside. Because most caravans' roofs are white, silver won't make a significant difference. The reflective sheet you pitch over your tent, however, is another matter. According to Romeo Pretorius of All Outdoors Gear, such a sheet can reduce the undercover temperature by a good 5-19 °C. He also says you can pitch the sheet over your caravan as well, but the effect won't be as dramatic as when it's over a tent. It also obstructs the airflow of the

caravan and can cause condensation inside. You must remember the sun does not just bake from above but can also shine on the side panels and through the windows that warm up the interior. Of course, it also matters whether you are camping in direct sunlight or in the shade of, for example, a tree. – Ed



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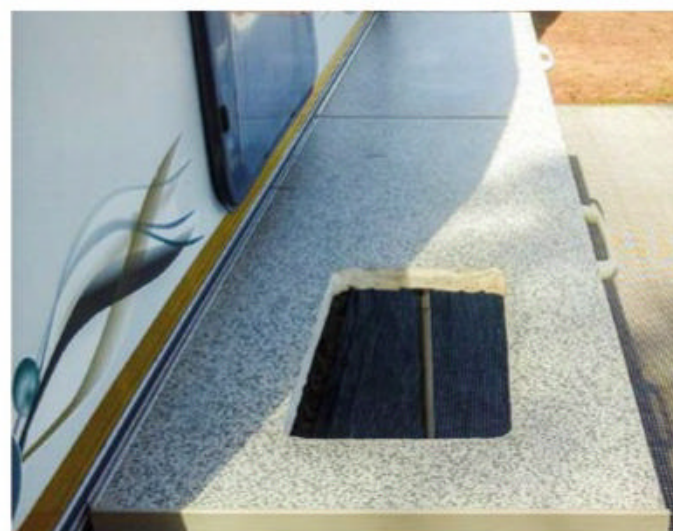
A cool plan

I used two old chest-freezer lids and turned them into camping tables to fold out next to my Jurgens Classique.

The one side of each door hooks into the aluminium trim that forms part of the left-hand panel and runs parallel to the ground. I used part of a curtain rail for this. Both tops have two loose adjustable legs so you can get them level even when the ground next to the Jurgens is uneven.

I cut a hole into one of the tops so that a loose basin can fit in it, after which I sealed the rim with silicone. The two table tops fit neatly under the Classique's bed.

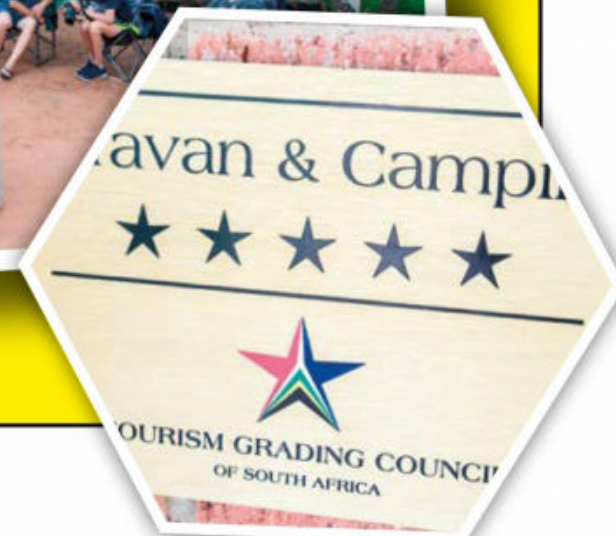
ANDRIES VAN TONDER
Worcester



COMMENT OF THE MONTH!

"I ask about people's experiences of a campsite. Some resorts have old photos, or they use the pics in such a way that the resort looks its best. It creates an expectation, and when the place doesn't look like the photos, it can be disappointing."

In a recent article, Neels van Heerden had much to say about rating a campsite based on online comments. Geert de Jong says he is wary of how campsites market themselves online.



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YOUR PHOTO



Samsung A7

From vivid to monochrome

This month, our readers share diverse photos: there are bright colours, diluted colours and an elephant in black and white.

By Leon Botha

In the glow of the golden hour

He seldom misses the chance to catch a beautiful sunset with his camera, even when he's next to the fishing water, says Theo Kriel from Orania.

"We live pretty much next to the Orange River and recently acquired a fishing spot. We call the place Sandbaai, and my neighbour Daan Meyer and I paid it a visit. Daan wanted to fish, but I saw the sun setting and couldn't help but shoot the beautiful view."

Every one of us has a photo of a sunrise or sunset somewhere on a phone or in a family album. It's that time of day – usually lasting just a few minutes – when shades of yellow, orange and red appear between the blue heaven and the horizon. When it all comes together, you can walk away with a winning photo time and time again.

The focal point on Theo's photo is the bright orange stripe, but it is also surrounded by blue open areas, including the reflection in the water. The shadows of the trees across the water are almost black and you can feel the night draw closer. You also feel the serenity, because the water is almost a mirror, an

indication there was no wind.

At first glance, the composition seems simple, but that's not the case. The focal point – and the horizon – lies on the upper line of thirds, and the negative space (all blue) balances comfortably with the black.

But then you see the left bottom corner. It's as if the green grass cuts off the corner of the photo, something that could be distracting. But it runs almost at the same angle as the trees on the other side and actually forms a nice balance.

The fishing rod on the far left does bother you, but it's not too obvious if you take the whole picture into consideration.

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Abnormal loads, keep right...

When visiting the Kruger National Park, you need to know your place in the scheme of things. Roelof Schoeman of Middelburg in Mpumalanga knows this well.

"I shot this giant in the Kruger National Park. He walked down the road without a care, while we slowly drove behind him for a kilometre. Nothing fazed him and he eventually wandered into the bush."

It's easy to identify with this pic as it's such a common sight in the Kruger.

Of course, the elephant is the focal point here, but because you're so familiar with the



Canon 77D

animal, your eye quickly jumps away from him to other details. The road is prominent and so you spontaneously follow the dirt road as if you were there, but it quickly dies on the horizon. It's then that you look at the bushes in the surrounding field, though nothing specifically

grabs your attention here.

That's why you start looking more closely at the picture, specifically the elephant's body. You can see all its wrinkles, and because the photo is in black and white, the texture of the skin is further emphasised.

The placement of the

elephant on the right of the photo is therefore strategic to draw your attention, and the rest of it gives you a quick impression of the environment where the photo was taken.

The real value of this image lies in the fine detail on the elephant's body.



Vodafone tablet

The joy of simplicity

She prefers a simple image, and that's exactly what Ina Nienaber of Vanderbijlpark accomplished here.

"I shot this pic near Kriel in Mpumalanga. The scene takes me back to my childhood: you get a sense of loneliness, but you also feel the peace in nature that you then admire as if it were a painting. By draining the photo of colour (I did that afterward on my Samsung Galaxy J5 phone), the simplicity stands out even more. But it's a simplicity that has lots to say. The road disappears in the distance, which brings the focal point forward because you are trying to see further down the road."

With all the changes Ina has made to the original image, we're certainly looking

at an artwork rather than a photo. With the slight colour in the photo, it feels as if the scene dates back to the 1930s, and you expect a vintage car to appear on the road any moment now.

The editing software darkens the corners of the photo (vignette), and one loses detail – in the dark sections and also in details such as the edges of the trees. The focal point is certainly the end of the road. But it's physically the centre of the pic, which is not ideal but works well with the theme.

The composition relies on symmetrical elements, but the shadows on the road as well as the branches that look like messy hair break the formal balance. The dark parts of the trees also balance neatly with the road.

You're right, Ina, the simplicity says a lot in this photo.

SEND US YOUR PICTURES

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

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



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R100 million injection for Jurgens Campworld



Jurgens Campworld, as Jurgens Ci is now known, revealed that they've made a deal with an investment group. These investors now own 50% of this once prosperous caravan manufacturer and intend to get the factory 100% back on track within a year.

Jurgens's business has been shaky over the past 18 months: labour disputes, pending court cases and struggling to supply new caravans to dealers. Also, more than two-thirds of Jurgens' Campworld dealers took matters into their own hands and formed the LeisureWorld group.

The deal with the new investors was clinched on 1 March this year, amounting to more than R100 million. One of the new co-owners told *go! Drive & Camp* that they choose to stay out of the public eye at this stage. More than one investor also has a background in engineering.

According to the investors, their first goal is to get production in the plant to its full potential. Currently, 60-70 caravans per month are being built for the local market. One of the major production barriers was obtaining supplier materials and parts after accounts became overdue. Investors say that's been addressed in the last three months and production can, therefore, continue unimpeded.

The investors are not overly concerned about the LeisureWorld group. Currently there are nine Campworld dealers across the country, and Jurgens say they are in talks with the LeisureWorld dealers to provide them with new Jurgens products. But they've also identified three new sites for new dealerships.

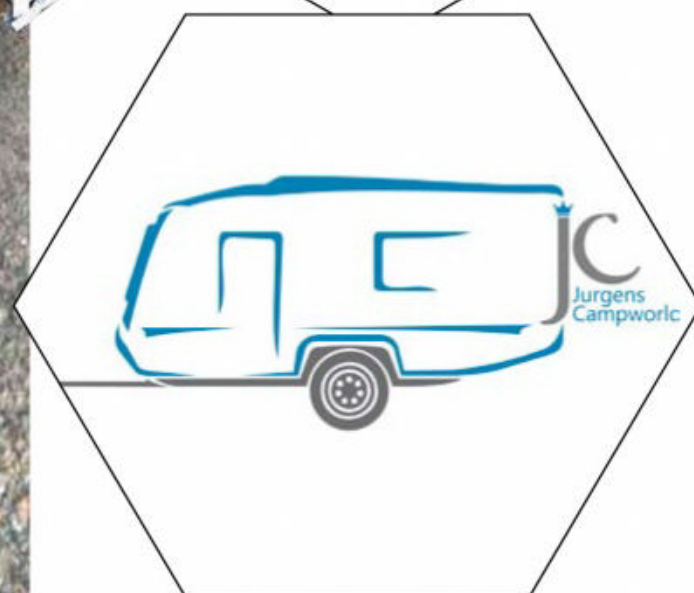
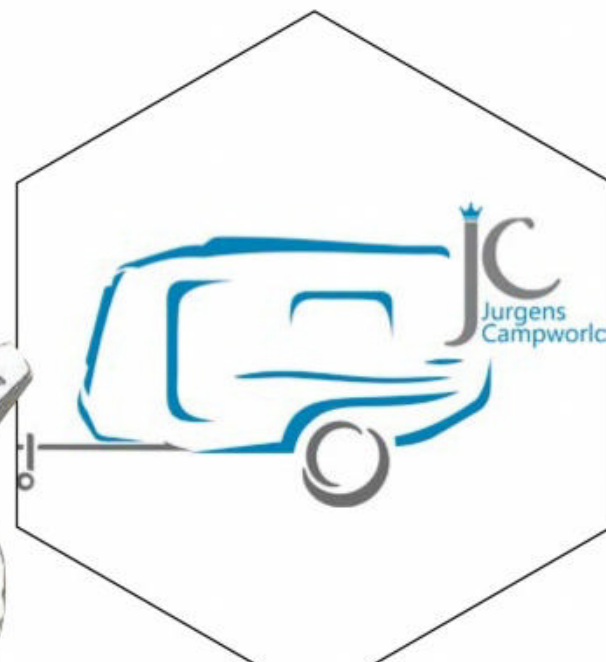
As far as the near future and the products are concerned, Jurgens acquired the exclusive distribution rights of the

Air Opus caravan. (The Opus has been imported by Purple Line from the UK since 2015.) In addition, the upgraded Safari Trooper off-road trailer is being launched this month, and in September the brand-new Jurgens Penta will follow.

The good news is that the company is replacing wood panels with more modern materials.

All Campworld dealers are still honouring Jurgens warranties and also service the caravans. In addition, they have set up a helpline as well as the email address * info@jurgenscampworld.co.za. A toll-free number will be available soon.

The provisional liquidation application against Jurgens by Megafreight Services was postponed to November, and the Jurgens factory in Australia, which closed its doors earlier this year due to overdue rentals, is once again in full swing.



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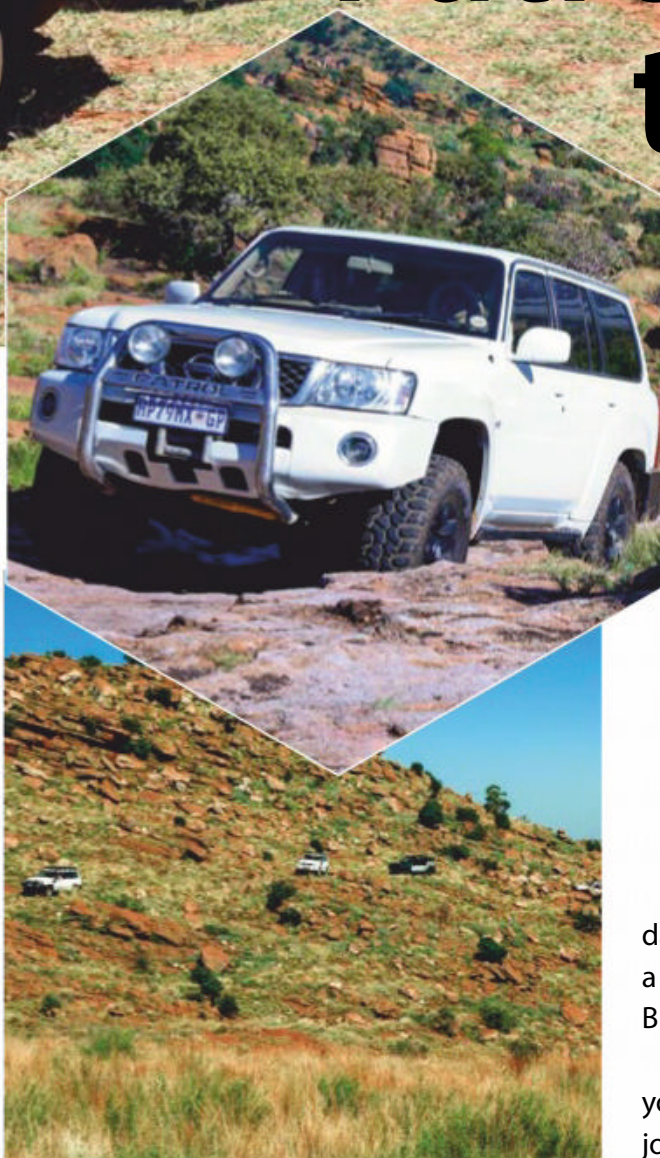


Patrol forum turns 10

In the autumn of 2009, a group of Nissan Patrol fans sitting around a campfire in Bloubergstrand decided to set up an Internet forum where they could discuss their favourite vehicle.

Founding member John de Clerk asked a number of friends with diverse talents to help him establish this forum. One week after it went live, they had 10 members. Today, a decade later, the forum has close to 2 400 subscribers, most of whom live in Africa.

Although it started out as a chat forum, members soon started arranging get-togethers and close friendships were eventually forged. To celebrate their 10-year anniversary, the forum decided to meet at the Piesangkloof 4x4 trail near Brits in the North West Province. A total of 40 vehicles attended the event – members did various trails by



day and socialised until late at night around a campfire. The reunion was sponsored by Brits Nissan and Nissan South Africa.

If you own a Patrol and would like to share your experiences or have technical questions, join them at patrol4x4.co.za.

More about Piesangkloof

The farm, trails and bush camp are run by Mike and Maritza Els. The Els family has farmed here since 1852 and Mike is the fifth generation to do so.

The trails were opened in August 2012 and the bush camp four years later, in April 2016. The trail runs through the foothills of the Magaliesberg near Hartbeespoort.

Piesangkloof has two 4x4 trails. Both are rocky with lovely views of the dam and surrounding area. The shorter one of the two takes about two hours and

has a difficulty rating of 3 out of 5. The longer route is tougher with a rating of 4 and requires about five hours. There are also trails for mountain bikes, quads, scramblers and even hikers.

If you want to stay for the weekend, there is a campsite for caravans and tents, as well as Wendy houses that sleep four people each. There are braai facilities, a small pool and a wood-burning heater for hot water. There's no electricity.

Bring your dogs along, but do arrange this with Mike and Maritza in advance.

PRICES

Route 1 (short)	R200 per vehicle
Route 2 (long)	R300 per vehicle
Quads and scramblers	R150 per vehicle
Mountain bikes	R100 pp
Hikers	R50 pp
Recover	R350 per call
Off-road camp (camp	R80 pppn
Bush camp (Wendy house)	R100 pppn

GPS S25.73186 E27.69037

Contact 084 409 0217 (Maritza)

084 422 9680 (Mike)

piesangkloof4x4trails@gmail.com

piesangkloof.co.za

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

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Hoefer shows off its second model

Early this year, Hoefer made headlines with its Azzero, a 7,5 m caravan with a tare weight of less than 1 300 kg, which made it the lightest caravan of its kind. Now the company has launched a second model.

At 5,7 m the Nevada is a good 1,8 m shorter than the Azzero, and it costs nearly half the price. The same building materials are used, including an aluminium chassis.

The Nevada, which is also relatively light for its size, will be available in two variants: one with a bathroom and one without.

The tare weight is 775 kg and 850 kg respectively. When compared with the Jurgens Expo, for example (which is 17,5 cm shorter than the Nevada and has a tare weight of 1 050 kg), the Nevada is at least 200 kg lighter.

The newcomers are sturdy enough for dirt-road towing, and both

come with a queen-sized island bed, outdoor kitchen, lounge with leather seats and a 200 ℓ refrigerator. In the Nevada X, the bathroom with its separate shower cubicle and toilet is fitted in the back of the caravan, with the bed on the A-frame side.

Beyond their sizes, the biggest difference between the Azzero and the Nevada is the new and rounded nose and tail of the newcomer as opposed to its big brother's angular shape, but according to Charles Hoefer, buyers can also order an Azzero with similar rounded features. The examples shown here are still in development phase.

The numbers 5,7 (l) x 2,42 (w) x 2,65 m (h)

Price Nevada about R340 000 and Nevada X R380 000.

Contact 013 697 5121 gccaravans.co.za

michael@gcgypsey.co.za



The new cool

Considering the conditions in which we use cooler boxes, it's not surprising they often give up the ghost after a year or two.

But the Extreme Ice Box series imported by Tentco, boasts a five-year guarantee, which should be an indication of quality. And with the new clever design you can open the lid after you've strapped it to a roof rack.

The Extreme range is available in six sizes: 20 ℓ (R1 426), 40 ℓ (R1 875), 60 ℓ (R2 655), 90 ℓ (R3 115), 120 ℓ (R3 567) and 140 ℓ (R4 265). The largest one is 86 cm long, 53 cm wide and 56 cm high. The three largest have a set of wheels on one end so you can easily drag it when fully loaded. The lids can be locked.

You also get a stainless-steel bottle opener, and accessories such as handles and clips are available for the cooler boxes.

The range is for sale at Tentco or Camp & Climb stores.

Contact 011 397 6451/2 tentco.co.za

info@tentco.co.za



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Pretoria Caravans now stock Summit

Pretoria Caravans has expanded its caravan stock. Henceforth, this established dealer will also sell Summit Trailers' off-road caravans.

Coincidentally, Summit has just upgraded its Karenga model: where it previously had a fold-out bed, there is now a fixed bed inside.

Summit's Franscois Mulock Houwer says the agreement with Pretoria Caravans is the first step to selling Summit's products elsewhere than from the factory.

"Caravan buyers first visit dealerships with whom they are familiar, and this obviously improves our footprint," says Franscois. The plan is also to identify a dealer in Cape Town and Durban.

Contact ☎ 012 329 2259 or
082 450 5915 📧 pretoriacaravans.co.za



Alu-Cab expands abroad

Local canopy manufacturer Alu-Cab needs no introduction in South Africa, but now the name is also making waves overseas.

In Australia, the company has established a partnership with Ironman 4x4 – this Australian 4x4-accessory manufacturer will be the official distributor of SA-made Alu-Cab products.

But Alu-Cab is spreading its wings even wider: the company's directors, Warwick Leslie and Jeremy Bergh, recently attended the Overland Expo West in the USA and the Abenteuer Allrad Expo in Germany to market their products.



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Rayton gets the Buffel



Seven years ago, André Le Grange of Rayton was one of the four finalists in our off-road trailer design competition. Now he's made his first off-road trailer, the Buffel, available to buy.

André, a mechanical designer, said he worked on his initial design until it was ready for the showroom. The layout is like that of a conventional off-road trailer with the kitchen on the left, the nose cone on the A-frame and a roof tent that fits on top, but André has a surprise or two up his sleeve.

The Buffel comes equipped with a gas stove and an induction plate. So when the wind renders the gas stove unusable, you can switch to the 220 V induction plate.

The hull is made of stainless steel and the chassis is galvanized steel. The standard trailer comes with a fixed axle and leaf springs, but you can choose an independent suspension with coil springs.

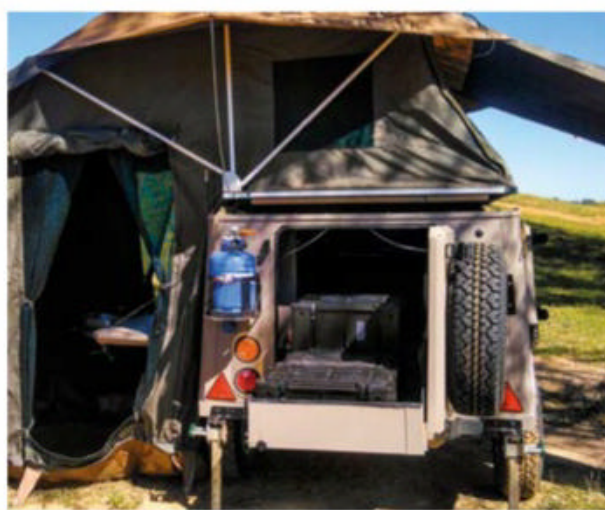
One of the big problem areas in off-road trailers is packing space inside the hull, but here the Buffel gets it right. It has a drawer at the back door – three ammo chests fit in here next to one another, but you can also stack three on top of the other. This means you have room for nine ammo chests. If you need the space for something else, simply remove the ammo chests.

The numbers 3,84 (l) x 1,9 (w) x 1,85 m (h); tare weight 590 kg; load capacity 1 210 kg; GVM 1 800 kg.

Extras The following are not included in the standard trailer: DC solar charger, 8 V Smartcharge system, jerry cans, gas cylinders, ammo boxes, cutlery and crockery, deep-cycle battery and fridge-freezer.

Price From R219 000 (with leaf springs); R241 000 (with independent suspension)

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Double the newness

Custom Canopies and Trailers, renowned for its Lion's Cub and Lion's Den off-road caravans, has moved its Boschkop shop in Pretoria to the N4 Gateway Industrial Park next to the N4.

But that's not all that's new. Owner, Jan Venter, says he's building his very latest caravan – a Lion's Cub for three people. The Lion's Cub, aimed at couples, is the most popular of Jan's caravans.

The newcomer gets a single bed in the tail that sits crosswise against the back of the outside kitchen. The basic model comes with a 60 l stainless-steel water tank, a 12 V/220 V battery system, an island sliding bed (also a first for Jan), a 20 l electric or gas geyser, 40 l Snomaster

fridge-freezer and a Dometic stove-washbasin combination set. The caravan's lowest point is 40 cm above the ground, its tare weight is 450 kg and GVM 750 kg.

Jan also renewed the shape of his series – all models now have a round nose. "It's not just for a better appearance, but also for reducing wind resistance," Jan says.

The new Cub is unbraked and costs R170 000.

Address 17 Kambathi Street, N4 Gateway Industrial Park.

GPS S25.752552 E28.363829

Contact 083 281 7800

customcanopies.org

customcanopies@mweb.co.za



Another special bakkie

Nowadays, it's fashionable for vehicle manufacturers to create special versions of their bakkies. Think of the Toyota Hilux Dakar, Volkswagen Amarok Dark Label and Mitsubishi Triton Athlete. Now, Nissan has released a special edition: the Nissan Navara Stealth.

The Stealth boasts silver and chrome strips, black decals, black wheels and orange accents on the front bumper and running boards. The colour scheme is repeated on the inside.

Available in two-wheel drive as well as part-time four-wheel drive, the Stealth retains its 2,3 l diesel engine that delivers 140 kW of power and 450 Nm of torque. It also uses the six-speed manual or seven-speed automatic transmission. And there's a five-link coil rear suspension system.

You can choose between three models:

Navara 2.3D Stealth 4x2 double cab **R582 200**

Navara 2.3D Stealth 4x2 double cab (auto) **R599 900**

Navara 2.3D Stealth 4x4 double cab (auto) **R659 900**

Contact nissan.co.za





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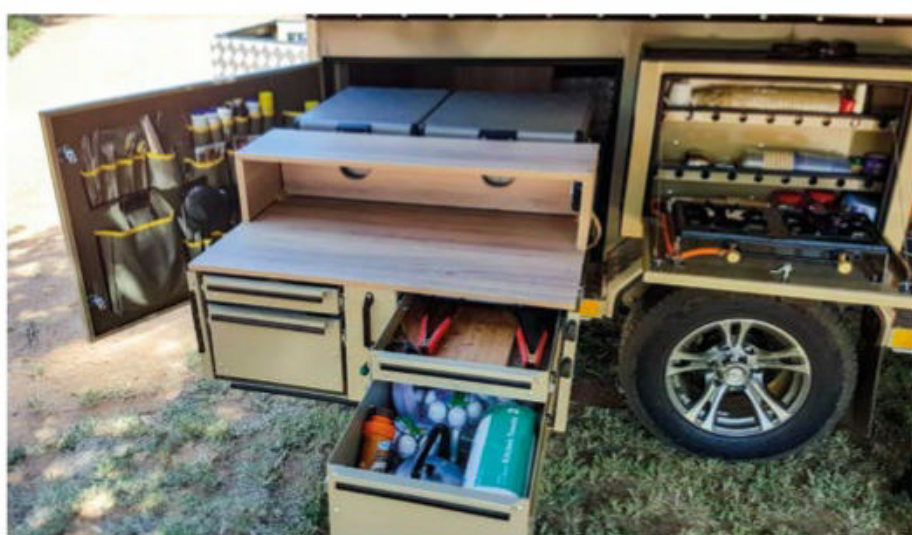
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LeBusha Overlander gets luxe



LeBusha Trailers in Pretoria have dolled up its Overlander off-road trailer. The outside kitchen got a number of drawers that slide out from the hull, and a fridge-freezer is mounted on one of them (previously the kitchen had no pull-out section). Furthermore, the two-plate gas stove is now made of cast iron.

In addition, the sloping canopy that pitched over the kitchen was replaced with an awning that now covers an area three quarters around the trailer as well as the kitchen area. You can also order a shower cubicle.

The power box and cabinet with the deep-cycle battery was previously next to the food cupboard, but now has its own cupboard for easier access.

The Overlander has always had a good high-density mattress, but according to the manufacturer, the new mattress is even better. And under the bed the open storage space has been replaced with two large drawers. To the left of the bed, instead of a solid panel, a window of 30 x 60 cm can now be opened (with mesh).

The water tank mounted over the axle has been moved inside. You can choose between a 50 l or 100 l tank. The nose cone is also wider and the geyser sits in it.

The sides of the Overlander used to be trimmed with aluminium checkered plate, but because the sides now have more doors, the panels have been painted. (All the doors get heavy-duty hinges.)

Prices Start at R140 000 and a fully equipped Overlander costs R210 000. The tare weight ranges from 600 to 800 kg and the GVM is 1 600 kg.

Contact 083 416 7157 lebusatrailers.com

Trailblazer shrinks

If you loved the Chevrolet Trailblazer and were upset when General Motors withdrew from South Africa, we have interesting news for you: the Trailblazer as we know it was not sold in the USA, a sore point for many Americans, but the Colorado bakkie, or pickup, on which it was based (a Isuzu D-Max counterpart) did quite well there.

After pleas from the American public, General Motors finally decided to sell a brand-new Trailblazer in the USA, but it is now considerably smaller than the Trailblazer we had – exactly what envious Americans didn't ask for.

Details about this new Trailblazer are still scarce, but we know it will be built in China and then sold there and in the USA. Judging by America's apparent obsession with size, the smaller Trailblazer is unlikely to achieve record sales. When General Motors made the announcement on Twitter, the response of the company's one million followers was largely negative.



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 - Standard jacking points on chassis
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Ranger, *two point oh*

While some manufacturers are engaged in a big-engine battle, Ford has decided to embrace smaller, but lively engines.

Words Cyril Kloppe

Ford offers an astounding 33 Ranger models, four of which come with a brand-new turbocharged 2.0 engine and 10-speed automatic transmission.

In addition, two of these four have dual turbochargers that will soon be featured in the Ranger Raptor. In addition to the new engine, the range has also been revamped with improved suspension and cosmetic

refurbishment of the interior and exterior. Let's see how the Ranger 2.0 differs from its older siblings.

The interior

The newcomer's interior is strongly suggestive of that of a sedan, with finishes not traditionally associated with bakkies. Almost everything is black, but the dashboard

FORD RANGER 2.0





THE SAME, BUT DIFFERENT... Not much has changed on the inside, but it does look a bit more snazzy. The engine bay is a mess of hoses, pipes, tubes and wires. It's not a place you want to dabble unless you absolutely know what you are doing.

is shinier than ever before. And to further enhance the interior, chrome panels have been strategically placed.

Despite the refinement, the design remains masculine and the theme stays true to Ford's original idea that the switches and screens should resemble a G-shock wristwatch. The XLT models have silver stitching on the leather seats, while the Wildtrak's has the usual orange stitching.

The exterior

Here, the facelift is less noticeable, but if you park a 2018 Ranger Wildtrak next to the 2.0 version, you'll see some differences at the front. The grille is new with two thinner horizontal bars (as opposed to the previous single thick bar). The bumper is completely redesigned with fewer black panels, new fog lights placed higher than before, and a wider lower air intake.

The back remains unchanged, but if you look at the roof, you'll notice the antenna has moved from the front to the back. The wing mirrors, bonnet and so forth are the same.

Under the hood

The new generation single and bi-turbo engines are manufactured in Ford's Struandale factory in Port Elizabeth.

"Ford's advanced new 2,0 l turbodiesel engines build on the innovative technology of the award-winning EcoBoost petrol engines, which are renowned for their superb performance and fuel efficiency," says Doreen Mashinini, head of marketing for Ford South Africa. "The bi-turbo and single turbo engines deliver improved drivability and torque, while making a significant contribution to the overall passenger car-like refinement."

The new engines won't replace the existing 2.2 and 3.2 Duratorq TDCi engines that are



also manufactured at the Struandale plant. According to Ford, however, the new diesel engines combust cleaner, and exhaust gases are further treated by a filtration process that minimises pollution.

The engine uses new fuel injectors that deliver six injections per combustion cycle. Each injection lasts 250 milliseconds (in other words, 0,00025 seconds) and feeds 0,8 mg of diesel (equivalent to a sugar grain) per injection. The hole of each fuel injector needle is only 120 microns

in diameter – the thickness of a single hair.

The new single turbo has 9% more torque and 13% more power than the 2.2 TDCi (420 Nm and 132 kW respectively, as opposed to 385 Nm and 118 kW) and the engine throttle is four decibels quieter than the 2.2 at idle.

The 2,0 single-turbo diesel model's turbocharger was redesigned to send more air than before at lower revolutions, and therefore it can now generate full torque at 1 750 rpm and maintain it up to 2 500 rpm.

The turbocharger is made of a metal



COMPETITORS



R489 200 Isuzu D-Max 250 X-Rider 4x4

Simpler and cheaper than the Ranger, and it's pure platteland.



R516 100 Toyota Hilux 2.4 GD6 SRX 4x4

South Africa's favourite bakkie needs to watch out, it's lagging behind.



R744 600 Amarok 2.0 BiTDI 4MOTION Extreme

Suddenly it doesn't look that advanced anymore, plus it's expensive.

SPECIFICATIONS

Model	2.0 SiT XLT 4x4 / 2.0 BiT Wildtrak 4x4
Engine	4-cylinder turbodiesel / 4-cylinder twin-turbo diesel
Power	132 kW / 157 kW
Torque	420 Nm @ 1 750 rpm / 500 Nm @ 1 750 rpm
Transmission	10-speed automatic
Ground clearance	237 mm
Approach and departure angles	25,5 ° and 21,8 °
Break-over angle	18,5 °
Wading depth	800 mm
Tank	80 ℓ
Tare weight	2 044 kg / 2 195 kg
Loading capacity	1 011 kg / 860 kg
Towing capacity	3 500 kg
Warranty	4 years/120 000 km
Service plan	6 years/90 000 km
Safety rating	★★★★★ (EuroNCAP, 2012)

PRICE R570 200 / R678 200



called inconel – the same material that's used in rocket engines and therefore it can handle the extreme temperatures when the turbocharger blades spin at 240 000 rpm.

The bi-turbo diesel is currently only used in the Wildtrak version but will later find its way to the Raptor. The bi-turbo delivers more power and torque than Ford's 3.2 TDCi engine – 157 kW and 500 Nm respectively.

At lower speeds, a small high-pressure turbo charger and a larger low-pressure turbo charger work in tandem, but when you are at speed, a valve closes airflow to the smaller turbo and the engine uses only the large low-pressure one. The latter can handle temperatures of up to 850 °C and its ball bearings are water-cooled.

These staggering power ratings may sound like we're headed for trouble, but Ford claims they have tested the 2.0 engine for up to 400 000 km, and the test is based on real-life conditions facing prospective buyers.

The engine's power is sent to the tyres by a 10-speed automatic gearbox – the same as in the new Ford Mustang. This gearbox has already travelled six million kilometres in laboratory conditions and Ford assures us that it is built to last. The gearbox is programmable, but we will elaborate more on this in a forthcoming driving impression.

The Ford Ranger 2.0's suspension also received attention. The front stabiliser, or anti-roll bar, which was previously mounted ahead of the front axle, was relocated to the rear of the axle, plus it is thicker and stiffer. Jounce bumpers are now placed under the lower control arm and damper rod, thereby reducing the load on the suspension bushes, and reducing noise when the suspension gets fully compressed over severe bumps.

The figures above are certainly a mouthful, and we can't wait to test a 2.0 Ranger thoroughly while towing something heavy, such as an off-road caravan...



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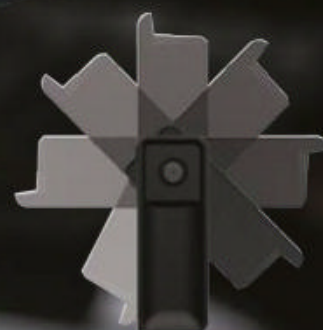
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Seaside holiday in the south

You know you'll have a great holiday when you go to South Coast – no matter what time of year it may be.

Words and photos **Schalk Jonker**

The South Coast of KwaZulu-Natal is an evergreen destination and, when you look at how many campers head there annually, it's clear... this is a place tailor-made for holidays.

Whether it's January or July, you'll always find many holidaymakers – the large number of campsites you finds in this

region bears testament to that. And so we hitched a caravan and visited two popular resorts along the South Coast.

TO Strand Resort Bring the family

Back in the day, TO Strand belonged to the Transvaal Department of Education and although that's no longer so, the resort

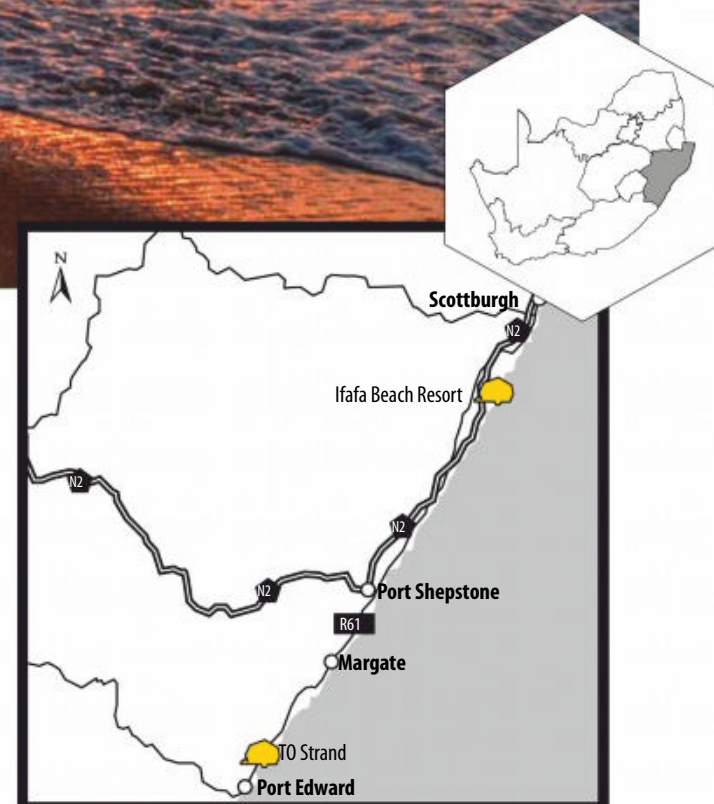
retains a high-school classroom feel in that it's painfully neat and tidy.

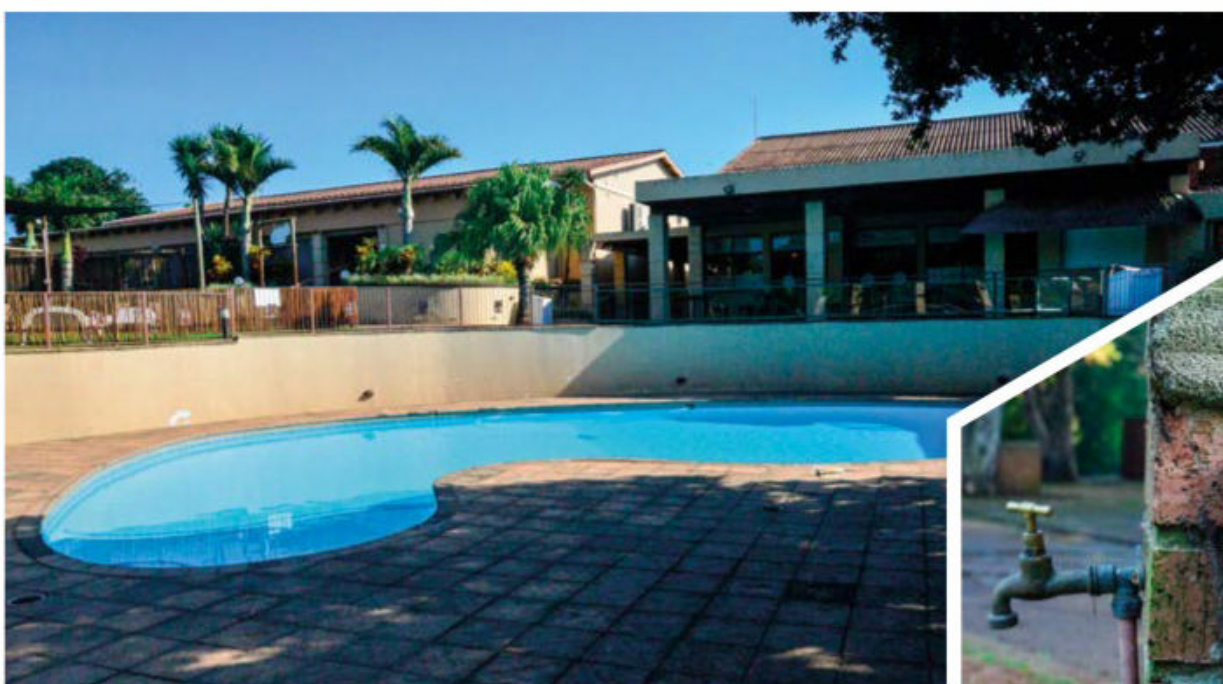
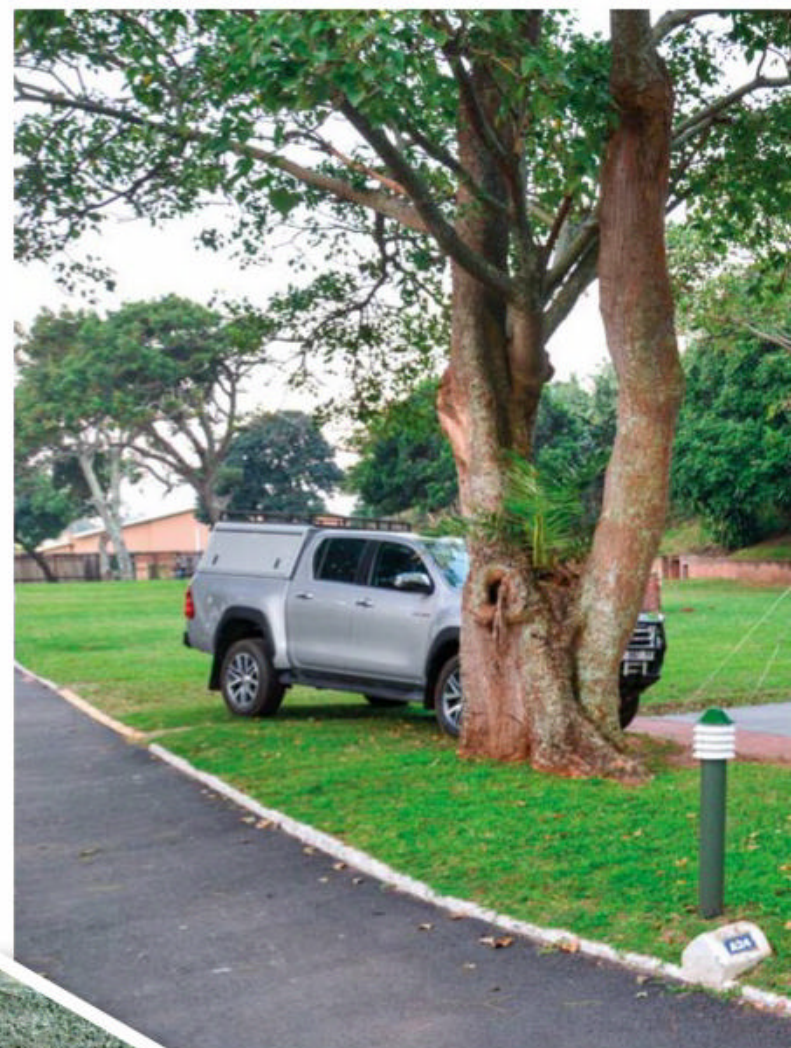
It's a big resort, with no fewer than 137 stands. On arrival, it's clear that the resort management has matters under control. You are quickly and efficiently helped in the spotless reception and when you arrive at the stand, there are guys ready to assist with your tent.



The stands are laid out in two blocks – A and B – on two terraces against a hill that runs down to the sea. You can therefore choose to camp at the top or down by the lagoon, which was our choice. The B block's stands were closed during our visit and our fellow campers told us it was only opened during peak season, when the resort fills up with sunseekers.

The upper stands have significantly less shade than those on the river. Below, however, things are more damp because it receives less sun than the those on the upper stands. You share a tap and rubbish bin with your neighbour, but remember to bring your own braai and grid, because not all the stands have these. Where there are, they'll be behind your caravan.





BRING YOUR BINOCULARS, because there is a multitude of birds to tick off on your list. Our neighbours were particularly pleased about spotting the half-collared kingfisher, pied kingfisher and giant heron. There are monkeys in the trees and you're warned when checking in to keep a tight lid on your provisions.

The beach is a minute or three's walk

from your stand, and you can bring a beach umbrella and towels and sunbathe all day long while the kids play with their body boards in the surf. There is a lifeguard on duty to keep a watchful eye on them.

When the kids have had enough of the beach, they can hit the mini golf course or swim in the resort's pool behind reception. This is where there's also a jungle gym so

the little ones can get rid of some more excess energy.

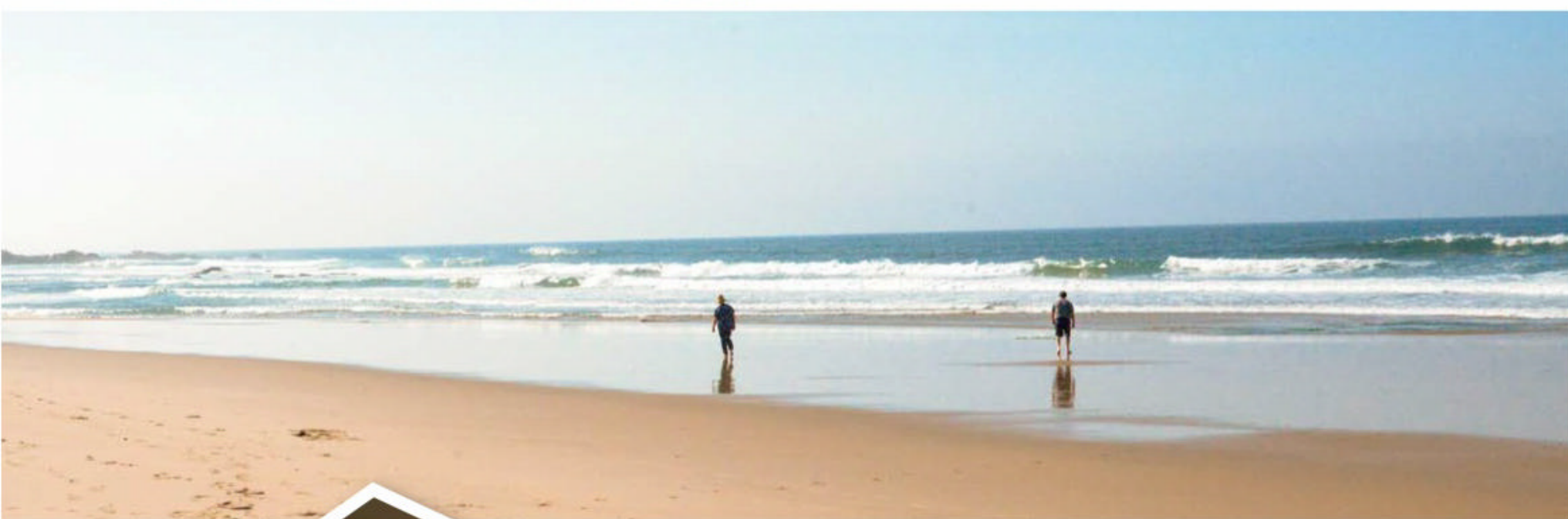
At the pool is a restaurant where you can order takeaways, including toasted sandwiches or sit down for breakfast, lunch or dinner if the weather doesn't play along and you can't light your braai.

The resort shop is fully equipped with everything from wood and ice to sweets, water wings and braai spices.

THERE ARE TWO ABLUTION blocks – one in each camp block – and the closer to the water you camp, the greater the chance you'll have to walk uphill when you want to visit them. Men and women's facilities are separated at A block, and then each



SEASIDE CLIME With weather that favours lazing on a beach all year round, it would be a travesty if you visited TO Strand and didn't frolick in the waves just once. There's a lifeguard on duty for peace of mind.



They say

Marietjie and Hennie Jordaan from Pietermaritzburg camp with their 2014 model Sprite Tourer SW they tow with a 2016 Ford Ranger 2.2.

"We've been camping here for a month on the suggestion of friends and we would definitely recommend it to people in turn. We plan to come back here shortly after the next school holiday. We are not full-time campers, because there is always something that takes us back home. But when we can, we camp for long periods at a time.

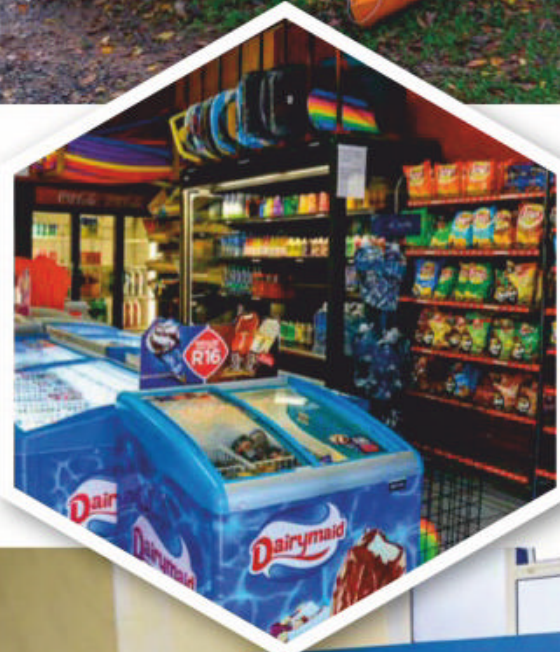
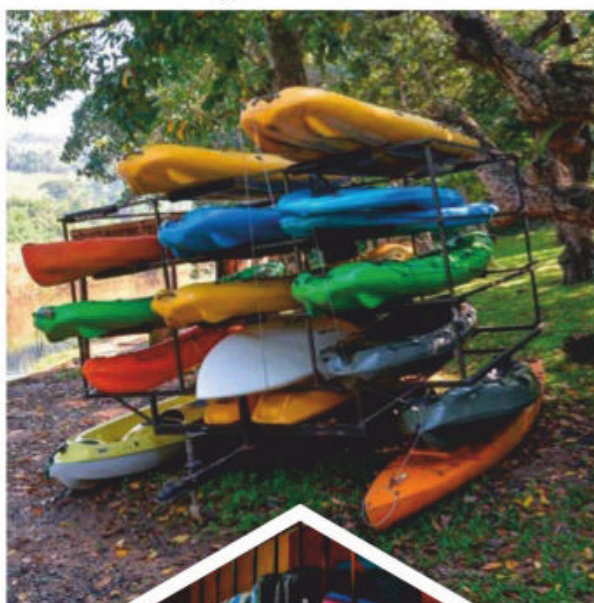
The place is neat, the ablution facilities modern and clean, and the

stands are large and predominantly in the shade. It's a pity about the braai facilities. Luckily, we always bring our own braai and grid, so it wasn't much of a problem.

One feels safe here with the security guards and the gate to the beach that locks, just watch out for the monkeys.

This is apparently also a good place to wet your lines, but we haven't caught anything yet."





is separated into different rooms. For the men, one room has four toilets (one is wheelchair friendly) and five urinals, one room has five basins with large mirrors. Then, there's the shower room with six showers, a bathtub and a wheelchair-friendly shower.

The facilities are clean and neat and tiled from the floor to the ceiling. The dry and wet sections of the showers are separated by curtains, and there's a bench, shelf and enough hooks for your clothes.

The B block's facilities are slightly more modern than the A block. The tiles look newer and the basins are sunk into what looks like a marble top. There are three urinals, seven showers, six toilets, a wheelchair-friendly bathroom and wash basins with mirrors. There are

LONG-TERM STAY The resort shop is properly stocked with goods that will keep you staying for long periods, while the neat and clean ablution facilities will keep you fresh.

no benches here, but a shelf and hooks for your dry stuff.

The dishwashing facilities are located in a separate building between the two ablution blocks and there are also fridges, freezers and washing machines that work with tokens.

Briefly | TO Strand



Campsite 137 stands, all with power, a rubbish bin and tap, most in the shade of trees and on grass. Some have paving and here and there you camp on sand. Bring your own braai and grid.

Ablution facilities Two clean, neat and modern ablution blocks.

Price Depending on the season, R248-R926 per site for six people.

Arrival and departure times 14:00 and 09:00.

Contact 039 319 2729 tostrand.net
bookings@tostrand.net

Nearest town Port Edward, 7 km.

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

GPS S31.031277 E30.234969

go! Drive & Camp says You get the code for the security gate between the resort and the beach when you book.

They say

Cornea and Chris van As of Kempton Park tow a 2011 Sprite Splash with their 2010 model Toyota Fortuner 3.0 D4-D.

"Cor has been coming here since she was a little girl – and she recently brought me here, too. It's a special resort and we've been camping for a month this time. Now we're considering adding another 21 days. It will be the longest we've ever camped in one spot.

Cor still works and that's the only reason we don't camp full time. We can't wait, especially with campsites like this where you can kick back.

It's tree-lined and beautiful and our site has paving, which is quite important to us. There are also a multitude of birds to see and it's close to the beach and you feel safe. The ablution facilities are neat and clean and you can see the resort management takes care to keep everything in its place.

There's really not much to complain about, but it would be great if the shop also sold vegetables."



“

If their idea of a perfect seaside holiday involves activities such as swimming, fishing, surfing or sunbathing, they will love Ifafa

”



IFAFA BEACH RESORT Next to the sea

Compared with some of the huge family resorts you get along the coast of KwaZulu-Natal, Ifafa is certainly not the biggest, but there's a delightful intimacy you experience while camping on one of the 37 grass-covered stands. And when the resort's staff have helped you pitch your tent and you sit back in your chair with a cool refreshment (or a hot cup of coffee) and you hear the waves crashing close by, then you know this is a place where you can truly relax.

It is not, however, one of those places where you relax with a book while the children get bored. No, there's more than enough to keep them out of your hair while you try to put the challenges of everyday life out of your mind.

If their idea of a perfect seaside holiday involves activities such as swimming, fishing, surfing or sunbathing, they will love Ifafa.

This caravan park is located right next to the beach with a lovely tidal pool on your doorstep.

THE CAMPSITE IS laid out on two terraces, with the upper stands overlooking the sea and the lower ones more sheltered from the wind. So pick your first choice,



EYE ON PROCEEDINGS You don't have to worry about the little ones because the resort's pool and playground are right in front of the restaurant.





provided there is still room. Ifafa is extremely popular in peak season and you have to get going early to book your stand. But, should you land up on one of the lower stands, comfort yourself that you have more shade, are better protected from the wind and at night you can hear the sea just as well as the people on the upper terrace who have a sea view during the day.

THE RESORT'S RESTAURANT and bar sit in the building behind reception and you can settle in on the sundeck and keep an eye on the tidal pool that is barely 50 m away. The pool and playground are also here, so you don't have to worry about the safety of the little ones.

There is also a games room with electronic games (closed during our visit) and in the bar there is a big television for watching your team take on their opponents. Or you and the family can sit in the restaurant for dinner if you don't want to braai tonight.



The resort's shop, butchery and bottle store are to the left of reception in case you need to stock up. The nearest other shops are in Hibberdene, a good 16km from here.

THE ABLUTION BLOCK is a double-storey building in the middle of the campsite and appears as if it was designed with families in mind.

There are six family bathrooms on the first floor, each with a bath, shower, basin and toilet. It looks like the bathroom you'd expect in a self-catering unit and, unlike some cramped cubicles, there's more than enough room for you to get dressed with ease. In addition, in some bathrooms you

HOME AWAY FROM HOME Ifafa is clearly geared for the whole family, with ample bathrooms and even a butchery, liquor store and laundry services for your convenience.

have a sea view when you look through the window.

On this floor are also three separate shower cubicles and three separate toilets with a basin. Potted plants create a nice atmosphere.

On the ground floor, the facilities look more or less the same, but there is just one family room. The rest are shower cubicles and toilets. When it's time to do the dishes, the laundry facilities are in two small rooms on the ground floor.

They say

Cheryl and Barry Monnett from Margate camp with a Sprite Super Sport from the nineties they tow with a 2006 model Mercedes-Benz C180.

"We came here for five days and are very pleased with the facilities. Our stand on the upper terrace has shade and a seaview, which is always a bonus. They also have special rates for pensioners like us.

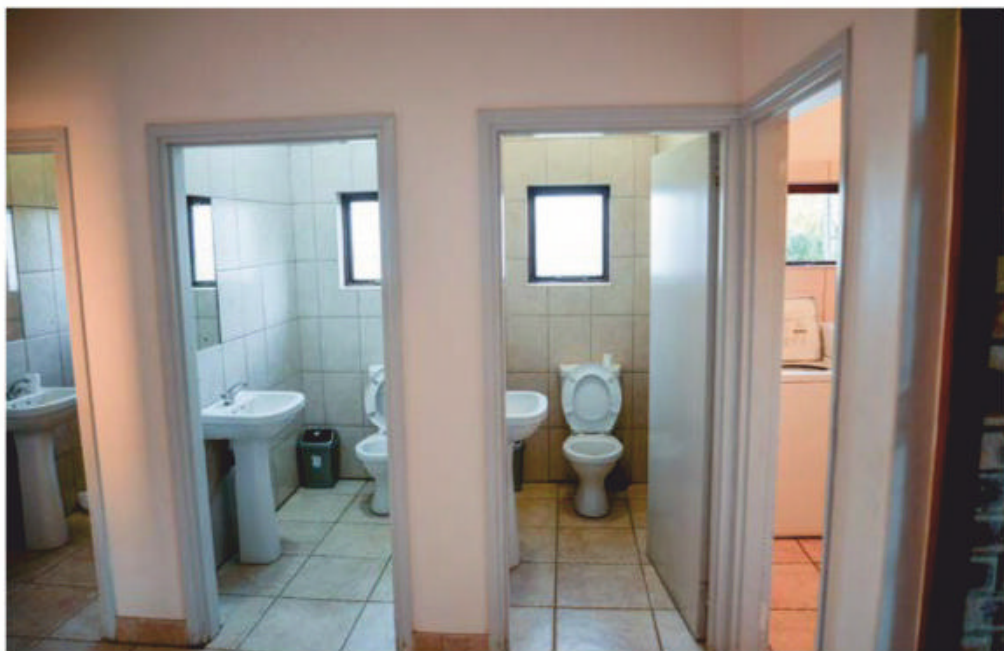
There are guys ready to help you set up and take down your camp, and the resort is pet friendly. This place is neat, and you can see the resort management is on top of things.

The restaurant's prices are reasonable and there is also a special menu for pensioners. But the butchery and liquor store are a tad expensive.

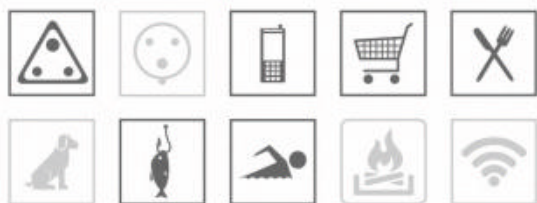
We like the fact that there is strict access control at the gate, so you feel safe and noise makers are quickly silenced.

We're planning to return to camp here for a month or three."





Briefly | Ifafa Beach Resort



Campsite 37 stands on level ground and green grass.

Ablution facilities A neat, modern double-storey ablution block with family bathrooms that each have a shower, bath and toilet.

Price R400-R800 per site for 4 people, depending on when you camp. Extra campers pay R100-R200 pppn and children's rates vary between R50-R100 pppn.

Arrival and departure times 12:00-18:00 and 10:30.

Contact 039 977 8615 ifafabeach.co.za

ifafabeachcp@telkomsa.net

Nearest town Hibberdene, 16 km.

What does the road look like? Tar road to the gate.

GPS S30.464238 E30.651043

go! Drive & Camp says There are also laundry facilities. You could wash and tumble dry it yourself, or pay the resort staff to do it for you.



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Stuff to do

DESOLATE AND TINY

The Red Desert lies about 10 km west of Port Edward and is one of the more peculiar things you'll ever see. With a diameter of 200 m and a total area of just 11 hectares, it is the world's smallest desert. The people here say it's basically a miniature version of the Arizona desert in America, and it's weird to find the red sand and dunes right in the middle of all this lush greenery.

It's a protected heritage site, and ancient artefacts have been discovered here.

Of course, there are many myths and legends about the origin of this extraordinary patch of earth. Some even claim this is the place where a UFO landed. However, it seems as if it was overgrazed by cattle of the local Zulu tribe in the nineteenth century, and that years of wind erosion have caused this particular natural phenomenon.

Either way, put on your hiking shoes or bring your mountain bike and

explore the Red Desert trails.

GPS S31.066375 E30.191706

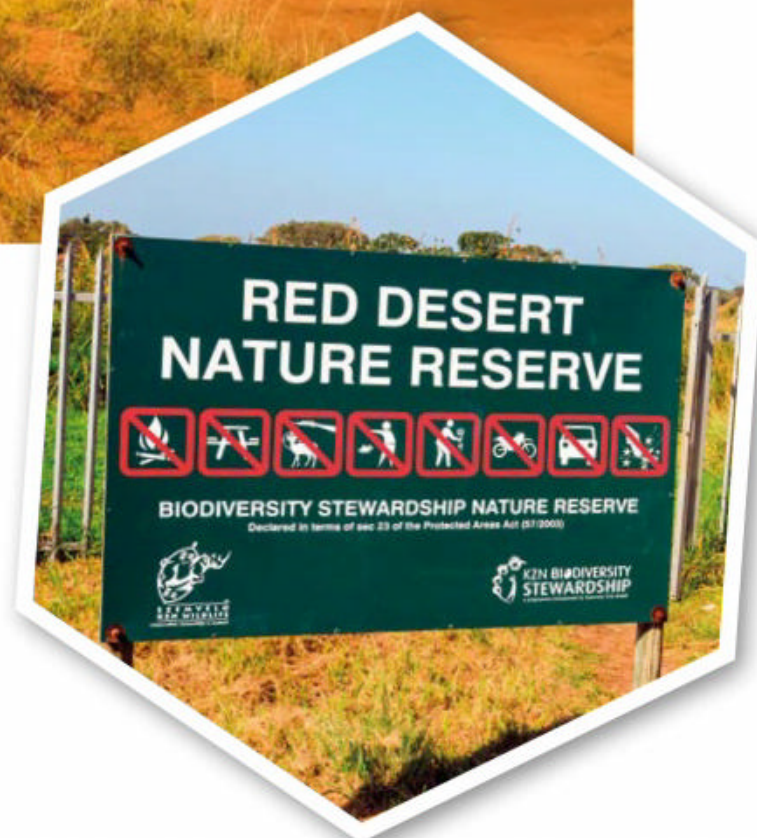
COFFEE FARM

After taking a family selfie on the red sand of the world's smallest desert, you can quench your thirst – and feed hungry tummies – at the Beaver Creek Coffee Estate, the world's southernmost coffee farm.

They run a tour every day at 12:00 where they show you how the coffee-making process works, from the fields to your cup. It costs R60 pp and bottomless coffee is included in the price. You can then try out the various varieties, such as Transkei Gold and Espresso Blend and Ed's Special Blend.

If you don't feel like doing the tour, you can still have a bite to eat in the restaurant, and order a bottomless coffee for just R26.

GPS S31.044588 E30.18287



WATERSPORTS

We won't encourage you to go gambling, but if you feel Lady Luck has a friendly gleam in her eyes, the Wild Coast Sun is a mere 7 km from Port Edward.

You don't have to gamble to spend a day here, because there's plenty to keep the whole family busy. You can load your golf clubs and venture onto the 18-hole course, while the kids play at the massive water park.

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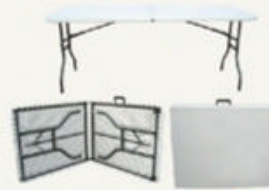
Max weight 180 kg
R656

SPECIFICATIONS
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Powder coated
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Heavy duty

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Complete with stuff sack
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1,22 x 1,22 x 11mm **R200**
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INNER TENT: 190T
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OXFORD NYLON

DIRECTORS DELUXE CHAIR

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Heavy duty Oxford Nylon
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R1020

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VERY SPACIOUS

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Fitted groundsheet
Double roof
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JNR: 2.5 x 2.5 x 1.8m **R3445**
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R10530 6m x 2.9m x 2.5m
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PRICES ONLY VALID FOR JULY 2019

4 days along the Molopo



The Molopo River starts in Lichtenburg, where it bubbles out of the ground, and ends near Augrabies where it joins the majestic Orange River. This is how one follows it from eye to mouth.

Words and images **Cyril Kloppe**

When travelling from Gauteng to the Kgalagadi Transfrontier Park and the Richtersveld, you'd probably take the quick and easy N14 through the southern Kalahari. There is, however, an alternative to this dead-straight highway: a dirt road less travelled that follows the Molopo River.

The Molopo is rather enigmatic, as nobody is certain where its source lies nor how old it is. Geologists suspect that the Molopo River as we know it today is relatively young in geological terms. At one of its possible sources, it flows strongly and then it suddenly recedes in a clump of reeds. A few kilometres farther, its dry bed winds through a valley that could only have been carved by a giant river – something the Molopo isn't. At one point the Molopo disappears utterly after it flattens out on a pan surrounded by dunes... and just a few kilometres on, the river pops up again amid rocky ridges.

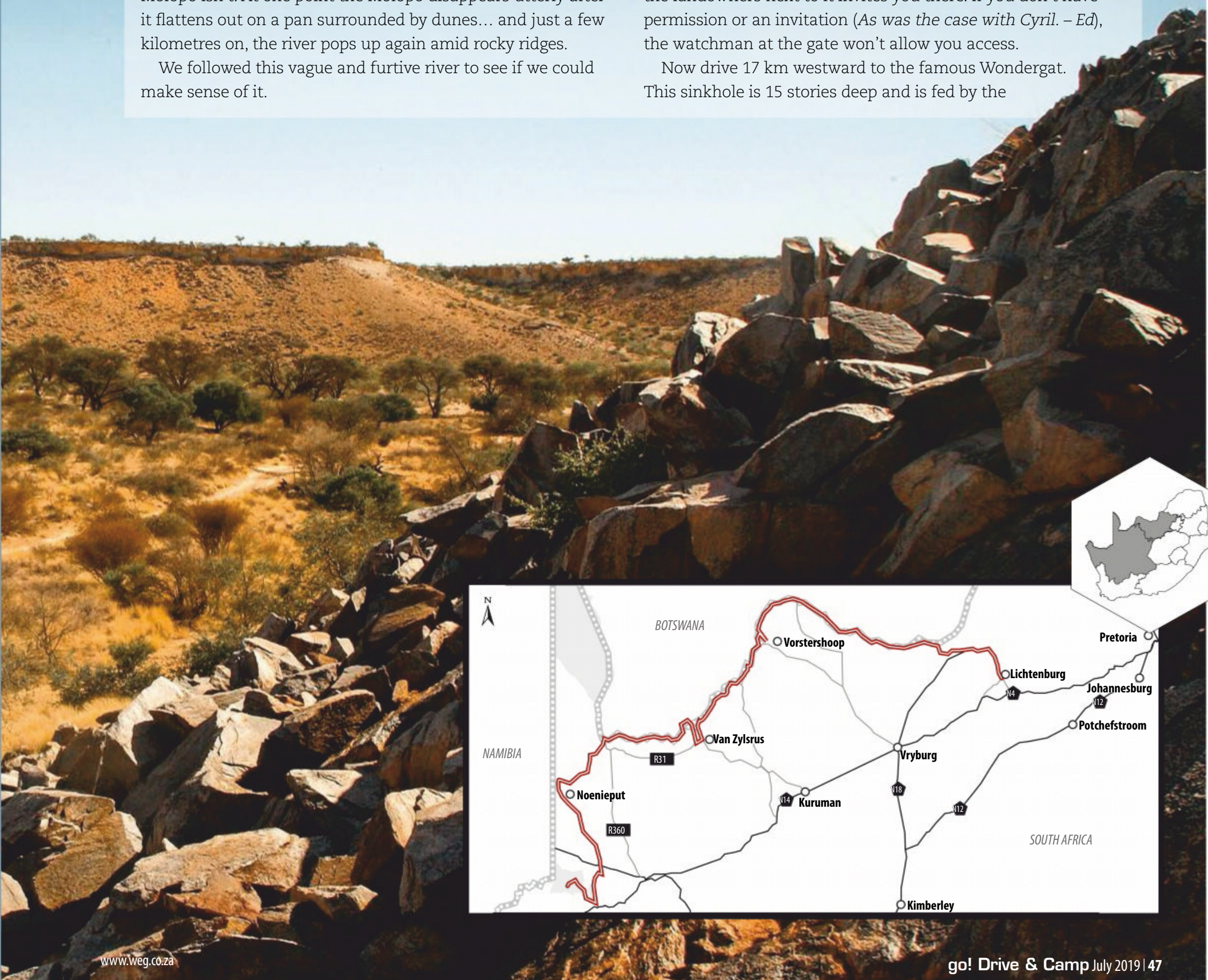
We followed this vague and furtive river to see if we could make sense of it.

THE ROUTE STARTS at Lichtenburg in the North West Province. There are a few fountains in and around this town, and any (or all) of them could be the true source of the Molopo River. The river flows mostly underground and only occasionally comes up for air.

Take the R505 regional road northward for 30 km until you reach a signpost directing you to the Molopo Eye. This fountain is generally regarded as the source of the Molopo, but according to research conducted by the University of the Witwatersrand that is not the case.

Back in the day, there used to be a holiday resort on the shore of the Molopo Eye, but the site has since been closed and you can only get access to the large fountain if one of the landowners next to it invites you there. If you don't have permission or an invitation (*As was the case with Cyril. – Ed*), the watchman at the gate won't allow you access.

Now drive 17 km westward to the famous Wondergat. This sinkhole is 15 stories deep and is fed by the



4X4 DESTINATION

subterranean Molopo River. In the nineties it was a popular haunt for scuba divers, but nowadays it is considerably quieter at Wondergat and you should consider yourself lucky if there's a diving event during your visit.

About 12 km west of Wondergat, the gravel road joins the R49 regional road at Buhmansdrift and you turn left toward Mahikeng. Mahikeng is a hive of activity and people aren't particularly bothered by traffic rules – so watch out. Head west on the N18 highway, turn right onto Bray Street and turn left (S25.86463 E25.60793) after 1,7 km on an unnamed paved road. This road leads you along the Molopo River to the Mmabatho and Disaneng dams that provide drinking water for the residents of Mahikeng. Halfway between the two dams (S25.86341 E25.44987), the tar road becomes a gravel road.

After 29 km you'll arrive at the Disaneng settlement – turn right at a spaza shop (S25.79451 E25.24533), drive past a school and then cross the Molopo's dry riverbed. On the outskirts of the settlement (S25.78146 E25.26492), follow a salmon-pink twin track through the bushveld (with the Molopo River on your left) to the border with Botswana.

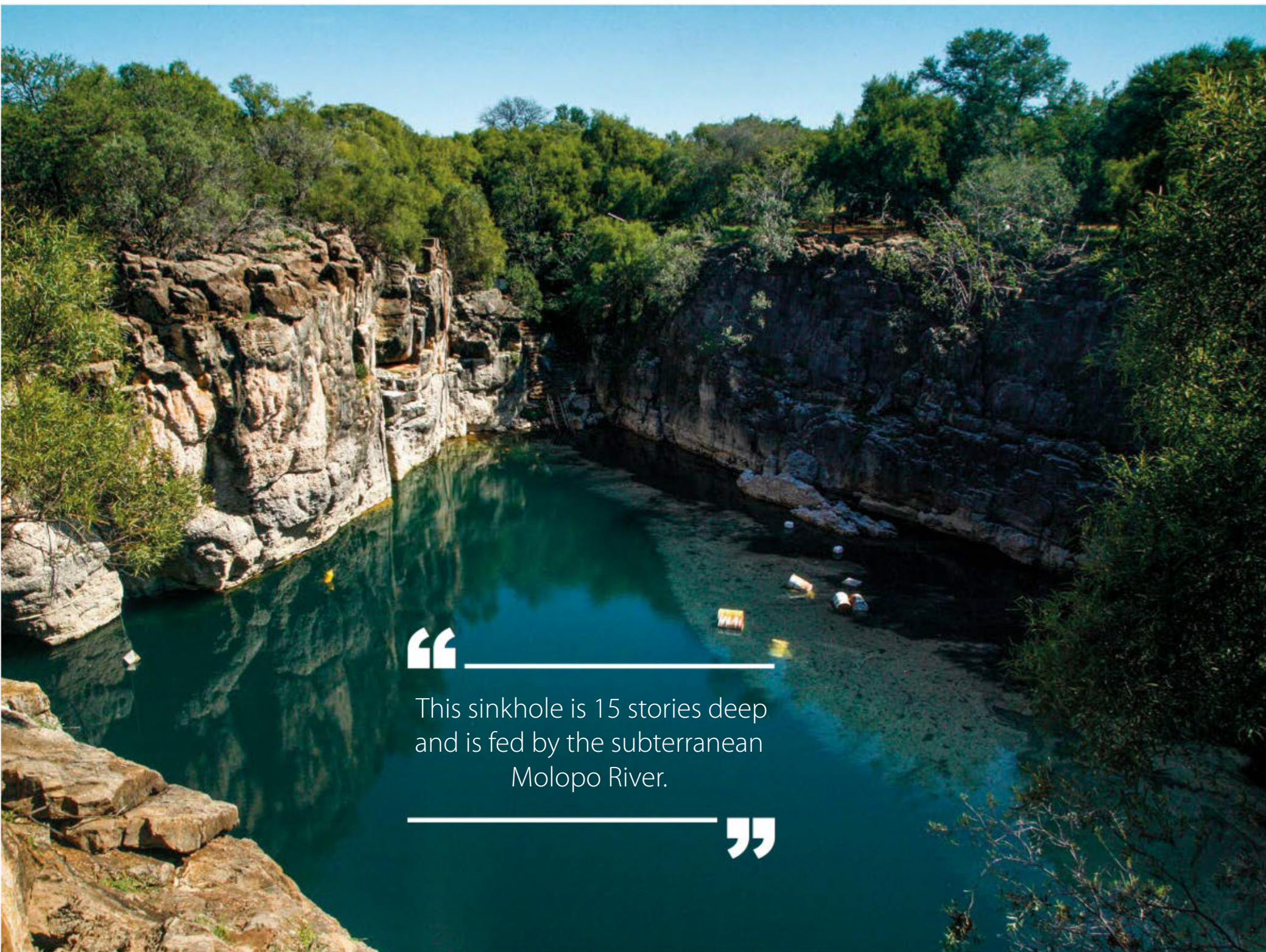
Where the Molopo first touches the border, you'll encounter one last puddle through which you can drive. Engage four-wheel drive and build up momentum, because it's extremely muddy – this is also the last time the Molopo shows its water.

The wooded twin track follows the



HIT THE ROAD This route is mainly gravel and you may encounter oddities such as farmers grading the roads with trees (below). The Molopo flows strongly between the Mmabatho and Disaneng dams (below right).





“

This sinkhole is 15 stories deep
and is fed by the subterranean
Molopo River.

”



border fence to the Makgobistadt border post – you can't really manage faster than 30 km/h here – and from the border post you continue farther along the fence past Dinateng where the twin track joins a wide dirt road (S25 .75161 E24.48389). You can make up for lost time here, but keep your eyes peeled for donkeys and cattle that seem to deliberately walk into the road when you approach them.

Follow the road next to the Molopo River (now to your right) in a northwesterly direction to the Boshok anti-stock theft police station and from there to the Paddon farm community where the R375 regional road continues farther north along the Molopo to Bray, followed by Donkerhoek, after which the Molopo curves down to the south and on to Mokopong.

The reason why the Molopo makes such a large half-circle turn is because it traces

“

It should be dusk by the time you arrive. Quickly pitch your tent in the Phiri Camp and head over to a hide at a waterhole.

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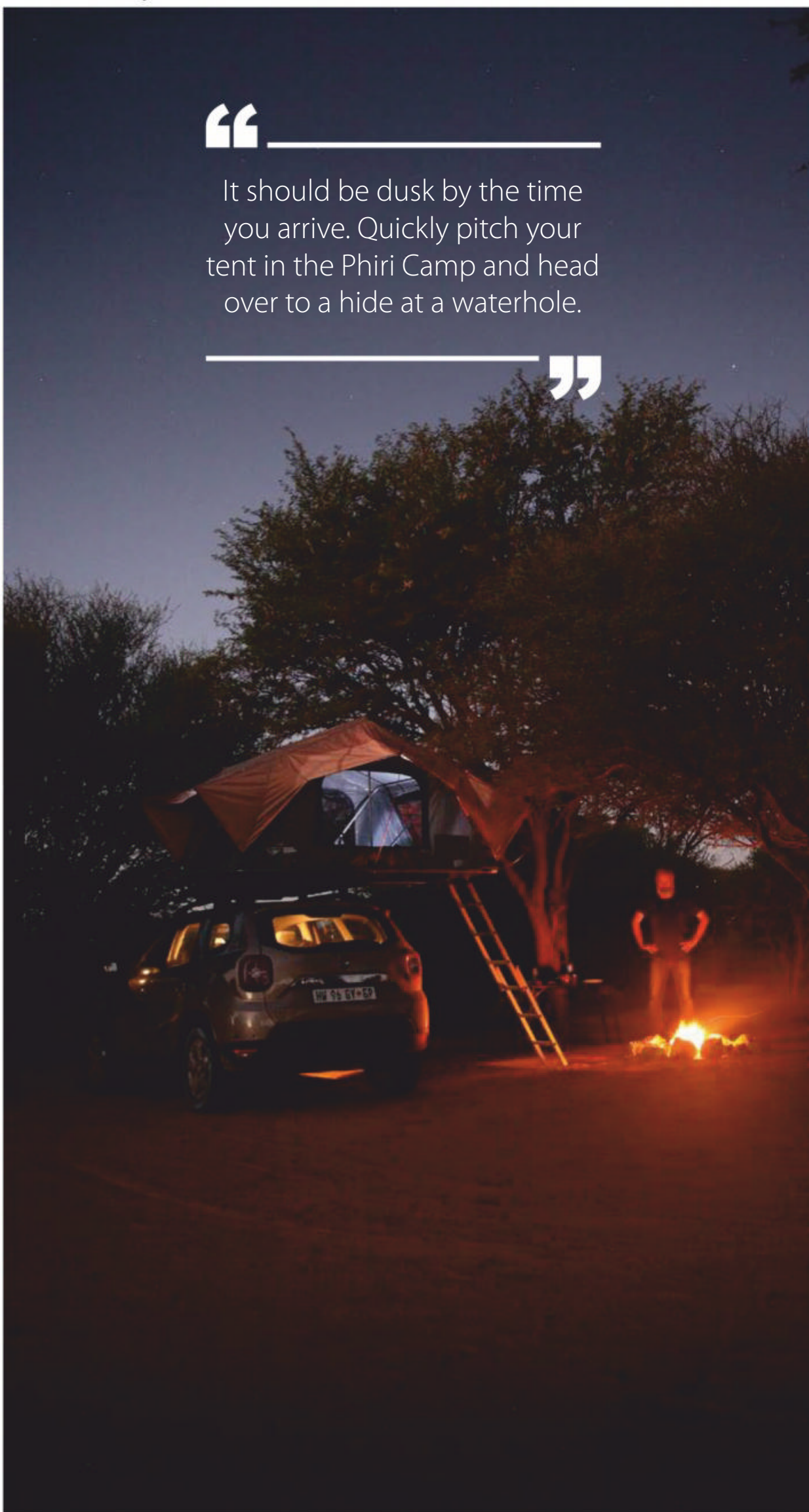


the upper rim of the Morokweng crater. This crater measures 70 km across and was formed by a 5 km wide asteroid which impacted here some 145 million years ago. The crater is no longer visible on the surface and it was only detected in 1994 when scientists studied shards of the asteroid found buried underground.

From Mokopong, follow the R379 directly southward to the Molopo Nature Reserve. It should be dusk by the time you arrive. Quickly pitch your tent in the Phiri camp and head over to a hide next to a nearby waterhole – with luck you’ll make it in time to see game taking turns to drink before they disappear into the bush for the night. After the braai, snug in your sleeping bag, you’ll hear brown hyenas sniffing around your tent, hoping to find T-bones and ribs.

THE NEXT MORNING, there’s plenty of time to drive around the reserve looking for wildebeest, eland, kudu, cheetah and the like. After a late breakfast you travel farther southwest, from the North West province to the Northern Cape, and back at the border fence in the Molopo’s parched bed.

Fifteen kilometres after leaving the reserve, you’ll reach your first farm gate – one of 47 (but it will soon feel like a hundred) on this stretch of road. At first there are four of them, on average 10 km



FROM GATE TO GATE The gate to the Phiri camp in the Molopo Nature Reserve is always closed, but never locked. Let yourself in and pitch your tent. Rangers will visit you the following morning and collect your fees before issuing a permit. The border between South Africa and Botswana is little more than a livestock fence (top right).

HOU MY TOE AUB
 OOP HEKKE & BROEKE
 IS GEVAARLIK
 PAS OP VIR DIERE



apart, and each one opens in a unique way. Some have a simple wire you loop over a post, while others resemble 3D brain teasers that require a bit of head scratching. None of the gates are secured with padlocks, but make sure you close each one behind you, unless the gate was already open when you arrived.

After the fourth gate, the gravel road grows increasingly wider and more corrugated until you reach the McCarthy's Rest border post. A few metres before the border post (S26.20441 E22.57010) you take a twin track next to the border fence (it's a light grey sandy track). After the seventh gate you may worry that you've gotten lost because weeds begin to obscure the tracks. It's clearly not an oft-used trail and the only sign of civilisation is the perpetual border fence and intermittent concrete pillars with the abbreviation "RSA" stencilled on them.

By gate 10 the road once again shows signs of wear and you'll occasionally come across a rusty windpump creaking in the riverbed. Now the gates follow faster and you must stop every 2 km or so and send your travel companion or child to wrestle them open. Gate 25 is secured with a padlock and you are forced to leave the Molopo here and turn south in the direction of Van Zylsrus. Tonight, you'll sleep at the





“

The surface of the twin-track ranges from hard soil to powdery sand that will torment adventure motorcyclists.

”

Van Zylsrus hotel. Here you'll be 25 km from the Molopo River – the farthest from it you'll be during this trip.

You would have arrived relatively early at the hotel and there will be ample time for a power nap in an air-conditioned room or to float in the hotel's swimming pool before sitting down to an à la carte dinner

AFTER A GOOD NIGHT'S SLEEP and breakfast, you head north to the Middelputs border post to resume your mission along the Molopo River. Shortly before the border post, turn left at a cattle chute (S26.68431 E21.88565) and follow a winding, rocky trail back to the Molopo. The road descends an ancient ravine to the dry riverbed below.

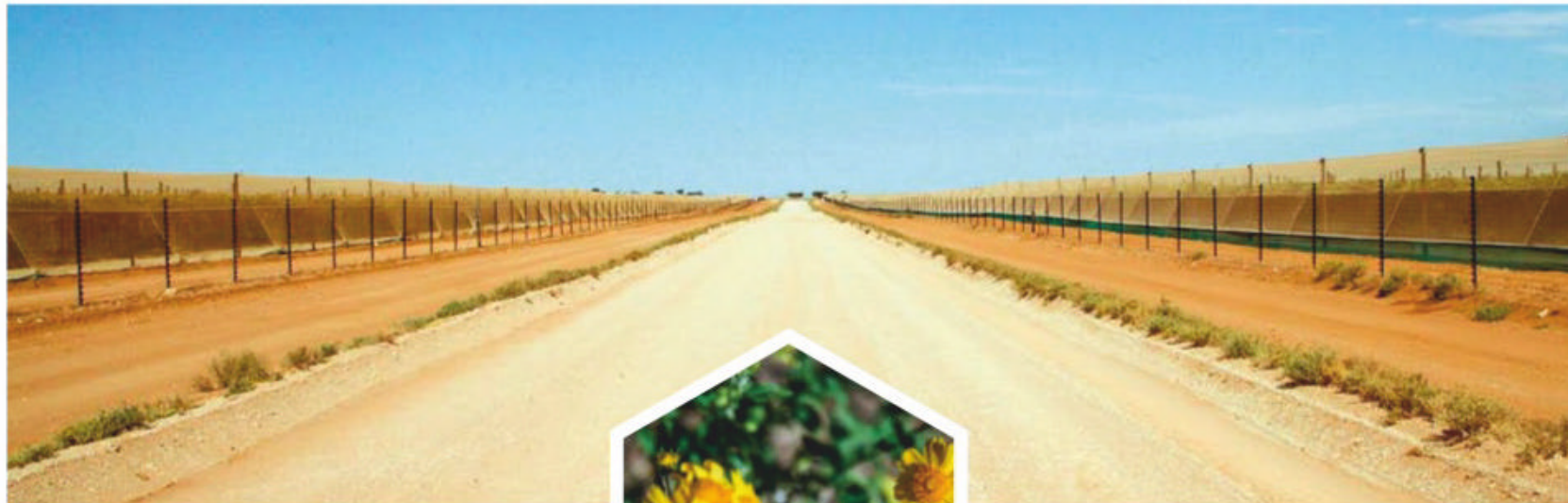
Geologists examining the sediments of the Kalahari determined that a forerunner of the Orange River carved this ravine in the Mesozoic era when dinosaurs roamed the Earth. That river, however, has disappeared

over the years and today the Molopo occasionally “flows” in the abandoned waterway of this once mighty river that never knew humankind.

Gate 31 is right in the riverbed, and over the next 50 km you will open and close another 17 gates. The surface of the twin-track ranges from hard soil to powdery sand that will torment adventure motorcyclists.

In the dry season, you won't need to engage four-wheel drive, but your vehicle must at least have all-wheel drive and it's highly recommended that you lower your tyre pressure. If it rained here recently, your convoy should consist of at least three vehicles. The Molopo quickly changes from mild gravel travel to a muddy nightmare known to seize even farm tractors.

After gate 47, the twin track rapidly turns into a bright white, graded gravel road that'll take you to the Bokspits border post. Here you can decide if you want to follow the



TRACK UP The colour of the landscape along your way changes constantly. Sometimes the sand is orange, then pink, grey and fawn. Stop every hour, exit your vehicle and inhale deeply. It's as if you can smell the colours.

red dunes along the Nossob River northward to the Twee Rivieren rest camp to spend a few days in the Kgalagadi Transfrontier Park, or whether you want to follow the Molopo River southward to Andriesvale and visit the Molopo Kalahari Lodge. This lodge has a swimming pool where you can cool off and a bar where you can watch the Boks vs the All Blacks on a big-screen TV.

Guests often stay here rather than at Twee Rivieren because it's more comfortable and private. They then drive 60 km to the park each morning and return to the lodge in the evenings.

THE NEXT MORNING you leave the Kalahari and follow the Molopo River southwards through the ZF Mgcawu district. The river is on your left, and there may be signs that it



MAKE LIKE A TREE Sociable weavers build their nests in trees and on telephone poles. The Kgalagadi isn't as quiet as the Great Karoo, here you'll constantly hear birdsong, even on treeless plains.



GO WITH THE FLOW The dry riverbed of the Molopo is broad near Noenieput (above) but shrinks to the width of a football pitch when it passes the Riemvasmaak community (right).



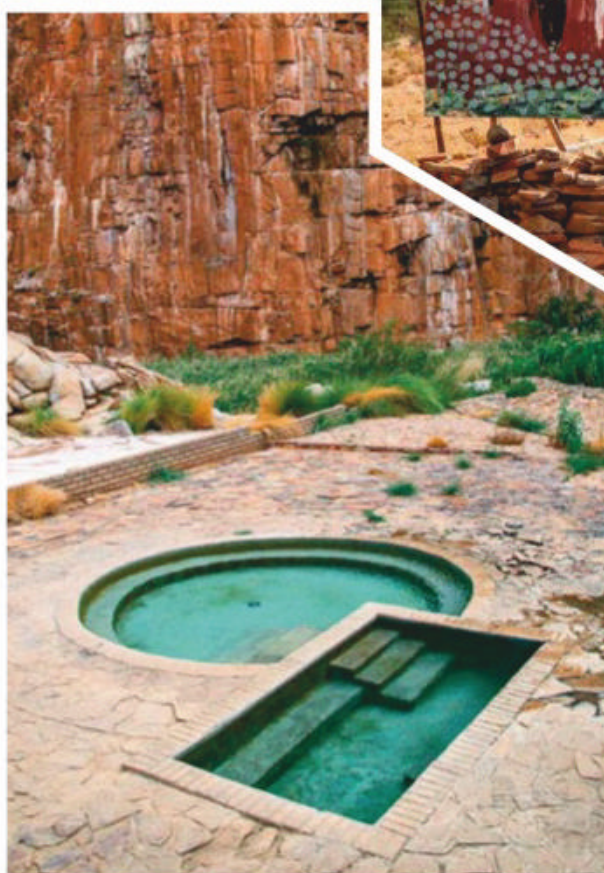
recently held water. The river does indeed flow here, but only after heavy rains and even then, it moves slowly, and suffers the indignity of being absorbed by the ground before it gets the chance to reach the Orange River. Thorn trees and grasses grow in the Molopo's dry bed and windpumps whistle cheerily in the Kalahari breeze while they fill zinc dams.

About 80 km after leaving Andriesvale, the Molopo disappears on a wide open plain called the Abiquaput. The then Union of South Africa's director of irrigation, AD Lewis, noted in 1936 that a dune with a "thousand-year-old" camelthorn tree on it obstructed the flow of the Molopo River. According to Lewis, the dune forced the Molopo floodwaters in 1894 and again in 1918 onto the Abiquaput Pan where it got absorbed by the scorched earth.

The dune Lewis refers to remains (S27.31545 E20.11861), but the thousand-year-old camelthorn is gone. Your GPS map clearly shows that the Molopo takes a sharp left here – right under the dune – and yet there's no sign of a river.

A few kilometres south of the dune, you'll meet up with the Molopo yet again. You can't keep a good river down.

Eight kilometres farther south at the Noenieput farming community, you'll notice the Molopo broadening on your left – still no water, though. An hour after you passed through Noenieput, the landscape changes from being decidedly two dimensional to

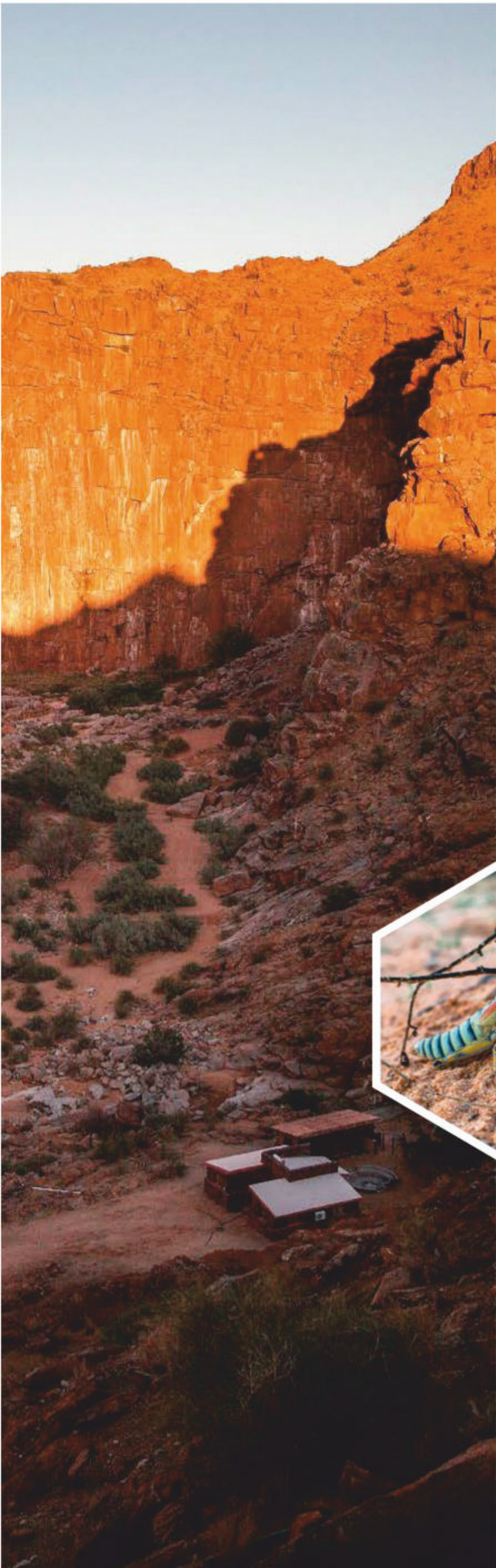


a hillier terrain and the Molopo winds its way through ridges and rocky outcrops. The riverbed appears damp here and you may wonder whether it's been raining or if the Molopo is considering emerging from the ground.

The gravel road takes you farther south, crosses the N10 highway, and ends in Lutzputs where you turn right and then left again after 4 km. Drive over the Biesiespoort dirt road pass (blink and it's over), past the game fence of the Khamkiri Private Game Reserve on your right to the huge wine farms next to the Orange River. Slow down as soon as you enter the vineyards. The farmer won't be pleased if you dirty his prized grapes with dust.

Turn right at a cold storage warehouse





(S28.70533 E20.58574) and drive northwest towards the Augrabies Falls National Park and follow the road signs to the village of Riemvasmaak. From there, follow the signs to the hot springs roughly four kilometres outside Riemvasmaak. The hot springs lie within the Molopo River, at the bottom of a canyon, and you can pitch your tent here (S28.46455 E20.28557).

An attendant watches the campsite from 9am to 4pm and you can pay the fees in cash. Tonight, is your last chance to braai next to the Molopo River. After dinner, soothe your aching muscles in the lukewarm water of the spring until the sun sets and the evening star winks from high above the canyon.

DECAMP EARLY if you want to watch the 7 o'clock news at home tonight.

Roughly 2,5 km from the hot springs, turn left (S28.45386 E20.29666) in the direction

FUEL ON THE ROUTE

Large towns, such as Lichtenburg and Mahikeng, obviously have filling stations, but after Mahikeng they become sparser. Here are the fuel pumps on your route.

Bray Molopo Motors (S25.46270 E23.69957)

Vorstershoop Ons Handelshuis (S25.83626 E23.02397)

Van Zylsrus KKL Landbou (S26.87715 E22.05278)

Askham Askham Agrimark (S26.98064 E20.78088)

Noenieput KKL Landbou (S27.51159 E20.13826)

Augrabies Augrabies National Park (S28.59361 E20.33810)

WALK IT OFF A hiking trail starts at the Riemvasmaak hot springs and leads to the Molopo's mouth if you feel like some exercise.





STAY Lichtenburg resort (left), Molopo Kalahari Lodge (above) and the Van Zylsrus Hotel (right). The Molopo's mouth is unremarkable (bottom right), but the journey is worth it.



QUICK FACTS

- Catchment area of the Molopo River Approximately 367 000 km²
- Length of the Molopo River Approximately 1 150 km
- Source of the Molopo River 1 465 m above sea level
- Mouth of the Molopo River 445 m above sea level
- Highest point of the route 1 514 m above sea level
- End of route 445 m above sea level
- Route length 1 207 km
- Total number of gates you open and close 53

of Blouputs. Thirteen kilometres later, after negotiating a lovely dirt road mountain pass, you'll happen across a sandy plain. Take a twin track over this plain until you reach your old friend the Molopo River once more. Follow the riverbed – it's best to engage four-wheel drive as the sand is deep – to where the Molopo 'flows' into the Orange River (S28.51759 E20.21497).

Take a selfie at the mouth and pat yourself on the back – you've made it! Scoop a handful of sand from of the Molopo's dry bed and let it spill through your fingers. Reflect on when the Molopo was a comforting green ribbon through the red expanse of the Kalahari, remember a bright white road cutting through fawn-coloured plains and sociable weaver nests in the endless row of telephone poles next to the road. Now ask yourself whether you know the Molopo... or whether you'll have to drive this route again one day before you can truly understand it.

STAY HERE

LICHTENBURG HOLIDAY RESORT

This resort was once famous for its amazing waterworks, a canal with rowboats and giant pools with slides and supertubes, but the drought has taken its toll and the canal has been empty for decades. The pools are, however, filled between December and February to lure holidaymakers.

Accommodation Family homes with full kitchens, double-bed chalets with bar fridges and televisions, and stands with water and electricity.

Price From R80 pppn to camp up to R1 000 pn for a family home with five beds.

Contact 018 632 5826

lichtenburgvakansieoord.co.za

vanvuurenInc@mwebbiz.co.za

MOLOPO NATURE RESERVE

This wildlife reserve focuses more on nature conservation than tourism. Don't expect a

visitor centre and chalets, though there is a network of trails through the park.

Accommodation You can only pitch a tent at the Phiri camp. The stands have taps and rubbish bins, but no power points. There is electricity at the only ablution block. You camp under thorn trees near a waterhole.

Price Access is R30 pp and then you pay R100 per stand and R20 per vehicle.

Contact 053 939 0200

tourismnorthwest.co.za

molopo@nwptb.co.za

VAN ZYLSRUS HOTEL

Van Zylsrus is a tiny farming community where the co-op, hotel and the general dealer sees the most traffic. The hotel is artfully dolled up with exuberant yet charming decorations. There's a swimming pool, gift shop, restaurant and bar.

Accommodation Six double-bed



WHAT WE DROVE

Renault South Africa loaned us a new Duster 4x4 with standard tyres and suspension. Cyril was the only occupant, but to make his journey more comfortable, **Front Runner** fitted the Duster with a roof rack with a table as well as a rooftop tent. Front Runner also provided a camping chair and a 27 l water bag. Our driving impression of the Renault Duster appears on p 84.

Contact frontrunneroutfitters.com
renault.co.za

bedrooms with en suite bathrooms, and one honeymoon suite with a private garden. No campsite.

Price R500 pppn with breakfast.

Contact 053 781 0201

vanzylsrushotel.com

info@vanzylsrushotel.com

MOLOPO KALAHARI LODGE

This lodge is a veritable oasis in the desert. The chalets and camp facilities are luxurious given the location, and yet the prices are surprisingly reasonable.

Accommodation Double-bed chalets, rondavels, camp chalets and a campsite.

Price R150 pppn to camp, R500 pppn for a cosy camp chalet and R3 000 for a large luxury honeymoon chalet.

Contact 054 511 0008

molopo.ncfamouslodges.com

namrod13@lantic.net



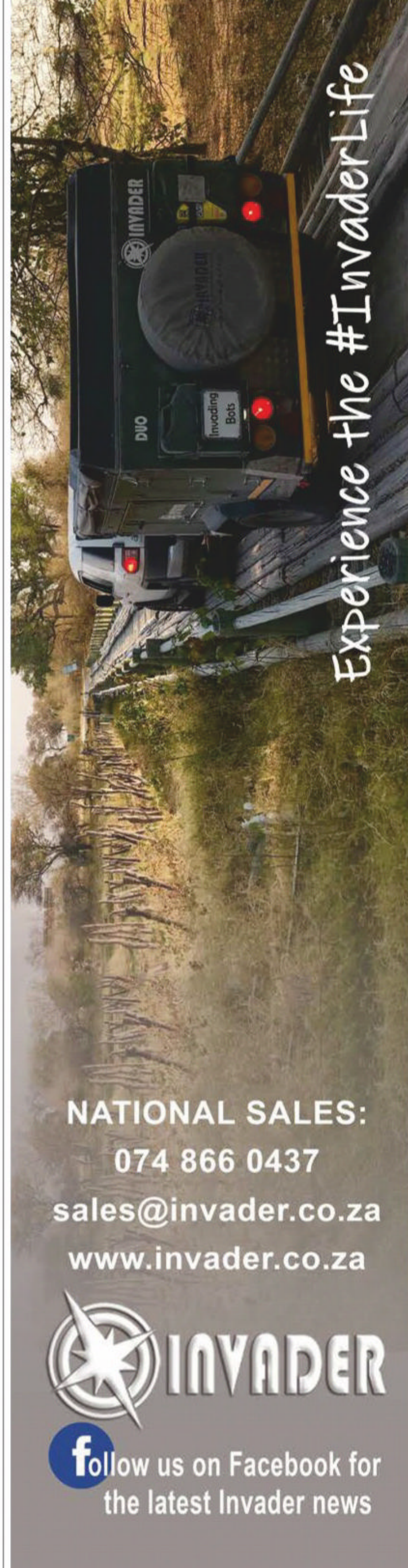
RIEMVASMAAK

At the hot springs near Riemvasmaak there are chalets with 4 or 8 beds plus a campsite with 3 stands. The campsite has 2 toilets – one for men and one for women – and one outdoor shower.

Accommodation Several cottages and three stands.

Price R135 per site.

Contact riemvasmaak.co.za



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A dam good idea!

There's a dam less than an hour's drive outside Pretoria with huge appeal for all the watersport enthusiasts out there.

Text and photos **Helenus Kruger**

Kaia Manzi, a popular resort for watersport enthusiasts – especially those with boats – lies on the northern bank of the Bronkhorstspuit Dam between homes and luxury security complexes. The resort is the only location on the northern bank (and one of only two destinations around the dam) that is open to the public to launch boats and it can get really busy over weekends and holidays. The guys start early in the morning, long before the first birds begin to chirp. They're not scared off by the mist that drapes itself over the dam in the early hours.

KAIA MANZI is a big resort. From the top where you enter the camp in Dam Street, the rows and rows of stands lie on the slope towards the dam. At the bottom of the resort, a short distance from the dam, is the main building and reception. This building and a number of self-catering units next door separate the shoreline from the upper campsite.

If you were hoping to pitch your tent right next to the dam, sorry: there are no waterfront stands. The shoreline, about 400 m long, is where the boats are launched, fishermen get their lines wet, and campers and day visitors come to relax.



The 103 sites are divided into five rows (A, B, C, O and W) and laid out on five terraces starting at the entrance, with all of them facing south. The terraces are separated by three streets: Ox and Wilge streets and one without a name.

Aside from row C, all the other stands are above the main building, away from the water. Row C's 13 stands are next to the main building and also closest to the water. If you want to be in the middle of all the boating and angling action, choose one of those stands. You camp just above the shore and the boat launch, and this becomes a hive of activity, including

vehicles towing boats in and out the water.

The quieter upper parts of the campsite are a better choice if you're someone who likes to lie in a bit and doesn't want to be bothered by the early morning goings-on and the noise of boat engines. If you're in row B or the lower numbers of rows O and W along Dam Street, traffic can still be somewhat bothersome, but as long as you stick to the higher stand numbers, you're safe. Row A, just behind the units at the main building, is also a good choice.

On average, the stands measure 12 x 10 steps and because they are laid out on terraces, they are all level. There's

not much shade; although many trees are planted among the sites, many of them are still small with no significant shade. The best shade is on stands B1 and B2 where a large old oak tree towers between the two. There's enough space for your caravan under the tree. There are also large trees on the western boundary at C stands 6, 7, 10, 11 and 12.

Your stand is pre-assigned, but you can check out a map of the camp layout on Kaia Manzi's website and request a specific one when you book.

Most of the stands have a built-in or drum braai, but the built-in braais don't

“

Kaia Manzi is a popular resort for watersport enthusiasts – especially those with boats

”

have grids – so remember to bring your own. All of them have power (ordinary socket) but only some have lights, while taps and rubbish bins are shared.

The children's playground, with climbing frames and swings, is located between Ox and Wilge streets.

THERE ARE THREE ABLUTION BLOCKS:

the A and B blocks are between Ox and Wilge streets and the C block is at the bottom of the camp, between the C stands and the dam.

All the ablution blocks have separate facilities for men and women with walls that have a combination of tiles and plaster (the shower stalls are tiled to the top). Gas geysers provide hot water.

The A block is slightly larger than the B block and the only one that has family bathrooms. In the men's facilities, the narrow common area has four basins in a tiled surface, mirrors above it, hooks on the walls, three toilets and a rubbish bin.

The three shower rooms each have a shower cubicle (100 x 100 cm) with

a curtain and dressing area (100 cm x 160 cm) and a bench with hooks on the walls. Inside the shower is a dish for your soap. All the ablution blocks have bath mats in front of the shower. You know how it goes with shower curtains, they don't really keep all the water inside the cubicle, and the slightest breeze makes the wet, cold curtain stick to your body.

The common area in the women's facilities is considerably more spacious and there is one shower and two toilets more than the men have.

The family bathrooms are in a corridor between the men's and women's bathrooms, with entrances on either side of the building. You first walk past the dishwashing area (there's one at each entrance) where there are four sinks, before you get to the four family bathrooms. All four have a bath, shower, basin with mirror, hooks on the wall and a toilet.

The B block is on the opposite side of the site, on the Dam Street side. The men's and women's facilities both have a spacious common area, two shower rooms, two toilets, hooks on the walls and a rubbish bin. The men have three detached basins with shelves on the wall, while the women have storage space on the tiles between the four basins. The undercover dishwashing area with four single sinks is next to the building.

The C block is the smallest of the three. It has three basins set into a tiled surface with mirrors above it, two toilets and four shower rooms. The shower rooms are tiny, and the dressing area gets wet. Day visitors also use these ablution facilities –



They say

Kevin and Helen Uren from Benoni camp with a Jurgens Exclusive that Kevin tows with a BMW X5 3.0D. Helen tows their Yamaha FZR jet ski with her Jeep Cherokee.

"It takes us less than 40 minutes to get to Kaia Manzi from our home and this is why it's one of our favourite weekend getaways. We've been camping here for the past 15 years and have brought our caravan along more than 12 times.

Our son Jason, his wife Nicole, and their daughter Taylor, regularly join us. We also often come just for the day, and then we socialise down at the dam, take a picnic along and light a braai fire.

The ablution facilities are good and always

clean. Another plus of the camp is the large stands: they're bigger than those at many other resorts and our large Exclusive fits in easily, and then there is still space next to the vehicles and jet ski.

The jet ski always comes with us and everyone in the family gets a turn on the water. Unfortunately, there aren't that many things for kids to do – the super tube and small playground are it. Taylor always brings a whole bunch of her toys along. She also loves to go on the jet ski with her dad."





SLIP 'N SLIDE There aren't heaps to do for kids, but they needn't be bored either. The jungle gym, pool and water slide should see to that.



so rather walk about 200 m to one of the others for a more comfortable experience.

DAM STREET ENDS SHORTLY AFTER the C stands, right at the slipway. When you turn right, you reach the anglers' piece of paradise, and above it is a large piece of grass where you can park your vehicle and boat trailer while you're on the water.

To the left of the slipway are large willow trees, lush green grass, shade nets and a thatched lapa where campers and day visitors can relax next to the water and have a braai. Just bring your own food, picnic blankets and wood; there are built-in braais with grids for your use.

The short jetty with its beautiful lawn is a favourite spot for the young crowd waiting to see Dad speeding on his jet ski. You're not allowed to fish on that side of the shore.





FREESTANDING ART Visit Anton Smit's Sculpture Park when you're at Kaia Manzi. The sculptor's works are on display for free.

If you want to make sure there'll be a braai for you and your friends, you can rent one of two lapas. These sheltered spots **each** have a braai, a sink and lots of work surfaces where you can unpack salads and sandwiches. You'll need to book in advance at reception if you want to use the lapas.

As for swimming, head to the next terrace, just above the shoreline. There are two swimming pools, a super tube and a thatched lapa. The lush lawn around the pools extends to the main building where you'll find the restaurant and a fully licensed bar.

The menu has something for every taste, budget and time of the day, whether it's breakfast, burgers, toasted sandwiches, meat and fish dishes or desserts, and you can sit either inside if it's cold outside or on the patio when the sun is out.



THEY DON'T HAVE a camp shop, but you can buy wood (R20), charcoal (R35), fire lighters (R20) and ice (R10) from reception. For everything else, you'll come right at the small petrol station (S25.885998 E28.706307) in Matroosberg Street, near the entrance to the village. The OK

Minimart has a variety of **products** including fresh fruit and vegetables, meat and fresh pastries. The bottle store next to it sells a variety of wines, and anglers can also buy fishing tackle and bait with their favourite tippie.

At the internationally renowned sculptor Anton Smit's Sculpture Park in Black Eagle Lane (S25.886469 E28.709674) you can find refreshment for your soul. This outdoor park with its sculptures is open to the public and doesn't cost anything to visit. The modern gallery with its large glass windows is also worth a visit.

Sit down at the Imagine Café for some coffee and cake after your excursion. They serve breakfast, light meals and dishes for those who are very hungry. For more information, visit antonsmit.co.za





Briefly | Kaia Manzi



Campsite Large campsite with big stands. In quieter times, you can choose where to pitch your tent.

Ablution facilities 3 ablution blocks that are kept clean and tidy. You have to completely open the taps (and brave the sting of the first drops), otherwise the geyser won't switch on.

Price R200 per site plus R80 pp (R70 for children) – maximum 6 people per site. It costs an additional R60 per vehicle and R60-R80 per vessel.

Contact 071 851 1346 [kaiamanzi.co.za](mailto:info@kaiamanzi.co.za)
info@kaiamanzi.co.za

Arrival and departure times 16:00 and 13:00.

What is the road condition? Tar road.

GPS S25.892696 E28.688884

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NORTHERN CAPE: KIMBERLEY 053 807 9403 UPINGTON 054 338 8833 WESTERN CAPE: PAROW 021 930 4613 PAARL 021 871 1317 SWAZILAND: 00268 2518 7867

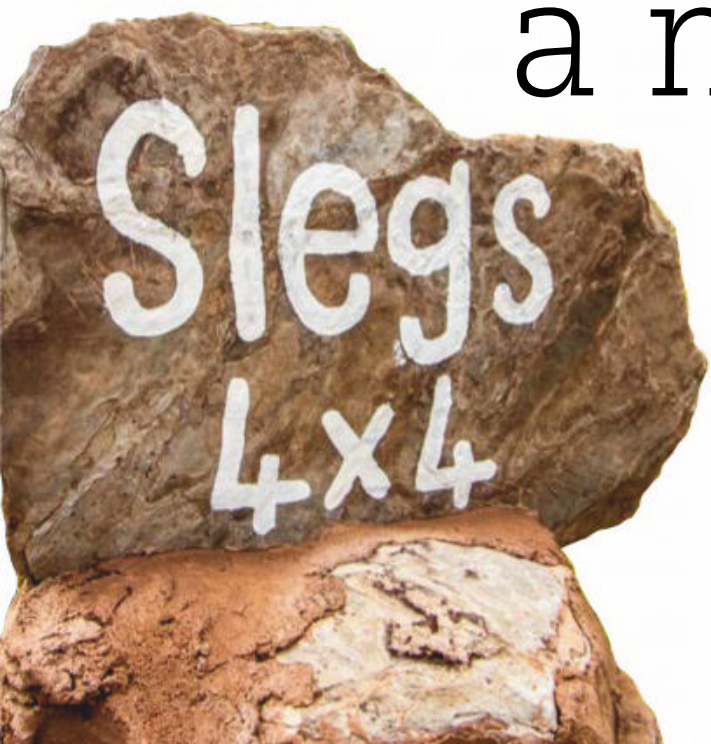
www.landwindsa.co.za



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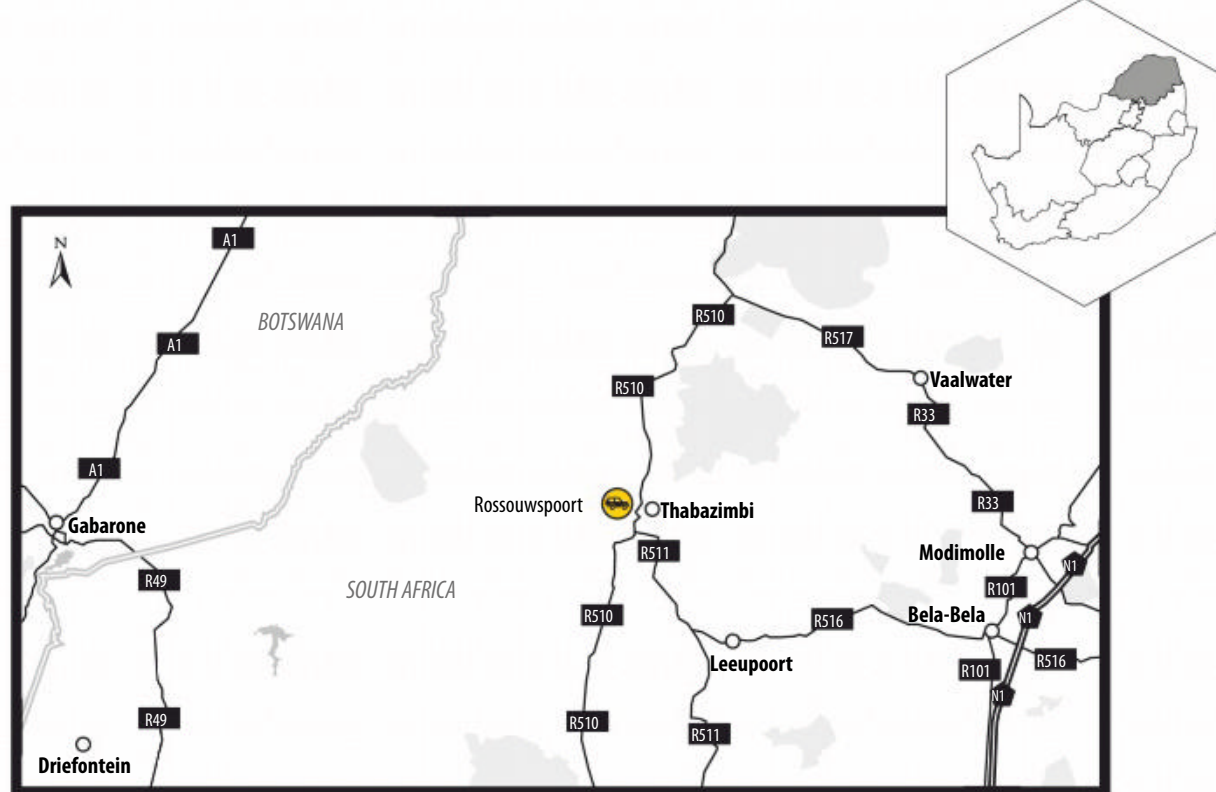


Test your mettle on a mountain of iron



It's usually only mining trucks that ply the roads in the mountains above Thabazimbi, but at Rossouwspoor you can explore a piece of that iron-rich mountain in your off-road vehicle.

Words and images **Evan Naudé**



Look at the mountains around Thabazimbi and you'll see they've got loads of scars, abrasions, pits, paths, and huge terraces of earth and stone. In fact, driving southward out of town, it appears as though ancient Babylonian ziggurats loom over the town.

That's because these jagged mounds of earth is rich in iron ore and has been mined for decades. The town's name means "mountain of iron" in Setswana. Due to mining, many of these mountains around the town are off-limits to the public. Fortunately there is one place where you can still camp on top of a mountain and drive its 4x4 trail.

THE ROSSOUWSPOORT TRAIL starts next to the mountain campsite, at the sign that boasts "4x4 only". Deflate your tyres before

A GOOD SHRUBBERY The route starts off in a thicket but it eventually reaches a clearing on top of the mountain where you can take in the sights. Keep an eye out for small game darting through the grasses and trees.

4X4 TRAIL

“

If you don't have a problem with heights you should take a moment to appreciate the exceptional views

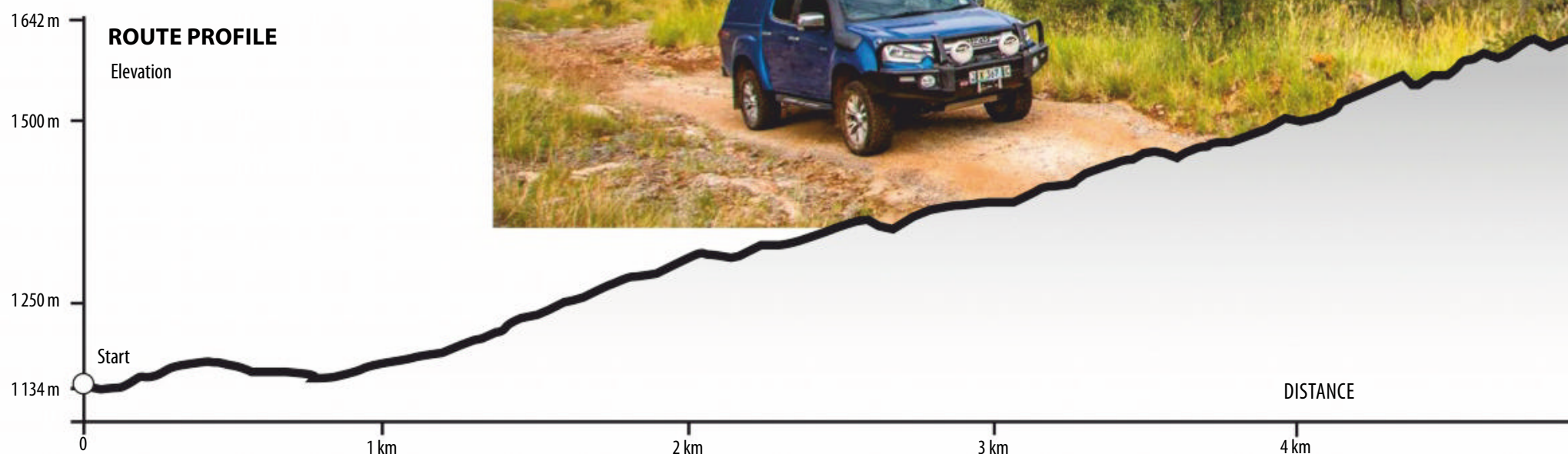
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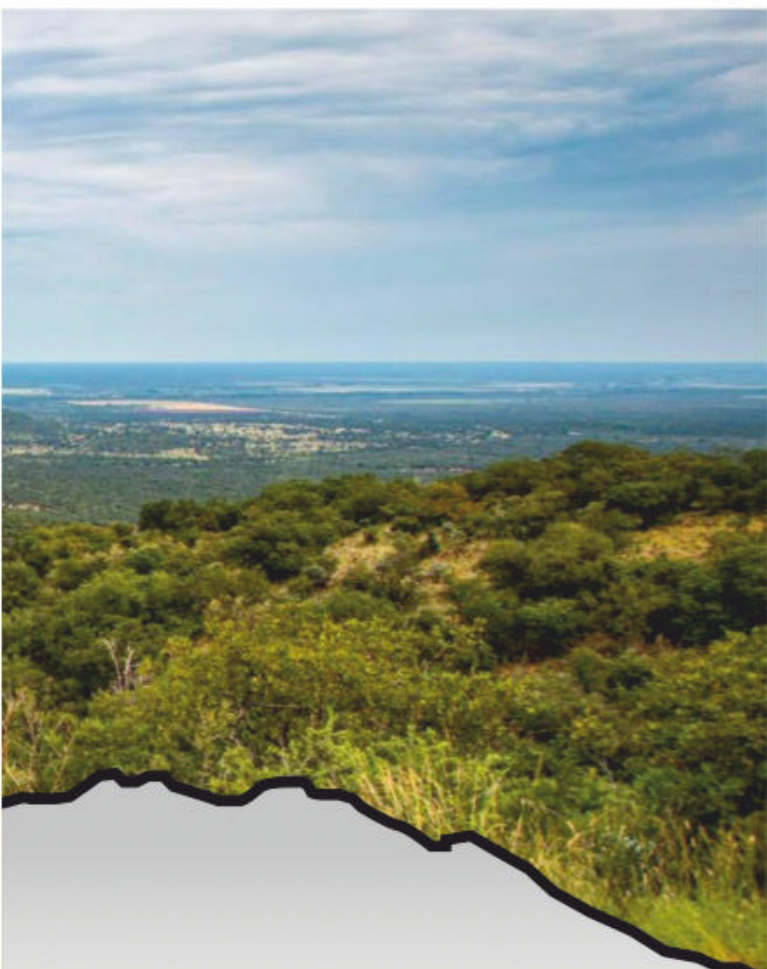
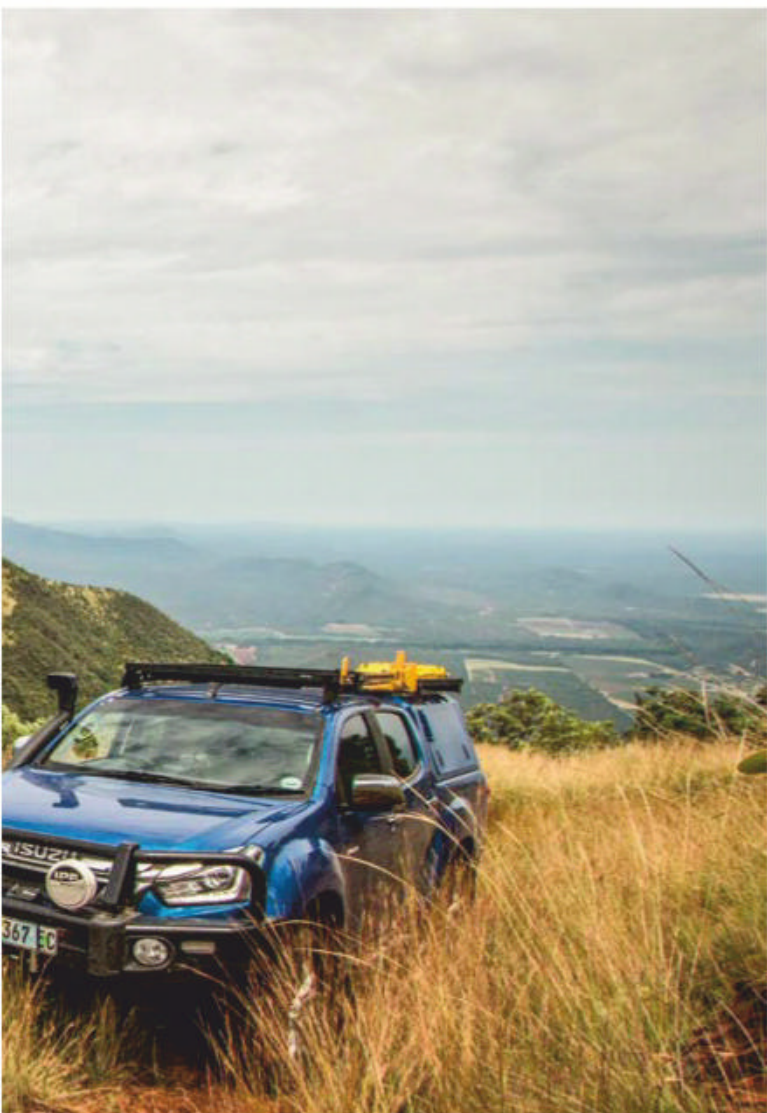


you leave (the people here recommend 1,8 bar), because it's uphill from here. It's a there-and-back route, which means you turn around at a designated point and drive back to where you started.

The first 2 km of the trail gradually climbs through a wooded area, but before long, the angle of your vehicle reaches near vertical. This is where you definitely want to engage 4x4 and even switch to low range for an easier ascent.

On the steepest slope, however, the twin track is paved with cement to improve traction. Around the 3,5 km mark there's a sharp hairpin bend to the left where you need to make a three-point turn if your vehicle steers like an oil tanker.

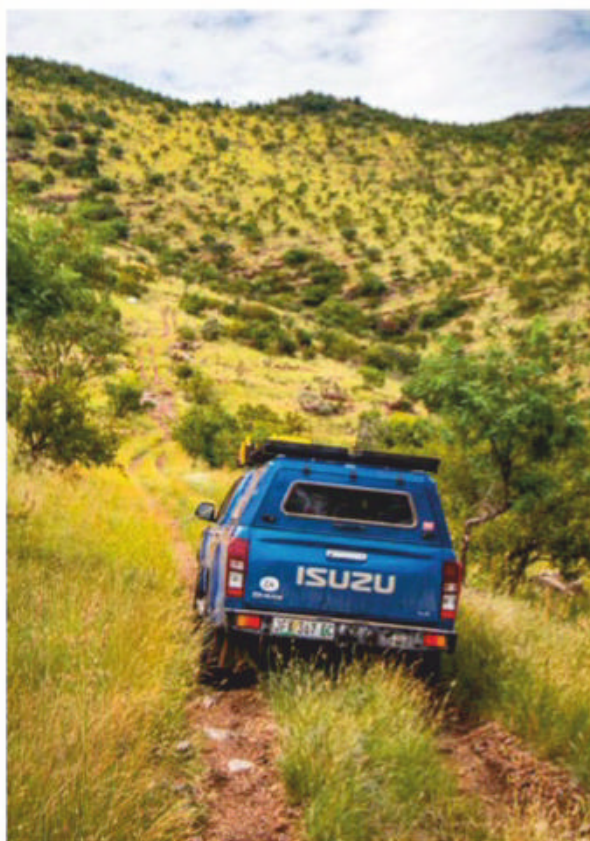




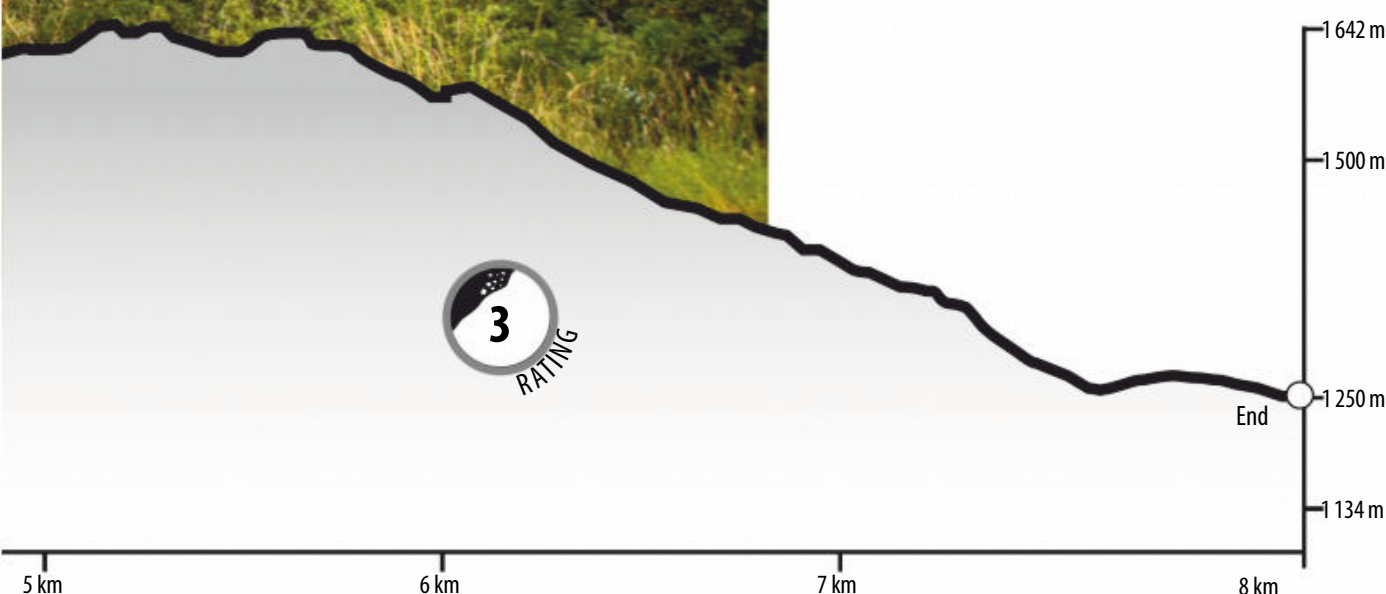
As you ascend, the surrounding vista is steadily revealed. Then, near the top, the landscape becomes unobscured and green plains stretch into the distance to disappear behind the Earth's curvature.

Follow the route to a right turn (S24.582434 E27.354697) – from here the trail takes you to the mountain's summit, a fraction under 1 700 m above sea level.

From here, the trail runs along the spine of the mountain toward the north. It's not for acrophobics, but if you don't have a problem with heights you should take a moment to appreciate the exceptional views to your left. The last section of the trail takes you 2,5 km down the back of the mountain to a crater-like dip. This is where you have to turn around and drive back along the same trail that brought you here.



ROAD TO NOWHERE The trail is steep in places and certainly beyond the ability of certain softroaders.



What you need to know



4x4 / low-range / diff lock You must drive with a proper 4x4 vehicle with low range, but a diff lock is not required.

Do I get a map? You can ask for one, but the route is easy to follow.

How long does it take? 2-3 hours to drive about 20 km.

Will my vehicle get scratched? No.

Should I take a compressor? Bring your own if you have, but there is also a pump on the farm and the petrol stations in town are nearby.

Can we braai next to the road? You can braai on top of the mountain, but you have to bring all your own equipment and wood. There isn't a designated braai area – you'll have to do it in the veld. If you want to braai in the mountain camp, it costs R50 pp for day visitors.

Will I see game along the way? Keep your eyes open for kudu, klipspringers impala, bushbuck and rhebok along the trail.

Can I turn around halfway? Yes, but the road isn't always wide enough.

Is there cellphone signal? Yes.

THE TRAIL

Best time to go? The route is beautiful all year round. In summer, there are streams and in winter, the sunsets are spectacular.

Can I take my family? Yes, definitely.

Just for the day or the weekend? Both. You can do the route within a morning or afternoon, but the campsite on the mountain is a lovely weekend campsite.

Are there ablution facilities? Not on the route itself, but at the campsite, yes.

Directions Turn right on the Dwaalboom road just outside the southern boundary of the town. Rossouwspoor is about 8,5 km farther on this road to the right.

GPS S31.809253 E18.783783

Price R150 per vehicle.

Contact 072 930 2885 (Emsie) or 073 854 8094 (Piet)

info@rossouwspoor4x4.co.za

A gourmand's dream

The spring water at Warmwaterberg was exactly what **Martin and Sue Briggs** from Onrusrivier needed to combat the scorching Klein Karoo temperatures.



“My wife, Sue, and I ventured about two hours away from home with our double-cab Isuzu 4x4, and we're always ready to camp with our rooftop tent. We stopped at the Warmwaterberg Spa and Mineral Baths resort, which is right off the iconic R62 near Barrydale.

WHY STOP THERE?

It appealed to us as we needed refreshment to cool our bodies. The water was tepid yet refreshing since the outside temperature seemed close to boiling point. We also wanted to see the original bath houses that were built in 1886 – the very first development on this site.

WHAT DOES IT LOOK LIKE NOW?

It's a far cry from the original facility that used to consist of six separate rooms with bed and bath. Those have been turned into a kitchen and two-bedroom apartments. There's a new studio bath house with



WIN
Martin and Sue win a Camp Cover
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CAMP COVER

intricate ironware and wrought-iron balustrades. The most luxurious units on the property were completed in 2015, with bi-folding front doors that allow delightful indoor-outdoor flow.

WAS THE CAMPSITE TO YOUR LIKING?

The stands offer varying degrees of shade throughout the day, depending on where you pitch, but on every single one you camp on grass and have your own braai and electricity (if you opt for the stands with power). The ablution facilities are basic but kept clean.

HOW DID YOU SPEND YOUR TIME THERE?

If you're a foodie like us, then you're in luck. We're quite intrigued by the region's cuisine, and nearly every restaurant in the area has ostrich meat on the menu, which is healthy and quite tasty. You'll find ostrich fillet steaks with gooseberry and Amarula sauce, ostrich schnitzels, ostrich neck in



CONTACT

028 572 1609

warmwaterbergspa.co.za

book@warmwaterbergspa.co.za

GPS S33.765096 E20.900968



a traditional bredie, velvety ostrich liver pâté, ostrich heart in red wine sauce and ostrich stomach tied up with string in the same way as you would ox tongue. You will also find a variety of game dishes and for dessert, fruits including pomegranates and delicious sun-ripened whole figs.

Of course, the Roman baths are a major attraction. There are two outdoor mineral baths, one hotter than the other, and a cold pool as well. If you remembered to put your bikes on the rack, then there are dirt roads to cycle as well. You can also go for short walks in the veld.

ANY OTHER SUGGESTIONS?

A route that one is advised to take before it's gone is the Rooiberg Pass between Vanwyksdorp and Calitzdorp because it looks as if it's about to be permanently mothballed. We found that the road is quite well maintained up to the turn-off to the Rooiberg Lodge. We stopped there and were served tea on the spacious veranda. As we arrived in the late afternoon, zebra and nyala were on the lush green lawns because their natural browsing vegetation



has suffered with the recent drought. A Goliath heron was also pacing the shallow waters of the lodge's lake.

From the lodge, we passed ostriches sheltering their chicks on the derelict 'Dwars-in-die-Weg' farm. At the summit, a sign displays the altitude and a smaller,

faded one proclaimings 'Building renovated road'. If you ask us, there's still plenty of renovation needed before we would advise anyone to take their sedan this far. We descended to panoramic views of the valley and the Swartberg mountain range, covered in a mantle of cloud. ”



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Lifelong fans

You won't easily convince **Jaco and Andre** to stray from their respective brands. They're Toyota and Volkswagen men through and through.

Bakkie or bust

2008 TOYOTA HILUX 3.0 D-4D DC AT 4X4

Like the legions of Toyota fans across Africa, there's nothing that would convince **Jaco Wilson** from Witbank to let go of his current set of wheels. Except maybe a Land Cruiser. Or as Jaco confesses, a double-cab Land Cruiser 79 turbodiesel V8 to be precise.

“I used to drive a **Fortuner 3.0 D-4D**, which suited my needs for a proper four-wheel drive vehicle, as I used to drive another **3.0 D-4D** before that, a **Hilux 4x2**. I owned it for a little over two years but coming from a bakkie previously I couldn't get over the limited packing

space – especially when it was time to go camping.

Around two years ago I started putting my feelers out there for something else, but the truth is that I was never going to stray from the Toyota stable and settled on this used **4x4 Hilux** that I purchased for **R220 000**. It really does meet my criteria of being somewhat affordable to maintain, ride comfortably and be capable of towing a caravan with ease.



Show us your wheels

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I haven't needed to add too much to the Hilux to get it up to standard, apart from the canvas canopy. It already had the snorkel fitted when I bought it. I suppose an extra few bucks in my pocket would go toward upgrading the suspension system.

So far, the Hilux hasn't disappointed me. It's a great long-distance vehicle with the automatic transmission and cruise control. It tows my **Jurgens Xplorer** with ease, and the servicing and cost of parts are reasonable enough. The only thing that bothers me is that the transmission makes the vehicle feel lazy around town and it's slightly thirsty. Speaking of which, the diesel consumption without a caravan averages **11 l/100 km**, and the number goes up to around **12,8 l/100 km** when towing my Jurgens.



Family matters

2018 VOLKSWAGEN KOMBI 2.0 TDI DSG

When his family grew, and the expansion happened to comprise of two fast-sprouting sons, **Andre Warnich** from Centurion knew that the situation called for a different type of vehicle.

“I was quite happy with my **Amarok 2.0 BiTDI** and drove it for four years, but with two young boys to consider, the usable room inside the cabin became paramount and not so much how much we could throw in the back.

I knew right from the start that the only option for me was a **Kombi**. The space, fuel economy and fun-to-drive factor, even though it's an MPV, made it the absolute front runner in my mind. I settled on a demo model that I've been driving for six months and paid **R550 000** for. It has affectionately been dubbed “Daddy's van”.

The Kombi really is versatile, as all the generations of Volkswagen's people-movers have been, but something else that really stands out is how it sips fuel. I tow a **2015 Jurgens Penta** and the average fuel

consumption rarely exceeds **8,7 ℓ/100 km**. Without a caravan in tow, the Kombi averages **7,2 ℓ/100 km**.

Practicality aside, I wouldn't mind a Lotus Super 7 as a toy that just I could use to quell my need for speed, though to be honest, with some spare cash available the Kombi could do with a decent set of seat covers.

So far, the Kombi has been a dream, with no issues to report and it's so perfect for the family and our requirements that it doesn't really require any tinkering from my side.

Our favourite destination to camp at is undoubtedly **Bosveld Oase** in the **North West province**, because there's plenty of activities that keep not just the boys entertained, but us as parents, too. It's fun for the entire family and we highly recommend it.



Taking Namibia's back roads

When you've been to just about all the renowned attractions in Namibia, it's time to venture onto the back roads of our neighbour, says Roodepoort's **Johan Steyl**.

The Steyls had already visited Namibia a number of times and had seen most of the well-known places, including Etosha, the Skeleton Coast National Park, Van Zyl's Pass in the Kaokoland and Sossusvlei. In April 2018, therefore, they embarked on a tour to visit a few of the lesser-known places. Johan tells us more...

“We kick off our journey with two nights in the Kgalagadi. Our plan is to enter Namibia at the Mata Mata border post, but it's a peculiar setup there. You check in on the other side of the border at Twee Rivieren and then only enter Namibia 100 km farther at Mata Mata. And you have to spend two nights in the





OFF THE BEATEN TRACK The Steyls steered away from the major tourist routes and were largely self-sufficient thanks to their National Luna fridge being powered by solar panels when no 220 V electricity was available. They camped with their Imagine Trailvan.



Kgalagadi before crossing the border. (*This is to prevent people from using the road through the park as a mere transit. – Ed*)

Our first camp in Namibia is at the Kalahari Game Lodge, about 15 km from the border post. What a beautiful place! The stands are on the banks of the dry Auob River and each has its own bathroom, toilet and kitchen – all under a large canopy. Solar panels provide hot water and electric lights.

There's lots of wildlife to see and many 4x4 trails on which to explore the dunes. Just remember, you won't get far with anything other than a four-wheel drive. Shortly before our visit, they had proper rain and the dunes, usually red, were covered in green grass.

Our next stopover is at Bastion Farmyard in Mariental. Although this place is mainly used by tourists as a stopover on the way to the north, it is an excellent resort. Each stand has a giant canopy with a shower, flush toilet and kitchen worktop at the back. A wood-fired boiler heats the water, and you also get a bundle of camelthorn wood and matches for your campfire. Each site is named: ours is Rusoes.

FROM HERE, WE head to the Erindi Private Game Reserve north of Otjiwarongo. According to just about every advert we've ever seen, it's supposed to be *the* resort in Namibia, but sad to say, we are not impressed... especially at R445 pppn for camping. We think it isn't worth all the fuss.

Campers are generally well-equipped with their own equipment, and the full-length refrigerator, two-plate stove and electric kettle feel a little superfluous and simply serve to drive up the cost of camping there. We also do a day trip through the game reserve with our own vehicle. This costs us another R300, but unfortunately, we only see one elephant.

So, we're by no means devastated when we say goodbye Erindi and aim for Spitzkoppe. It is in the Swakopmund area and it takes us back to our roots. The world here is warm and sandy, and you know for sure that you're in the desert.

The campsite at Spitzkoppe is neat and tidy. You need to bring your own water, but the long-drop toilets are clean. And, of course, the monolithic rock formations and beautiful sunsets will compensate for any inconvenience you may experience. When you camp at Spitzkoppe, you truly feel that you're in Africa.



AFTER A QUICK tour of Swakopmund and Walvis Bay, we camp at Mirabib, roughly 150 km south of Walvis Bay on the C14 route. South of Walvis Bay, up to Oranjemund, you find yourself in the middle of the Namib Desert, and Mirabib is a granite mountain in the middle of that barren and wild landscape.

There are seven stands and you have to be completely self-sufficient when camping here because there is no water and no proper toilets. It doesn't matter, though, because when you're alone here at night and you experience the clear and clean skies, it's food for body and soul.

It's tradition (and a must) to enjoy the famous apple strudel at Solitaire. And so we do! From here, we choose the mountainous C14 route towards Bullsport. Here we turn off onto the D854, a sandy road that is heavily corrugated, heading for the Tsauchab River Camp.

In this part of the world, the farms are enormous and some of the stands are easily 10 km from the farmhouse. We camp in a canyon in the Oerwald campsite and don't see or hear another human for two whole days. Bliss!

The D707 route takes us to the Namtib Valley where we head to the Namtib Desert Lodge. There are only five stands here, but they are far apart and you're not aware of your neighbour's activities. The stands are all in a crescent and the Tiras Mountains almost give it an amphitheatre feel. From here, you can gaze in awe at the open desert plains and spectacular sunsets. And at night, the wide, starlit sky above you provides a profound sense of peace.

There's one ablution block with a wood-fired boiler to provide hot water.

THE FINAL HIGHLIGHT of our tour is to visit Bogenfels, a 55 m high rock arch that stands with one foot in the Sperrgebiet of the Namib Desert and its other one in the cold Atlantic Ocean. Being located in the forbidden area, about 105km south of Lüderitz, it is only accessible with a tour operator who has a concession to take tourists into the Sperrgebiet.

The only campsite in Lüderitz is at Shark Island near the harbour, right on the sea. We're a bit nervous, as Lüderitz is known for its fierce wind. But fortunately, the two days that we camp there are dead quiet. Shark Island cannot be described as one of the better campsites in Namibia, but at

least the meager facilities are clean.

One day, joined by a tour operator, we enter the Sperrgebiet for a 250 km day trip through the Namib Desert. We stop at several towns dating back to the diamond rush of the late nineteenth and early twentieth centuries and are amazed to see how the desert is slowly but surely – over a period of about 100 years – covering up all infrastructure.

The views of the dunes of the Namib are simply indescribably beautiful. It's impossible to express it in words or to capture it in a photograph. You simply have

to come here to experience it yourself.

IN THREE WEEKS, we travelled 5 600 km. We drove with our Ford Ranger 2.5 4x4 and our accommodation was our Imagine camper in tow. We kept our meat and drinks cold with a National Luna Twin 90 fridge, and where there was no 220 V grid available, we relied on solar panels.

It was a wonderful experience, but we once again came to realise that Namibia has so much to offer tourists. Three weeks is far too short to properly explore this amazing country. ”



INDOMITABLE LANDSCAPE The Namib offers up spectacular rock formations and sand dunes, and even the buildings that date back to the diamond rush over a century ago have started to succumb.



“

It's impossible to express it in words or to capture it in a photograph

”



Johan wins a Camp Cover Bundu-bag worth R500. This multifunctional bag is designed to be used as an emergency medical supplies bag or simply a suitcase. Go check Camp Cover's full range of protective covers on their website. campcover.co.za



WIN



Zambia-Liuwa Plains

Wildebeest Migration & Kafue National Park

DAY 1 We meet at Namwi Island Camp near the Namibian town of Katima Mulilo. The evening will be spent socialising around the fire and getting to know each other as the sun sets over the Zambezi River.

DAY 2 Making an early start after breakfast, we leave for Katima Mulilo in Namibia. After refuelling our vehicles in Katima, we cross the border into Zambia. As the border post procedures here can take a while, we will only be travelling a further 115 km to our overnight stop at Kabula Lodge campsite. Before dinner, we enjoy a sundowner boat cruise on the Zambezi River.

DAY 3 Today we visit a well-kept secret of the Zambezi River, the Ngonya Waterfall. It's not as big as the Vict Falls but wilder and a thousand times less commercialised. We spend another night at the Kabula Lodge campsite.

DAY 4 Today we see the last of civilisation for a while as we head into Mongu to shop and refuel. Then it's west onto the 50 km wide flood plain of the Zambezi. En route we pass the winter residence of the Lodzi King and see his royal canoes, which form part of the colourful Kambuka Ceremony, when the king paddles from his winter home to drier land for summer. Our accommodation for the next three days is, once again, a rustic bush camp in the great outdoors.

DAYS 5 & 6 After a good night's rest and a hearty breakfast, we make our way onto the endless expanse of the park. We break into smaller groups for better game viewing. We spend our two-and-a-half days in Liuwa Plains enjoying panoramic landscapes, wildebeest in their thousands and, with luck, the predators that prey on them.

DAY 7 Sadly today we have to bid farewell to the Liuwa Plains National Park. However, there's more adventure in store for you as we head west to Kafue National Park, our home for the next four nights. We once again restock and refuel in Mongu.

DAYS 8, 9 & 10 We spend the next three days exploring Kafue National Park. You will have the opportunity to enjoy the park's splendour and beauty at your own leisure with a packed lunch. We will spend two nights in two of the park's campsites, exploring the Kasabushi and Nanzhila Plains areas. We will also do a boat cruise on the Kafue River.

DAY 11 We travel south in the national park, making our way to the popular tourist town of Livingstone for our last night together. We reminisce over dinner about the adventures and fun we all had.

DAY 12 After a lavish breakfast, we must sadly say our goodbyes and part ways.

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Giving a Sprite Sprint some muscles

As it's at the ripe old age of 36, you'd think that the Sprite Sprint belongs in a museum rather than on the road, but **Hennie du Toit** of Lyttleton in Centurion has transformed his caravan to such an extent, it could host another generation or two.

Like many of us, Hennie and his wife, Esté, started out camping in a tent. They enjoyed camping so much that Hennie eventually built his own off-road trailer. This wasn't enough though and it soon made way for a larger trailer. But it wasn't quite what they were after and so Hennie obtained an old road caravan that he could modify.

Looking at the results, it's hard to believe there's a stately old Sprite Sprint from yesteryear hiding under the battleship grey coat of paint, clever drawer system and outside kitchen.

Hennie tells us more...

“AS A FAMILY, we love the outdoors and have hiked most of the great hiking trails in our country, including the Otter and the Fish River Canyon. As soon as the kids were old enough to carry backpacks, we continued to hike far and wide.

It wasn't long before we started taking a dome tent along on weekends. We packed

our equipment and groceries in crates, but it was a struggle because even though we marked each crate, it was a constant source of frustration to find something. Packing and unpacking the crates in the car was also not my idea of fun. Not even when we got a Venter trailer.

After one weekend of a struggle too many, I decided to build my own trailer.

I fixed my eye on our garden trailer: I removed the body and used the chassis as a base. It had a good steel frame and was just right for what I was planning. I bought five steel sheets with a thickness of 2 mm and started to build my trailer.

The kitchen area was on the right and included a two-plate gas cooker. This stove was on the right-hand side of the worktop and I made drawers out of wood for our provisions. On the opposite side, six crates for our clothes fitted in a similar storage space. It also had a door that folded down towards you. The electric switches, water pump and battery charger were built into the back as well as a large drawer





TENT TO HOUSE Hennie and Esté's off-road trailer served them well for a time, but what they really needed was a caravan. Their unique requirements demanded that Hennie build his own, and it turned out brilliantly.

for all the loose stuff. The fridge stood on a sliding frame in the nose cone. And our Tentco roof tent fitted on top and gave us a place to sleep. We also took along the dome tent with a side tent, which was then our "living area" next to the trailer.

The trailer's material cost me less than R10 000 and we toured widely with it: from checking out the flowers in spring all the way up to Namibia. But, as it goes with rooftop tents, getting up and down with the ladder got a bit too much. We also found the sleeping space was too cramped.

ONE DAY I walked into a well-known off-road caravan manufacturer's showroom and saw one of their cute off-road trailers. This specific one opened at the back like a shell, with the double bed in front of you. I liked it, and we decided to buy one. The drawers were in the back and I found this to be uncomfortable, because every time you wanted to get out some groceries, you had to do it from the side tent. That was when I decided to buy an old road



“

That was when I decided to buy an old road caravan and convert it to an off-road caravan

”

caravan and convert it to an off-road caravan. I don't like towing anything too heavy; so the caravan had to be small yet comfortable. I started my search on the Internet and Googled for a second-hand caravan that would work for my planned conversion. A 1983 Sprite Sprint caught my eye. Its frame and the wood inside still looked good, and had no water damage. That was the beginning of the great but exciting task of rebuilding the caravan to suit our needs.

I removed all the inside cupboards – except for those near the roof – and replaced them with wooden shelves. I covered the front of the shelves with canvas with flaps that closes with Velcro strips. The upper shelves also got these canvas flaps.

I made no changes to the double bed at the back of the caravan. Next, I added a bar

fridge opposite from the door against the right panel, with a microwave oven above it. To increase the convenience, I installed a vanity basin with a tap.

The 12 V battery system with the battery charger and circuit breakers went in a cabinet to the left of the door. The top of the cupboard is large enough for a single bed, and a fridge/freezer took up the remaining space in the cupboard. We can pull out the fridge/freezer to the outside to the left of the door. There's also room for pots and pans.

On the inside of the door I fitted shelves for spices and a canvas holder with pockets for all our cutlery. It's handy when the door is open and you're in the outside kitchen to the right of the door.

On the other side of the door, I built a smaller cupboard, and the two-plate gas cooker folds out from here. The large cupboard is closer to the back and the kitchen drawers pull out from there. It's actually one large shelf with three drawers for cups, glasses, plates and other kitchenware.

There is also a drawer for the sink and drying rack. The sink remains in place in the shelf and isn't like those you see on some other caravans where you need to remove the sink when storing it.

When the drawer is completely opened, a 220 V multi-plug is sunk into the worktop



LABOUR OF LOVE Who knew that a humble Sprite Sprint could be transformed into such a looker? Hennie did, that's who.



READER STORY



and you can plug in a kettle here, or some such appliance.

On the other side of the caravan, opposite the kitchen, I set up another cupboard. This is for the tent, tent poles and other camping gear.

All the woodwork in the kitchen and the rest of the caravan got a layer of light grey Formica – a finish similar to melamine. It's durable and easy to clean. For the floor's finish, I glued down a layer of industrial rubber tiles.

I installed gauze in front of all the windows so mosquitoes can't get to us should we want to sleep with the windows open. The canvas section between the pop-up roof and the hull also had to be replaced, and I made my own rally tent that easily expands. The rally tent is easily stowed in the roof where it stays until we need it again. It works well and easily if you are making a quick stop somewhere, but you can still pitch the bigger tent if you want to have more shelter from inclement weather or plan to stay longer.

To protect the bottom of the hull, I edged the front with a 50 mm round pipe. This gives the Sprite an off-road feel. At the

back two corners, I also attached two 35 mm pipe handles for extra protection and to round off the off-road look. The 70 ℓ water tank with its pump is built into the spare-wheel space at the back of the hull. (Currently, I haven't made room for the spare wheel, and until I do, it rides along wherever we make space for it).

In front of the A-frame I fitted a shelf for two gas cylinders as well as a shelf for the groundsheet between the two cylinders.

I overhauled the suspension and lifted it by 3 cm, and the Sprite got a set of 15"

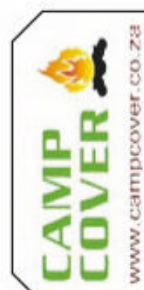
wheels. Finally, the Sprint's hull got two layers of grey paint, and there it was: my very own off-road caravan.

MY 5,7 ℓ JEEP GRAND CHEROKEE barely feels the caravan and towing at 120 km/h is not a problem. And that's only when necessary, because I prefer to not drive that fast.

The total cost of the Sprite and the conversion came to just over R50 000. I think it's good value for money.

Now, after a few test runs at a couple of campsites, Esté and I are ready for a worry-free tour of our beautiful country.

”



Hennie wins a Camp Cover Bundu-bag worth R500. This multifunctional bag is designed to be used as a first aid bag or simply a suitcase. Go check out Camp Cover's complete range of protective covers at campcover.co.za



WIN



Discover majestic *Mongolia*

Looking for a unique and relatively unexplored travel destination that offers vast emptiness that links land and sky? An amazing experience awaits you in Mongolia. And you can experience this extraordinary country in a 4x4 self-drive tour.

Mongolia is one of the last places on the planet where nomadic life is still a living tradition. It is a land of contrasts with scenes of desert, the wide-open steppe and beautiful fresh water lakes. It is also the country with the lowest population density in the world.

The majestic and vast emptiness has an appeal that lures travellers to explore and discover this destination, which is also referred to as the “Land of Blue Skies”. It is said to have 250 sunny days each year. The winters are very cold with temperatures dropping to -40 °C.

One of the world’s greatest deserts is the Gobi. It covers large parts of southern Mongolia. Compared to the Sahara and the Namib, the Gobi has lesser sand dunes, but rather large desolated areas with gravel plains and rocky ridges.

Mongolia is also a country with an old and rich history. During the 1200s their most famous leader Genghis Khan had a great influence on world history and

the Mongol Empire. His grandson was the founder of modern China.

You can explore this magical destination from behind the wheel of a 100 Series Land Cruiser on a self-drive 4x4 tour. Join Live the Journey as you follow off-the-beaten tracks and visit the most beautiful places.

You will get to explore and experience, among others, the mysterious Gobi Desert with its mountains, lakes, canyons and sand dunes, Lake Khuvsgul (known as the “Pearl of Mongolia”), a number of beautiful and well-preserved active Buddhist monasteries, the Yolyn Am Canyon in the Gurvan Saikan Mountains, and the Orkhon Valley, recognized by UNESCO World Heritage as a cultural landscape in 2004.

You’ll also get to visit the Genghis Khan Statue Complex, which is home to the largest equestrian statue in the world and covered in 250 tons of steel. Learn about Mongolian history.

Discover the remains of Genghis Khan’s capital, Karakorum, then visit the nearby

ruins of the Erdene Zuu Monastery.

The tour duration is 17 nights and 18 days and the fuel for your Cruiser is included, so you don’t have to worry about that. The vehicles are equipped with a rooftop tent for two people and ground tents for extra passengers. You will spend six nights in these tents, three nights in a hotel and eight nights in traditional Mongolian ger camps on a full board basis.

The convoy has a support vehicle with a mechanic and a field chef as well as an English speaking guide for entire trip.

All your toll fees, entrance fees for national parks and return airport transfers are included, as is your camping equipment (folding chair, camp mattress, sleeping bag and pillow).

WANT TO GO ON THIS TRIP?

Date: 7 - 25 August 2019

Contact: ☎ 021 863 6400

✉ weg@livethejourney.co.za

Catch, weigh and eat

At the Mansfield campsite in the Eastern Cape, you camp next to a river – the fish practically jump into your plate.



FISHING RESORT

MANSFIELD CAMPSITE

Cozy at the Kowie

The Mansfield campsite lies about 10 km outside Port Alfred, direction Bathurst, but here between the green hills – with no tar road or building in sight – you may as well be deep in the old Transkei. The campsite is inside a nature reserve and right next to the Kowie River.

The 10 stands are unmarked and three don't have braais. To avoid disappointment, pack your own braai or take your camping chairs and start a fire at the communal braai area near the bathrooms.

The stands on the far side of the grounds as you enter (below log cabins on a hill) have the best shelter. However, if you like plenty of space around your caravan, turn right onto the large lawn and aim for the stands near the bathrooms. There isn't much shade there, but these sites are closest to the ablution and braai facilities. Mansfield's stands don't have taps, so if your water tank is low, these are definitely good stands to choose.

Briefly | Mansfield campsite



Fish Grunter, steenbras, cod and stumpnose, among others.

Campsite Non-demarcated stands on green grass. About a third of the site has shade. There are power points, but at a cost of R100/h. You may bring your own generator.

Ablutions Simple and clean.

Price R155 ppn

Contact 046 624 8199

riverhotels.co.za

mansfield@riverhotels.co.za

Closest town Port Alfred, 9 km.

What is road like? The last 4,8 km is a dirt road, but a road caravan can make it.

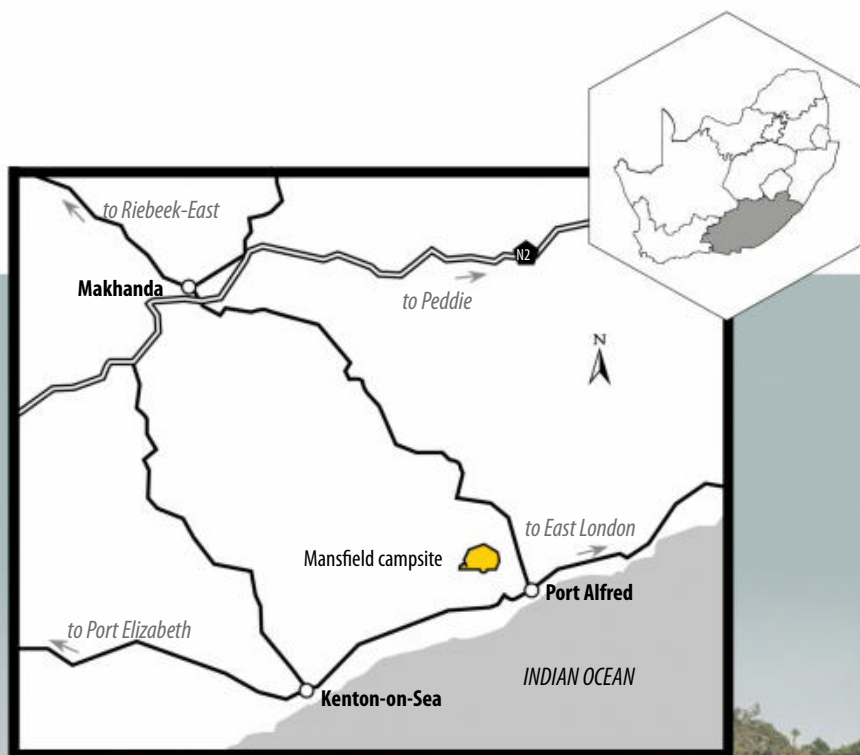
GPS S33.562442 E26.84792423

go! Drive & Camp says Remember your fishing permit.



Mansfield's bathrooms are simple with some showers, a toilet and a single basin in the men's and the women's side. There are also two sinks right next door where you can wash dishes.

But you are close to the fishing waters where fish eagles call you early in the morning. And in the evening, sitting quietly by the fire, a duiker, a monkey or a civet may come to visit. There are more than 22 animal species in the reserve you can mark on your list (or on Mansfield's brochure – there's room for that). Better yet, get your line wet in the river, there are quite a few saltwater fish looking for a bite.



SEAFOOD

MUSSEL BOBOTIE Add a Cape twist

Who says you have to always use mince to make bobotie?

Ingredients

(enough for 4)

- oil for braaiing
- 2 onions, finely chopped
- 2 garlic cloves, crushed
- 2 tablespoons curry powder
- 1 teaspoon turmeric
- 2 tablespoons chutney
- 1 stalk lemongrass
- 1 can (410 g) lentils
- 1 kg mussel meat (wash the mussels thoroughly)
- juice and zest of 1 lemon
- 2 eggs
- 1 cup sour cream
- salt and pepper to taste
- 4 fresh bay leaves

Here's how

1 Heat the oil in a flat-bottomed potjie and fry the onion until tender and glossy. Add the garlic, curry, turmeric, chutney and lemongrass and fry with the onion for a minute. Stir in the lentils and mussels.

2 Mix together the eggs and sour cream, season well with salt and pepper, pour over the mussel mixture in the potjie and push the bay leaves into the bobotie mix. Place the potjie over medium coals with the lid on (and place some coals on the lid).

3 Slowly bake the bobotie for 30-40 minutes until properly set.

go! Drive & Camp says Serve your bobotie with yellow basmati rice, coconut and fresh sambals.

Recipes and styling Caro Alberts Photo Jac Kritzinger



FISHING GEAR

Weigh your catch

After your fishing rod and bait, a scale is surely your most important piece of equipment next to the water. It's the only concrete and quick way to know how big your catch is.

Adrenalin's Trigger Lip Grip digital scale has a pistol grip, and you can see the exact weight of the fish on the digital screen. It also has a clip that holds the fish by its mouth. It's meant for fish with sturdy mouths; not for weighing fish with delicate

mouths, such as carp or yellowfish.

The scale is water resistant (not waterproof), and because the solid part is made of stainless steel, you can also use it for marine fish. The scale also has a safety buckle so you can attach it to your belt when the fish starts to wriggle, and you fear losing your grip.

The scale can weigh up to 25 kg and the batteries and pouch are included.

Price R399 at fishing shops.

Contact Adrenalin Importers & Distributors

021 982 1510 adrenalinfishing.co.za

catches@4adrenalin.co.za



An everyday off-roader

The story of how Renault got the Duster from their Romanian subsidiary, Automobile Dacia bears a certain resemblance to the tale of Jack and the Beanstalk in that Renault obtained a proverbial goose that lays golden eggs.

Since its launch in 2010, more than two million Dusters were sold worldwide – whether with a Dacia or a Renault badge. People love this car, even here in South Africa, because it offers so much value for relatively little money.

It is, however, the standard two-wheel drive version that receives the most attention, while the all-wheel drive model is often considered to be overkill. So the question is whether that 4WD button is really necessary, or whether you'll be fine with front-wheel drive only.

We bolted a rooftop tent to a Duster 4x4 and took it out on a week-long journey to find out.

Inside

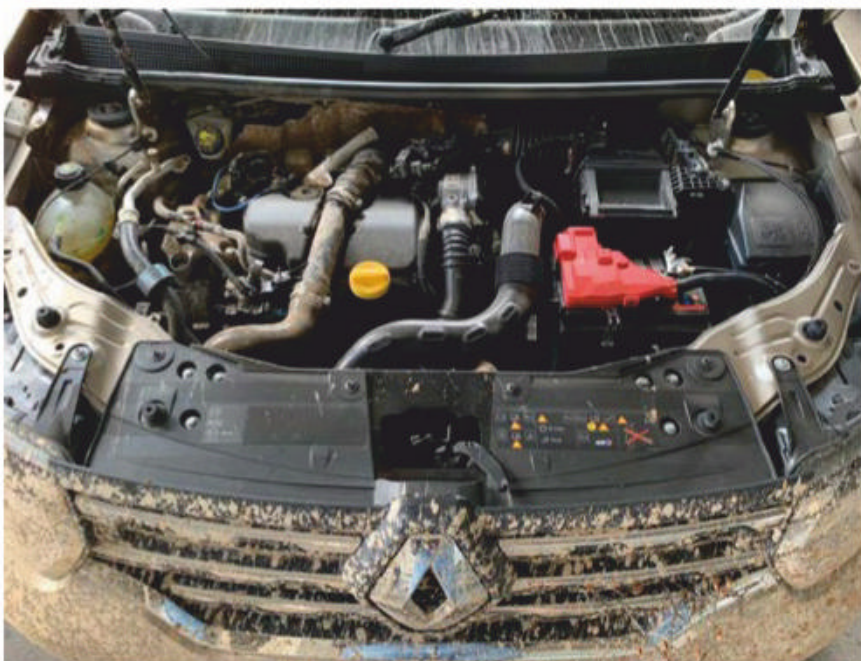
The interior of the Duster 4x4 is spartan, and that's a good thing, because there are no nooks and crannies where dust can hide. The dashboard has the usual buttons to control main functions such as the air-con, but for other trip information, you'll use the touchscreen or the controls on the steering wheel.

The touchscreen features a new 4x4 information display that includes the approach and departure angles as well as compass direction. It's cool, but inevitably just a gimmick. What is annoying is the placement of the USB socket above the touchscreen, which means your phone's cable is always dangling in front of the touchscreen and other switches. Renault should have placed the USB socket next to the 12 V power point below the controls where it makes more sense.

The Renault Duster 4x4 is a great city commuter for those who want to tackle the odd dirt road. **Cyril Kloppe**r investigates how it fares with a weeks worth of dirt roads.

Words and photos Cyril Kloppe

RENAULT DUSTER 4X4



The seats are comfortable, and even after a week, our backsides or backs never ached.

There's ample luggage space (414 ℓ) and you shouldn't struggle to load the entire family's suitcases.

Now for the drive

We drove the Duster 4x4 from Johannesburg on back roads all the way to the Augrabies Falls (see page 46). It was a journey of over 1 000 km, of which the majority was gravel road with occasional sand and mud.

The all-wheel drive was mostly set on automatic and the traction control helped the Duster to never put a foot wrong. When we rounded a bend at too high a speed for the Duster's liking, the traction control would kick in within milliseconds that put a stop to any slip-sliding shenanigans.

When we encountered a mud hole, we naturally took the opportunity to test the

4WD lock mode. By turning a dial the traction control is deactivated and the engine is forced to send its torque to all four wheels. But even with the tyre pressure lowered to 1,8 bar, we could feel the mud pulling the Duster down when we drove through it at sensible speeds. It was better to give it horns but then mud splattered the bonnet and windscreen – not that it bothers us, because a dirty car is, after all, a car that's been used properly.

In the Kalahari, we often encountered deep sand where the *middelmannetjie* of the twin track had been flattened by preceeding vehicles. Here, the Duster 4x4 didn't struggle at all – although you could hear sand grating against the undercarriage.

On heavily corrugated roads, the front passenger seat began to rattle after a time, but the rattle stopped after we adjusted it to its rear-most setting. It shouldn't be a problem on better dirt roads

GOLD & MUD What's not to love about a dirty car? The Duster 4x4's suspension had no trouble dealing with the weight of the rooftop tent nor the weight of a week's worth of provisions. Our setup served as proof that you can indeed go adventuring with a car that is generally regarded as a mere city slicker..



COMPETITORS

(Compact SUVs with 4x4)



R253 100

FIAT PANDA 4X4 SERIE 2 TWINAIR

It's far smaller than the Duster 4x4, but also a lot cheaper.



R379 900

SUZUKI VITARA 1.6 GLX SMT ALLGRIP

Slightly more expensive than the Duster, but with Suzuki's legendary reliability.



R438 000

SUBARU FORESTER 2.0i CVT

Significantly more expensive than the Duster, but technologically light years ahead.

DStv
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or with a passenger weighing it down.

The 1,5 ℓ diesel engine also handled itself well on the N14 highway back to Johannesburg and we never struggled to overtake slower vehicles. As far as road noise is concerned, we were also pleased. The standard Bridgestone Duelers are near silent, and the body and wing mirrors didn't whistle in the wind.

After our week behind the wheel, our only gripe is the gearbox. The first gear is short, which is useful when you're driving on technical terrain, but in peak traffic you need to shift to second almost immediately. The gear throws are also weirdly spaced; moving from five to four is easy, but you sometimes struggle to shift down from third to second because the lever slips into fourth way too easily, and then you stall the engine.

We eventually mastered the gearbox, but it was an effort rather than a natural process. We must mention, though, that we didn't experience the latter phenomenon at the official launch; so the issue could be limited to our test vehicle.

Conclusion

We already know the Duster provides excellent value for money, and the 4x4 version is not significantly more expensive than the 4x2 models – it is actually cheaper than the 4x2 flagship. So, if you plan to take your Duster to Botswana, Mozambique or Namibia, the 4x4 option is certainly the best choice.



SIMPLE SIMON The interior is spartan which is a good thing because it's easy to clean. The cable dangling over the touchscreen is torture if you suffer from OCD, but try to take some solace in the generously sized luggage space.



SPECIFICATIONS

Model	1.5 dCi Dynamique 4x4
Engine	1 461 cc four-cylinder diesel
Power	80 kW @ 4000 rpm
Torque	260 Nm @ 1 750 rpm
Transmission	6-speed manual
Fuel consumption	7 ℓ/100 km
Tare weight	1 320 kg
Approach and departure angles	30 ° and 34 °
Towing capacity	1 500 kg
Ground clearance	210 mm
Warranty	5 years/150 000 km
Service plan	3 years/45 000 km
Safety rating	★★★ (EuroNCAP, 2017)

PRICE R327 900 🚗



ULTIMATE 4WD ADVENTURE

**THIS YEAR IS OUR
SPECIAL EDITION**

DATE: 2019 SEPT 20 - 24

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WHAT WE DO

Ultimate 4wd Adventure (U4A) has proven itself over the past 4 years to be South Africa's flagship 4wd event hosted by the team of Ultimate Adventure Media. The only event in SA where drivers get hand picked based on driver experience and their 4x4 's built.

Photo taken by Liane





Camp, camping, camper!

PALOMINO BACKPACK EDITION SS-500

A bakkie camper is an affordable and versatile way to camp. You don't have the bother of towing a caravan, but you're far more comfortable than in a tent, for example.

Words and photos **Schalk Jonker**

You don't see many bakkie campers on our roads and in our campsites, and it's actually surprising when you consider how easy it is to get around with them and how little maintenance they need.

It generally costs less to insure than a caravan or motorhome, you don't need to register it and you don't have to worry about stuff such as licenses and roadworthiness.

Palomino's bakkie campers have been manufactured in the United States since 1968, and it was in the US where Durban native Gregory Renault encountered them.

He immediately realised they were ideal for the South African camping community and decided to import them. Gregory, who runs his distribution business in St Francis Bay, recently loaned us the Backpack Edition SS-500 to take camping for a few days.

Lift off

The roof rises with the push of a button on your remote. Struts in each corner lift it up until it reaches its full height. This all happens in a matter of seconds. With the roof pitched, a person six feet tall can stand inside without his head touching the roof.

The door, however is only 1,4 m high and you have to take care when getting in. You soon get the hang of it – especially if you bump your forehead once or twice.

The door has special hinges that are wind resistant, so you don't have to hook in the door. Next to the doorway is a handle that helps you climb up and down the retractable steps. The handle can fold away.

The canvas has six windows, each with three layers – the so-called privacy layer, a tinted PVC window and a mesh window to keep out mozzies and monkeys.





Nice legs

The Palomino Backpack Edition SS-500 weighs less than 550 kg, which means you can load it on the back of most large bakkie models with complete peace of mind. In our case, it was on the back of a Ford Ranger double cab, and while we had to lower the tailgate to fit it, it still worked well. On bakkie models that are longer, the camper in its entirety will fit in at the back.

You attach the camper with ratchet straps that hook into custom fittings mounted on your bakkie, and you're ready for the road. At the campsite, simply lower the four legs to lift the camper, pull your bakkie forward, and

lower the camper again to the ground. If you're only staying one night, leave it on the back of the bakkie. The concertina steps work well no matter how high off the ground you are. Our camper had electric jacks on the legs (and a remote control that lifted and lowered each one individually), but it's optional.

The standard model comes equipped with a crank-operated jack, but it also has a fitting for a cordless electric drill.



Water matters

On the driver's side is a hole where you fill the 57 l water tank. This is for when you have to be self-sufficient when camping out in the sticks.

There is also a connection point to link up with the caravan park's water supply via a garden hose. Next to it is a tankless water heater and behind the door closest to the back is an outside shower.



Look behind you

To the left of the door is a place to mount a rear-view camera.

Our Ranger already had one, but it is in the tailgate and therefore of no use at all. It is therefore recommended that

you add another one to see what is happening behind you, because the camper obstructs your view of what's behind you.

Next to the camera's mounting is the exterior light.



We're heating up

In the left-hand rear corner is a cupboard with a 9 kg gas cylinder and next to it is a gas heater that provides hot water to the kitchen.



Up ahead

The connection point where you plug the cable that charges the camper while driving sits in front. Next to it is the solar panel's power socket and there is also a positive and negative point, similar to that

of a car battery, where you can connect crocodile clamps if your solar panel's plug differs from the camper's one. There are also two rubber stoppers to prevent the camper from scraping against your bakkie.



Kitchen tales

The kitchen is to your right as you enter. There are cupboards above your head and at knee-height, but the geyser is in the bottom one and you can't store anything else there.

In the work top is your sink and stove and both have a glass top. Next to the side of the kitchen cupboard is a power point with USB and regular home sockets. You also adjust the geyser and the camper's temperature here.





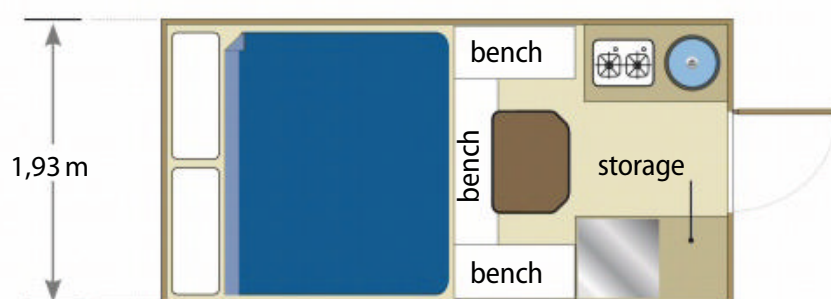
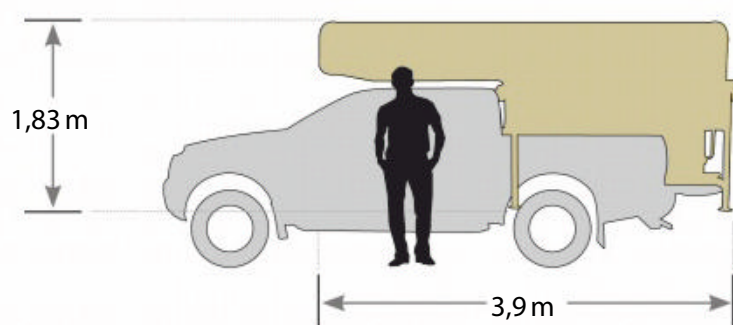
Come sit (and lie down)

At the foot of the bed is a dining area with enough seating for three. Or you could remove the table top, put down a special plank, and rearrange the seat cushions to make a bed for Junior. It's not a very large bed, and a first-year varsity student probably wouldn't be happy sleeping here.

Next to the dining area is a window that you can open to

allow air to circulate through the camper. The battery system and water tank are hidden underneath the long bench.

You couldn't ask for a bigger bed. It's almost king-size and with its sturdy Serta mattress you don't have to worry about getting a comfortable and good night's sleep. Above the bed is an extractor fan that also helps to circulate the air.



The technical stuff

Length 3,9 m

Width 1,93 m

Height 1,83 m

Cam height within 1,98 m

Weight 543 kg

Price R268 000



Plus

- The camper is surprisingly spacious and does not feel cramped.
- It's built of a special kind of fibreglass with a gel layer and is strong and durable.
- The USB mobile charger sockets are a smart addition.
- The roof is sturdy, and you can secure items such as mountain bikes on it.



Minus

- There is not much storage space.
- The third bed is tiny.

go! Camp & Drive loaned the camper from the distributor.

go! Camp & Drive says

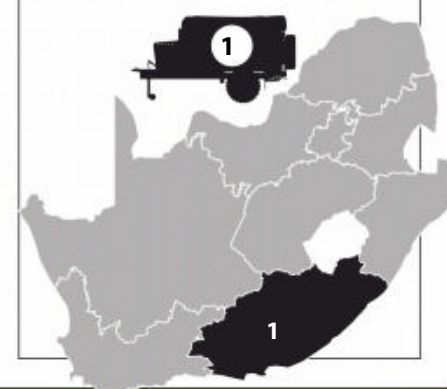
Palomino's camper is just the thing for couples who want to camp effortlessly, yet comfortably

Dealer network

Head Office 5 Fish Eagle Park, Second Avenue, St Francis Bay

Contact 0072 227 9752

info@palominorv.co.za



On the inside

To the left as you climb in at the door, sits the on-and-off switch with which you can also lift and lower the roof if you've misplaced the remote control.

Next to this switch is a shiny button that you pull out to disconnect the battery. That way you can prevent it from going flat when you are not using your camper.

Below the switches is a small shelf with storage space and next to it is a small fridge to keep your food cold.

Above this is a work surface at a comfortable height and in front of you is another cupboard. Your fire extinguisher is next to the door in its fitting.



Renew the rear view

You may be able to reverse a huge caravan around a corner, but do you always know what exactly lurks behind you? It might be time to invest in a reverse camera.

Words **Kyle Kock**

You arrive at your holiday destination, ready to put your feet up. Even though you booked your stand months in advance, management has kindly allowed you to see if you'd like an even better spot and you circle the campsite until you find the ideal stand on which to park your Jurgens Penta. You're already picturing your camp layout while reversing and then, bam!

You've hit the concrete column on which the tap is mounted at the edge of the stand. The exact spot where you thought the caravan would be perfectly positioned so that you have the fire pit right next to your rally tent. Alas, you'll spend the next week thinking about your insurance claim. If only you'd been able to see behind the caravan.

If the weather's not playing along, the chances of your significant other standing in a storm waving you down are quite slim. You could, of course, task one of the kids to do it, but if you haven't agreed on military-style hand signals before the time, there's always the possibility of human error). If you're not confident in your depth perception, or wary of the "objects in mirror are closer than they appear" warning, it's time to explore your options.

The cons

The biggest challenge with a rear-view cameras is sourcing

a good one. We chatted to Wesley Dempster from Tygerberg Caravans, who used to stock a rear-view camera system (and fit them) but no longer does. He explained that, at the time, it would often require wiring through the caravan and into the vehicle, and the owners of more premium vehicles were loath to have someone cut up and mess around with the sophisticated circuitry that usually comes with that kind of high-end vehicle.

Unfortunately, they got too many complaints about the wireless system not being reliable enough – it uses Bluetooth to transmit the image to the screen up front – and therefore stopped supplying them.

Don't knock the bargains

You could of course just go for a cheap system that's available on Bidorbuy, Takealot or Amazon for R1 000, sometimes even less. Some of them are wireless, using a Bluetooth system to send the image back onto a screen inside your car. Camper Barry Monnett uses a system that consists of a 4,3" foldable LCD monitor and wireless reverse camera he bought online for R700 (R650 for both and R50 for shipping).

"I made a bracket and hung the camera from a curtain rod in front of the rear window in the caravan, and a bracket to mount the screen in front. The screen is then plugged in and out using male and female connectors for

a 12 V system," he explains.

You get a small transmitter and receiver to relay the system between the camera and screen, but Barry strongly suggests that you align the antennas on them.

"Make sure they're both either vertical or horizontal, and try to get a clear line of sight, so the signal passes through the glass and not the sheet metal of the car and panels of the caravan."

It's not a perfect system, and Barry admits that there are occasions when his picture blanks out inexplicably.

The expensive choice

If you're not keen on importing and installing one of your own or are unsure of the limited warranties and six-month guarantees that you get on some of the online products, then look at the version local company Purple Line offers.

Carlo van Onselen from Purple Line says their product is also from China, but that while the casing might be a mould that's shared across many brands, the internal

circuitry varies greatly and that's what sets their product apart. The screens Purple Line uses, for example, are by a major Japanese electronics company.

The Purple Line kit includes a wired harness for the towing vehicle, a wired harness for the caravan, a 120-degree camera for the rear of the towing vehicle, and a 60-degree camera for the rear of the caravan. The system has a recommended retail price of R3 728 (R4 287,20 with VAT) and installation costs around R2

“

You then have a forward facing camera, a reverse camera that came with your vehicle, and one behind the caravan

”





DUAL VIEW Purple Line's kit uses a mirror that clips over your existing rear-view unit, with a screen inside that allows you to keep an eye on proceedings behind your caravan.

200 (up to about 200 km from the major cities in South Africa). Installation includes a Purple Line agent being sent out to you to fit the kit to your vehicle and caravan. Carlo says most Campworld and Safari Centre outlets can also assist with installation as they're familiar with the product.

"We've been in the industry for about 10 years and believe that wireless applications in this regard don't work for our country because of the 2,4 GHz bandwidth that results in interference from WiFi, Bluetooth devices, gate motors, and anything that runs on open bandwidth."

The dual rear-view camera system was developed especially

for owners of older vehicles that don't have rear-view cameras fitted by their manufacturer, with a clip-on mirror that fits over your existing rear-view mirror (using either a blue or silver lens to suit your vehicle's interior colour). When you engage reverse gear, the picture appears in a corner of the LCD screen in the mirror (something that will be familiar to owners of KIA and Hyundai vehicles), but you can also toggle between the views behind the vehicle and caravan by using a switch on the mirror.

The Purple Line product may also appeal to owners of luxury vehicles who don't want to have to deal with tricky situations that could void their warranties.

CAMP BOFFIN

They've previously avoided any potential hassle by not messing with the vehicle's existing wiring. "We use what we call a fuse tap, by taking an existing fuse out, adding that to our line and tapping into that point so we don't cut wires and thereby leave your warranty intact," Carlo adds.

If you happen to own a more modern vehicle that has already been equipped with a reverse camera system, then you can also have the extra one fitted somewhere else on your caravan. Purple Line will credit you for the one you're not going to use if you don't need it. Alternatively, if you're the type that likes to tackle the 4x4 trail next to a campsite after you've parked your caravan, you could mount the one camera up front and use it to show you the trail ahead if your vehicle's nose is pointed to the sky. You then have a forward-facing camera, a reverse camera that came with your vehicle and one behind the caravan. If the mirror option is slightly too small for your liking, then Purple Line also has a 7" screen that mounts onto your car's fascia.

Out of the box

Of course, you could just buy a caravan that already has one wired into its circuitry and camp with the peace of mind that comes with knowing that your rolling holiday investment has been fitted with the right equipment on the factory floor. You can then protect your investment by properly consulting the screen before and while reversing.

We chatted to Leon Ras, from Mobi Lodge caravans and Maxmo campers, about the system they offer as an optional extra when you order a vehicle from them. Mobi Lodge installs the same system Purple Line uses but does offer a slight variation.

"Over the past four years we've adapted the system. We upgraded the rear-view camera to a infrared



version and the secondary camera can then be installed in the customer's towing vehicle over the tow hitch if there's no existing reverse camera. But we also sometimes install the second camera on top of the caravan for a bird's eye view if the driver is traversing difficult terrain," Leon says.

"Purple Line has backed up their product with fantastic customer service from day one, and have been very successful overall," he adds.

BUDGET DEPENDENT You can barely make out the camera above the spade on the Mobi Lodge (top). Cheaper options often include a pop-up screen (right).



WHAT THE LAW SAYS

We asked legislator Alta Swanepoel about the legality of these systems according to regulation 308B of the National Road Traffic Act, which deals with the use of television receivers and visual-display units in vehicles. The regulation states: **(1) No person** may operate on a public road a motor vehicle that has a television receiver or visual display unit in or on the vehicle operated while the vehicle is moving, or is stationary but not parked if any part or portion of the image on the screen: - is visible to the driver from the normal driving position; or - is likely to distract the driver or other road users; **(2)** The provisions of sub-

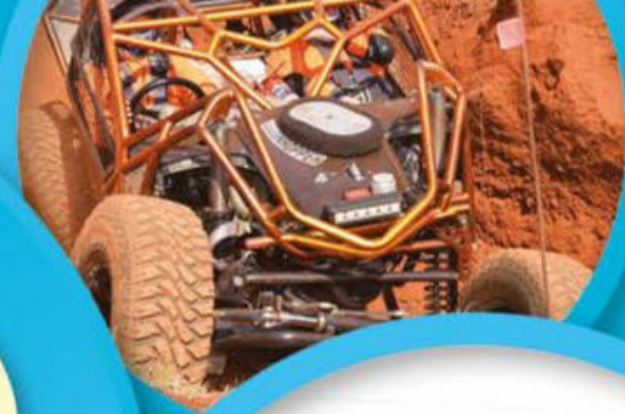
regulation (1) do not apply to the driver if:

- (a) driving a bus and the visual display unit is, or displays, a destination sign or other bus sign;
- (b) the visual display unit is or is part of, a driver's navigational or intelligent driving aid; or
- (c) driving a double deck bus having a TV monitor.

"The only way in which it would be legal is if your unit is seen as a navigational or intelligent driving aid. A few years ago there was a move to mount

a camera in front of a truck that displays the footage ahead on the rear behind the truck to show drivers behind a truck what was going on ahead, and that was ruled out as distracting and not allowed. Some vehicles have rear cameras that feed images to the driver screen, but that is generally used for parking and not in use while driving," explains Alta.

That's why video isn't allowed to be played up front and those little screens used to entertain the kids are in the rear. Provided you aren't running a permanent live feed, there seems to be no legal argument against another screen that will provide you with a view of the rear of the caravan as and when needed.



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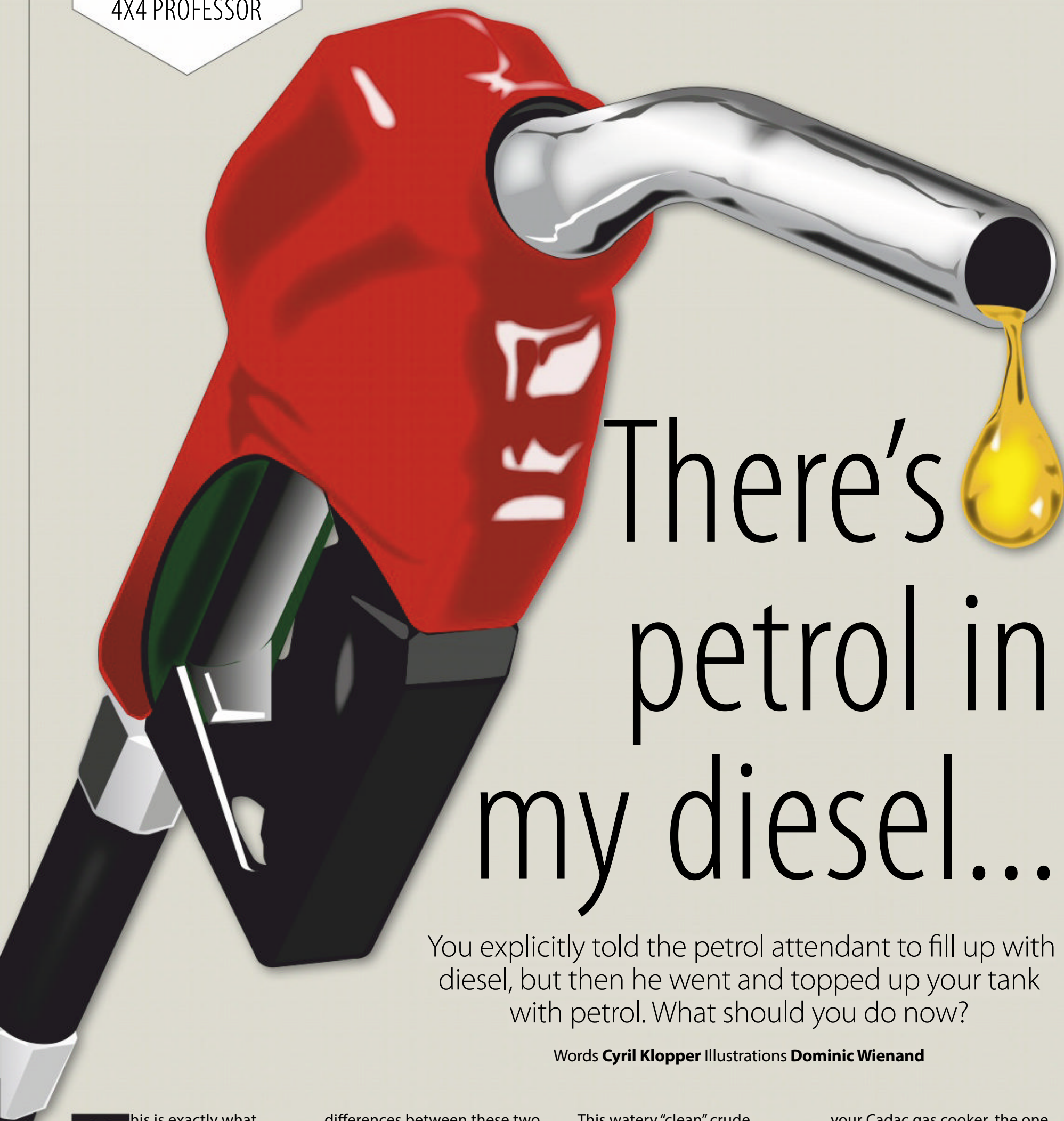


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There's petrol in my diesel...

You explicitly told the petrol attendant to fill up with diesel, but then he went and topped up your tank with petrol. What should you do now?

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

This is exactly what happened to François Haasbroek five years ago. François is a journalist at our sister magazine *go!* and we still tease him about not knowing the difference between petrol and diesel, despite his insistence that it wasn't his fault.

Before we hear what François did about his dilemma, we first have to talk about the

differences between these two types of fuel, and while we're at it we should also discuss using 500 ppm diesel in an engine approved for 50 ppm.

Petrol and diesel

These fuels are distilled in the same way, and it works as follows: crude oil is heated and water is mixed in it – the resulting steam makes it easier to desalinate the oil.

This watery “clean” crude oil is then further heated to temperatures of around 600 °C until it is converted into a superheated gas that's pumped to a distillation tower. The tower has several chambers through which hot gas rises or falls.

The gas that evaporates at the top of the tower has by now cooled to around 20 °C and is now volatile enough to be used as LPG – that's the gas used by

your Cadac gas cooker, the one with which you cook bacon and eggs next to Satara's fence.

In the upper quarter of the distillation tower – where the temperature drops to an average of 150 °C – a light liquid is pumped out, which is converted by further processes into naphtha, kerosene and petrol. In the middle of the distillation tower, the temperature is about 300 °C and

it is here that they tap a heavier liquid from the tower, which will later be converted to diesel.

In the upper layer of the lower quarter of the tank, oils are tapped (engine oil or heavy fuel oil) that may be used as fuel for, among other things, cargo ships, and right at the bottom lies tar with which highways are built.

South African fuel manufacturer Sasol does things slightly differently: instead of crude oil being heated and desalinated before being pumped to a distillation tower, coal is superheated in a methyl gas furnace until it becomes a gas – called syngas – that is further treated with the Fischer-Tropsch process. The general principle of the Fischer-Tropsch process isn't a state secret, but you won't find its finer workings on Wikipedia. With this process, Sasol can not only distill fuel from coal, but also produce

polypropylene, acrylic, butane, ethyl and exotic chemicals such as 1-Hexene used in perfumes and food flavourings.

Sasol does not only rely on coal for its products. Its state-of-the-art Natref oil refinery in Sasolburg is known for its superior fuel distilled from medium weight oil. This oil delivers a fuel that is 70 % cleaner than coastal refineries can produce from regular heavy crude oil.

50 ppm or 500 ppm?

Mike Reitz, a reader from the Strand, asked us whether he can put 500 ppm diesel into his 2015 Ford Ranger XLS 3.2 4x4 automatic as 50 ppm diesel isn't available everywhere on his travels. Like many other motorists, Mike is concerned that using the "dirtier" diesel could cause short- or long-term damage to an engine that was

“

Mike is concerned that using dirtier diesel could cause damage to an engine that was designed to use 50 ppm diesel

”

designed to use 50 ppm diesel. The good news is that you can use 500 ppm diesel without the engine suffering, but only in the short term.

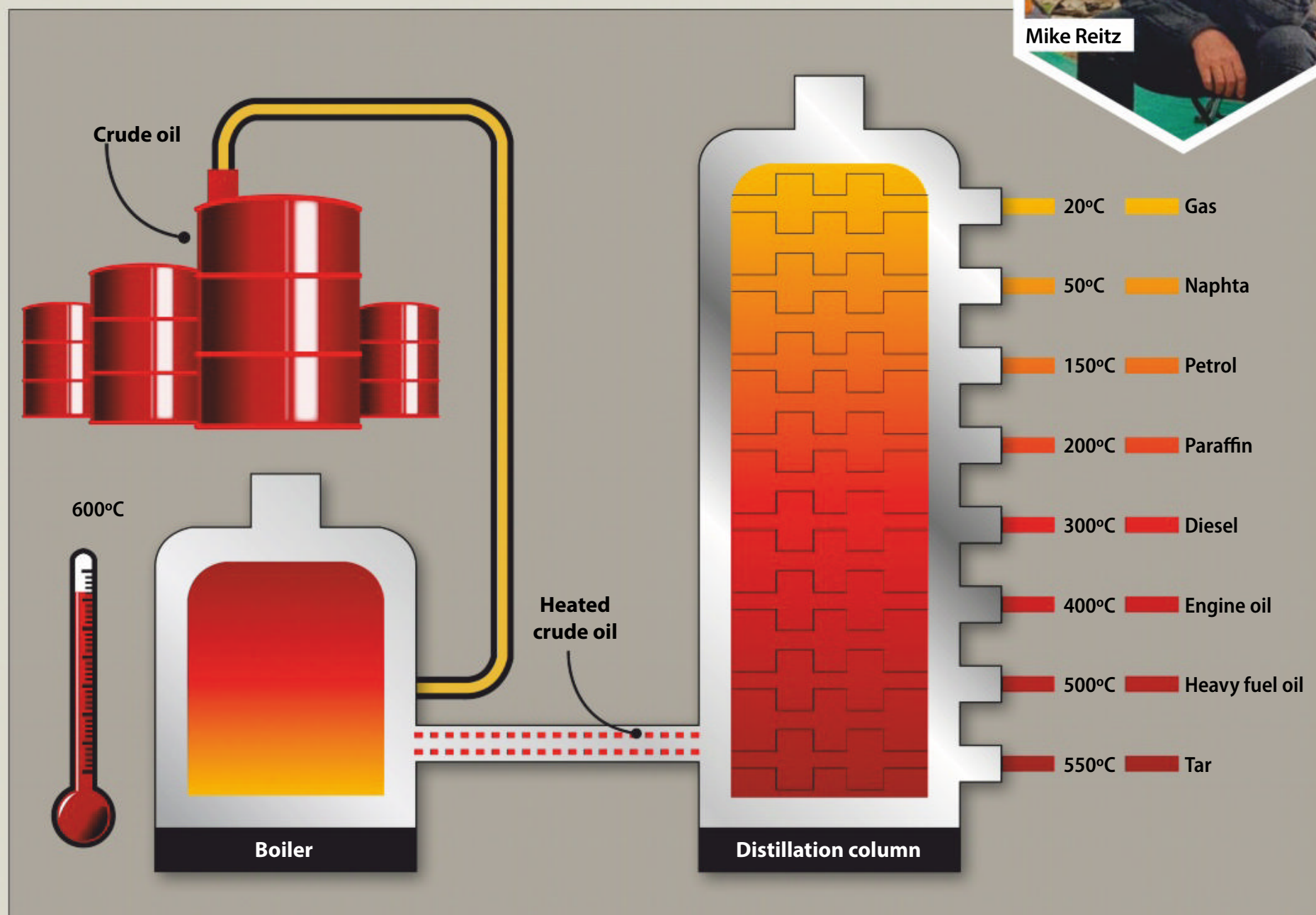
The abbreviation ppm is for “parts per million” and indicates the number of sulphur particles, which means that 500 ppm diesel contains 10 times more sulphur than 50 ppm diesel. Sulphur is a natural element of crude oil, and heavy fuel oil used by cargo ships can contain up to 33 000 ppm of sulphur.

When sulphur comes into contact with nickel (the metal layer on the inside of your engine) it forms a type of lubricant that protects your engine from wear and tear.

If the sulphur content in



Mike Reitz



diesel is reduced, the fuel manufacturer needs to replace the natural lubricant with something else.

So why should the sulphur content be lowered? Diesel is a big offender in terms of pollution and the particles emitted by your truck's exhaust pipe are cancerous. Health organisations have convinced First World governments to ban the sale of engines that release high levels of nitric oxide and particles.

Diesel engines nowadays need to use catalysts and other filters to remove the toxic substances from the exhaust gases. Sulphur damages these filters, which is why its level needs to be reduced.

Engines designed to work without sulphur (or with very little of it) can also be overwhelmed by high levels of sulphur, which results in that sulphur breaking down the engine oil's stickiness, which in turn leads to greater wear and tear.

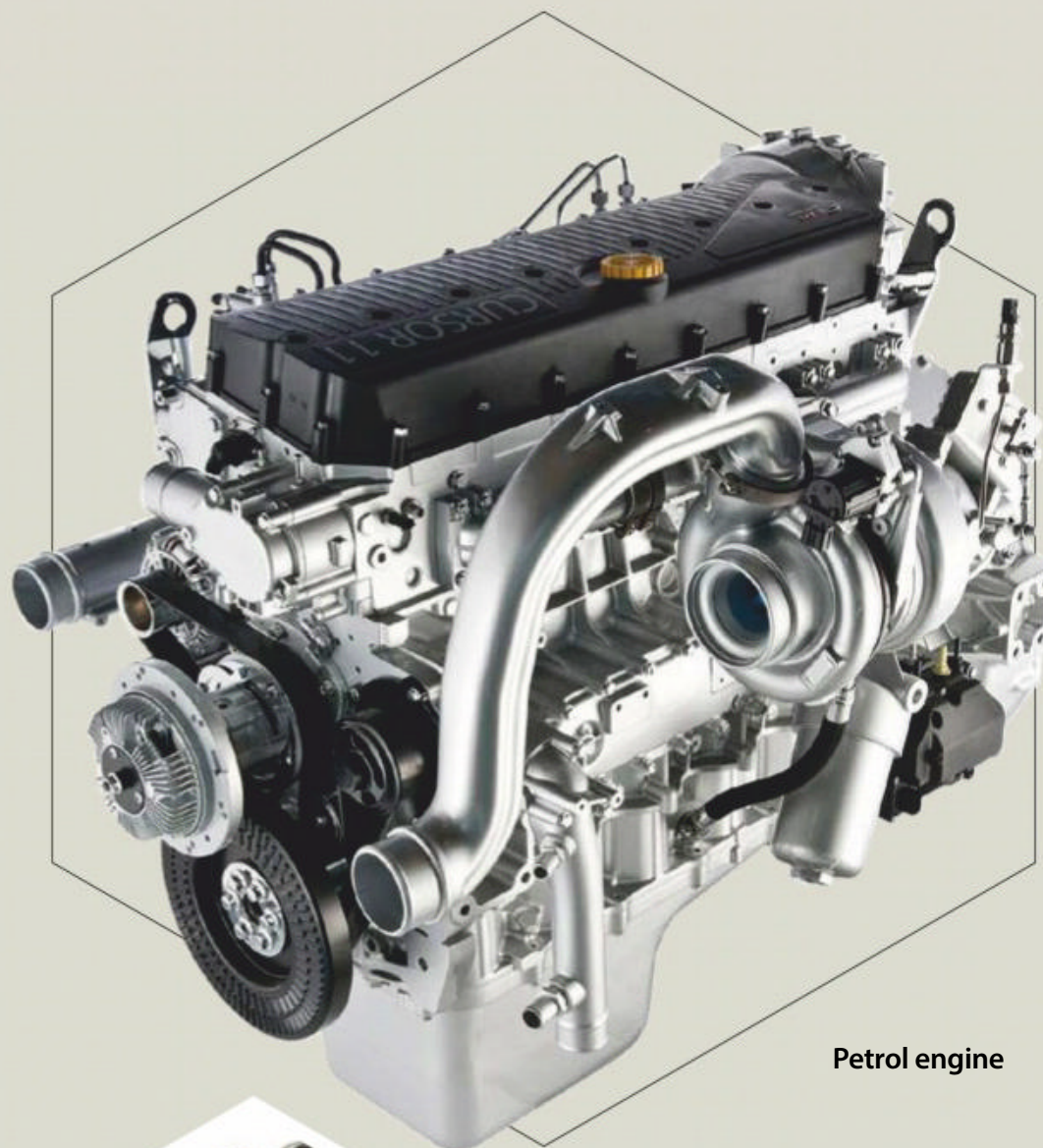
In a nutshell, you simply need to know the following: 500 ppm diesel will eventually consume your engine's catalyst and put humanity at risk of cancer, and your engine oil will have to be replaced every 10 000 km rather than every 20 000 km, all while poisoning earth.

If you fill up with 500 ppm every now and then, nothing will happen. If, however, you use 500 ppm every day, you're showing a proverbial middle finger at everyone and everything around you.

FRANÇOIS' MISHAP

“ In 2014, I travelled through Namaqualand and the West Coast with a Hyundai iX35 and stopped at Garies for fuel. The Hyundai's tank was still half full, but because that part of the West Coast doesn't have many filling stations, I decided to rather fill up.

The attendant must have heard wrong because he put petrol into the half-full diesel



Petrol engine



François Haasbroek

at Hondeklip Bay, but two fishermen came up to me and offered to help.

When they heard it was petrol in the diesel tank, they lifted the Hyundai's right-hand side with a jack, then pushed a piece of garden hose through the fuel filler towards the left right to the lowest section of the tank and sucked it empty.

As a reward for their help, I donated the approximately 30 l polluted petrol for their boat. I bought a can of diesel from a guy selling fuel in the town and it was enough to get to Kleinsee where I could fill the tank – this time I made sure they were using diesel.

I travelled hundreds of kilometres without incident on that trip and, as far as I know, that Hyundai is still running today. ”

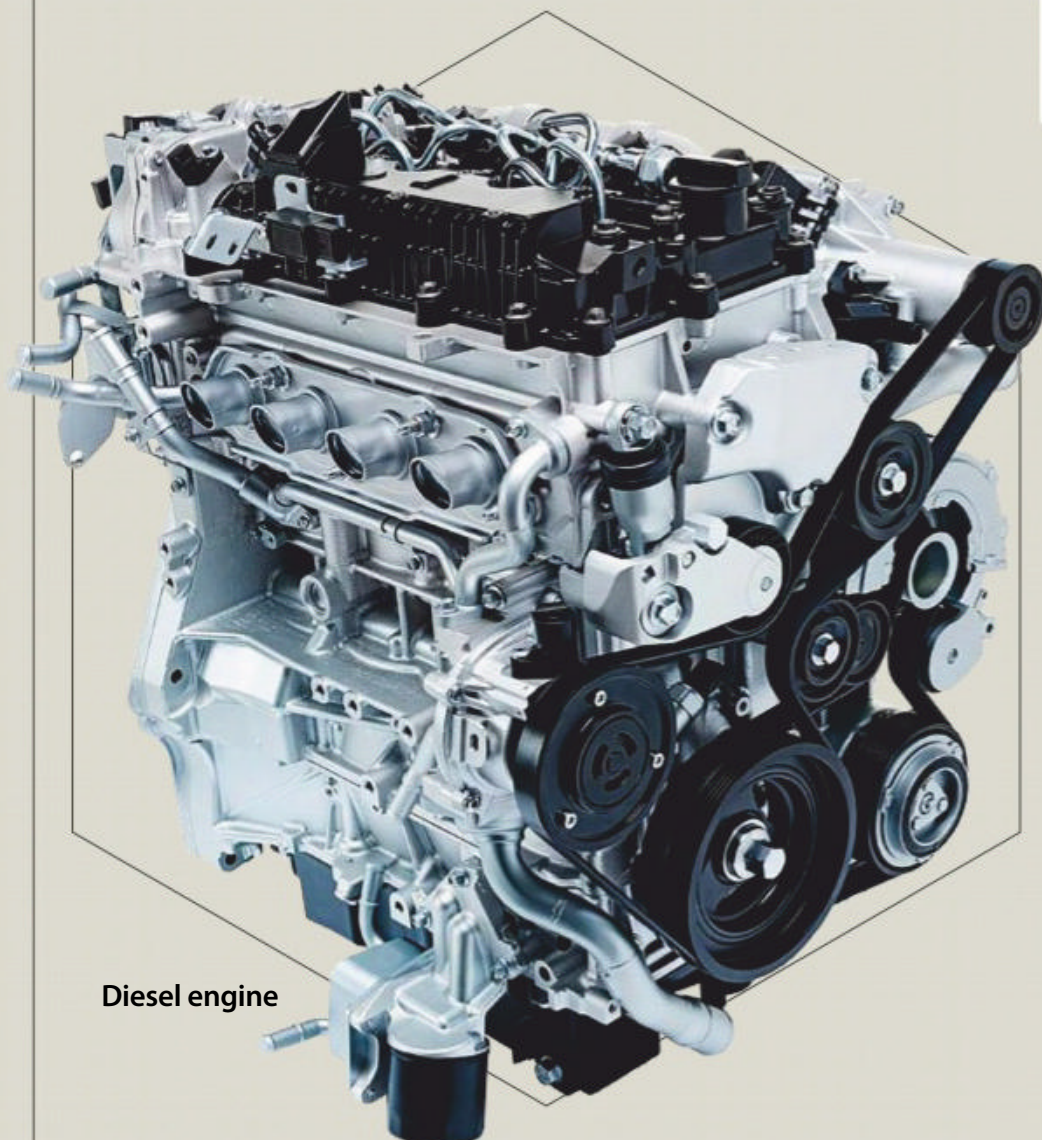
Did François do the right thing?

We talked to a mechanic and he doesn't believe there would be lasting damage. He does think François should also have drained the fuel pump, although

tank, and I left – not suspecting a thing. The petrol must have been resting on top of the more dense diesel, because I drove without incident to Hondeklip Bay, about 100 km from Garies.

The next day when I tried to start the car at the fishing village harbour, I suddenly realised there was a problem. The engine shook and stuttered, but at least it was still going. At first, I didn't know why the engine was protesting, but I got an inkling when I saw blue smoke and smelt petrol vapours.

I checked the receipt and saw that I had paid for petrol instead of diesel. There is no garage



Diesel engine

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#DYNARP



PHOTOS FRANÇOIS HAASBROEK

HELPING HANDS Two fishermen with problem-solving skills drain the last bit of petrol from the stricken diesel vehicle. Ideally the injectors should also have been cleaned, but all's well that ends well.

that little bit of petrol in a diesel engine wouldn't hurt.

If, however, François had decided to drive until the tank was empty of petrol, chances would have been good that the cylinders would be damaged, and then the engine would have had to be rebuilt.

If the situation was reversed and François used diesel in a petrol engine, our competent mechanic reckons there would have been even less to be worried about.

The worst thing that could happen is that you have to replace the petrol filters, oil and some sensors, but the reality is that a diesel pump's spout won't even fit in the fuel filler of a petrol vehicle.

According to the fuel manufacturer BP, there's no reason to panic if you receive the wrong type of fuel. The probability of engine damage is relatively low, according to BP, provided you remove the wrong fuel as soon as possible.

However, the AA and the

insurance company MiWay's websites differ on this and argue that mechanical catastrophe and financial loss are inevitable.

The British television program *Fifth Gear* performed an experiment in which they put 5 l of diesel into a petrol car.

They went for a ride and the car stuttered and swallowed but kept driving. (*They should have used Vin Diesel, that would have been a spectacle!* – Ed) After the ride, they filled the tank with petrol and the car returned to normal. Mechanics could find nothing wrong; even the catalyst was 100 %.

Fifth Gear's guys then put 5 l of petrol into a diesel-powered car. The car at first drove well, but eventually also started to stutter and smoke.

After filling the tank with diesel, the car returned to normal again, without damage.

Incidentally, the cars tested by *Fifth Gear* were from the nineties and modern petrol and diesel engines may not be as tough as the engines from those days.



PHOTO GETTY IMAGES

SOME HISTORY

Several million years ago, when plankton and algae dominated the oceans, these creatures lived and died and their remains were left on the seabed. The organic material was covered with sediment, and as the plates of the earth's crust moved around, huge reservoirs of organic matter formed underground – and this material eventually decomposed into crude oil.

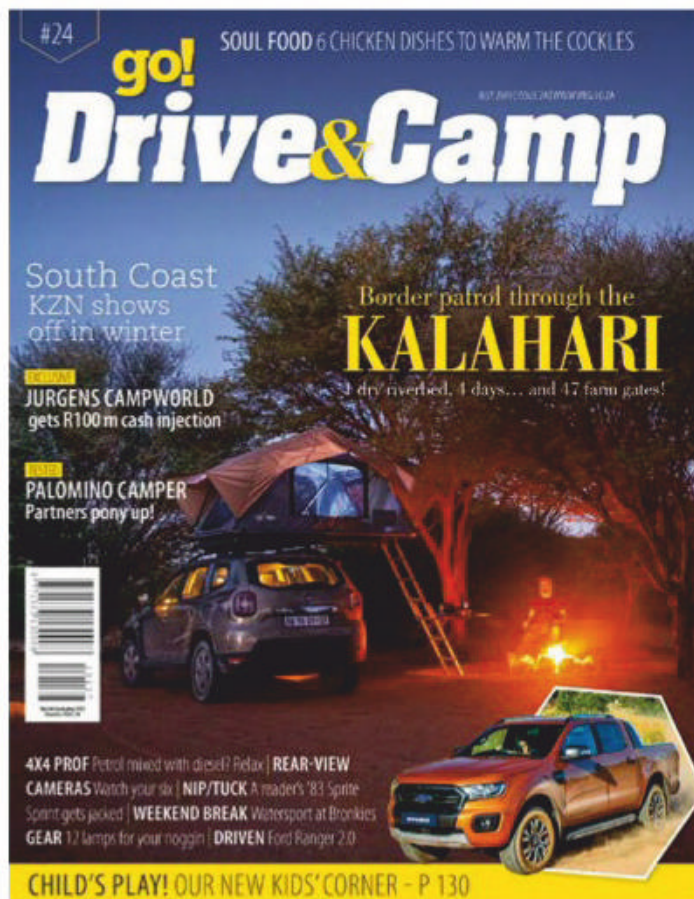
Some of these reservoirs were just below the earth's surface where early civilisations such as the ancient Babylonians could reach it and use it for fuel in their lanterns. Modern petroleum production, however, only began in 1846.

- **1846** Canadian Abraham Gessner makes kerosene from coal.
- **1854** The Pole Ignacy Lukasiewics makes kerosene from crude oil.
- **1858** Canadian James Williams drills the first oil well.
- **1920** South African PN Lategan proposed that oil could be made from coal.
- **1950** Sasol is set up to produce oil from coal.
- **1960** OPEC, the governing body for 14 oil-producing countries, is established. 🇸🇦

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Twinkle, twinkle, little light

Life is simply easier when you're wearing your torch on your head.

Words Kyle Kock **Photos** James Garaghty

Sometimes you need both hands. Like when you're braaiing in the middle of the Kgalagadi after dark. Or when you have to carry your grandchild to the ablution block in the early morning hours before sunrise. Or when you want to be able to see your way when exploring a trail

before dawn or even just to keep up with the cowboy or heroine in your Louis L'Amour or Danielle Steel book.

That is when a good, solid headlamp comes in handy. We've compiled three groups to suit your needs and budget, ranging from R200 up to R2 500.

Easy on the wallet



HIGHLIGHT DUAL BEAM 200

Cheap and cheerful

This lies on the more affordable end of the models featured on these pages, but you still get to choose between two brightness settings as well as a strobe function and a red anti-glare light for game viewing. There's also an automatic adjustment setting that will alter the brightness of the lamp according to ambient conditions.

Weight 65 g

Lumens 200

Price R400 at Outdoor Warehouse.

go! Drive & Camp says You can't go wrong with anything that has an automatic setting.

TRAILBOSS CREE 3W LED

For the kids

Outdoor Warehouse's house brand offers the most affordable unit here, which makes it ideal for heavy-handed kids. There are two brightness settings, as well as two red LEDs for viewing game after the sun sets and you'll get up to 16 hours of continuous burn time from the batteries.

Weight 70 g

Lumens 120

Price R200 at Outdoor Warehouse.

go! Drive & Camp says Three cheap AAA batteries are included in the price but get a better-quality battery for more bang for your buck.





HYBRIDLIGHT HYBRID SOLAR UV power

This little unit is not the brightest but makes up for that by being able to charge via the sun's rays. Included in the pack is a little solar panel that plugs in the left side via a micro USB slot for when you don't have access to electricity. Of course, if you have a power bank or alternative power source such as a laptop, then it charges faster. It's also drop-resistant up to five metres.

Weight 55 g
Lumens 75

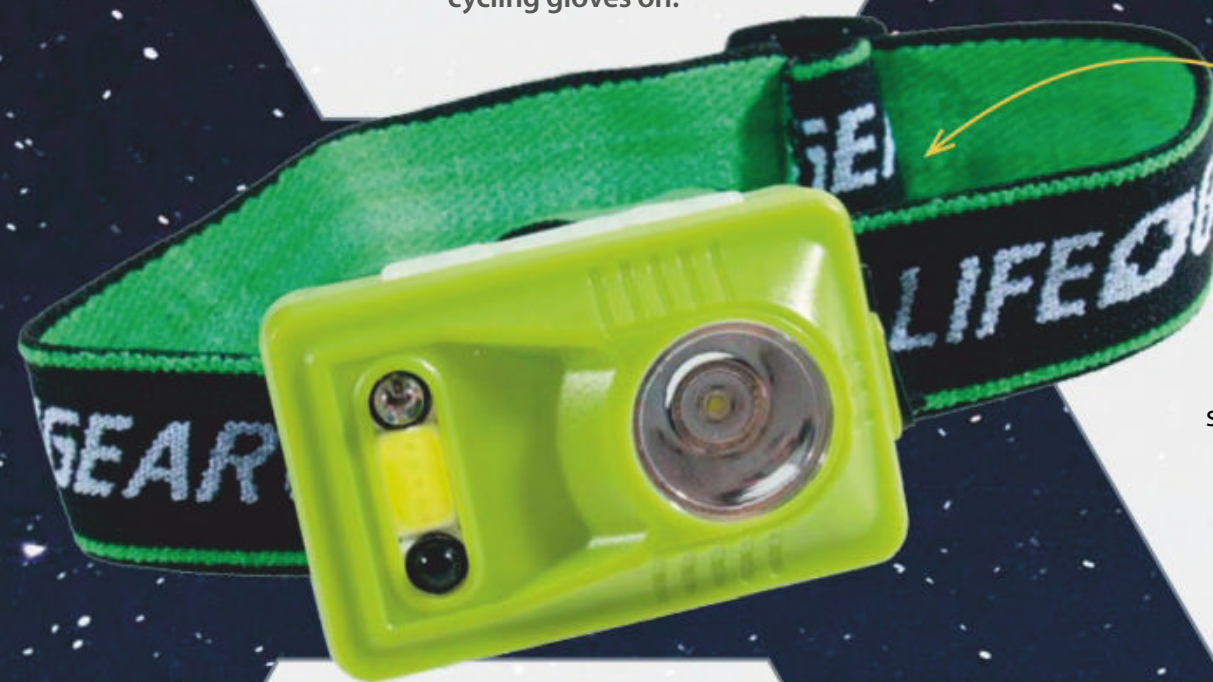
Price R300 at Outdoor Warehouse.
go! Drive & Camp says Just don't forget your little solar panel at home when you're adventuring for extended periods.

EXTREME LIGHTS BASECAMP Local is lekker

This product, developed by Stellenbosch-based company Extreme Lights, is quite affordable despite delivering big. Its beam reaches up to 110 m and it has three brightness settings as well as a strobe function, with the red LEDs for night viewing also boasting a strobe function.

Weight 85 g
Lumens 160

Price R395 from Extreme Lights.
go! Drive & Camp says Designed for adventurers, it's easy to use even when you have your cycling gloves on.



LIFEGEAR RECHARGEABLE Wax on

Despite its relatively cheap price, this USB rechargeable lamp comes with the nifty little feature of being able to switch on just by waving your hand in front of the little sensor on the bottom right (provided you switch that function on first). The 1 200 mAh battery charges from flat in seven hours and has an eight-hour max burn time.

Weight 65 g
Lumens 120

Price R300 at Cape Union Mart.
go! Drive & Camp says The hands-free on-and-off feature is perfect when all your digits are occupied.

PETZL TIKKINA HYBRID Mighty Mite

The Tikkina provides you with the choice of either using the provided three Duracell AAAs or purchasing the alternative rechargeable battery pack also from Petzl. It's on the affordable side, so don't expect the fireworks the other Petzl models here give, but it still has two brightness settings and you can get up to 60 hours of burn time.

Weight 85 g
Lumens 150

Price R370 at Camp & Climb.
go! Drive & Camp says The rechargeable battery pack sells at Camp & Climb for R490.



Somewhere in the middle

BLACK DIAMOND SPOT F19

Soft touch

The Spot F19 is quite powerful given its size. This one's party trick is that when you tap it on the right side with your finger, it switches seamlessly between the low and high setting. The former is enough to be able to read a few books, burning up to 300 hours. The bright 325 lumen setting will drain your three AAA Duracell batteries (included) in around 65 hours.

Weight 84 g

Lumens 325

Price R800 at Cape Union Mart.

go! Drive & Camp says There's also a nifty lock function, which means that you can't accidentally switch between settings.



EXTREME LIGHTS SUMMIT

Homegrown hero

The big brother of the Basecamp, the Summit is the range-topper from Extreme Lights and, befitting its title, comes with the same lighting functions, but with the added benefit of a CREE XP-E LED powered by a 900 mAh rechargeable battery. Its beam reaches up to 138 metres on the maximum setting and it is also water resistant up to an IPX6 rating.

Weight 88 g

Lumens 300

Price R695 from Extreme Lights.

go! Drive & Camp says Probably the best bang for buck of this bunch.



LED LENSER MH4

Brand enforcer

This one is powered by a single AA battery, and it's the cheapest of the German brand's products featured here. But you know you're purchasing quality. The beam can reach up to 120 m and you can adjust it via rotary control around the LED itself. Expect up to 35 hours burn time.

Weight 95 g

Lumens 200

Price R575 at Awesome Tools.

go! Drive & Camp says The product carries a warranty of up to seven years.



What are Lumens...

... and how do they differ from candlepower? Candlepower (cp) is the unit in which the brightest part of the light beam is measured. Thus, if something is 100 cp, the brightest point in the ray of light is equal to 100 candles. Lumens (lm) is the unit in which the total light output is measured. So, the whole ray of light is measured and not just the brightest point.

A good example of the difference between lumens and candlelight is a laser beam, which has a high candlelight reading because the light is concentrated in one point. However, the lumen value of a laser beam is low because it does not give significant light.

The light output from one candle flame in all directions is equivalent to slightly more than 12,5 lumens.



PETZL BINDI
Tiny titan

The Bindi is almost so light that you don't feel it on your head – its low weight is supplemented by the size of its casing and the thin bungee cords you used to secure it around your neck (or anywhere else actually), instead of a solid strap. Don't worry about batteries because it recharges via mini USB. It can give a mighty 200 lumen beam on its maximum setting, but you're only going to get two hours use from it then.

Weight 35 g

Lumens 200

Price R950 from Camp & Climb

go! Drive & Camp says This one is ideal for mountain biking in the dark, as a headlamp that easily straps to your helmet and illuminates up to 36 metres ahead.

Large and in charge

LED LENSER MH11
Big boss

It comes with a large 3 200 mAh lithium-ion battery that's rechargeable via a USB cable that has two pins that magnetically attach to the charging point on the headlamp. You can even connect the MH11 to your smartphone via the Ledlenser Connect App and customise your settings (provided your device uses a minimum iOS 10 or Android 5.0 or higher).

Weight 180 g

Lumens 1 000

Price R2 500 at Awesome Tools.

go! Drive & Camp says The beam can reach farther than 300 m.



PETZL MYO
Big easy

Unlike the other lamps here, this one uses three AAs, stored in a separate pouch that goes on the other side of your head. That means the MYO weighs in at a hefty 165 g, but it packs a 370-lumen maximum punch and can shine a distance of up to 105 m. It also comes with a three-year guarantee and is water resistant.

Weight 165 g

Lumens 370

Price R1 500 at Camp & Climb.

go! Drive & Camp says It makes a strong case for itself at this price point against more expensive rivals.



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Cape Union Mart capeunionmart.co.za
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Winner, winner, chicken dinner!

Trump the winter cold
with an easy chicken
potjie... or six!

Recipes and styling Johané Neilson

Photos Ed O'Riley

PAELLA POTJIE

Luxurious and lovely

This fragrant potjie is one of my favourites – with or without the prawns.

Ingredients

(Serves 8)

- 1-2 chorizo sausages, sliced
- 3 tablespoons olive oil
- 4 chicken breast fillets, cut into strips
- Salt and freshly ground black pepper to taste
- 1 red chilli, finely chopped
- 1 teaspoon turmeric
- 2 garlic cloves, crushed
- 1 green pepper, seeded and sliced
- 1 red pepper, seeded and sliced
- 2 cups of risotto rice (such as arborio)
- 1 can (410 g) chopped tomato and onion
- 4 cups stock
- 1 bay leaf
- 12 prawns, headed and deveined
- Lemon wedges and fresh parsley to serve

Here's how

1 Fry the chorizo in the oil until crisp. Add the chicken and fry until golden brown. Season the mixture with salt and pepper and add the chilli, turmeric and garlic. Add the peppers and fry for another 1-2 minutes. Add the rice and stir until the grains are covered with oil.

2 Add the tomato and onion mix, stock and bay leaf. Reduce the amount of coals under the potjie so the heat is very moderate, and simmer for 15 minutes with the lid on. Stir everything and make sure there is enough liquid so that it does not boil dry. Test the rice – when you add the prawns in 10 minutes, it must still be al dente. (Cooking times and heat differ and you don't want stodgy rice.)

3 Layer the prawns on top of the fragrant rice and steam it for another 5-10 minutes or until the prawns are just cooked. Serve with lemon wedges and sprinkle with fresh herbs.

go! Drive & Camp says For extra colour in the potjie, you can also add a cup of frozen peas.



SHREDDED CHICKEN POTJIE

Easy peasy

This potjie requires very little of you but time. Unlike the other five it takes longer to cook so the chicken gets that lovely texture that's perfect for shredding. Make enough for leftovers – it makes the most delicious jaffles.

Ingredients

(Serves 8)

- 2 tablespoons oil
- 8 large chicken breasts, with skin and bone
- 1 onion, finely chopped
- 3 carrots, peeled and finely chopped
- 2 garlic cloves, crushed
- 350 ml stock
- 1 medium-sized butternut, peeled and cubed
- 1 large sweet potato, peeled and cubed
- 1 can (410 g) chickpeas, drained
- Salt and freshly ground black pepper to taste

FOR THE SAUCE

- 2 tablespoons mild curry powder
- ¼ cup red wine vinegar
- a pinch each of sugar and salt

- 2 tablespoons chutney
- 80 ml apricot jam
- Fresh coriander leaves (optional)

Here's how

1 Heat the oil and fry the chicken pieces until golden brown. Stir in onion, carrot and garlic and fry for another few minutes. Now add the stock, put the lid on and simmer for a few hours.

2 Remove the chicken and allow to cool slightly. Add the butternut, sweet potato and chickpeas to the pot and simmer until everything is just soft. Debone and skin the chicken and shred the meat with a fork.

3 Put the chicken back in the pot with all the sauce ingredients. Allow to simmer for 15 minutes, season with salt and pepper, and serve with your favourite starch – rice, mashed potatoes or samp. It's also delicious party food if you dish it up on a small roti with a spoon of tzatziki or Greek yogurt. Bring frozen rotis from home and roast them over the coals.

go! Drive & Camp says Take a short cut with a ready-made sauce such as Ina Paarman's Tikka Chicken if you don't want to take along too many ingredients.



BACON AND CHICKEN POTJIE

Family favourite

These classic flavours should appeal to everyone around the campfire.

Ingredients

(Serves 4-6)

- a large lump of butter
- 1 tablespoon oil
- 250 g bacon, finely chopped
- 8 chicken pieces, skinned
- 2 tablespoons flour
- Salt and freshly ground black pepper to taste
- 2 tablespoons chicken spice (use your favourite)
- 3 medium-sized carrots, peeled and chopped
- 1 onion, peeled and finely chopped
- 2 garlic cloves, crushed
- 1 cup chicken or vegetable stock
- 600 g baby potatoes, cut in half
- 250 g button mushrooms, cut in half
- 1 cup frozen peas

Here's how

1 Melt the butter and oil in a potjie over the coals and fry the bacon until it's nicely golden brown and crisp. Remove the bacon, but leave the fragrant oil in the potjie. Coat the chicken with flour, season it with salt, pepper and spices, and fry until golden brown.

2 Add the carrot, onion and garlic and fry for another few minutes. Add the stock and allow to simmer for 20 minutes with the lid on.

3 Make sure there is enough liquid to keep the chicken from burning. Add the potatoes and mushrooms and cover. Let it simmer for 30 minutes or until the potato is tender.

4 Sprinkle over the fried bacon and peas and let it simmer for another 5 minutes without the lid until the peas are cooked and the sauce begins to thicken. Serve with your favourite starch.

go! Drive & Camp says If you want to be extravagant, stir in a cup of cream at the end and heat till it's warm through.



THAI GREEN CURRY

Go green!

Get your week's quota of vegetables in one go with this quick potjie.

Ingredients

(Serves 4-6)

- 4 chicken breast fillets, cut into cubes
- 2 tablespoons flour
- 2 tablespoons oil
- Salt and freshly ground black pepper to taste
- 1-3 teaspoons Thai green curry paste
- 200 g baby corn, cut in half
- 200 g mangetout, cut into strips
- 200 g broccoli florets
- 12 Brussels sprouts, cut in half
- a handful of baby spinach leaves
- 1 can (400 ml) coconut milk
- 2 tablespoons dessicated coconut or coconut shavings

for garnish (optional)

- rice to serve

Here's how

1 Coat the chicken cubes in the flour. Heat the oil in the potjie and fry the chicken until it is golden brown. Season to taste with salt and pepper. Add the curry paste, stir and fry for another minute.

2 Add the vegetables and fry until well mixed. Add the coconut milk and simmer for 15-20 minutes or until the chicken is cooked and the sauce begins to thicken. Sprinkle over the coconut and serve the potjie with rice. Fresh lemon juice is an optional extra.

go! Drive & Camp says Rather add too little curry paste at the start than too much – some brands are stronger than others and you don't want to make the dish too hot to enjoy.

SHERRY CHICKEN POTJIE

Cheers!

Get on board this gravy train – the sauce is worth its weight in gold!

Ingredients

(Serves 4-6)

- 2 tablespoons each oil and butter
- 2 onions, finely chopped
- 1 kg chicken breasts and thighs
- Salt and freshly ground black pepper to taste
- 2 tablespoons flour
- ½ cup sherry
- 1 cup sour cream
- 3 celery stalks, finely chopped
- 2 bay leaves
- 2 twigs of thyme
- 250 g button mushrooms, cut in half
- 200 g baby marrows, finely chopped

Here's how

1 Heat the oil and butter together until the butter is melted, then

slowly fry the onion until well caramelised.

2 Make three cuts in each piece of chicken, season with salt and pepper and coat with flour. Then add the chicken to the onion and fry it until the chicken is brown all over.

3 Add the sherry to the chicken and cook it quickly until it has reduced by half. Stir in the sour cream.

4 Add the herbs and arrange the vegetables on top of the chicken. Put the lid on and arrange the coals underneath so the potjie simmers gently. Put some coals on the lid and simmer for about an hour until the chicken and vegetables are cooked. Serve with your favourite starch.

go! Drive & Camp says Make sure there's enough fluid in the potjie. It's a disaster when it's too watery, but you also don't want to be too stingy with the sauce!



CURRIED CHICKEN POTJIE

Smoky kebabs

In this recipe, you braai the chicken first before adding it to the seductive sauce. The result is a deliciously smoky flavour.

Ingredients

(Serves 6)

- 12 chicken thigh fillets (about 600 g), cut in half
- 1 onion, quartered and separated
- a handful fresh coriander (optional)
- ½ cup cashew nuts, coarsely chopped
- Steamed rice to serve

FOR THE MARINADE

- 200 ml Greek yogurt
- 2 tablespoons lemon juice
- 2 tablespoons tikka masala

FOR THE SAUCE

- 1 tablespoon oil
- 2 red chillies, finely chopped
- 2 garlic cloves, crushed
- 2 cm ginger, peeled and crushed
- 1 teaspoon ground coriander
- 1 teaspoon ground cumin
- 1 can (410 g) cherry tomatoes
- 1 can (410 g) tomato purée
- Salt and freshly ground black pepper to taste

- 1 cup cream (you can also use long-life cream)

Here's how

1 Make the marinade. Mix together the yoghurt, lemon juice and tikka masala. Add the chicken and allow to marinate for at least half an hour.

2 Make the sauce. Heat the oil and fry the chilli, garlic and ginger until fragrant. Add the spices, followed by the tomatoes and purée. Season to taste with salt and pepper, and simmer for 15 minutes.

3 Thread the pieces of chicken onto sticks with onion in between while the sauce is cooking. (Remember to soak the sticks in water so they don't catch alight.) Braai the kebabs over medium coals until just cooked while the sauce slowly simmers.

4 Spoon the chicken into the sauce, stir in the cream and heat until warmed through. Sprinkle the fresh coriander and nuts and serve with rice.

go! Drive & Camp says Don't feel like making a braai and a potjie? Simply brown the chicken and onion in the same potjie you'll use for the sauce. Remove the chicken and onion, make the sauce and then add the meat into the sauce so that it can warm with the cream.



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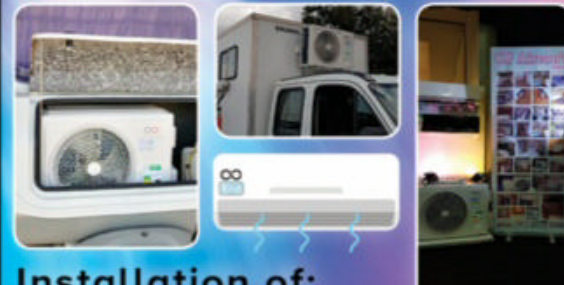
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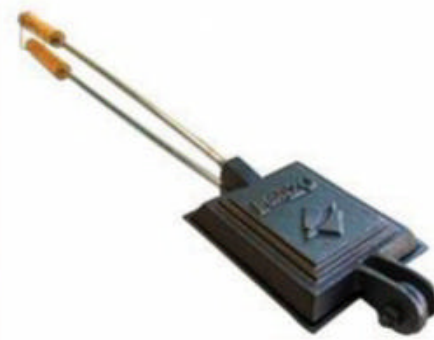
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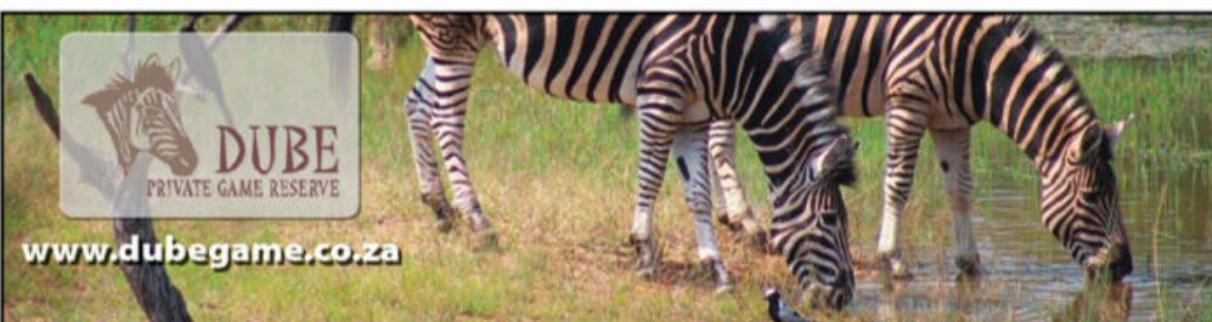
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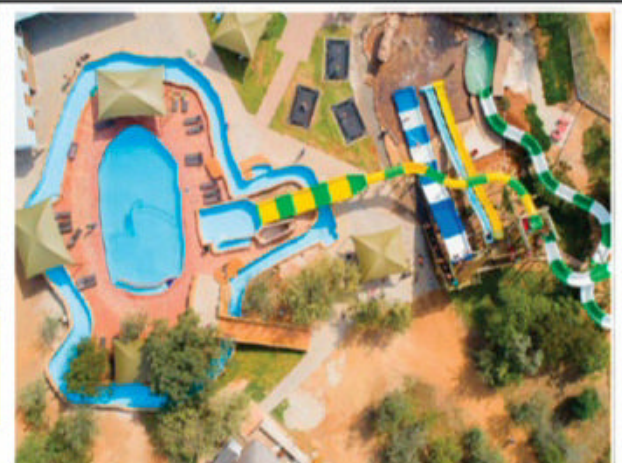
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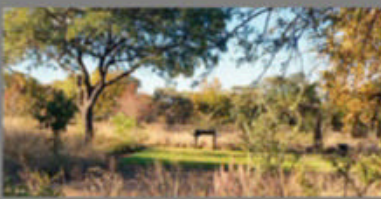


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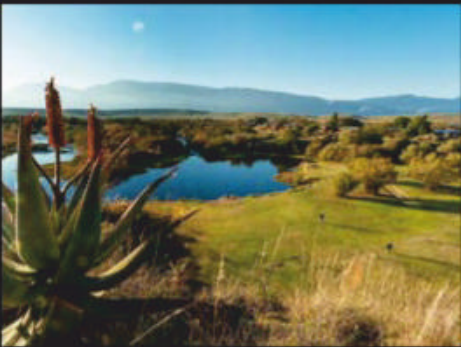
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Leanne Barberini from Parktown North has won **Van Loveren's Tangled Tree wine** worth R1 000 for her entry in the May 2019 crossword competition. Complete this one and e-mail a picture of it to drivecamp@gomag.co.za. Or do it online at <https://bit.ly/31b5CMH>. Last month's solution is on p 125.

			National park outside Swellendam	Wild plant	2nd Greek letter	Ruffle	Seaside village close to Knysna (7,3)			
			Potent		Capture		Radio frequency (abbr)			
Encountered	Tree	Ceylon, eg	Unclear	Alpine song	Matches					
	Infectious disease	Speck	Help	Sprite	Observe					
			Beer	Precious stone						
Made a choice			Aromatic herb	Sample (short)						
Pulsate										
Part of an egg	Elliptical	Understood		Radio						
			Pulled	Position	Four-sided pillar					
Release			You and I	Song in an opera	Tellurium (symbol)					
Merchandise			Thou	Platters						
			Impolite							
Attorneys				Bromine (symbol)	Rand (abbr)	A Ford SUV				
			Wildebeests	Warehouses		Morning (abbr)	Follower	South-east (abbr)		
			Gadolinium (symbol)	Grain			Sphere and cube			
			Hectare (abbr)	Conger	Urns					
			Born (French)	Rhesus (abbr)	Oust					
			Jog	Strait	Exhaust					
Salt and clay pan in the Namib	Cold	Rutherfordium (symbol)	Seven			Go in		... and behold		
	Text message							Period		
						Choice				
						Not them				
Bad sign			Rosiest	Zealous campaigner						
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			Witness							
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Colour in



COLOUR IN

Get your crayons and colour pencils ready and give life to the black and white sketch.

WORD SEARCH

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

SPOT THE DIFFERENCE

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

MAZE

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

Word search

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

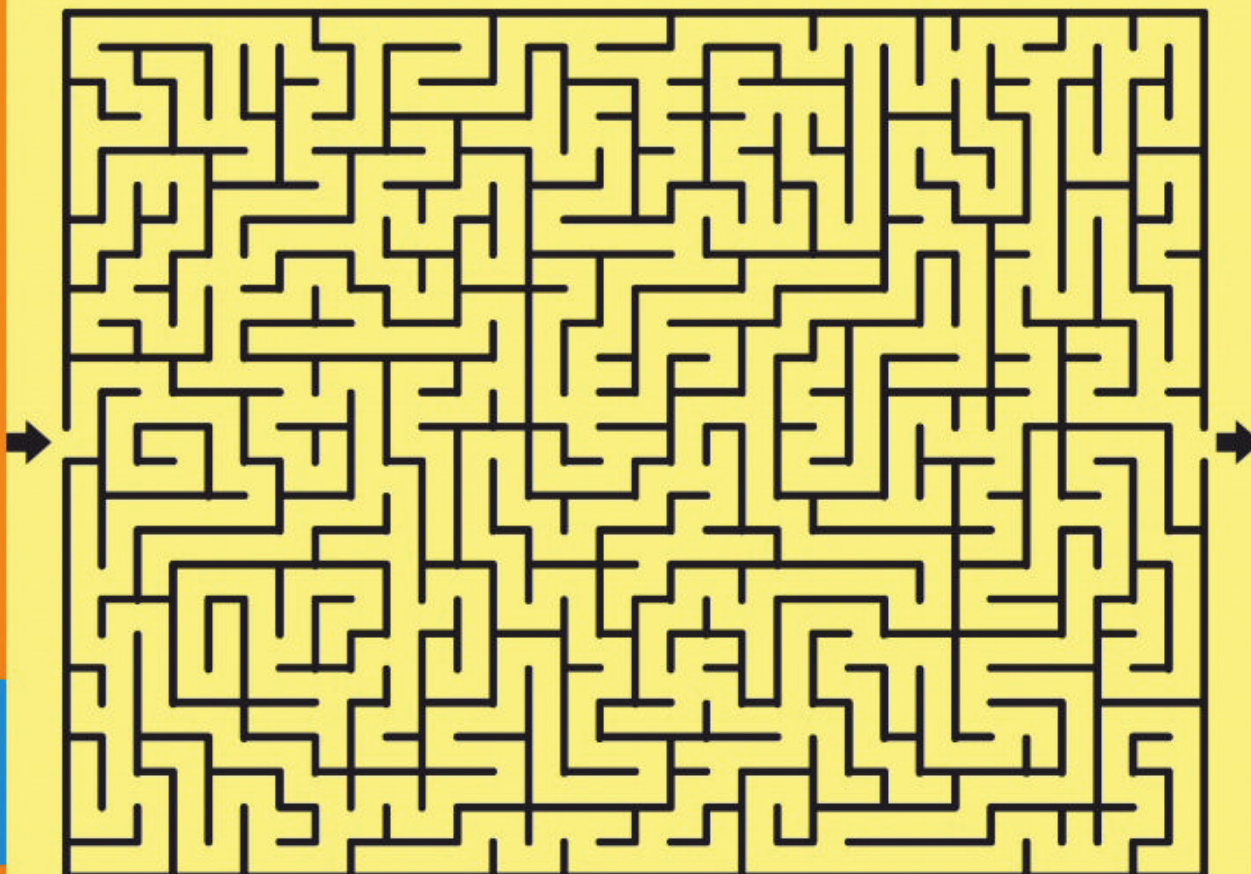
IN THE CAMP SITE

Awning	Fan	Nose weight
Braai	First aid kit	Power point
Cable tie	Fridge	Reverse gear
Camping trailer	Grill	Road map
Caravan	Groundsheet	Tent pegs
Corner steady	Matches	Torch
Extension cord	Multitool	Towbar

Spot the differences



Maze



Animal fact



THE GREAT WHITE SHARK (*CARCHARODON CARCHARIAS*)

- Great white sharks are found throughout the world's oceans, mostly in cool coastal waters.
- On average, they grow to around 4,6 m long, but some great whites have been measured at 6 m.
- Great white sharks are grey with a white underbelly, from where they get their name.
- Their streamlined shape and powerful tails propel them through the water at over 60 km per hour!
- A great white shark's sense of smell enables it to detect one drop of blood in 100 litres of water!

Wired for fire

He is often amazed at not only the poor workmanship of electrical installations, but also the blatant incorrect use of components – especially wiring and fuses, says **Mic van Zyl**.

I had a very different topic for this month's column lined up until a recent trip home from work. Traffic on the freeway was backed up heavier than usual and according to Google Maps, I was going to spend an additional hour in my bakkie before reaching my off-ramp.

I thus settled into some early Pink Floyd which I found interesting to say the least. Eventually I came upon the scene that was causing the traffic delay. Among the many emergency vehicles and fire trucks were the burnt

out remains of a vehicle with a group of bewildered people standing about. There was no sign of an accident and I'm assuming the vehicle merely caught fire. I hope nobody was injured.

THIS GOT ME thinking about why vehicles catch fire. With respect to my fellow Ford owners who own certain spontaneously combustible models, there should be very little reason why a modern vehicle would start to burn by itself.

I think that a large portion of vehicle fires happen due to wiring issues. I'm pretty convinced of this based on my observations of 4x4 vehicles that we get into our workshop that have had some electrical installations done to them. These installations include spot lights, bull bars with additional lighting, dual battery systems, fridges, inverters, solar panels, etc.

I am often amazed at not only the poor workmanship of some of these installations, but also the incorrect use of components – especially wiring and fuses. I'm no electrical engineer and I have a rather basic understanding of electricity, but I know enough to realise that getting it wrong is literally playing with fire.

When it comes to installing additional electrics in a 4x4 vehicle, there are fundamentals that you must get right in order to stay safe and have an efficient working electrical system. Efficiency is important to prevent energy loss. System safety is obvious, and the installation must also not interfere with or compromise the vehicle's own electrical system.

In order to establish this, careful consideration needs to be given to the design of the system, the components used and the quality of the actual installation.

TYPICAL INSTALLATIONS in a touring 4x4 vehicle include an auxiliary battery with a dual battery management and a charging system to accommodate refrigeration and lighting in and around the vehicle and living area.

Photographers may require Pure Sine Wave 220 V Inverter power to charge cameras, drones and laptops. Camping away from a 220 V power supply may require the use of solar panels to charge the batteries of the vehicle during the day.

A badly designed system that has been installed safely with the correct wiring and fuses may not give trouble other than being inefficient and painful to live with. On the other hand, even a well-designed system that has been poorly installed with incorrect wiring and fuses could lead to you be stranded on the side of the road with a burnt-out vehicle.

If you have had any additional electrical components installed in your off-roader, no matter how good the installation, it is always a good idea to have a good fire extinguisher close at hand.

In next month's column, I will be taking a bit more of an in-depth look at wire thickness, wire length and fuse ratings as well as some fundamental installation points you should use for a typical 4x4 touring vehicle setup. 

“When it comes to installing additional electrics in a 4x4 vehicle, there are fundamentals that you must get right”



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Camping clever

Let's talk about two buzzwords in the camping community, says **Neels van Heerden**. Both have the potential to improve your life.

Jockey wheels have been the subject of some very spicy language around campfires as it tends to sink in and get stuck in the ground. Sometimes the friction lock gives trouble, or the brace doesn't tighten securely enough or the shaft causes trouble. And sometimes the wheel simply refuses to turn when you're trying to swing the caravan.

Caravan movers are considered by some campers to be yuppie technology. But it is a piece of equipment that preserves the peace, because the wife can determine the caravan's exact position without putting her back out. The jockey wheel also works better when used together because the

“

Agritourism South Arica could play a major role here in our country to develop the supply of glamping facilities

”

power of the mover overcomes the jockey wheel's obstinacy.

Most caravan manufacturers have gained the expertise to add movers to a caravan and it can be done quickly in their workshops. And there is a wide variety of movers available, with one manufacturer boasting that its movers can be customised for every type of caravan. Do your homework, though, because it's an expensive addition to a caravan.

INITIALLY, a well-known caravan manufacturer expressed their concern that the axles and chassis of caravans cannot handle the extremely high torque of a mover. It was also argued that it could be why a chassis or axle would warp.

From an engineering point of view, however, there was no evidence that caravan movers have any negative effects. In due course, chemistry has also been harnessed in the manufacturing process to strengthen axles considerably. All of this has improved the mechanics of axles so that insurers can't easily balk at payouts. Do, however, make sure your insurer will accept a mover.

Having a mover remains a big point of discussion and creates great opportunities to boast at the campsite as Daddy performs tricks with his Exclusive or expensive imported caravan, making swanky moves until it's positioned exactly right. And that's when Uncle Jim, who's been watched the spectacle over the drink

in his hand, mumbles about the conceited upstart and his toys that take all the fun out of camping.

ANOTHER BUZZWORD that has been around since 2005, but only recently got picked up here, is glamping. It's a combination of two words: glamour and camping, and in Europe it is regarded as a fabulous concept combining luxury with a nature experience. Academics and tourism researchers in the northern hemisphere also joined the glamping fan base and someone has actually obtained a master's degree from the University of Aalborg in Denmark with a study called: *Glamping – Nature Served on a Silver Platter*. There's been research about consumer preferences of glampers and the segmentation of glamping markets. Agritourism South Africa could play a major role here in our country to develop the supply of glamping facilities.

And with that I mean creating, developing and expanding glamping experiences where luxury is linked to a unique nature experience.

The rebuilding of older caravans, the import of luxury caravans and the extraordinary boom in the local manufacturing sector will certainly contribute to the expansion of glamping.

I believe there are a number of major glamping opportunities that, if explored thoroughly, could boost the broader camp economy.



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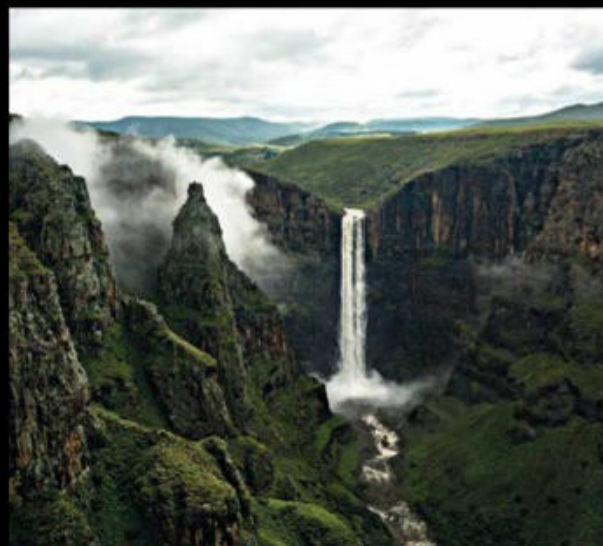
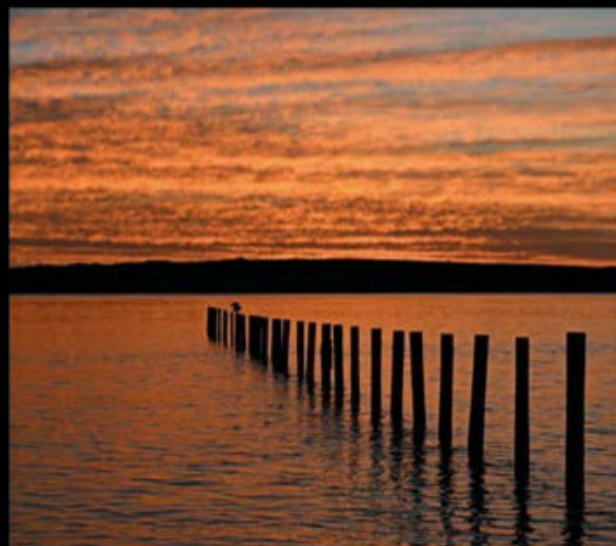
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My mud-wrestling Blue Bull

Sometimes, your faithful off-road vehicle surprises you, and other times it causes frustration in the unlikelyst of places, says **Kabous Coetzee**.

The recent natural disaster in Mozambique has once again made me realise how powerless man is against the power of nature, especially if you're in one of the poorest

countries in Africa. I admire the courage and heroism of 4x4 vehicle owners and organisations who spontaneously offered their selfless help in this time.

It reminds me of when when I farmed there,



ILLUSTRATION KABOUS COETZEE

a year or so ago. My base was a classic old Portuguese farmstead, beautifully restored, on top of a ridge next to the Limpopo flood plain. The panoramic view from here always reminded me of the Serengeti. Come evening, from the farmhouse's patio you could see Xai-Xai's lights in the distance across the Limpopo River. And in the mornings, the sun rose in the east across the ridges close to the coast, making the Limpopo's broad, lazy meander sparkle in the wide floodplain.

But I had to cut my teeth before I had the privilege of moving into this characterful old farmhouse. For a few months, I had to camp alone in a caravan under a big old fig tree. It was early 2017. By mid-February, anxious and worried family and friends were starting to send me warnings: Hurricane Dineo was on its way. E-mails, WhatsApp messages, SMSs and voicemail messages rained down on me.

And then, a week later, Dineo had spent itself. I could unfasten the chain between the tree trunk and the caravan's towbar and pitch the rally tent again. Most of the damage was to the north. Here on the Limpopo plains, it turned out to be not much worse than a typical Highveld thunderstorm. Though there were a number of trees uprooted and we had more than 100 mm of rain, which in itself resulted in some challenges.

THE FLOODPLAINS CONSIST of that real Springbok Flats turf you get in the Bushveld. Strong soil, the old people use to say. And once that turf gets a lot of rain, it becomes a slick, muddy mess. And it doesn't easily dry out overnight.

My vegetable fields lay some distance into the vast plain, next to a network of irrigation channels. After all that rain, only my faithful old Defender of almost 14 years (I named it Blue Bull) could still drive there. Even the tractors had a tough time.

But work must continue. One afternoon late after work, there were 11 guys squeezed into Blue Bull. It started to rain heavily, and I offered them all a ride. The terrain was soaked all over again and I had to concentrate to make sure Blue Bull maintained its momentum.

The water lay in gigantic pools on the plain and the roads along the canals were too treacherous. The tractors had already turned it all to mud and the risk of sliding



As soon as the front wheels entered the water, I realised we were in trouble. With its big heavy diesel engine, Blue Bull dropped into the mud right up to its axles. All you saw was mud flying as the wheels spun uselessly.



into a canal was simply too great. Just a few days earlier, we managed to drop one of my big tractors with its plough in a canal.

So we drove next to the roads in the grass and water. Knowing that if we lost momentum, we'd be stuck. The water splashed in big arches on either side of Blue Bull. But we eventually made it to the foot of a big dune. Normally we'd drive home along this dune on a twin-track road, but on that day it was way too wet. There was only one way out: the big dune had to be tackled upfront – we'd have to climb it.

There was a winding cattle path that showed us a line to take. The guys went silent when they realised what I was about to do. I tried to build up as much momentum as possible on the short piece of straight sand in front of the dune. With my right foot all the way down, in second gear, we stormed the dune. The usual burble of the V8 engine turned into an angry growl as we made our way up.

At a critical point, I realised I would have to shift down into the first gear. Without losing momentum, I changed gears with a brisk movement. Then, the top of the dune emerged, and I knew we'd make it. My passengers expressed their joy with loud cheers. Spontaneous high-fives all round, and Blue Bull got a couple of respectful knocks on its dashboard. I was very relieved and grateful, too.

THEN ONE SATURDAY afternoon my friend Reg Marchant of Bilene came to visit. By then I had moved to Lumane, the farm with the old Portuguese homestead. We braaied as per usual on the patio while enjoying the views of the plains and telling old rugby stories.

The next morning, on the spur of the moment, I decided to have a picnic on the "Serengeti Plains" under one of those thorn trees. We loaded Blue Bull with braai equipment, food, cooler boxes, chairs and tables. Excited, we drove down the hill,

following a cattle path in the direction of a number of beautiful thorn trees a little way down the plain. Then we reached a stream.

The golden rule is to always to walk through a water crossing on foot first. I'd known this for a long time, but I was in a hurry to get to those pretty trees – besides, Blue Bull wouldn't be intimidated by a little stream, right? Reg simply snorted and shook his head. I engaged the diff lock, put Blue Bull into first gear, and with a "hold on", I put foot.

As soon as the front wheels entered the water, I realised we were in trouble. With its big heavy engine, Blue Bull dropped into the mud right up to its axles. All you saw was mud flying as the wheels spun uselessly. No problem, I reckoned. I had a winch. But I couldn't find an anchor point on the other side of the stream.

By now, Reg's laughter and teasing had subsided somewhat. I was covered in mud from head to toe as I dug up rocks and placed them under the wheels. But nothing worked. Reg eventually walked home to fetch his 4x4 double cab so he could recover me.

Meanwhile, a group of spectators had gathered on the bank of the stream. The local cattle herders probably couldn't understand what I had been thinking about either.

After three attempts, it was clear that Reg's double cab wouldn't get Blue Bull out of there. My heart dropped into my shoes. I realised the only way out was a tractor... a big tractor. But it was Sunday and I wouldn't be able to get hold of a driver. Feeling pretty despondent, I decided it would have to be Monday's problem. Even the spectators were losing interest. Resigned, we loaded the camping gear onto the back of Reg's bakkie, locked Blue Bull and drove home quietly.

You often hear that Africa is not for sissies. But as I learnt all too well, Mozambique is not child's play either... 🇿🇦



Yes, a crew van camper can

They used to tow a caravan, but **Piet and Dina van der Walt** from Rustenburg needed the convenience of a camper to best enjoy their golden years.

“ We own a beach house in Scottburgh on the south-coast of KwaZulu-Natal and enjoy going on vacation down there. But whenever we’d get a bit bored with staying in one place for too long, we’d just hitch our caravan to explore another part of the region.

Now that I’m 75 years old, the hassle of a caravan doesn’t appeal to me anymore and that’s when I decided to shop around and found this used 2014 Mercedes-Benz Vito crew van and decided to convert it into a camper. With a sliding door on both sides, I knew the Vito would be perfect for the ideas I had about the conversion.

First, while the rear of the cabin would double up as our sleeping quarters, it would still have to retain its ability to seat three fully grown adults in comfort as a Mercedes-Benz should. Now, when the seatbacks are folded forward, the 2 x 1,3 m bed can be made.

Next, what’s a camping experience

without an awning to sit under and enjoy beautiful sunrises and sunsets? For this job I fitted an Eezi-Awn 270 that opens up around the left side of the vehicle and around the rear which is also our kitchen. On the right side I used a slide-out awning (also from Eezi-Awn) that extends by 2 m, which is ample space for our washroom. I used the side panels of a gazebo to ensure privacy, and because of their light weight.

Inside, I’ve added a geyser and water pump under the rear seats that can operate on gas or from a 220 V power source, a 40 l water tank, gas cylinder, and a drawer for storing miscellaneous items. Between the front seats we have an air-con that also runs off 220 V.

The Vito is powered by a 2,2 turbodiesel engine and it uses a manual gearbox to send power to the rear wheels. So far, our fuel consumption has averaged a respectable 10 l/100 km.

We’ve only owned this camper for

six months and haven’t really started touring with it yet, but we are planning to head further south and experience the splendour of the Eastern Cape’s Wild Coast for ourselves.

All told, I spent around R250 000, including the R170 000 that I spent on the Vito. The extras are worth R80 000 and because I did virtually all the work myself, there were no labour costs. As you can see, only the 220 V plug on the left and the awnings reveal that this vehicle is a bona-fide camper. It also fits in a standard garage because we chose to keep the conversion simple.”



Have you spotted any whacky wheels on your travels? Tell us about it and send a photo to *go! Drive & Camp*, PO Box 740, Cape Town 8000 or drivecamp@gomag.co.za



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